# **APPENDIX N.** Upper Cornaway Lane – Stage 1 RSA

# Road Safety Audit Report

## Incorporating
## Stage 1 Completion of Preliminary Design;
**Design Team Response to items raised; and**
**Audit Team road safety view of response in respect of design change.**

## Proposed Footpath Resurfacing
## Upper Cornaway Lane, Portchester

**Client:**
i-Transport

**Client reference:**
ITB12212-GA-020

Fenley
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Emmer Green
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**Report Status** 4

| | | | | | |
|---|---|---|---|---|---|
| **Job no** | **RSA-17-151** | **Issue no** | 4 | **Date** | April 2018 |
| **Prepared by** | **JJF** | **Verified by** | AJB | **Approved by** | JJF |
| **Filename and Path** | Fenley/Road Safety Audits/RSA-17/RSA-17-151-4 | | | | |

# document control sheet

| REV | ISSUE PURPOSE | AUTHOR | CHECKED | APPROVED | DATE |
|---|---|---|---|---|---|
| 0 | Stage 1 Road Safety Audit drafted for Audit Team discussion | JJF | | | 5th April 2018 |
| 1 | Stage 1 Road Safety Audit finalised and issued to the Design Team | JJF | AJB | JJF | 5th April 2018 |
| 2 | Report Format amended to incorporate row for Design Team Response in order to maintain an easy record of items raised | JJF | AJB | JJF | 5th April 2018 |
| 3 | Design Team Response Incorporated | Matthew Craddy on behalf of i-Transport | | | 6th April 2018 |
| 4 | Audit Team road safety view of response in respect of design change | JJF | AJB | JJF | 6th April 2018 |

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A3 Drawings associated with the Design Team Response

## 1.0 INTRODUCTION

1.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of the proposed works to widen and make-up an existing overgrown footpath link off Upper Cornaway Lane. It is understood that the proposals are to be provided as part of a residential development of circa. 350 dwellings on a site known as Winnham Farm. The request for the Audit was made by the Design Team, i-Transport on behalf of Miller Homes. This Road Safety Audit was carried out during March / April 2018.

1.2 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of HD19/15 and were approved by the Senior Engineer in the Highway Advanced section of Hampshire County Council for undertaking Road Safety Audits of all stages on the highway network within County under section 4.9 of the HCC S278 Technical Submission Requirements. The Audit Team consists of the following members:

***Audit Team Leader***
**Jamie Fenning** *BSc(Hons), MSoRSA, MIHE, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

***Audit Team Member***
**Angharad Bradley** *BEng(Hons), MSoRSA, MCIHT, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

***Others in attendance***
**M.A. Farouk Bhatti**
Trainee Road Safety Auditor

1.3 The Road Safety Audit took place at the Reading Office of Fenley Road Safety Limited on during March / April 2018. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by i-Transport on the 28th March 2018. The Road Safety Audit comprised an examination of the documents provided and these are identified in **Appendix A1**.

1.4 The site of the proposed works was visited at 11:30am on Thursday 5th April 2018. The Audit Team observed the local infrastructure for a 45minute period and also walked / drove around the local highway network. The weather during the site visit was clear and sunny, the road surface was dry and visibility was good.

1.5 A number of pedestrian and cyclists were observed during the site visit. Vehicular traffic to include cars and light goods vehicles were also observed, the traffic flow was light. Speeds were not recorded by the Audit Team.

1.6 The terms of reference of the Road Safety Audit are as described in HD 19/15 Incorporating Amendment dated May 2017. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

1.7 All comments and recommendations are referenced to the preliminary design drawing supplied with the Audit Brief and the location of road safety concerns raised have been illustrated adjacent to the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

1.8 The proposals that are subject to this Road Safety Audit include the widening of an existing overgrown footpath link and construction to provide a formal rural footpath that has a Fittleworth Stone style surface treatment with a type 1 sub-base. It is proposed to install a bollards at the entrances to the footpath and "pedestrians in road ahead" signs with distance plates where the footpath meets with Upper Cornaway Lane and a location approximately 40 metres to the south.

1.9 The Audit Team have not been made aware of any Departures from Standard associated with the proposals.

1.10 The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.11 Any recommendations included in this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD19/15, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

***Design Team Response***

1.12 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Team as per the illustrative example within HD19/15. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 3, for the inclusion of a Design Team Response. This is generally contained within a separate Design Team Response Report, however, is included in order to maintain a record of all problems, recommendations and responses for a clear and concise Road Safety Audit trail.

1.13 The Design Team Response has been prepared by:

| | |
|---|---|
| Name: | Matthew Craddy *BA (Hons) MCIHT* |
| Position: | Principal Consultant |
| Organisation: | i-Transport |
| Address: | Grove House<br>Lutyens Close<br>Basingstoke. RG24 8AG |
| Tel: | 01256 338 640 |

1.14 Any drawings or documents associated with the Design Team Response are attached at **Appendix A3,** if applicable.

1.15 In accordance with Hampshire County Council requirements, this document also includes an "Audit Team road safety view of response in respect of design change" that has been prepared following receipt of the Design Team Response.

1.16 This Road Safety Audit has been undertaken by an Audit Team independent of the Design Team that was not involved in this Road Safety Audit and did not have any influence on the findings.

## 2.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

2.1 The Audit Team have not been made aware that the proposals have been subject to any previous road safety audits.

## 3.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

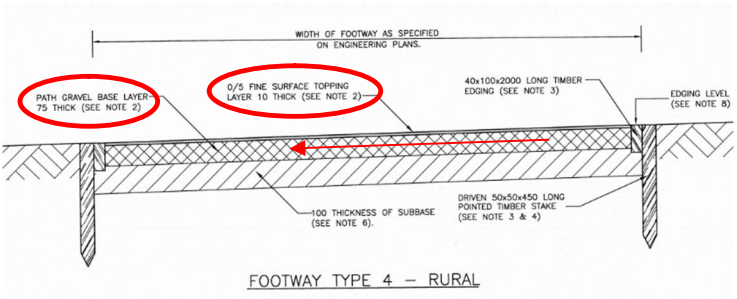
| | |
|---|---|
| **A.1** | **GENERAL** |
| *A.1.1* | *No road safety concerns in GENERAL have been raised at this stage provided the further items listed within this document are addressed adequately.* |
| **A.2** | **LOCAL ALIGNMENT** |
| *A.2.1* | *No road safety concerns regarding LOCAL ALIGNMENT have been raised at this stage* |
| **A.3** | **JUNCTIONS** |
| *A.3.1* | *No road safety concerns regarding JUNCTIONS have been raised at this stage* |
| **A.4** | **NON-MOTORISED USER (NMU) PROVISION** |
| **A.4.1** | **PROBLEM** |
| **Location:** | Footpath Link |
| **Summary:** | Surface may break away and become uneven |
| **Acc. Type:** | Pedestrian trip / fall |

The soft ground of the existing path may be insufficient foundation for the proposed type 4 rural footway. As such, the surface could fail and become uneven or break up. This would be exacerbated should surface water settle and pond / freeze, raising the risk of trips and falls.

**RECOMMENDATION:**

It is recommended that the surface is compacted sufficiently with a geotextile grid utilised if necessary and laid with a crossfall to ensure adequate surface water runoff.

**Location Plan:**



**DESIGN TEAM RESPONSE provided by i-Transport on the 6th April 2018 following formal issue to this Stage 1 Road Safety Audit**

Surfacing detail is as per HCC standard details for Rural Footpaths. This will be considered further as part of the detailed design process.

**AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:**

Confirmation that the footway make-up will be considered at the detail design stage addresses the concern raised at this stage.

| | |
|---|---|
| **A.4.2** | **PROBLEM** |
| **Location:** | Footpath Link |
| **Summary:** | Wheeled users will make use of the footpath |
| **Acc. Type:** | Non-motorised user fall |

The Road Safety Audit Brief identifies that 35% of residents will utilise the footpath link generating approximately 150 trips (per day) and proposes to widen the footpath to 2 metres and provide a surface in accordance with Type 4 of HCC standards with fine surface topping / a gravel base and also provides a centrally located bollard at each entrance to the footpath. The link provides a convenient route between the associated development and Portchester Town Centre as well as a number of primary schools. It is therefore likely that all types of non-motorised users to include wheelchair / buggy users, scooters and cyclists will wish to follow the route. It is understood that cyclists are not permitted to travel along a footpath, however no measures are proposed to deter cycling. The proposed surface treatment may be inappropriate for users of wheeled devices and could result in a fall. Moreover, the centrally located bollard may reduce the width available to below that required for a wheelchair user to pass.

**RECOMMENDATION:**

It is recommended that the footpath surface is adequate for wheeled non-motorised users and measures are provided to deter use by cyclists

**Location Plan:**

**DESIGN TEAM RESPONSE provided by i-Transport on the 6th April 2018 following formal issue to this Stage 1 Road Safety Audit**

Surfacing detail is as per HCC standard details for Rural Footpaths. This will be considered further as part of the detailed design process.

The centrally located bollards will be replaced with staggered barriers to allow required users to pass. In addition, signage and markings will be used to deter use by cyclists. Drawing ITB12212-GA-020 Rev B demonstrates these additional works.

**AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:**

Confirmation that the footway make-up will be considered at the detail design stage and the additional signage / barriers address the concern raised at this stage.

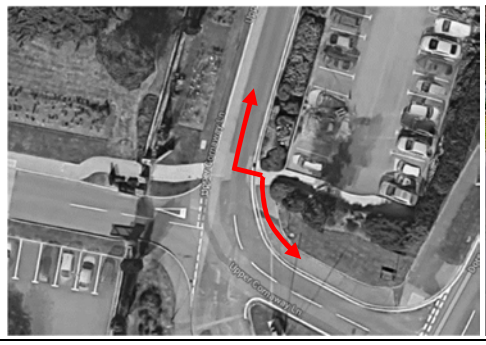
| A.5 | ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING |
|---|---|
| A.5.1 | PROBLEM |
| Location: | Upper Cornaway Lane |
| Summary: | Approaching vehicles are not warned that pedestrians are likely to be in the road |
| Acc. Type: | Vehicle pedestrian collisions |

Upper Cornaway Lane is currently a shared surface public highway and does not benefit from any signage warning approaching drivers that pedestrians could be in the road. The Audit brief and scheme drawing identifies that a "pedestrians in road ahead" warning sign is to be provided in proximity of the access to the footpath and 40 metres to the south, however no signage is proposed upon entry to Cornaway Lane. It is understood that the associated development proposals will generate circa. 150 non-motorised user trips along the footpath link and that a number of those will divert away from Upper Cornaway Lane without the need to travel along southern section of the carriageway, however Upper Cornaway Lane and the existing footway in proximity of the entrance to Portchester Crematorium is the most direct route to areas to the south. As such, the number of pedestrians travelling along the southern section of the carriageway is likely to increase. The potential presence of pedestrians unexpectantly walking in the road could result in a vehicle pedestrian collision.

**RECOMMENDATION:**

It is recommended that a "Pedestrians in road ahead" warning sign is provided to warn drivers entering Upper Cornaway Lane

**Location Plan:**



**DESIGN TEAM RESPONSE provided by i-Transport on the 6th April 2018 following formal issue to this Stage 1 Road Safety Audit**

Additional signage will be addressed at the detailed design process in line with TSRGD. This will include TSRGD sign no. 544.1 and 547.3. Drawing ITB12212-GA-020 Rev B includes the additional signage.

**AUDIT TEAM ROAD SAFETY VIEW OF RESPONSE IN RESPECT OF DESIGN CHANGE:**

Confirmation that the footway make-up will be considered at the detail design stage addresses the concern raised at this stage.

## A.6.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

A.6.1 We certify that this Road Safety Audit has been carried out in accordance with Road Safety Audit Procedures published by Hampshire County Council.

**Audit Team Leader**


Name: **Jamie Fenning**
*BSc (Hons), MSoRSA, MIHE, HE Certificate of Competency*
Position: Road Safety / Highway Engineer
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Tel: 07929 857 229
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Signed:

Date: 5th April 2018

**Audit Team Member**


Name: **Angharad Bradley**
*BEng (Hons), MSoRSA, MCIHT, HE Certificate of Competency*
Position: Road Safety / Highway Engineer
Organisation: Fenley
Address: 21 St James Close
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Signed:

Date: 5th April 2018

**Others in attendance**

Name: **M.A. Farouk Bhatti**
Position: Trainee Road Safety Auditor

# Appendix A1

## Drawings and Documents provided for this Stage 1 Road Safety Audit

| Audit Stage | Drawing No. | Rev | Title |
|---|---|---|---|
| Stage 1 | TW/ITB12212-022 TN | - | Road Safety Audit Brief – Upper Cornaway Lane |
| | ITB12212-GA-020 | A | Proposed Footpath Resurfacing |

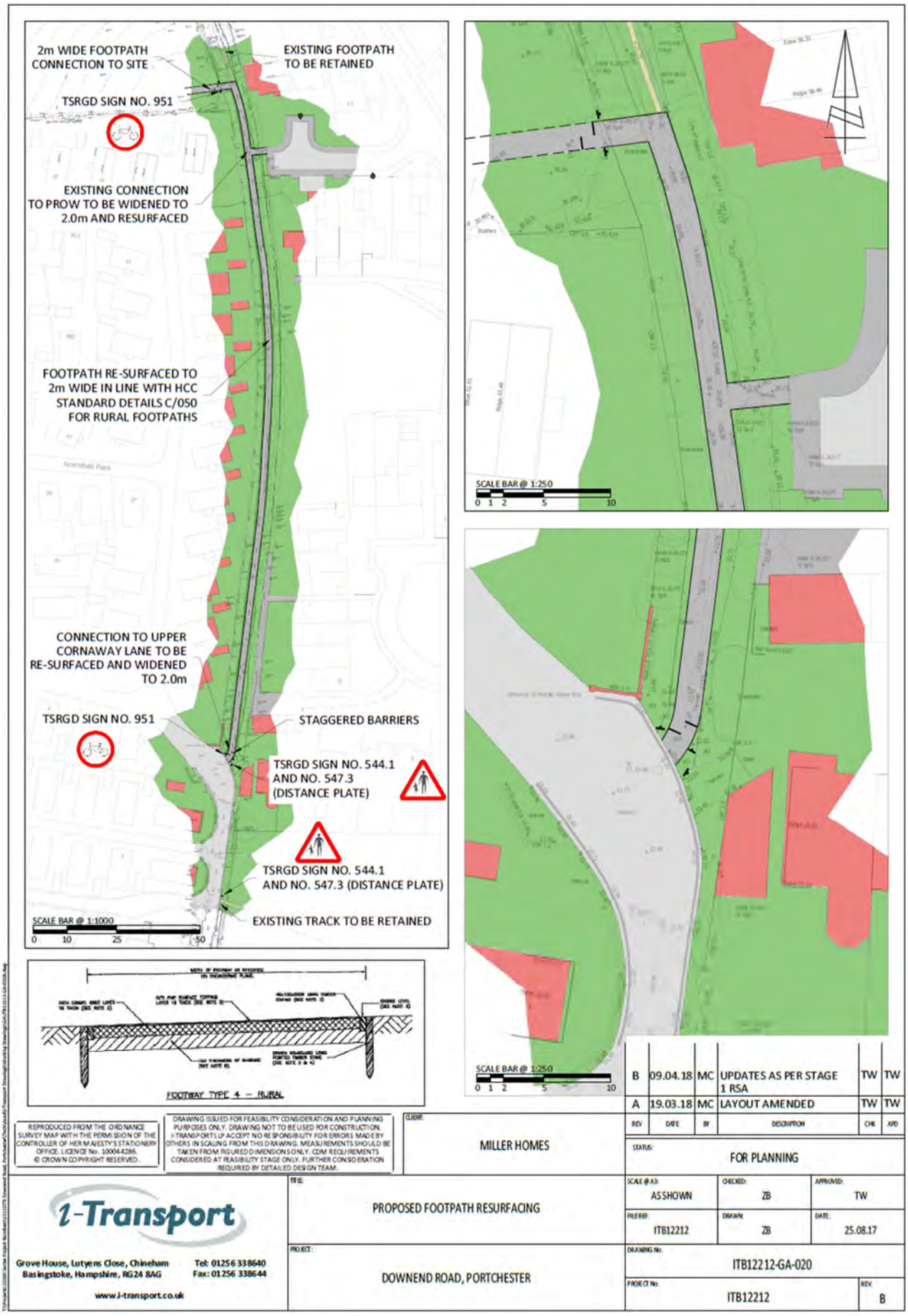
# Appendix A2

## Item Location Plan

A.4.1
A.4.2
Northfield Park
A.5.1

# Appendix A3

## Drawings associated with the Design Team Response


2m WIDE FOOTPATH CONNECTION TO SITE
EXISTING FOOTPATH TO BE RETAINED
TSRGD SIGN NO. 951
EXISTING CONNECTION TO PROW TO BE WIDENED TO 2.0m AND RESURFACED
FOOTPATH RE-SURFACED TO 2m WIDE IN LINE WITH HCC STANDARD DETAILS C/050 FOR RURAL FOOTPATHS
CONNECTION TO UPPER CORNAWAY LANE TO BE RE-SURFACED AND WIDENED TO 2.0m
TSRGD SIGN NO. 951
STAGGERED BARRIERS
TSRGD SIGN NO. 544.1 AND NO. 547.3 (DISTANCE PLATE)
TSRGD SIGN NO. 544.1 AND NO. 547.3 (DISTANCE PLATE)
EXISTING TRACK TO BE RETAINED
SCALE BAR @ 1:1000
0 10 25 50
SCALE BAR @ 1:250
0 1 2 5 10
SCALE BAR @ 1:250
0 1 2 5 10
FOOTWAY TYPE 4 – RURAL
REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044266. © CROWN COPYRIGHT RESERVED.
DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.
CLIENT: MILLER HOMES
B 09.04.18 MC UPDATES AS PER STAGE 1 RSA TW TW
A 19.03.18 MC LAYOUT AMENDED TW TW
REV DATE BY DESCRIPTION CHK APD
STATUS: FOR PLANNING
i-Transport
Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640 Fax: 01256 338644
www.i-transport.co.uk
TITLE: PROPOSED FOOTPATH RESURFACING
SCALE @ A3: AS SHOWN
CHECKED: ZB
APPROVED: TW
FILE REF: ITB12212
DRAWN: ZB
DATE: 25.08.17
PROJECT: DOWNEND ROAD, PORTCHESTER
DRAWING No: ITB12212-GA-020
PROJECT No: ITB12212
REV: B

fenley

| Downend Road, Portchester – Upper Cornaway Lane Improvements – RSA 1 Designer's Response | | | |
|---|---|---|---|
| **Item** | **Problem** | **Recommendation** | **Designers Response** |
| A4.1 | *(Location: Footpath Link)*<br><br>Summary: Surface may break away and become uneven<br><br>The soft ground of the existing path may be insufficient foundation for the proposed type 4 rural footway. As such, the surface could fail and become uneven or break up. This would be exacerbated should surface water settle and pond / freeze, raising the risk of trips and falls. | It is recommended that the surface is compacted sufficiently with a geotextile grid utilised if necessary and laid with a crossfall to ensure adequate surface water runoff. | Surfacing detail is as per HCC standard details for Rural Footpaths.<br>This will be considered further as part of the detailed design process. |
| A4.3 | *(Location: Footpath Link)*<br><br>Summary: Wheeled users will inevitably make use of the footpath<br><br>The Road Safety Audit Brief identifies that 35% of residents will utilise the footpath link generating approximately 150 trips (per day) and proposes to widen the footpath to 2 metres and provide a surface in accordance with Type 4 of HCC standards with fine surface topping / a gravel base and also provides a centrally located bollard at each entrance to the footpath. The link provides a convenient route between the associated development and Portchester Town Centre as well as a number of primary schools. It is therefore likely that all types of non-motorised users to include wheelchair / buggy users, scooters and cyclists will wish to follow the route. It is understood that cyclists are not permitted to travel along a footpath, however no measures are proposed to deter cycling. The proposed surface treatment may be inappropriate for users of wheeled devices and could result in a fall. Moreover, the centrally located bollard may reduce the width available to below that required for a wheelchair user to pass. | It is recommended that the footpath surface is adequate for wheeled non-motorised users and measures are provided to deter use by cyclists | Surfacing detail is as per HCC standard details for Rural Footpaths.<br>This will be considered further as part of the detailed design process.<br><br>The centrally located bollards will be replaced with staggered barriers to allow required users to pass. In addition, signage and markings will be used to deter use by cyclists. Drawing ITB12212-GA-020 Rev B demonstrates these additional works. |

| | | | |
|---|---|---|---|
| A5.1 | *(Location: Upper Cornaway Lane)*<br><br>Summary: Approaching vehicles are not warned that pedestrians are likely to be in the carriageway<br><br>Upper Cornaway Lane is currently a shared surface public highway and does not benefit from any signage warning approaching drivers that pedestrians could be in the road. The Audit brief and scheme drawing identifies that a "pedestrians in road ahead" warning sign is to be provided in proximity of the access to the footpath and 40 metres to the south, however no signage is proposed upon entry to Cornaway Lane. It is understood that the associated development proposals will generate circa. 150 non-motorised user trips along the footpath link and that a number of those will divert away from Upper Cornaway Lane without the need to travel along southern section of the carriageway, however Upper Cornaway Lane and the existing footway in proximity of the entrance to Portchester Crematorium is the most direct route to areas to the south. As such, the number of pedestrians travelling along the southern section of the carriageway is likely to increase. The potential presence of pedestrians unexpectantly walking in the road could result in a vehicle pedestrian collision. | It is recommended that a "Pedestrians in road ahead" warning sign is provided to warn drivers entering Upper Cornaway Lane | Additional signage will be addressed at the detailed design process in line with TSRGD. This will include TSRGD sign no. 544.1 and 547.3. Drawing ITB12212-GA-020 Rev B includes the additional signage. |

# **APPENDIX O.** Pedestrian Assignment

**Table 1 - Walking Distance to Key Facilities Table from SoCG Working Document**

| Facility | | Destination | Total Distance to Facility (including internal walk to centre of site) | | | Shortest Distance |
|---|---|---|---|---|---|---|
| | | | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane | |
| Education | ED1 | Red Barn Primary and Pre-school | 2,600 | 1,500 | 1,050 | **1,050** |
| | ED4 | Northern Junior School | 3,100 | 2,000 | 1,300 | **1,300** |
| | ED5 | Northern Infant and Pre-School | 3,100 | 2,000 | 1,300 | **1,300** |
| | ED2 | Wicor Primary School | 2,400 | 1,300 | 1,500 | **1,300** |
| | ED3 | Cams Hill Secondary School | 1,200 | 1,200 | 2,500 | **1,200** |
| | ED6 | Portchester Community School | 3,600 | 2,500 | 2,500 | **2,500** |
| | ED8 | Teddy Bears Nursery School | 4,000 | 2,800 | 2,700 | **2,700** |
| | ED9 | Little Paws Nursey | 4,300 | 3,100 | 2,400 | **2,400** |
| | ED7 | Castle Primary School | 3,800 | 2,700 | 2,600 | **2,600** |
| | ED10 | Castle View (King Richard) Secondary School | 4,400 | 3,200 | 2,700 | **2,700** |
| Employment | - | Portchester Town Centre | 3,300 | 2,100 | 2,100 | **2,100** |
| | - | Fareham Town Centre | 2,500 | 2,500 | 3,900 | **2,500** |
| | E1 | Veolia Composting Facility | 1,000 | 1,100 | 2,200 | **1,000** |
| | E2 | Portchester Engineering | 3,300 | 2,100 | 2,200 | **2,100** |
| | E3 | Portchester Business Centre | 3,500 | 2,300 | 2,300 | **2,300** |
| | E5 | Murrills Estate | 3,800 | 2,700 | 2,500 | **2,500** |
| | E4 | Cams Hall | 2,100 | 2,000 | 3,400 | **2,000** |
| | E6 | Trafalgar Wharf | 4,100 | 3,000 | 2,800 | **2,800** |
| | E7 | DSTL Defence Science and Tech Lab | 2,700 | 2,800 | 2,300 | **2,300** |
| | E9 | Portsdown Technology Park | 4,900 | 5,000 | 4,000 | **4,000** |
| | E10 | Fareham Industrial Park | 2,900 | 2,900 | 4,200 | **2,900** |
| | E8 | Fort Wallington Industrial Estate | 2,800 | 2,800 | 4,100 | **2,800** |
| Leisure | L1 | Ellersie Hotel | 730 | 850 | 2,500 | **730** |
| | L2 | 24-7 Fitness Fareham Gym | 730 | 850 | 2,500 | **730** |
| | L3 | Roshauna Riding School | 1,050 | 1,600 | 2,200 | **1,050** |
| | L4 | Portchester Community Centre | 2,800 | 1,700 | 1,700 | **1,700** |
| | L6 | Fort Nelson | 1,800 | 2,300 | 1,400 | **1,400** |
| | L10 | Portchester Castle | 4,700 | 3,600 | 3,500 | **3,500** |
| | L11 | Portchester Sailing Club | 4,600 | 3,500 | 3,400 | **3,400** |
| | L12 | Portchester Allotments | 4,300 | 3,100 | 3,100 | **3,100** |
| | L13 | Fort Southwick | 3,900 | 4,100 | 2,900 | **2,900** |
| | L14 | Team Sport Go Karting | 4,900 | 4,900 | 6,200 | **4,900** |
| | L5 | Portchester Library | 3,200 | 2,100 | 2,000 | **2,000** |
| | L7 | Portchester Social Club | 3,500 | 2,300 | 2,200 | **2,200** |
| | L16 | Cams Mill | 1,800 | 1,700 | 3,100 | **1,700** |
| | L17 | Seagull PH | 2,300 | 1,200 | 1,250 | **1,200** |
| | L18 | Fareham Leisure Centre | 3,500 | 3,500 | 4,800 | **3,500** |
| | L19 | Highview Park | 2,800 | 1,700 | 850 | **850** |
| | L20 | Wicor Recreation Ground | 3,500 | 2,400 | 2,500 | **2,400** |
| | L21 | Portchester Park Play Area | 2,800 | 1,600 | 1,600 | **1,600** |
| | L9 | Cams Hall Golf Course | 2,400 | 2,400 | 3,700 | **2,400** |
| | L15 | Delme Arms PH | 1,800 | 1,800 | 3,100 | **1,800** |
| | L8 | Portchester Youth Centre | 3,600 | 2,600 | 2,500 | **2,500** |
| Retail | R6 | BP Garage with M&S Food | 2,300 | 1,150 | 1,100 | **1,100** |
| | R1 | Wicor Post Office | 2,800 | 1,600 | 1,700 | **1,600** |
| | R2 | Co-Op | 2,900 | 1,700 | 1,800 | **1,700** |
| | - | Portchester Town Centre | 3,300 | 2,100 | 2,100 | **2,100** |
| | R3 | Sainsburys | 2,900 | 2,800 | 4,200 | **2,800** |
| | R4 | Fareham Shopping Centre | 2,500 | 2,500 | 3,900 | **2,500** |
| | R5 | Tesco Superstore | 2,700 | 2,700 | 4,000 | **2,700** |
| Health | H1 | Westlands Medical Centre | 2,900 | 1,800 | 1,800 | **1,800** |
| | H4 | Rowlands Pharmacy | 3,200 | 2,100 | 2,100 | **2,100** |
| | H2 | Lloyds Pharmacy | 2,900 | 1,800 | 1,700 | **1,700** |
| | H3 | Portchester Health Centre | 3,200 | 2,100 | 2,000 | **2,000** |
| Transport | - | Nearest A27 Bus Stop | 1,150 | 550 | 1,200 | **550** |
| | - | Portchester Railway Station | 3,300 | 2,200 | 1,900 | **1,900** |
| | - | Fareham Railway Station | 3,700 | 3,700 | 5,000 | **3,700** |

| |
|---|
| Shortest Route |
| >2,500m Walk |
| Duplicate School |
| Minor Facility |

**Table 2 - NTS / Census Based Multi-Modal Demand**

| | | | |
|---|---|---|---|
| Number Dwellings | | 350 | *Planning Application* |
| Average Household Size (people) | | 2.30 | *Census 2011 - Fareham 010 / 012* |
| Number Residents | | 803.84 | |
| | | | |
| Total Annual Trips Per Person (all modes) | | 986 | *NTS0409* |
| Total Annual Trips (all modes) | | 792744 | *Based on 804 residents* |
| Total Daily Trips (all modes) | | 2172 | *Based on 365 Days* |
| | | | |
| Walking Trips | 26.6% | 578 | *NTS0303* |
| Cycling Trips | 1.7% | 37 | *NTS0303* |
| Local Bus Trips | 3.3% | 72 | *NTS0303* |
| Surface Rail Trips | 2.2% | 48 | *NTS0303* |

**Table 3 - School Travel Proportion**

| | | |
|---|---|---|
| Number dwellings | 350 | Planning Application |
| Number Primary Pupils | 105 | Based on 30 Primary Pupils per 100 Dwellings |
| Number Secondary Pupils | 73.5 | Based on 21 Primary Pupils per 100 Dwellings |
| Proportion of Primary Pupils | 59% | http://documents.hants.gov.uk/education/HampshireSchoolPlacePlan2017-2021.pdf |
| Proportion Secondary Pupils | 41% | |

**Table 4 - Walk Trips Journey Purpose**

| **Walking Trips - Journey Purpose (2018 NTS0409)** | | **Walk Trips - NTS** | **Walk Trips - TRICS** |
|---|---|---|---|
| Education - Primary (60%) | 11.9% | 69 | 67 |
| Education Secondary (40%) | 8.3% | 48 | 47 |
| Commuting and Business | 8.1% | 47 | 46 |
| Other / Leisure | 40.1% | 232 | 226 |
| Shopping | 19.2% | 111 | 108 |
| Other Escort and Personal Business | 12.3% | 71 | 69 |
| Total Trips | 100.0% | **578** | **563** |

**Table 5 - Cycle Trips Journey Purpose NTS**

| **Cycle Trips - Journey Purpose (2018 NTS0409)** | | **Cycle Trips - NTS** | **Cycle Trips - TRICS** |
|---|---|---|---|
| Education - Primary (60%) | 7.2% | 3 | 5 |
| Education Secondary (40%) | 5.1% | 2 | 3 |
| Commuting and Business | 36.0% | 13 | 24 |
| Other / Leisure | 35.3% | 13 | 23 |
| Shopping | 8.3% | 3 | 5 |
| Other Escort and Personal Business | 8.1% | 3 | 5 |
| Total Trips | 100.0% | **37** | **66** |

**Table 6 - TRICS Multi Modal Assessment (Mixed Private / Affordable Housing) 12hr**

| | | | |
|---|---|---|---|
| Pedestrian Trip Rate | 0.803 | 0.805 | 1.608 |
| Cyclist Trip Rate | 0.096 | 0.093 | 0.189 |
| Bus Passengers Trip Rate | 0.105 | 0.121 | 0.226 |
| Rail Passengers Trip Rate | 0.028 | 0.029 | 0.057 |

| | | | |
|---|---|---|---|
| Pedestrain Trips | 281 | 282 | 563 |
| Cyclist Trips | 34 | 33 | 66 |
| Bus Pssengers | 37 | 42 | 79 |
| Rail Passengers | 10 | 10 | 20 |

**Table 7 - Filtered Key Walking Facilities**

| Facility | | Destination | Total Distance to Facility (including internal walk to centre of site) | | | Shortest Distance |
|---|---|---|---|---|---|---|
| | | | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane | |
| Education | ED1 | Red Barn Primary and Pre-school | 2,600 | 1,500 | 1,050 | **1,050** |
| | ED3 | Cams Hill Secondary School | 1,200 | 1,200 | 2,500 | **1,200** |
| Employment | - | Portchester Town Centre | 3,300 | 2,100 | 2,100 | **2,100** |
| | E2 | Portchester Engineering | 3,300 | 2,100 | 2,200 | **2,100** |
| | E3 | Portchester Business Centre | 3,500 | 2,300 | 2,300 | **2,300** |
| | E4 | Cams Hall | 2,100 | 2,000 | 3,400 | **2,000** |
| | E7 | DSTL Defence Science and Tech Lab | 2,700 | 2,800 | 2,300 | **2,300** |
| | L2 | 24-7 Fitness Fareham Gym | 730 | 850 | 2,500 | **730** |
| | L4 | Portchester Community Centre | 2,800 | 1,700 | 1,700 | **1,700** |
| | L6 | Fort Nelson | 1,800 | 2,300 | 1,400 | **1,400** |
| | L5 | Portchester Library | 3,200 | 2,100 | 2,000 | **2,000** |
| | L7 | Portchester Social Club | 3,500 | 2,300 | 2,200 | **2,200** |
| | L16 | Cams Mill | 1,800 | 1,700 | 3,100 | **1,700** |
| | L17 | Seagull PH | 2,300 | 1,200 | 1,250 | **1,200** |
| | L19 | Highview Park | 2,800 | 1,700 | 850 | **850** |
| | L20 | Wicor Recreation Ground | 3,500 | 2,400 | 2,500 | **2,400** |
| | L21 | Portchester Park Play Area | 2,800 | 1,600 | 1,600 | **1,600** |
| | L15 | Delme Arms PH | 1,800 | 1,800 | 3,100 | **1,800** |
| Retail | R6 | BP Garage with M&S Food | 2,300 | 1,150 | 1,100 | **1,100** |
| | R1 | Wicor Post Office | 2,800 | 1,600 | 1,700 | **1,600** |
| | R2 | Co-Op | 2,900 | 1,700 | 1,800 | **1,700** |
| | - | Portchester Town Centre | 3,300 | 2,100 | 2,100 | **2,100** |
| Health | H1 | Westlands Medical Centre | 2,900 | 1,800 | 1,800 | **1,800** |
| | H4 | Rowlands Pharmacy | 3,200 | 2,100 | 2,100 | **2,100** |
| | H2 | Lloyds Pharmacy | 2,900 | 1,800 | 1,700 | **1,700** |
| | H3 | Portchester Health Centre | 3,200 | 2,100 | 2,000 | **2,000** |
| Transport | - | Nearest A27 Bus Stop | 1,150 | 550 | 1,200 | **550** |
| | - | Portchester Railway Station | 3,300 | 2,200 | 1,900 | **1,900** |

Shortest Route

**Table 8 - Route Distance difference from Shortest Route Available**

| Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane |
|---|---|---|
| 1,550 | 450 | 0 |
| 0 | 0 | 1,300 |
| 1,200 | 0 | 0 |
| 1,200 | 0 | 100 |
| 1,200 | 0 | 0 |
| 100 | 0 | 1,400 |
| 400 | 500 | 0 |
| 0 | 120 | 1,770 |
| 1,100 | 0 | 0 |
| 400 | 900 | 0 |
| 1,200 | 100 | 0 |
| 1,300 | 100 | 0 |
| 100 | 0 | 1,400 |
| 1,100 | 0 | 50 |
| 1,950 | 850 | 0 |
| 1,100 | 0 | 100 |
| 1,200 | 0 | 0 |
| 0 | 0 | 1,300 |
| 1,200 | 50 | 0 |
| 1,200 | 0 | 100 |
| 1,200 | 0 | 100 |
| 1,200 | 0 | 0 |
| 1,100 | 0 | 0 |
| 1,100 | 0 | 0 |
| 1,200 | 100 | 0 |
| 1,200 | 100 | 0 |
| 600 | 0 | 650 |
| 1,400 | 300 | 0 |

Shortest Route

**Table 9 - Route Assignment to Key Facilities**

| Facility | | Destination | Total Distance to Facility (including internal walk to centre of site) | | |
|---|---|---|---|---|---|
| | | | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane |
| Education | **ED1** | **Red Barn Primary and Pre-school** | **0.00%** | **0.00%** | **100.00%** |
| | **ED3** | **Cams Hill Secondary School** | **50.00%** | **50.00%** | **0.00%** |
| Employment / Business | - | Portchester Town Centre | 0.00% | 50.00% | 50.00% |
| | E2 | Portchester Engineering | 0.00% | 100.00% | 0.00% |
| | E3 | Portchester Business Centre | 0.00% | 50.00% | 50.00% |
| | E4 | Cams Hall | 0.00% | 100.00% | 0.00% |
| | E7 | DSTL Defence Science and Tech Lab | 0.00% | 0.00% | 100.00% |
| | ***Sub Total*** | | ***0.00%*** | ***60.00%*** | ***40.00%*** |
| Leisure | L2 | 24-7 Fitness Fareham Gym | 100.00% | 0.00% | 0.00% |
| | L4 | Portchester Community Centre | 0.00% | 50.00% | 50.00% |
| | L6 | Fort Nelson | 0.00% | 0.00% | 100.00% |
| | L5 | Portchester Library | 0.00% | 0.00% | 100.00% |
| | L7 | Portchester Social Club | 0.00% | 0.00% | 100.00% |
| | L16 | Cams Mill | 0.00% | 100.00% | 0.00% |
| | L17 | Seagull PH | 0.00% | 100.00% | 0.00% |
| | L19 | Highview Park | 0.00% | 0.00% | 100.00% |
| | L20 | Wicor Recreation Ground | 0.00% | 100.00% | 0.00% |
| | L21 | Portchester Park Play Area | 0.00% | 50.00% | 50.00% |
| | L15 | Delme Arms PH | 50.00% | 50.00% | 0.00% |
| | ***Sub Total*** | | ***13.64%*** | ***40.91%*** | ***45.45%*** |
| Retail | R6 | BP Garage with M&S Food | 0.00% | 0.00% | 100.00% |
| | R1 | Wicor Post Office | 0.00% | 100.00% | 0.00% |
| | R2 | Co-Op | 0.00% | 100.00% | 0.00% |
| | - | Portchester Town Centre | 0.00% | 50.00% | 50.00% |
| | ***Sub Total*** | | ***0.00%*** | ***62.50%*** | ***37.50%*** |
| Personal Business | H1 | Westlands Medical Centre | 0.00% | 50.00% | 50.00% |
| | H4 | Rowlands Pharmacy | 0.00% | 50.00% | 50.00% |
| | H2 | Lloyds Pharmacy | 0.00% | 0.00% | 100.00% |
| | H3 | Portchester Health Centre | 0.00% | 0.00% | 100.00% |
| | - | Portchester Town Centre | 0.00% | 50.00% | 50.00% |
| | ***Sub Total*** | | ***0.00%*** | ***30.00%*** | ***70.00%*** |
| Transport | **-** | **Nearest A27 Bus Stop** | **0.00%** | **100.00%** | **0.00%** |
| | **-** | **Portchester Railway Station** | **0.00%** | **0.00%** | **100.00%** |

**Table 10 - Walking Trips Using NTS Data**

| Walking Trips | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane |
|---|---|---|---|
| Education - Primary | 0 | 0 | 69 |
| Education Secondary | 24 | 24 | 0 |
| Commuting and Business | 0 | 28 | 19 |
| Other / Leisure | 32 | 95 | 105 |
| Shopping | 0 | 69 | 42 |
| Other Escort and Personal Business | 0 | 21 | 50 |
| Total Trips | 56 | 238 | 284 |
| % Trips | 9.6% | 41.2% | 49.2% |
| | | | |
| **Bus Trips** | 0 | 72 | 0 |
| | | | |
| **Rail Trips** | 0 | 0 | 48 |
| | | | |
| **Total Route Assignment** | 56 | 309 | 332 |
| **Route Proportion** | 8.0% | 44.4% | 47.6% |

**Table 11 - Walking Trips Using TRICS Data**

| Walking Trips | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane |
|---|---|---|---|
| Education - Primary | 0 | 0 | 67 |
| Education Secondary | 23 | 23 | 0 |
| Commuting and Business | 0 | 27 | 18 |
| Other / Leisure | 31 | 92 | 103 |
| Shopping | 0 | 68 | 41 |
| Other Escort and Personal Business | 0 | 21 | 49 |
| Total Trips | 54 | 232 | 277 |
| % Trips | 9.6% | 41.2% | 49.2% |
| | | | |
| **Bus Trips** | 0 | 79 | 0 |
| | | | |
| **Rail Trips** | 0 | 0 | 20 |
| | | | |
| **Total Route Assignment** | 54 | 311 | 297 |
| **Route Proportion** | 8.2% | 46.9% | 44.9% |

**Table 12 - Cycle Facilities**

| Facility | | Destination | Total Distance to Facility (including internal walk to centre of site) | | |
|---|---|---|---|---|---|
| | | | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane |
| Education | ED1 | Red Barn Primary and Pre-school | 2,600 | 1,500 | 1,050 |
| | ED3 | Cams Hill Secondary School | 1,200 | 1,200 | 2,500 |
| Employment / Business | - | Portchester Town Centre | 3,300 | 2,100 | 2,100 |
| | - | Fareham Town Centre | 2,500 | 2,500 | 3,900 |
| | E2 | Portchester Engineering | 3,300 | 2,100 | 2,200 |
| | E3 | Portchester Business Centre | 3,500 | 2,300 | 2,300 |
| | E5 | Murrills Estate | 3,800 | 2,700 | 2,500 |
| | E4 | Cams Hall | 2,100 | 2,000 | 3,400 |
| | E6 | Trafalgar Wharf | 4,100 | 3,000 | 2,800 |
| | E7 | DSTL Defence Science and Tech Lab | 2,700 | 2,800 | 2,300 |
| | E9 | Portsdown Technology Park | 4,900 | 5,000 | 4,000 |
| | E10 | Fareham Industrial Park | 2,900 | 2,900 | 4,200 |
| | E8 | Fort Wallington Industrial Estate | 2,800 | 2,800 | 4,100 |
| Leisure | L2 | 24-7 Fitness Fareham Gym | 730 | 850 | 2,500 |
| | L4 | Portchester Community Centre | 2,800 | 1,700 | 1,700 |
| | L6 | Fort Nelson | 1,800 | 2,300 | 1,400 |
| | L10 | Portchester Castle | 4,700 | 3,600 | 3,500 |
| | L11 | Portchester Sailing Club | 4,600 | 3,500 | 3,400 |
| | L12 | Portchester Allotments | 4,300 | 3,100 | 3,100 |
| | L13 | Fort Southwick | 3,900 | 4,100 | 2,900 |
| | L14 | Team Sport Go Karting | 4,900 | 4,900 | 6,200 |
| | L5 | Portchester Library | 3,200 | 2,100 | 2,000 |
| | L7 | Portchester Social Club | 3,500 | 2,300 | 2,200 |
| | L16 | Cams Mill | 1,800 | 1,700 | 3,100 |
| | L17 | Seagull PH | 2,300 | 1,200 | 1,250 |
| | L18 | Fareham Leisure Centre | 3,500 | 3,500 | 4,800 |
| | L19 | Highview Park | 2,800 | 1,700 | 850 |
| | L20 | Wicor Recreation Ground | 3,500 | 2,400 | 2,500 |
| | L21 | Portchester Park Play Area | 2,800 | 1,600 | 1,600 |
| | L15 | Delme Arms PH | 1,800 | 1,800 | 3,100 |
| | L8 | Portchester Youth Centre | 3,600 | 2,600 | 2,500 |
| Retail | R6 | BP Garage with M&S Food | 2,300 | 1,150 | 1,100 |
| | R1 | Wicor Post Office | 2,800 | 1,600 | 1,700 |
| | R2 | Co-Op | 2,900 | 1,700 | 1,800 |
| | - | Portchester Town Centre | 3,300 | 2,100 | 2,100 |
| | R3 | Sainsburys | 2,900 | 2,800 | 4,200 |
| | R4 | Fareham Shopping Centre | 2,500 | 2,500 | 3,900 |
| | R5 | Tesco Superstore | 2,700 | 2,700 | 4,000 |
| Personal Business | H1 | Westlands Medical Centre | 2,900 | 1,800 | 1,800 |
| | H4 | Rowlands Pharmacy | 3,200 | 2,100 | 2,100 |
| | H2 | Lloyds Pharmacy | 2,900 | 1,800 | 1,700 |
| | H3 | Portchester Health Centre | 3,200 | 2,100 | 2,000 |
| | - | Portchester Town Centre | 3,300 | 2,100 | 2,100 |
| | - | Fareham Town Centre | 2,500 | 2,500 | 3,900 |
| Transport | - | Nearest A27 Bus Stop | 1,150 | 550 | 1,200 |
| | - | Portchester Railway Station | 3,300 | 2,200 | 1,900 |
| | - | Fareham Railway Station | 3,700 | 3,700 | 5,000 |

**Table 13 - Cycle Trip Assignment**

| Facility | | Destination | Total Distance to Facility (including internal walk to centre of site) | | |
|---|---|---|---|---|---|
| | | | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane |
| Education | ED1 | **Red Barn Primary and Pre-school** | 0% | 0% | 100% |
| | ED3 | **Cams Hill Secondary School** | 50% | 50% | 0% |
| Employment / Business | - | Portchester Town Centre | 0% | 50% | 50% |
| | - | Fareham Town Centre | 50% | 50% | 0% |
| | E2 | Portchester Engineering | 0% | 100% | 0% |
| | E3 | Portchester Business Centre | 0% | 50% | 50% |
| | E5 | Murrills Estate | 0% | 0% | 100% |
| | E4 | Cams Hall | 0% | 100% | 0% |
| | E6 | Trafalgar Wharf | 0% | 0% | 100% |
| | E7 | DSTL Defence Science and Tech Lab | 0% | 0% | 100% |
| | E9 | Portsdown Technology Park | 0% | 0% | 100% |
| | E10 | Fareham Industrial Park | 50% | 50% | 0% |
| | E8 | Fort Wallington Industrial Estate | 50% | 50% | 0% |
| | ***Sub Total*** | | ***14%*** | ***41%*** | ***45%*** |
| Leisure | L2 | 24-7 Fitness Fareham Gym | 100% | 0% | 0% |
| | L4 | Portchester Community Centre | 0% | 50% | 50% |
| | L6 | Fort Nelson | 0% | 0% | 100% |
| | L10 | Portchester Castle | 0% | 0% | 100% |
| | L11 | Portchester Sailing Club | 0% | 0% | 100% |
| | L12 | Portchester Allotments | 0% | 50% | 50% |
| | L13 | Fort Southwick | 0% | 0% | 100% |
| | L14 | Team Sport Go Karting | 50% | 50% | 0% |
| | L5 | Portchester Library | 0% | 0% | 100% |
| | L7 | Portchester Social Club | 0% | 0% | 100% |
| | L16 | Cams Mill | 0% | 100% | 0% |
| | L17 | Seagull PH | 0% | 100% | 0% |
| | L18 | Fareham Leisure Centre | 50% | 50% | 0% |
| | L19 | Highview Park | 0% | 0% | 100% |
| | L20 | Wicor Recreation Ground | 0% | 100% | 0% |
| | L21 | Portchester Park Play Area | 0% | 50% | 50% |
| | L15 | Delme Arms PH | 50% | 50% | 0% |
| | L8 | Portchester Youth Centre | 0% | 0% | 100% |
| | ***Sub Total*** | | ***14%*** | ***33%*** | ***53%*** |
| Retail | R6 | BP Garage with M&S Food | 0% | 0% | 100% |
| | R1 | Wicor Post Office | 0% | 100% | 0% |
| | R2 | Co-Op | 0% | 100% | 0% |
| | - | Portchester Town Centre | 0% | 50% | 50% |
| | R3 | Sainsburys | 0% | 100% | 0% |
| | R4 | Fareham Shopping Centre | 50% | 50% | 0% |
| | R5 | Tesco Superstore | 50% | 50% | 0% |
| | ***Sub Total*** | | ***14%*** | ***64%*** | ***21%*** |
| Personal Business | H1 | Westlands Medical Centre | 0% | 50% | 50% |
| | H4 | Rowlands Pharmacy | 0% | 50% | 50% |
| | H2 | Lloyds Pharmacy | 0% | 0% | 100% |
| | H3 | Portchester Health Centre | 0% | 0% | 100% |
| | - | Portchester Town Centre | 0% | 50% | 50% |
| | - | Fareham Town Centre | 50% | 50% | 0% |
| | - | Portchester Railway Station | 0% | 0% | 100% |
| | - | Fareham Railway Station | 50% | 50% | 0% |
| | ***Sub Total*** | | ***13%*** | ***31%*** | ***56%*** |

**Table 14 - Cycle Trips Using NTS Data**

| Walking Trips | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane |
|---|---|---|---|
| Education - Primary | 0 | 0 | 3 |
| Education Secondary | 1 | 1 | 0 |
| Commuting and Business | 2 | 5 | 6 |
| Other / Leisure | 2 | 4 | 7 |
| Shopping | 0 | 2 | 1 |
| Other Escort and Personal Business | 0 | 1 | 2 |
| Total Trips | 5 | 14 | 18 |
| % Trips | 14.5% | 36.9% | 48.6% |

**Table 15 - Cycle Trips Using TRICS Data**

| Walking Trips | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane |
|---|---|---|---|
| Education - Primary | 0 | 0 | 5 |
| Education Secondary | 2 | 2 | 0 |
| Commuting and Business | 3 | 10 | 11 |
| Other / Leisure | 3 | 8 | 12 |
| Shopping | 1 | 4 | 1 |
| Other Escort and Personal Business | 1 | 2 | 3 |
| Total Trips | 10 | 24 | 32 |
| % Trips | 14.5% | 36.9% | 48.6% |

**Table 16 - Total Trip Demand Using NTS Data**

| | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane | Total Trips |
|---|---|---|---|---|
| Walking Trips (incl Walk to Public Transport) | 56 | 309 | 332 | 697 |
| Cycle Trips | 5 | 14 | 18 | 37 |
| **Total Trips** | **61** | **323** | **350** | **734** |
| **% Trips** | **8.3%** | **44.0%** | **47.7%** | **100.0%** |

**Table 17 - Total Trip Demand Using TRICS Data**

| | Route A - Downend Road | Route B – Cams Bridge | Route C – Upper Cornaway Lane | Total Trips |
|---|---|---|---|---|
| Walking Trips (incl Walk to Public Transport) | 54 | 311 | 297 | 662 |
| Cycle Trips | 10 | 24 | 32 | 66 |
| **Total Trips** | **64** | **335** | **329** | **728** |
| **% Trips** | **8.8%** | **46.0%** | **45.2%** | **100.0%** |

# **APPENDIX P.** 2016 vs 2019 ATC Comparison Analysis

**2016 - 7 Day Average**

| | A27 Portchester Road (West of Downend Road) - Westbound | A27 Portchester Road (West of Downend Road) - Eastbound | Downend Road (North of Bridge) - Southbound | Downend Road (North of Bridge) - Northbound | A27 Portchester Road (East of The Thicket) - Westbound | A27 Portchester Road (East of The Thicket) - Eastbound |
|---|---|---|---|---|---|---|
| **0000** | 67 | 60 | 17 | 7 | 51 | 52 |
| **0100** | 35 | 32 | 9 | 4 | 29 | 30 |
| **0200** | 22 | 20 | 4 | 4 | 16 | 17 |
| **0300** | 26 | 15 | 5 | 6 | 12 | 17 |
| **0400** | 40 | 20 | 7 | 9 | 14 | 34 |
| **0500** | 145 | 100 | 24 | 25 | 90 | 108 |
| **0600** | 424 | 295 | 66 | 142 | 199 | 355 |
| **0700** | 922 | 615 | 199 | 302 | 439 | 759 |
| **0800** | 900 | 615 | 192 | 291 | 597 | 753 |
| **0900** | 883 | 665 | 159 | 187 | 581 | 721 |
| **1000** | 873 | 710 | 180 | 167 | 628 | 705 |
| **1100** | 891 | 751 | 200 | 154 | 674 | 746 |
| **1200** | 903 | 833 | 216 | 164 | 734 | 753 |
| **1300** | 902 | 825 | 199 | 172 | 716 | 764 |
| **1400** | 946 | 831 | 223 | 161 | 722 | 780 |
| **1500** | 907 | 838 | 263 | 173 | 780 | 772 |
| **1600** | 774 | 910 | 261 | 213 | 822 | 729 |
| **1700** | 561 | 898 | 223 | 219 | 788 | 606 |
| **1800** | 600 | 695 | 180 | 154 | 615 | 568 |
| **1900** | 618 | 545 | 158 | 107 | 484 | 488 |
| **2000** | 411 | 346 | 122 | 60 | 307 | 307 |
| **2100** | 304 | 282 | 83 | 41 | 237 | 248 |
| **2200** | 246 | 214 | 52 | 33 | 180 | 210 |
| **2300** | 140 | 117 | 32 | 14 | 97 | 112 |
| | | | | | | |
| **07-19** | 10063 | 9187 | 2495 | 2356 | 8097 | 8656 |
| **06-22** | 11820 | 10656 | 2925 | 2707 | 9325 | 10055 |
| **06-00** | 12206 | 10987 | 3009 | 2754 | 9602 | 10377 |
| **00-00** | 12542 | 11236 | 3076 | 2809 | 9814 | 10634 |

**2019 - 7 Day Average**

| | A27 Portchester Road (West of Downend Road) - Westbound | A27 Portchester Road (West of Downend Road) - Eastbound | Downend Road (North of Bridge) - Southbound | Downend Road (North of Bridge) - Northbound | A27 Portchester Road (East of The Thicket) - Westbound | A27 Portchester Road (East of The Thicket) - Eastbound |
|---|---|---|---|---|---|---|
| **0000** | 58 | 60 | 11 | 7 | 47 | 52 |
| **0100** | 32 | 30 | 7 | 3 | 25 | 28 |
| **0200** | 24 | 19 | 7 | 2 | 17 | 17 |
| **0300** | 28 | 16 | 6 | 4 | 22 | 12 |
| **0400** | 49 | 25 | 9 | 8 | 40 | 22 |
| **0500** | 183 | 115 | 24 | 41 | 152 | 95 |
| **0600** | 451 | 307 | 68 | 156 | 377 | 210 |
| **0700** | 886 | 584 | 216 | 325 | 800 | 502 |
| **0800** | 799 | 552 | 199 | 257 | 815 | 673 |
| **0900** | 855 | 625 | 173 | 176 | 758 | 616 |
| **1000** | 868 | 692 | 177 | 148 | 742 | 699 |
| **1100** | 891 | 750 | 191 | 142 | 792 | 754 |
| **1200** | 919 | 794 | 192 | 150 | 823 | 800 |
| **1300** | 903 | 767 | 201 | 152 | 807 | 757 |
| **1400** | 924 | 772 | 219 | 158 | 825 | 793 |
| **1500** | 907 | 712 | 260 | 154 | 825 | 880 |
| **1600** | 742 | 790 | 295 | 171 | 741 | 869 |
| **1700** | 600 | 759 | 191 | 202 | 575 | 827 |
| **1800** | 583 | 641 | 172 | 129 | 565 | 669 |
| **1900** | 561 | 497 | 127 | 78 | 480 | 487 |
| **2000** | 425 | 343 | 112 | 47 | 326 | 322 |
| **2100** | 262 | 272 | 65 | 36 | 221 | 241 |
| **2200** | 248 | 210 | 48 | 24 | 218 | 186 |
| **2300** | 127 | 113 | 26 | 12 | 105 | 104 |
| | | | | | | |
| **07-19** | 9877 | 8438 | 2489 | 2164 | 9069 | 8841 |
| **06-22** | 11576 | 9857 | 2861 | 2482 | 10472 | 10100 |
| **06-00** | 11952 | 10180 | 2934 | 2517 | 10795 | 10390 |
| **00-00** | 12326 | 10445 | 2998 | 2581 | 11099 | 10616 |

**Comparison - 7 Day Average**

| | A27 Portchester Road (West of Downend Road) - Westbound | A27 Portchester Road (West of Downend Road) - Eastbound | Downend Road (North of Bridge) - Southbound | Downend Road (North of Bridge) - Northbound | A27 Portchester Road (East of The Thicket) - Westbound | A27 Portchester Road (East of The Thicket) - Eastbound |
|---|---|---|---|---|---|---|
| **0000** | -9 | 0 | -6 | 0 | -4 | 0 |
| **0100** | -3 | -2 | -2 | -1 | -4 | -2 |
| **0200** | 2 | -1 | 3 | -2 | 1 | 0 |
| **0300** | 2 | 1 | 1 | -2 | 10 | -5 |
| **0400** | 9 | 5 | 2 | -1 | 26 | -12 |
| **0500** | 38 | 15 | 0 | 16 | 62 | -13 |
| **0600** | 27 | 12 | 2 | 14 | 178 | -145 |
| **0700** | -36 | -31 | 17 | 23 | 361 | -257 |
| **0800** | -101 | -63 | 7 | -34 | 218 | -80 |
| **0900** | -28 | -40 | 14 | -11 | 177 | -105 |
| **1000** | -5 | -18 | -3 | -19 | 114 | -6 |
| **1100** | 0 | -1 | -9 | -12 | 118 | 8 |
| **1200** | 16 | -39 | -24 | -14 | 89 | 47 |
| **1300** | 1 | -58 | 2 | -20 | 91 | -7 |
| **1400** | -22 | -59 | -4 | -3 | 103 | 13 |
| **1500** | 0 | -126 | -3 | -19 | 45 | 108 |
| **1600** | -32 | -120 | 34 | -42 | -81 | 140 |
| **1700** | 39 | -139 | -32 | -17 | -213 | 221 |
| **1800** | -17 | -54 | -8 | -25 | -50 | 101 |
| **1900** | -57 | -48 | -31 | -29 | -4 | -1 |
| **2000** | 14 | -3 | -10 | -13 | 19 | 15 |
| **2100** | -42 | -10 | -18 | -5 | -16 | -7 |
| **2200** | 2 | -4 | -4 | -9 | 38 | -24 |
| **2300** | -13 | -4 | -6 | -2 | 8 | -8 |
| | | | | | | |
| **07-19** | -186 | -749 | -6 | -192 | 972 | 185 |
| **06-22** | -244 | -799 | -64 | -225 | 1147 | 45 |
| **06-00** | -254 | -807 | -75 | -237 | 1193 | 13 |
| **00-00** | -216 | -791 | -78 | -228 | 1285 | -18 |

**2016 - 5 Day Average**

| | A27 Portchester Road (West of Downend Road) - Westbound | A27 Portchester Road (West of Downend Road) - Eastbound | Downend Road (North of Bridge) - Southbound | Downend Road (North of Bridge) - Northbound | A27 Portchester Road (East of The Thicket) - Westbound | A27 Portchester Road (East of The Thicket) - Eastbound |
|---|---|---|---|---|---|---|
| **0000** | 44 | 42 | 16 | 6 | 32 | 30 |
| **0100** | 21 | 22 | 8 | 4 | 22 | 16 |
| **0200** | 15 | 15 | 3 | 5 | 9 | 12 |
| **0300** | 28 | 13 | 5 | 6 | 8 | 18 |
| **0400** | 46 | 22 | 9 | 11 | 15 | 37 |
| **0500** | 175 | 125 | 28 | 33 | 112 | 130 |
| **0600** | 538 | 374 | 84 | 184 | 250 | 452 |
| **0700** | 1178 | 791 | 265 | 398 | 555 | 969 |
| **0800** | 1077 | 742 | 242 | 379 | 731 | 914 |
| **0900** | 950 | 709 | 177 | 217 | 601 | 786 |
| **1000** | 861 | 721 | 193 | 176 | 622 | 693 |
| **1100** | 854 | 751 | 201 | 161 | 677 | 715 |
| **1200** | 879 | 826 | 226 | 168 | 730 | 712 |
| **1300** | 890 | 812 | 203 | 182 | 706 | 756 |
| **1400** | 962 | 827 | 239 | 171 | 718 | 792 |
| **1500** | 945 | 864 | 290 | 192 | 824 | 812 |
| **1600** | 787 | 982 | 299 | 254 | 890 | 764 |
| **1700** | 548 | 1001 | 259 | 274 | 870 | 639 |
| **1800** | 626 | 789 | 209 | 188 | 698 | 613 |
| **1900** | 682 | 603 | 189 | 128 | 530 | 533 |
| **2000** | 451 | 377 | 139 | 73 | 334 | 331 |
| **2100** | 342 | 314 | 97 | 45 | 259 | 279 |
| **2200** | 269 | 231 | 60 | 37 | 196 | 227 |
| **2300** | 135 | 111 | 35 | 15 | 92 | 105 |
| | | | | | | |
| **07-19** | 10558 | 9815 | 2803 | 2759 | 8623 | 9164 |
| **06-22** | 12571 | 11483 | 3313 | 3189 | 9997 | 10759 |
| **06-00** | 12975 | 11825 | 3408 | 3241 | 10285 | 11091 |
| **00-00** | 13304 | 12065 | 3477 | 3305 | 10483 | 11335 |

**2019 - 5 Day Average**

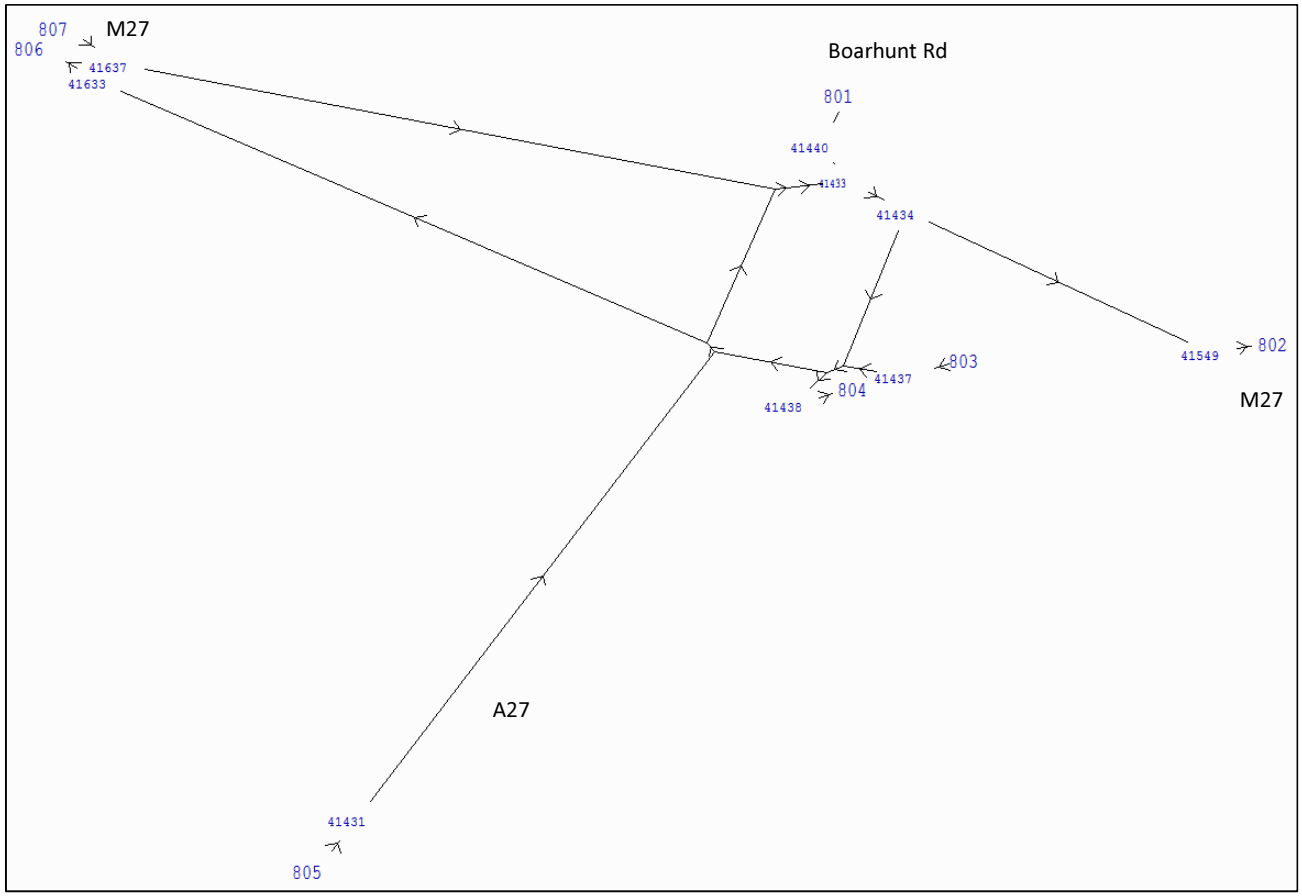
| | A27 Portchester Road (West of Downend Road) - Westbound | A27 Portchester Road (West of Downend Road) - Eastbound | Downend Road (North of Bridge) - Southbound | Downend Road (North of Bridge) - Northbound | A27 Portchester Road (East of The Thicket) - Westbound | A27 Portchester Road (East of The Thicket) - Eastbound |
|---|---|---|---|---|---|---|
| **0000** | 36 | 39 | 10 | 4 | 28 | 35 |
| **0100** | 18 | 19 | 5 | 2 | 16 | 17 |
| **0200** | 18 | 13 | 5 | 2 | 12 | 12 |
| **0300** | 26 | 12 | 6 | 4 | 20 | 8 |
| **0400** | 57 | 28 | 10 | 10 | 46 | 22 |
| **0500** | 225 | 143 | 29 | 52 | 187 | 118 |
| **0600** | 574 | 396 | 86 | 204 | 481 | 268 |
| **0700** | 1138 | 751 | 284 | 433 | 1033 | 644 |
| **0800** | 923 | 648 | 247 | 329 | 967 | 816 |
| **0900** | 888 | 668 | 195 | 199 | 784 | 643 |
| **1000** | 856 | 688 | 183 | 153 | 715 | 685 |
| **1100** | 861 | 731 | 196 | 141 | 748 | 727 |
| **1200** | 900 | 787 | 193 | 158 | 795 | 786 |
| **1300** | 895 | 759 | 212 | 161 | 794 | 743 |
| **1400** | 954 | 785 | 234 | 167 | 839 | 809 |
| **1500** | 963 | 708 | 295 | 172 | 881 | 940 |
| **1600** | 771 | 824 | 352 | 206 | 805 | 948 |
| **1700** | 609 | 829 | 231 | 253 | 582 | 927 |
| **1800** | 592 | 710 | 202 | 155 | 593 | 754 |
| **1900** | 616 | 545 | 147 | 86 | 523 | 538 |
| **2000** | 463 | 366 | 125 | 53 | 353 | 346 |
| **2100** | 279 | 293 | 74 | 38 | 236 | 263 |
| **2200** | 280 | 226 | 53 | 26 | 247 | 198 |
| **2300** | 117 | 108 | 27 | 11 | 99 | 99 |
| | | | | | | |
| **07-19** | 10351 | 8887 | 2822 | 2527 | 9536 | 9421 |
| **06-22** | 12283 | 10487 | 3253 | 2909 | 11129 | 10836 |
| **06-00** | 12681 | 10821 | 3333 | 2947 | 11476 | 11133 |
| **00-00** | 13060 | 11075 | 3399 | 3020 | 11785 | 11345 |

**Comparison - 5 Day Average**

| | A27 Portchester Road (West of Downend Road) - Westbound | A27 Portchester Road (West of Downend Road) - Eastbound | Downend Road (North of Bridge) - Southbound | Downend Road (North of Bridge) - Northbound | A27 Portchester Road (East of The Thicket) - Westbound | A27 Portchester Road (East of The Thicket) - Eastbound |
|---|---|---|---|---|---|---|
| **0000** | -8 | -3 | -6 | -2 | -4 | 5 |
| **0100** | -3 | -3 | -3 | -2 | -6 | 1 |
| **0200** | 3 | -2 | 2 | -3 | 3 | 0 |
| **0300** | -2 | -1 | 1 | -2 | 12 | -10 |
| **0400** | 11 | 6 | 1 | -1 | 31 | -15 |
| **0500** | 50 | 18 | 1 | 19 | 75 | -12 |
| **0600** | 36 | 22 | 2 | 20 | 231 | -184 |
| **0700** | -40 | -40 | 19 | 35 | 478 | -325 |
| **0800** | -154 | -94 | 5 | -50 | 236 | -98 |
| **0900** | -62 | -41 | 18 | -18 | 183 | -143 |
| **1000** | -5 | -33 | -10 | -23 | 93 | -8 |
| **1100** | 7 | -20 | -5 | -20 | 71 | 12 |
| **1200** | 21 | -39 | -33 | -10 | 65 | 74 |
| **1300** | 5 | -53 | 9 | -21 | 88 | -13 |
| **1400** | -8 | -42 | -5 | -4 | 121 | 17 |
| **1500** | 18 | -156 | 5 | -20 | 57 | 128 |
| **1600** | -16 | -158 | 53 | -48 | -85 | 184 |
| **1700** | 61 | -172 | -28 | -21 | -288 | 288 |
| **1800** | -34 | -79 | -7 | -33 | -105 | 141 |
| **1900** | -66 | -58 | -42 | -42 | -7 | 5 |
| **2000** | 12 | -11 | -14 | -20 | 19 | 15 |
| **2100** | -63 | -21 | -23 | -7 | -23 | -16 |
| **2200** | 11 | -5 | -7 | -11 | 51 | -29 |
| **2300** | -18 | -3 | -8 | -4 | 7 | -6 |
| | | | | | | |
| **07-19** | -207 | -928 | 19 | -232 | 913 | 257 |
| **06-22** | -288 | -996 | -60 | -280 | 1132 | 77 |
| **06-00** | -294 | -1004 | -75 | -294 | 1191 | 42 |
| **00-00** | -244 | -990 | -78 | -285 | 1302 | 10 |

# **APPENDIX Q.** Welborne Traffic Flows

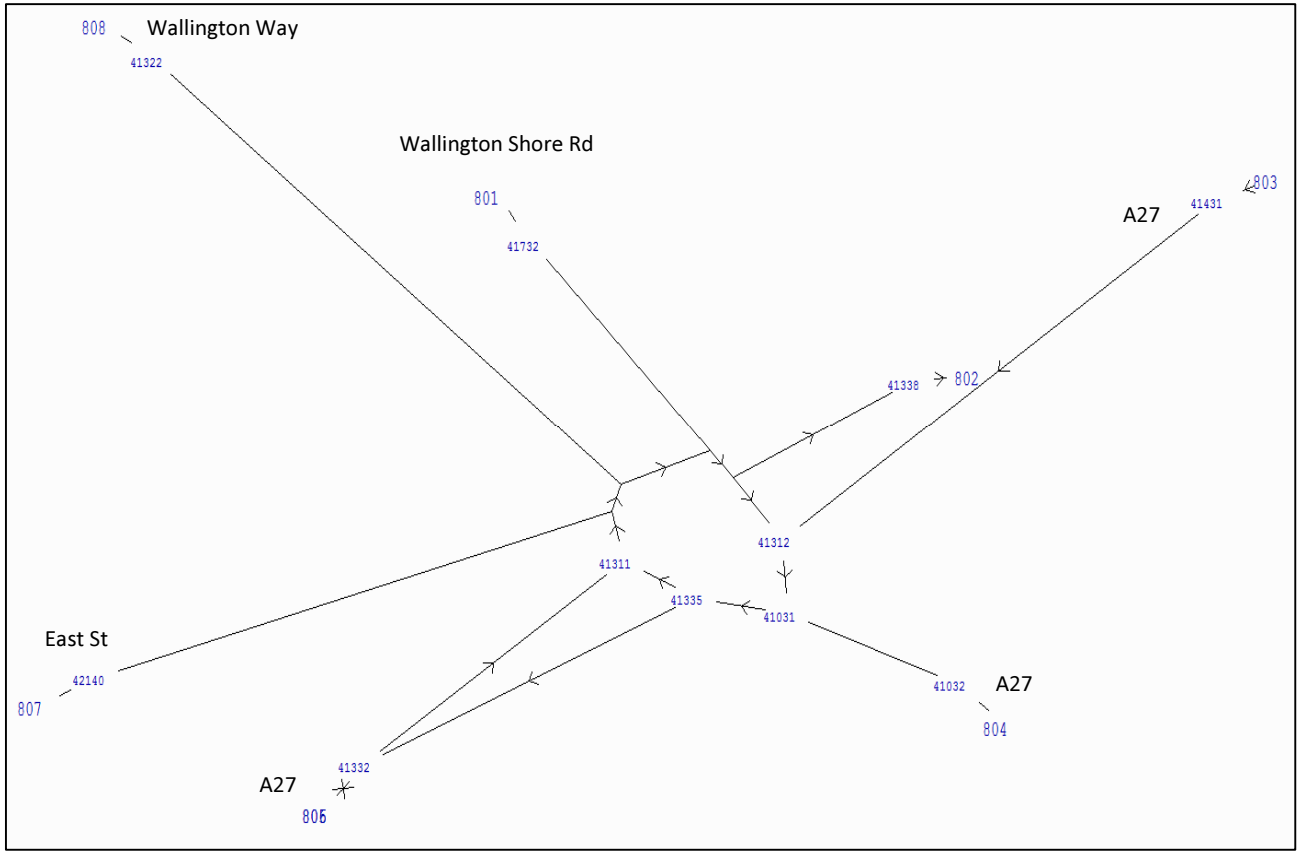
M27 J11 – Run 8 2036




| AM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | Total |
|---|---|---|---|---|---|---|---|---|
| **801** | - | 8 | - | 411 | - | 394 | - | 814 |
| **802** | - | - | - | - | - | - | - | - |
| **803** | 0 | - | - | 1,593 | - | - | - | 1,593 |
| **804** | - | - | - | - | - | - | - | - |
| **805** | 319 | 1,635 | - | - | - | 505 | - | 2,459 |
| **806** | - | - | - | - | - | - | - | - |
| **807** | 561 | - | - | 207 | - | - | - | 768 |
| **Total** | 880 | 1,643 | - | 2,211 | - | 899 | - | 5,634 |

| PM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | Total |
|---|---|---|---|---|---|---|---|---|
| **801** | - | 5 | - | 267 | - | 354 | - | 626 |
| **802** | - | - | - | - | - | - | - | - |
| **803** | 14 | - | - | 1,660 | - | - | - | 1,674 |
| **804** | - | - | - | - | - | - | - | - |
| **805** | 304 | 1,587 | - | - | - | 490 | - | 2,381 |
| **806** | - | - | - | - | - | - | - | - |
| **807** | 430 | - | - | 292 | - | - | - | 722 |
| **Total** | 748 | 1,592 | - | 2,219 | - | 844 | - | 5,403 |

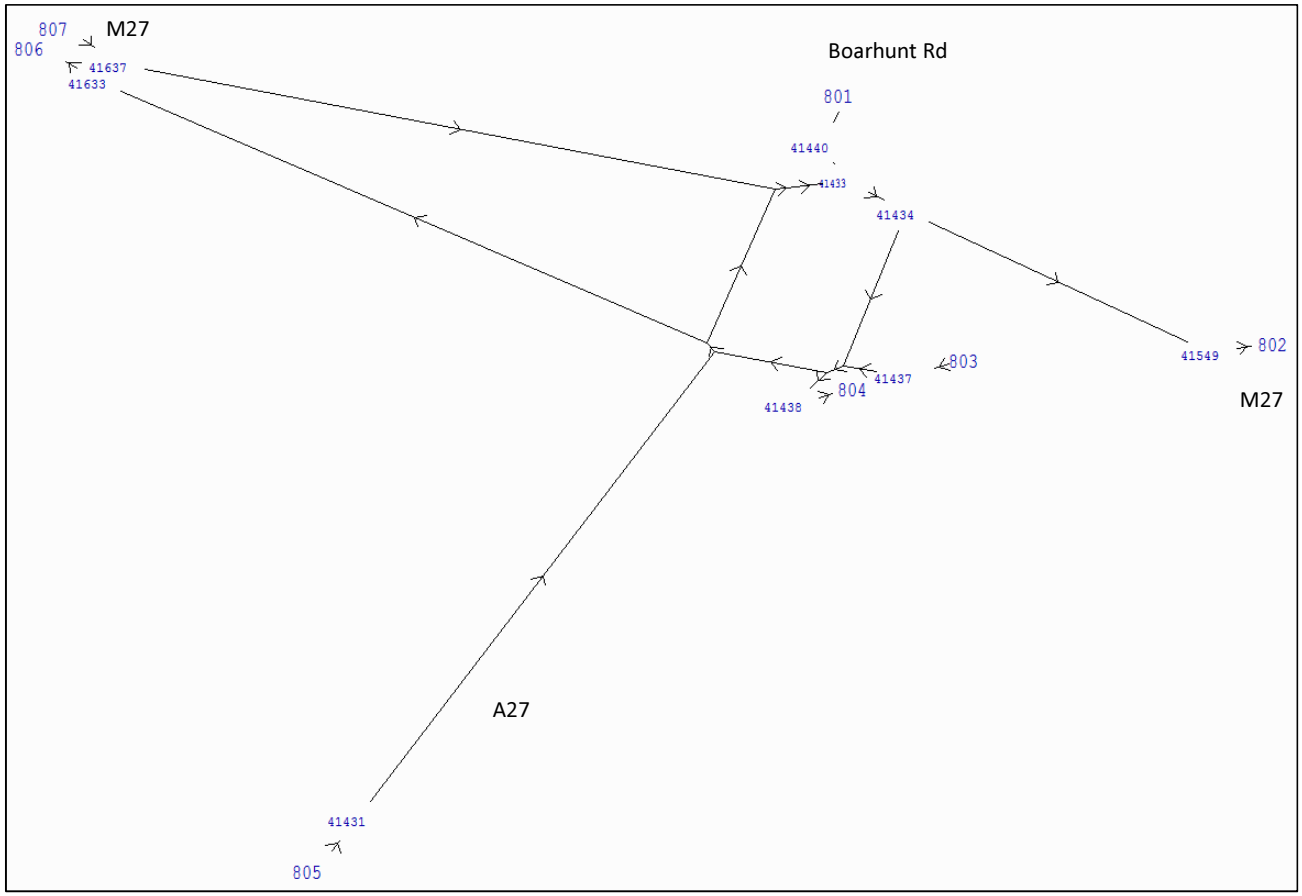
Delme Roundabout– Run 8 2036




| AM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | Total |
|---|---|---|---|---|---|---|---|---|---|
| **801** | - | 22 | - | 10 | 29 | - | 0 | 7 | 68 |
| **802** | - | - | - | - | - | - | - | - | - |
| **803** | 30 | 34 | - | 112 | - | - | 11 | 303 | 490 |
| **804** | 14 | 166 | - | - | 495 | - | 3 | 264 | 942 |
| **805** | - | - | - | - | - | - | - | - | - |
| **806** | 24 | 29 | - | 316 | - | - | - | 30 | 398 |
| **807** | 28 | 105 | - | 324 | 0 | - | - | 0 | 457 |
| **808** | 43 | 131 | - | 195 | 2 | - | - | - | 371 |
| **Total** | 139 | 487 | - | 956 | 526 | - | 14 | 603 | 2,726 |

| PM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | Total |
|---|---|---|---|---|---|---|---|---|---|
| **801** | - | 45 | - | 21 | 91 | - | 0 | 16 | 174 |
| **802** | - | - | - | - | - | - | - | - | - |
| **803** | 13 | 13 | - | 117 | - | - | 4 | 321 | 467 |
| **804** | 5 | 145 | - | - | 325 | - | 1 | 181 | 657 |
| **805** | - | - | - | - | - | - | - | - | - |
| **806** | 21 | 22 | - | 421 | - | - | - | 25 | 489 |
| **807** | 8 | 154 | - | 173 | 0 | - | - | 0 | 336 |
| **808** | 22 | 94 | - | 190 | 204 | - | - | - | 510 |
| **Total** | 69 | 474 | - | 922 | 620 | - | 5 | 542 | 2,632 |

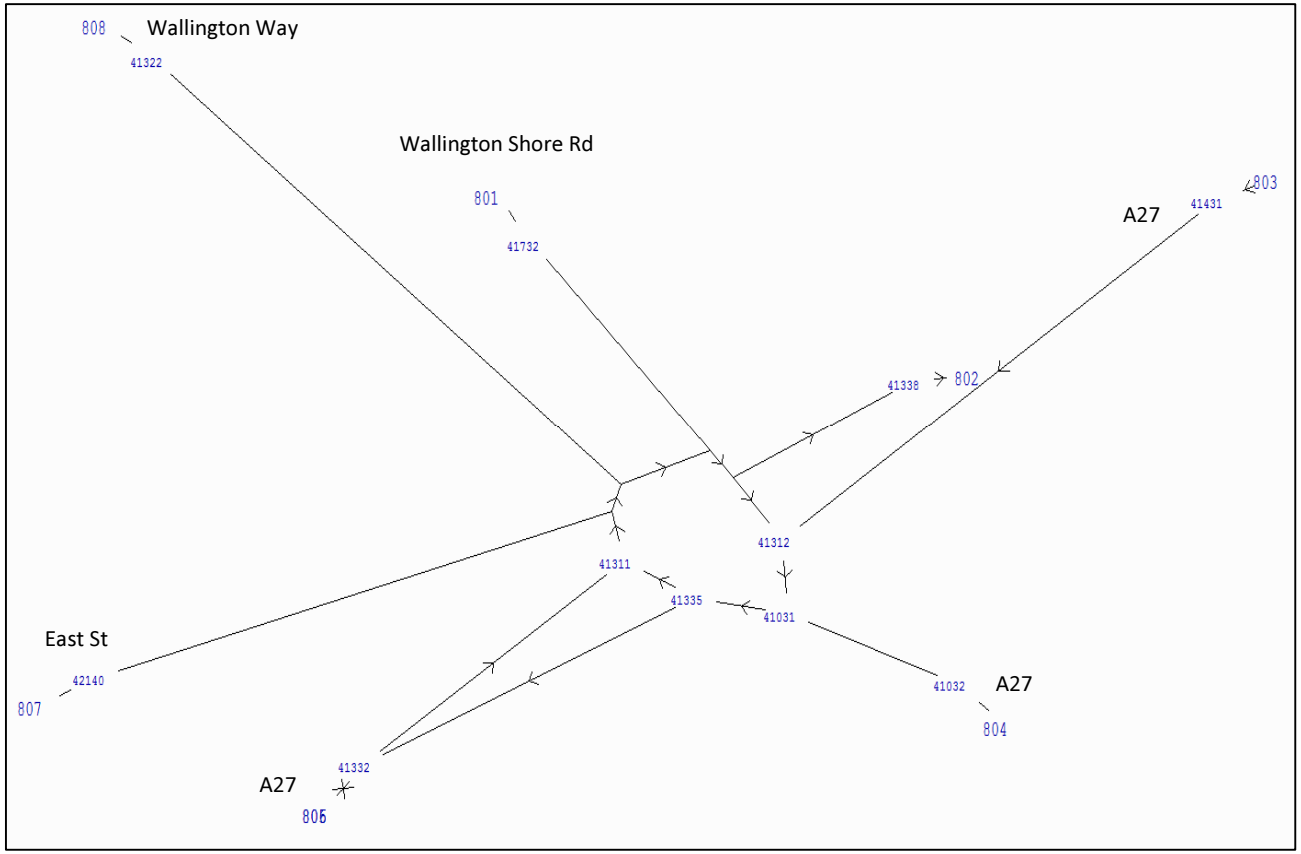
M27 J11 – Run 1 2036




| AM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | Total |
|---|---|---|---|---|---|---|---|---|
| **801** | - | 8 | - | 211 | - | 333 | - | 552 |
| **802** | - | - | - | - | - | - | - | - |
| **803** | 0 | - | - | 1,602 | - | - | - | 1,602 |
| **804** | - | - | - | - | - | - | - | - |
| **805** | 274 | 1,717 | - | - | - | 678 | - | 2,670 |
| **806** | - | - | - | - | - | - | - | - |
| **807** | 515 | - | - | 525 | - | 109 | - | 1,149 |
| **Total** | 789 | 1,725 | - | 2,338 | - | 1,121 | - | 5,973 |

| PM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | Total |
|---|---|---|---|---|---|---|---|---|
| **801** | - | 5 | - | 157 | - | 343 | - | 505 |
| **802** | - | - | - | - | - | - | - | - |
| **803** | 3 | - | - | 1,595 | - | - | - | 1,598 |
| **804** | - | - | - | - | - | - | - | - |
| **805** | 299 | 1,616 | - | - | - | 724 | - | 2,639 |
| **806** | - | - | - | - | - | - | - | - |
| **807** | 508 | - | - | 434 | - | 60 | - | 1,001 |
| **Total** | 809 | 1,621 | - | 2,186 | - | 1,127 | - | 5,743 |

Delme Roundabout– Run 1 2036




| AM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | Total |
|---|---|---|---|---|---|---|---|---|---|
| **801** | - | 23 | - | 10 | 30 | - | 0 | 5 | 68 |
| **802** | - | - | - | - | - | - | - | - | - |
| **803** | 49 | 56 | - | 115 | - | - | 15 | 380 | 615 |
| **804** | 16 | 213 | - | - | 510 | - | 3 | 200 | 942 |
| **805** | - | - | - | - | - | - | - | - | - |
| **806** | 23 | 28 | - | 298 | - | - | - | 8 | 357 |
| **807** | 28 | 151 | - | 327 | 0 | - | - | 0 | 506 |
| **808** | 20 | 186 | - | 188 | 3 | - | - | - | 397 |
| **Total** | 137 | 656 | - | 938 | 542 | - | 18 | 594 | 2,885 |

| PM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | Total |
|---|---|---|---|---|---|---|---|---|---|
| **801** | - | 47 | - | 22 | 93 | - | 0 | 12 | 174 |
| **802** | - | - | - | - | - | - | - | - | - |
| **803** | 24 | 24 | - | 103 | - | - | 6 | 233 | 390 |
| **804** | 5 | 176 | - | - | 328 | - | 1 | 120 | 630 |
| **805** | - | - | - | - | - | - | - | - | - |
| **806** | 18 | 19 | - | 384 | - | - | - | 26 | 447 |
| **807** | 12 | 236 | - | 229 | 0 | - | - | 0 | 478 |
| **808** | 10 | 158 | - | 181 | 147 | - | - | - | 497 |
| **Total** | 70 | 660 | - | 919 | 568 | - | 7 | 391 | 2,615 |

Flow Difference (Run 8 –Run 1)

**M27 J11**

| AM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | Total |
|---|---|---|---|---|---|---|---|---|
| **801** | | 1 | | 200 | | 61 | | 262 |
| **802** | | | | | | | | 0 |
| **803** | 0 | | | -9 | | | | -9 |
| **804** | | | | | | | | 0 |
| **805** | 45 | -83 | | | | -173 | | -210 |
| **806** | | | | | | | | 0 |
| **807** | 46 | | | -318 | | -109 | | -381 |
| **Total** | 91 | -82 | 0 | -126 | 0 | -221 | 0 | -338 |

| PM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | Total |
|---|---|---|---|---|---|---|---|---|
| **801** | | 0 | | 111 | | 11 | | 122 |
| **802** | | | | | | | | 0 |
| **803** | 12 | | | 65 | | | | 76 |
| **804** | | | | | | | | 0 |
| **805** | 4 | -29 | | | | -234 | | -259 |
| **806** | | | | | | | | 0 |
| **807** | -78 | | | -141 | | -60 | | -279 |
| **Total** | -62 | -29 | 0 | 34 | 0 | -283 | 0 | -340 |

**Delme Rndbt**

| AM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | Total |
|---|---|---|---|---|---|---|---|---|---|
| **801** | | -1 | | 0 | 0 | | 0 | 1 | 0 |
| **802** | | | | | | | | | 0 |
| **803** | -19 | -21 | | -4 | | | -4 | -77 | -125 |
| **804** | -2 | -47 | | | -15 | | 0 | 63 | 0 |
| **805** | | | | | | | | | 0 |
| **806** | 1 | 1 | | 18 | | | | 21 | 42 |
| **807** | 0 | -47 | | -3 | 0 | | | 0 | -50 |
| **808** | 23 | -55 | | 7 | 0 | | | | -26 |
| **Total** | 2 | -170 | 0 | 19 | -16 | 0 | -4 | 9 | -160 |

| PM | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | Total |
|---|---|---|---|---|---|---|---|---|---|
| **801** | | -2 | | 0 | -2 | | 0 | 3 | -1 |
| **802** | | | | | | | | | 0 |
| **803** | -11 | -11 | | 14 | | | -2 | 88 | 77 |
| **804** | -1 | -31 | | | -3 | | 0 | 62 | 27 |
| **805** | | | | | | | | | 0 |
| **806** | 3 | 3 | | 37 | | | | -2 | 42 |
| **807** | -4 | -82 | | -56 | 0 | | | 0 | -142 |
| **808** | 12 | -64 | | 8 | 56 | | | | 13 |
| **Total** | -1 | -186 | 0 | 3 | 51 | 0 | -2 | 151 | 17 |

# **APPENDIX R.** Traffic Growth Study Report

**TECHNICAL NOTE**

| | |
|---|---|
| **Project No:** | **ITB12212** |
| **Project Title:** | **Land East of Downend Road, Portchester** |
| **Title:** | **Traffic Growth Study** |
| **Ref:** | **TW/RS/ITB12212-006B TN** |
| **Date:** | **07 September 2017** |

## SECTION 1 INTRODUCTION

1.1.1 Miller Homes is promoting land at Winnham Farm, Downend Road, Portchester for major residential development of up to 350 dwellings. i-Transport is commissioned to provide advice on the highway and transport aspects of the proposed development.

1.1.2 This technical note considers the growth rates to be applied to the observed 2016 traffic flows, in line with DfT WEBTAG guidance, to form a future Baseline assessment year.

1.1.3 The growth rates were originally considered and agreed in a technical note dated 30 January 2017. This technical note has been updated in order to use the latest TEMPRO database and to include the recently committed development in local area.

## SECTION 2 TRAFFIC GROWTH CALCULATION

### 2.1 Amended Traffic Growth Calculations Formula to Assessment Years

2.1.1 Growth rates are to be applied to 2016 observed traffic flows to formulate 2021 Baseline year assessments.

2.1.2 Following a scoping meeting held with Hampshire County Council on Tuesday 24 January 2017 it was also agreed that assessments would be undertaken for a 2026 future year as a guide only to likely future operation of junctions locally.

### 2.2 Alternative Assumptions

2.2.1 A review of local planning permissions has been undertaken to identify any relevant recently permitted developments that need to be considered in the TA.

2.2.2 This has identified that the Cranleigh Road application (P/15/0260/OA) for residential development of up to 120 dwellings which was granted permission on 14 August 2017 would be included. In addition, the Welbourne application of 6,500 dwellings and the Trafalgar Wharf application (13/00993/OUT) which has a resolution to grant for a mixed-use development of up to 163 dwellings and 18,094sqm employment space would be included as a sensitivity test.

2.2.3 With the direct inclusion of committed development and the sensitivity test, the addition of an unadjusted TEMPRO based growth rate will lead to a double counting of traffic, with TEMPRO already including allowances for traffic growth arising from local developments. To remove the potential for double counting of traffic growth, the Alternative Assumptions function within TEMPRO has been used to manually adjust the level of growth, removing development assumptions from TEMPRO.

2.2.4 **Table 2.1** demonstrates that the existing assumptions within the TEMPRO database estimate an increase of 158 households in Fareham 010 between 2016 and 2021, with 315 households delivered by 2026. In terms of employment growth, the TEMPRO database assumes the addition of 1,726 jobs to 2021 and 2,644 jobs by 2026.

2.2.5 The proposed development of 350 residential dwellings combined with the Cranleigh Road site of 120 residential dwellings would total 470 dwellings. This total would exceed the projected households during the assessment period and therefore the future household growth has been reduced to account for this.

2.2.6 As Trafalgar Wharf is located within the authority of Portsmouth City Council no adjustment has been made to the Fareham growth rates to account for this committed development. This is a robust approach.

**Table 2.1: TEMPRO Assumptions – Fareham Output Area**

| | | 2016-2021 | | | |
|---|---|---|---|---|---|
| | | **Existing H/Holds** | **Future H/Holds** | **Existing Jobs** | **Future Jobs** |
| 2016-2021 | Existing Assumptions | 3551 | 3709 | 1356 | 1389 |
| | Alternative Assumptions | 3551 | 3551 | 1356 | 1389 |
| 2016-2026 | Existing Assumptions | 3551 | 3866 | 1356 | 1410 |
| | Alternative Assumptions | 3551 | 3551 | 1356 | 1410 |

Source: TEMPRO and Consultant

## 2.3 Traffic Growth Calculation

2.3.1 **Table 2.2** sets out the sets out the adjusted growth rates for 2016 - 2021 and 2016 – 2026. Urban principal road type has been applied to produce these growth rates in the view of the nature of the roads being considered (i.e. A27 corridor).

**Table 2.2: Calculated Local Peak Period Growth Rates**

| Growth Period | Time Period | Growth Rate |
|---|---|---|
| 2016-2021 | AM Peak | 1.0276 |
| 2016-2021 | PM Peak | 1.0153 |
| 2016-2026 | AM Peak | 1.0574 |
| 2016-2026 | PM Peak | 1.0372 |

Source: TEMPRO and Consultant Calculated

2.3.2 Growth is aside from growth development which is considered directly within the assessment. The calculated growth rates equate to approximately 2.7% growth between 2016 and 2021 in the morning peak period and 1.5% in the evening peak period. Between 2016 and 2026 morning growth is approximately 5.7% and evening peak growth is 3.7%.

## SECTION 3 SUMMARY AND CONCLUSION

3.1.1 Growth rates have been calculated in line using the latest TEMPRO database. The assessment has used the latest available data for the local area, and this has been adjusted to account for the proposed development and local committed development including the Cranleigh Road permission. Traffic generated by committed development sites is input directly and additionally.

# **APPENDIX S.** Distribution Model

**i-Transport Project No ITB12212**

**i-Transport Project Title - Downend Road, Fareham**

**Journey to Work**

| Broad Destination | Number of Car Driver Trips | % of Trips | % Assignment | Car Driver % Split | Site Access | 1st Route | 2nd Route | 3rd Route | 4th Route | % of Commuting trips (46%) |
|---|---|---|---|---|---|---|---|---|---|---|
| Portchester | 152 | 2.9% | 20% | 0.6% | Left Turn - Downend Road South | The Thicket | A27 West Street | Cornaway Lane | | 0.3% |
| | | | 10% | 0.3% | Left Turn - Downend Road South | Portchester Rd | A27 West Street | Cornaway Lane | | 0.1% |
| | | | 20% | 0.6% | Left Turn - Downend Road South | The Thicket | A27 West Street | West Street | | 0.3% |
| | | | 10% | 0.3% | Left Turn - Downend Road South | Portchester Rd | A27 West Street | West Street | | 0.1% |
| | | | 20% | 0.6% | Left Turn - Downend Road South | The Thicket | A27 West Street | A27 Southampton Rd | | 0.3% |
| | | | 10% | 0.3% | Left Turn - Downend Road South | Portchester Rd | A27 West Street | A27 Southampton Rd | | 0.1% |
| | | | 10% | 0.3% | Right Turn - Downend Road North | Portsdown Hill Road | Nelson Lane | | | 0.1% |
| Trafalgar Wharf | 446 | 8.4% | 100.0% | 8.4% | Left Turn - Downend Road South | The Thicket | A27 West Street | A27 Southampton Rd | | 3.9% |
| Fareham Town | 784 | 14.7% | 33.0% | 4.9% | Left Turn - Downend Road South | A27 Cams Hill (West) | Wallington Way (West) | | | 2.2% |
| | | | 33.0% | 4.9% | Left Turn - Downend Road South | A27 Cams Hill (West) | East Street | | | 2.2% |
| | | | 33.0% | 4.9% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 South | | | 2.2% |
| Locks Heath | 242 | 4.5% | 100.0% | 4.5% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 2.1% |
| Cosham | 514 | 9.7% | 30% | 2.9% | Right Turn - Downend Road North | Portsdown Hill Road | Swivelton Lane | Boarhunt Road | M27 Junction 11 East | 1.3% |
| | | | 30% | 2.9% | Left Turn - Downend Road South | The Thicket | A27 West Street | A27 Southampton Rd | | 1.3% |
| | | | 8% | 0.8% | Left Turn - Downend Road South | Portchester Rd | A27 West Street | A27 Southampton Rd | | 0.4% |
| | | | 32% | 3.1% | Right Turn - Downend Road North | Portsdown Hill Road | James Callaghan Drive | | | 1.4% |
| Portsmouth | 1140 | 21.4% | 35% | 7.5% | Right Turn - Downend Road North | Portsdown Hill Road | Swivelton Lane | Boarhunt Road | M27 Junction 11 East | 3.5% |
| | | | 35% | 7.5% | Left Turn - Downend Road South | The Thicket | A27 West Street | A27 Southampton Rd | | 3.5% |
| | | | 15% | 3.2% | Left Turn - Downend Road South | Portchester Rd | A27 West Street | A27 Southampton Rd | | 1.5% |
| | | | 15% | 3.2% | Right Turn - Downend Road North | Portsdown Hill Road | James Callaghan Drive | | | 1.5% |
| Lee on Solent | 96 | 1.8% | 100.0% | 1.8% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 South | | | 0.8% |
| Stubbington | 7 | 0.1% | 100.0% | 0.1% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 South | | | 0.1% |
| Warsash | 8 | 0.2% | 100.0% | 0.2% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 0.1% |
| Whiteley / S.Green | 31 | 0.6% | 100.0% | 0.6% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 0.3% |
| Chichester | 85 | 1.6% | 53.8% | 0.9% | Right Turn - Downend Road North | Portsdown Hill Road | Swivelton Lane | Boarhunt Road | M27 Junction 11 East | 0.4% |
| | | | 46.3% | 0.7% | Right Turn - Downend Road North | Portsdown Hill Road | James Callaghan Drive | | | 0.3% |
| Winchester | 385 | 7.2% | 100.0% | 7.2% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 3.3% |
| Romsey | 33 | 0.6% | 100.0% | 0.6% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 0.3% |
| Havant | 398 | 7.5% | 50.0% | 3.7% | Right Turn - Downend Road North | Portsdown Hill Road | James Callaghan Drive | | | 1.7% |
| | | | 50.0% | 3.7% | Right Turn - Downend Road North | Portsdown Hill Road | Swivelton Lane | Boarhunt Road | M27 Junction 11 East | 1.7% |
| Gosport | 228 | 4.3% | 100.0% | 4.3% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 South | | | 2.0% |
| Eastleigh | 189 | 3.6% | 100.0% | 3.6% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 1.6% |
| East Hampshire | 105 | 2.0% | 50.0% | 1.0% | Right Turn - Downend Road North | Portsdown Hill Road | Swivelton Lane | Boarhunt Road | M27 Junction 11 East | 0.5% |
| | | | 50.0% | 1.0% | Right Turn - Downend Road North | Portsdown Hill Road | James Callaghan Drive | | | 0.5% |
| Basingstoke | 34 | 0.6% | 100.0% | 0.6% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 0.3% |
| Southampton | 141 | 2.7% | 100.0% | 2.7% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 1.2% |
| Isle of Wight | 4 | 0.1% | 100.0% | 0.1% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 0.0% |
| Thames Valley | 28 | 0.5% | 100.0% | 0.5% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 0.2% |
| London | 87 | 1.6% | 100.0% | 1.6% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 0.8% |
| Other - North | 55 | 1.0% | 100.0% | 1.0% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 0.5% |
| Other - East | 20 | 0.4% | 100.0% | 0.4% | Right Turn - Downend Road North | Portsdown Hill Road | Swivelton Lane | Boarhunt Road | M27 Junction 11 East | 0.2% |
| Other - West | 107 | 2.0% | 100.0% | 2.0% | Left Turn - Downend Road South | A27 Cams Hill (West) | A27 North | M27 Junction 11 West | | 0.9% |
| **Total** | **5319** | **100%** | | **100%** | | | | | | **46%** |

100%

**Summary - From above**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Left Turn - Downend Road South | 71.4% | A27 Cams Hill (West) | 46.1% | Wallington Way (West) | 4.9% | | 4.9% | | 4.9% |
| | | | | A27 North | 25.3% | M27 Junction 11 West | 25.3% | | 25.3% |
| | | | | East Street | 4.9% | | 4.9% | | 4.9% |
| | | | | A27 South | 11.1% | | 11.1% | | 11.1% |
| | | The Thicket | 20.5% | A27 West Street | 20.5% | Cornaway Lane | 0.4% | | 0.4% |
| | | | | | | West Street | 0.4% | | 0.4% |
| | | | | | | A27 Southampton Rd | 19.4% | | 19.4% |
| | | Portchester Rd | 4.8% | A27 West Street | 4.8% | Cornaway Lane | 0.4% | | 0.4% |
| | | | | | | West Street | 0.4% | | 0.4% |
| | | | | | | A27 Southampton Rd | 4.3% | | 4.3% |
| Right Turn - Downend Road North | 28.4% | Portsdown Hill Road | 28.4% | Monument Lane | 0.0% | | 0.0% | | 0.0% |
| | | | | Swivelton Lane | 16.4% | Boarhunt Road | 16.4% | M27 Junction 11 East | 16.4% |
| | | | | | | | | Boarhunt Road | 0.0% |
| | | | | James Callaghan Drive | 11.8% | | 11.8% | | 11.8% |
| | | | | Nelson Lane | 0.3% | | 0.3% | | 0.3% |
| **Total** | **100%** | **Total** | **100%** | **Total** | **100%** | **Total** | **100%** | **Total** | **100%** |

46%

**Proportion of Commuting Trips by Car Driver**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Left Turn - Downend Road South | 32.9% | A27 Cams Hill (West) | 21.2% | Wallington Way (West) | 2.2% | | 2.2% | | 2.2% |
| | | | | A27 North | 11.6% | M27 Junction 11 West | 11.6% | | 11.6% |
| | | | | East Street | 2.2% | | 2.2% | | 2.2% |
| | | | | A27 South | 5.1% | | 5.1% | | 5.1% |
| | | The Thicket | 9.4% | A27 West Street | 9.4% | Cornaway Lane | 0.2% | | 0.2% |
| | | | | | | West Street | 0.2% | | 0.2% |
| | | | | | | A27 Southampton Rd | 8.9% | | 8.9% |
| | | Portchester Rd | 2.2% | A27 West Street | 2.2% | Cornaway Lane | 0.2% | | 0.2% |
| | | | | | | West Street | 0.2% | | 0.2% |
| | | | | | | A27 Southampton Rd | 2.0% | | 2.0% |
| Right Turn - Downend Road North | 13.1% | Portsdown Hill Road | 13.1% | Monument Lane | 0.0% | | 0.0% | | 0.0% |
| | | | | Swivelton Lane | 7.5% | Boarhunt Road | 7.5% | M27 Junction 11 East | 7.5% |
| | | | | | | | | Boarhunt Road | 0.0% |
| | | | | James Callaghan Drive | 5.4% | | 5.4% | | 5.4% |
| | | | | Nelson Lane | 0.1% | | 0.1% | | 0.1% |
| **Total** | **46%** | **Total** | **46%** | **Total** | **46%** | **Total** | **46%** | **Total** | **46%** |

**i-Transport Project No ITB12212**

**i-Transport Project Title - Downend Road, Fareham**

**Residential Gravity Model**

Starting Point:

| | | **2011** | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Location** | **Time (mins)** | **Total Population** | **P/T** | **P/T^2** | **% of total** | **Car driver mode split** | | **% Assignment** | **% of Car Driver** | **Site Access** | | **1st Route** | | **2nd Route** | | **3rd Route** | | **4th Route** | | **% of Non-commuting trips (54%)** |
| Bishops Waltham | 21 | 6,275 | 299 | 14 | 0.5% | 80.00% | 0.4% | 53% | 0.3% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | Wallington Way (West) | | | | | | 0.18% |
| | 24 | | | | | | | 47% | 0.3% | Right Turn - Downend Road North | | Portsdown Hill Road | | Monument Lane | | | | | | 0.16% |
| Chichester | 37 | 28,657 | 775 | 21 | 0.8% | 88.00% | 0.7% | 54% | 0.5% | Right Turn - Downend Road North | | Portsdown Hill Road | | Swivelton Lane | | Boarhunt Road | | M27 Junction 11 East | | 0.30% |
| | 43 | | | | | | | 46% | 0.5% | Right Turn - Downend Road North | | Portsdown Hill Road | | James Callaghan Drive | | | | | | 0.25% |
| Denmead | 16 | 6,107 | 382 | 24 | 0.9% | 77.00% | 0.7% | 50% | 0.5% | Right Turn - Downend Road North | | Portsdown Hill Road | | James Callaghan Drive | | | | | | 0.27% |
| | 16 | | | | | | | 50% | 0.5% | Right Turn - Downend Road North | | Portsdown Hill Road | | Swivelton Lane | | Boarhunt Road | | | | 0.27% |
| Hamble-Le-Rice | 25 | 4695 | 188 | 8 | 0.3% | 71.00% | 0.2% | 100% | 0.3% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | A27 North | | M27 Junction 11 West | | | | 0.16% |
| Petersfield | 31 | 14,974 | 483 | 16 | 0.6% | 63.00% | 0.4% | 50% | 0.3% | Right Turn - Downend Road North | | Portsdown Hill Road | | Swivelton Lane | | Boarhunt Road | | M27 Junction 11 East | | 0.15% |
| | 31 | | | | | | | 50% | 0.3% | Right Turn - Downend Road North | | Portsdown Hill Road | | James Callaghan Drive | | | | | | 0.15% |
| Eastleigh | 32 | 43,313 | 1,354 | 42 | 1.6% | 87.00% | 1.4% | 100% | 2.0% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | A27 North | | M27 Junction 11 West | | | | 1.10% |
| Fair Oak and Horton Heath | 32 | 18,897 | 591 | 18 | 0.7% | 100.00% | 0.7% | 50% | 0.5% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | A27 North | | M27 Junction 11 West | | | | 0.28% |
| | 32 | | | | | | | 50% | 0.5% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | Wallington Way (West) | | | | | | 0.28% |
| Chandlers Ford | 35 | 16,506 | 472 | 13 | 0.5% | 100.00% | 0.5% | 100% | 0.7% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | A27 North | | M27 Junction 11 West | | | | 0.40% |
| Fareham | 9 | 39,630 | 4,403 | 489 | 18.3% | 60.00% | 11.0% | 33% | 5.3% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | Wallington Way (West) | | | | | | 2.89% |
| | 9 | | | | | | | 33% | 5.3% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | East Street | | | | | | 2.89% |
| | 9 | | | | | | | 33% | 5.3% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | A27 South | | | | | | 2.89% |
| Portchester | 6 | 22,625 | 3,771 | 628 | 23.5% | 46.00% | 10.8% | 20% | 3.2% | Left Turn - Downend Road South | | The Thicket | | A27 West Street | | Cornaway Lane | | | | 1.72% |
| | 8 | | | | | | | 10% | 1.6% | Left Turn - Downend Road South | | Portchester Rd | | A27 West Street | | Cornaway Lane | | | | 0.86% |
| | 6 | | | | | | | 20% | 3.2% | Left Turn - Downend Road South | | The Thicket | | A27 West Street | | West Street | | | | 1.72% |
| | 8 | | | | | | | 10% | 1.6% | Left Turn - Downend Road South | | Portchester Rd | | A27 West Street | | West Street | | | | 0.86% |
| | 6 | | | | | | | 20% | 3.2% | Left Turn - Downend Road South | | The Thicket | | A27 West Street | | A27 Southampton Rd | | | | 1.72% |
| | 8 | | | | | | | 10% | 1.6% | Left Turn - Downend Road South | | Portchester Rd | | A27 West Street | | A27 Southampton Rd | | | | 0.86% |
| | 8 | | | | | | | 10% | 1.6% | Right Turn - Downend Road North | | Portsdown Hill Road | | Nelson Lane | | | | | | 0.86% |
| Gosport | 23 | 71,529 | 3,110 | 135 | 5.1% | 82.00% | 4.1% | 100% | 6.1% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | A27 South | | | | | | 3.31% |
| Havant | 19 | 45,125 | 2,375 | 125 | 4.7% | 83.00% | 3.9% | 50% | 2.9% | Right Turn - Downend Road North | | Portsdown Hill Road | | James Callaghan Drive | | | | | | 1.55% |
| | 19 | | | | | | | 50% | 2.9% | Right Turn - Downend Road North | | Portsdown Hill Road | | Swivelton Lane | | Boarhunt Road | | M27 Junction 11 East | | 1.55% |
| Hedge End | 20 | 25,117 | 1,256 | 63 | 2.3% | 85.00% | 2.0% | 56% | 1.6% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | A27 North | | M27 Junction 11 West | | | | 0.88% |
| | 25 | | | | | | | 44% | 1.3% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | Wallington Way (West) | | | | | | 0.71% |
| Waterlooville | 19 | 56,001 | 2,947 | 155 | 5.8% | 94.00% | 5.5% | 66% | 5.3% | Right Turn - Downend Road North | | Portsdown Hill Road | | James Callaghan Drive | | | | | | 2.87% |
| | 20 | | | | | | | 34% | 2.8% | Right Turn - Downend Road North | | Portsdown Hill Road | | Swivelton Lane | | Boarhunt Road | | M27 Junction 11 East | | 1.50% |
| Locks Heath / Warsash / Whiteley | 23 | 43,359 | 1,885 | 82 | 3.1% | 69.00% | 2.1% | 100% | 3.1% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | A27 North | | M27 Junction 11 West | | | | 1.69% |
| Portsmouth | 22 | 164,162 | 7,462 | 339 | 12.7% | 71.00% | 9.0% | 35% | 4.7% | Right Turn - Downend Road North | | Portsdown Hill Road | | Swivelton Lane | | Boarhunt Road | | M27 Junction 11 East | | 2.51% |
| | 22 | | | | | | | 35% | 4.7% | Left Turn - Downend Road South | | The Thicket | | A27 West Street | | A27 Southampton Rd | | | | 2.51% |
| | 26 | | | | | | | 15% | 2.0% | Left Turn - Downend Road South | | Portchester Rd | | A27 West Street | | A27 Southampton Rd | | | | 1.08% |
| | 26 | | | | | | | 15% | 2.0% | Right Turn - Downend Road North | | Portsdown Hill Road | | James Callaghan Drive | | | | | | 1.08% |
| Cosham | 15 | 36,058 | 2,404 | 160 | 6.0% | 74.00% | 4.4% | 30% | 2.0% | Right Turn - Downend Road North | | Portsdown Hill Road | | Swivelton Lane | | Boarhunt Road | | M27 Junction 11 East | | 1.06% |
| | 15 | | | | | | | 30% | 2.0% | Left Turn - Downend Road South | | The Thicket | | A27 West Street | | A27 Southampton Rd | | | | 1.06% |
| | 17 | | | | | | | 8% | 0.5% | Left Turn - Downend Road South | | Portchester Rd | | A27 West Street | | A27 Southampton Rd | | | | 0.28% |
| | 12 | | | | | | | 32% | 2.1% | Right Turn - Downend Road North | | Portsdown Hill Road | | James Callaghan Drive | | | | | | 1.13% |
| Southampton | 36 | 253,651 | 7,046 | 196 | 7.3% | 73.00% | 5.3% | 100% | 7.9% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | A27 North | | M27 Junction 11 West | | | | 4.26% |
| Stubbington / Lee on Solent | 17 | 24,644 | 1,450 | 85 | 3.2% | 90.00% | 2.9% | 100% | 4.2% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | A27 South | | | | | | 2.29% |
| Wickham / Shedfield / Waltham Chase | 15 | 3,055 | 204 | 14 | 0.5% | 86.00% | 0.4% | 50% | 0.3% | Left Turn - Downend Road South | | A27 Cams Hill (West) | | Wallington Way (West) | | | | | | 0.17% |
| | 15 | | | | | | | 50% | 0.3% | Right Turn - Downend Road North | | Portsdown Hill Road | | Swivelton Lane | | Boarhunt Road | | | | 0.17% |
| Emsworth | 20 | 18,777 | 939 | 47 | 1.8% | 75.00% | 1.3% | 53% | 1.0% | Right Turn - Downend Road North | | Portsdown Hill Road | | Swivelton Lane | | Boarhunt Road | | M27 Junction 11 East | | 0.56% |
| | 23 | | | | | | | 47% | 0.9% | Right Turn - Downend Road North | | Portsdown Hill Road | | James Callaghan Drive | | | | | | 0.49% |
| **Total** | | **943,157** | **43,793** | **2,675** | **100.0%** | | | | **100%** | | | | | | | | | | | 54% |

100%

45.1

**Summary - From above**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Left Turn - Downend Road South | 68.6% | A27 Cams Hill (West) | 45.1% | Wallington Way (West) | 7.8% | | 7.8% | | 7.8% |
| | | | | A27 North | 16.2% | M27 Junction 11 West | 16.2% | | 16.2% |
| | | | | East Street | 5.3% | | 5.3% | | 5.3% |
| | | | | A27 South | 15.7% | | 15.7% | | 15.7% |
| | | The Thicket | 16.2% | A27 West Street | 11.8% | Cornaway Lane | 2.4% | | 2.4% |
| | | | | | | West Street | 2.4% | | 2.4% |
| | | | | | | A27 Southampton Rd | 7.0% | | 7.0% |
| | | Portchester Rd | 7.3% | A27 West Street | 11.8% | Cornaway Lane | 2.4% | | 2.4% |
| | | | | | | West Street | 2.4% | | 2.4% |
| | | | | | | A27 Southampton Rd | 7.0% | | 7.0% |
| Right Turn - Downend Road North | 31.3% | Portsdown Hill Road | 31.3% | Monument Lane | 0.3% | | 0.3% | | 0.3% |
| | | | | Swivelton Lane | 14.9% | Boarhunt Road | 14.9% | M27 Junction 11 East | 14.1% |
| | | | | | | | | Boarhunt Road | 0.8% |
| | | | | James Callaghan Drive | 14.4% | | 14.4% | | 14.4% |
| | | | | Nelson Lane | 1.6% | | 1.6% | | 1.6% |
| **Total** | **100%** | **Total** | **100%** | **Total** | **100%** | **Total** | **100%** | **Total** | **100%** |

Proportion of Non-Commuting Trips by Car Driver

54%

**Proportion of Non-Commuting Trips by Car Driver**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Left Turn - Downend Road South | 37.1% | A27 Cams Hill (West) | 24.4% | Wallington Way (West) | 4.2% | | 4.2% | | 4.2% |
| | | | | A27 North | 8.8% | M27 Junction 11 West | 8.8% | | 8.8% |
| | | | | East Street | 2.9% | | 2.9% | | 2.9% |
| | | | | A27 South | 8.5% | | 8.5% | | 8.5% |
| | | The Thicket | 8.7% | A27 West Street | 6.3% | Cornaway Lane | 1.3% | | 1.3% |
| | | | | | | West Street | 1.3% | | 1.3% |
| | | | | | | A27 Southampton Rd | 3.8% | | 3.8% |
| | | Portchester Rd | 3.9% | A27 West Street | 6.3% | Cornaway Lane | 1.3% | | 1.3% |
| | | | | | | West Street | 1.3% | | 1.3% |
| | | | | | | A27 Southampton Rd | 3.8% | | 3.8% |
| Right Turn - Downend Road North | 16.9% | Portsdown Hill Road | 16.9% | Monument Lane | 0.2% | | 0.2% | | 0.2% |
| | | | | Swivelton Lane | 8.1% | Boarhunt Road | 8.1% | M27 Junction 11 East | 7.6% |
| | | | | | | | | Boarhunt Road | 0.4% |
| | | | | James Callaghan Drive | 7.8% | | 7.8% | | 7.8% |
| | | | | Nelson Lane | 0.9% | | 0.9% | | 0.9% |
| **Total** | **54%** | **Total** | **54%** | **Total** | **54%** | **Total** | **54%** | **Total** | **54%** |

**i-Transport Project No ITB12212**

**i-Transport Project Title - Downend Road, Fareham**

Proportion of Non-Commuting Trips by Car Driver 54%

| **Proportion of Non-Commuting Trips by Car Driver** | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Left Turn - Downend Road South | 37.1% | A27 Cams Hill (West) | 24.4% | Wallington Way (West) | 4.2% | | 4.2% | | 4.2% |
| | | | | A27 North | 8.8% | M27 Junction 11 West | 8.8% | | 8.8% |
| | | | | East Street | 2.9% | | 2.9% | | 2.9% |
| | | | | A27 South | 8.5% | | 8.5% | | 8.5% |
| | | The Thicket | 8.7% | A27 West Street | 6.3% | Cornaway Lane | 1.3% | | 1.3% |
| | | | | | | West Street | 1.3% | | 1.3% |
| | | | | | | A27 Southampton Rd | 3.8% | | 3.8% |
| | | Portchester Rd | 3.9% | A27 West Street | 6.3% | Cornaway Lane | 1.3% | | 1.3% |
| | | | | | | West Street | 1.3% | | 1.3% |
| | | | | | | A27 Southampton Rd | 3.8% | | 3.8% |
| Right Turn - Downend Road North | 16.9% | Portsdown Hill Road | 16.9% | Monument Lane | 0.2% | | 0.2% | | 0.2% |
| | | | | Swivelton Lane | 8.1% | Boarhunt Road | 8.1% | M27 Junction 11 East | 7.6% |
| | | | | | | | | Boarhunt Road | |
| | | | | James Callaghan Drive | 7.8% | | 7.8% | | 7.8% |
| | | | | Nelson Lane | 0.9% | | 0.9% | | 0.9% |
| **Total** | **54%** | **Total** | **54%** | **Total** | **54%** | **Total** | **54%** | **Total** | **54%** |

Proportion of Commuting Trips by Car Driver 46%

| **Proportion of Commuting Trips by Car Driver** | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Left Turn - Downend Road South | 32.9% | A27 Cams Hill (West) | 21.2% | Wallington Way (West) | 2.2% | | 2.2% | | 2.2% |
| | | | | A27 North | 11.6% | M27 Junction 11 West | 11.6% | | 11.6% |
| | | | | East Street | 2.2% | | 2.2% | | 2.2% |
| | | | | A27 South | 5.1% | | 5.1% | | 5.1% |
| | | The Thicket | 9.4% | A27 West Street | 9.4% | Cornaway Lane | 0.2% | | 0.2% |
| | | | | | | West Street | 0.2% | | 0.2% |
| | | | | | | A27 Southampton Rd | 8.9% | | 8.9% |
| | | Portchester Rd | 2.2% | A27 West Street | 2.2% | Cornaway Lane | 0.2% | | 0.2% |
| | | | | | | West Street | 0.2% | | 0.2% |
| | | | | | | A27 Southampton Rd | 2.0% | | 2.0% |
| Right Turn - Downend Road North | 13.1% | Portsdown Hill Road | 13.1% | Monument Lane | 0.0% | | 0.0% | | 0.0% |
| | | | | Swivelton Lane | 7.5% | Boarhunt Road | 7.5% | M27 Junction 11 East | 7.5% |
| | | | | | | | | Boarhunt Road | |
| | | | | James Callaghan Drive | 5.4% | | 5.4% | | 5.4% |
| | | | | Nelson Lane | 0.1% | | 0.1% | | 0.1% |
| **Total** | **46%** | **Total** | **46%** | **Total** | **46%** | **Total** | **46%** | **Total** | **46%** |

Combined Distribution 100%

| **Combined Distribution by Car** | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Left Turn - Downend Road South | 69.9% | A27 Cams Hill (West) | 45.6% | Wallington Way (West) | 6.5% | | 6.5% | | 6.5% |
| | | | | A27 North | 20.4% | M27 Junction 11 West | 20.4% | | 20.4% |
| | | | | East Street | 5.1% | | 5.1% | | 5.1% |
| | | | | A27 South | 13.6% | | 13.6% | | 13.6% |
| | | The Thicket | 18.2% | A27 West Street | 15.8% | Cornaway Lane | 1.5% | | 1.5% |
| | | | | | | West Street | 1.5% | | 1.5% |
| | | | | | | A27 Southampton Rd | 12.7% | | 12.7% |
| | | Portchester Rd | 6.2% | A27 West Street | 8.6% | Cornaway Lane | 1.5% | | 1.5% |
| | | | | | | West Street | 1.5% | | 1.5% |
| | | | | | | A27 Southampton Rd | 5.7% | | 5.7% |
| Right Turn - Downend Road North | 30.0% | Portsdown Hill Road | 30.0% | Monument Lane | 0.2% | | 0.2% | | 0.2% |
| | | | | Swivelton Lane | 15.6% | Boarhunt Road | 15.6% | M27 Junction 11 East | 15.1% |
| | | | | | | | | Boarhunt Road | 0.0% |
| | | | | James Callaghan Drive | 13.2% | | 13.2% | | 13.2% |
| | | | | Nelson Lane | 1.0% | | 1.0% | | 1.0% |
| **Total** | **100%** | **Total** | **100%** | **Total** | **100%** | **Total** | **100%** | **Total** | **100%** |

# **APPENDIX T.** Ridgeway ANPR Survey Results

# Intelligent Data Collection Limited
# Portchester

| | |
|---|---|
| Client: | i-Transport |
| Project Number: | ID03068 |
| Date of Survey: | 28.02.2017 |
| Survey Type: | ANPR Trip Chain - Cordon Report |

# Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID03068
Date of Survey: 28.02.2017
Survey Type: ANPR Trip Chain - Cordon Report

| AM Peak Conditions | IP Conditions | PM Peak Conditions |
|---|---|---|
| Dry | Dry | Wet |

Junction Layout

# Trip Chains - Cordon Report

| | |
|---|---|
| Project Title | Portchester |
| Project Number | ID03068 |

| | |
|---|---|
| Start Date | 28.02.2017 |
| Start Time | 07:00 |
| End Date | 28.02.2017 |
| End Time | 19:00 |

| Site Ref | Origin Camera (cordon) Name | Chain Count Summary | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 2 chains | 3 chains | 4 chains | 5 chains | 6 chains | 7 chains | >7 chains |
| 1 | 01 | 2584 | 383 | 1 | 0 | 0 | 0 | 0 |
| 2 | 02 | 147 | 7 | 0 | 0 | 0 | 0 | 0 |
| 3 | 03 | 1809 | 5 | 2 | 0 | 0 | 0 | 0 |

| Trip And Chain Details | Count | Min Tt (minutes) | Max Tt (minutes) | Mean Tt (minutes) | σ Tt (minutes) | Car | LGV<3.5T | OGV1 | OGV2 | Bus_Coach | Other | Motorcycle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 01_IN>01_OUT | 684 | 2.08 | 24.98 | 13.21 | 6.41 | 570 | 83 | 23 | | 3 | 5 | |
| 01_IN>2_N | 454 | 0.70 | 23.60 | 1.69 | 2.58 | 407 | 40 | 5 | | 1 | 1 | |
| 01_IN>2_N>01_OUT | 60 | 3.78 | 24.61 | 11.07 | 5.28 | 56 | 4 | | | | | |
| 01_IN>2_N>2_N | 1 | 2.00 | 2.00 | 2.00 | 0.00 | 1 | | | | | | |
| 01_IN>2_N>2_S | 1 | 3.18 | 3.18 | 3.18 | 0.00 | 1 | | | | | | |
| 01_IN>2_N>2_S>2_N | 1 | 11.23 | 11.23 | 11.23 | 0.00 | 1 | | | | | | |
| 01_IN>2_N>3_OUT | 321 | 1.28 | 24.51 | 2.72 | 2.48 | 302 | 16 | 2 | | 1 | | |
| 01_IN>2_S>2_N | 1 | 9.17 | 9.17 | 9.17 | 0.00 | 1 | | | | | | |
| 01_IN>3_OUT | 1445 | 0.97 | 23.28 | 2.58 | 2.12 | 1349 | 72 | 12 | | 9 | 3 | |
| 2_N>01_OUT | 73 | 1.43 | 24.27 | 4.59 | 4.81 | 59 | 12 | 2 | | | | |
| 2_N>2_N>01_OUT | 1 | 5.62 | 5.62 | 5.62 | 0.00 | 1 | | | | | | |
| 2_N>2_S | 3 | 11.83 | 24.90 | 17.02 | 0.00 | 1 | 2 | | | | | |
| 2_N>3_OUT | 67 | 0.75 | 17.40 | 1.44 | 2.57 | 59 | 8 | | | | | |
| 2_S>2_N | 4 | 2.33 | 5.03 | 3.50 | 1.16 | 4 | | | | | | |
| 2_S>2_N>01_OUT | 2 | 15.43 | 16.15 | 15.79 | 0.00 | 2 | | | | | | |
| 2_S>2_N>2_S | 1 | 11.12 | 11.12 | 11.12 | 0.00 | 1 | | | | | | |
| 2_S>2_N>3_OUT | 3 | 4.73 | 7.75 | 6.31 | 0.00 | 3 | | | | | | |
| 3_IN>01_OUT | 1757 | 1.13 | 24.73 | 5.45 | 5.80 | 1584 | 146 | 16 | | 7 | 4 | |
| 3_IN>2_N | 4 | 0.70 | 1.13 | 0.99 | 0.19 | 4 | | | | | | |
| 3_IN>2_N>01_OUT | 1 | 3.71 | 3.71 | 3.71 | 0.00 | 1 | | | | | | |
| 3_IN>2_N>3_OUT | 3 | 7.15 | 22.59 | 14.87 | 0.00 | 2 | 1 | | | | | |
| 3_IN>2_S | 19 | 0.72 | 21.70 | 2.14 | 4.78 | 19 | | | | | | |
| 3_IN>2_S>2_N | 1 | 6.51 | 6.51 | 6.51 | 0.00 | | 1 | | | | | |
| 3_IN>2_S>2_N>01_OUT | 1 | 18.86 | 18.86 | 18.86 | 0.00 | 1 | | | | | | |
| 3_IN>2_S>2_N>3_OUT | 1 | 12.98 | 12.98 | 12.98 | 0.00 | 1 | | | | | | |
| 3_IN>3_OUT | 29 | 2.18 | 24.78 | 10.07 | 6.39 | 27 | 2 | | | | | |

# **APPENDIX U.** Existing Arrangements - Junction Assessments

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** Ghost Island Site Access.j9
**Path:** T:\Projects\12000 Series Project Numbers\12212ITB Downend Road, Portchester\Tech\Assessments\Picady\Ghost Island Site Access
**Report generation date:** 24/08/2017 11:23:31

---

»2021 'With Development', AM
»2021 'With Development', PM
»2026 'With Development', AM
»2026 'With Development', PM
»2021 + Sensitivity Test, AM
»2021 + Sensitivity Test, PM
»2026 + Sensitivity Test, AM
»2026 + Sensitivity Test, PM

### Summary of junction performance

| | AM | | | | | PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Network Residual Capacity | Queue (Veh) | Delay (s) | RFC | LOS | Network Residual Capacity |
| | 2021 'With Development' | | | | | | | | | |
| Stream B-AC | 0.4 | 11.32 | 0.31 | B | 72 % | 0.2 | 9.07 | 0.17 | A | 129 % |
| Stream C-AB | 0.1 | 6.72 | 0.07 | A | [Stream B-AC] | 0.2 | 7.43 | 0.17 | A | [Stream B-AC] |
| | 2026 'With Development' | | | | | | | | | |
| Stream B-AC | 0.5 | 11.46 | 0.31 | B | 69 % | 0.2 | 9.12 | 0.17 | A | 127 % |
| Stream C-AB | 0.1 | 6.75 | 0.07 | A | [Stream B-AC] | 0.2 | 7.45 | 0.17 | A | [Stream B-AC] |
| | 2021 + Sensitivity Test | | | | | | | | | |
| Stream B-AC | 0.4 | 11.31 | 0.31 | B | 72 % | 0.2 | 9.10 | 0.17 | A | 128 % |
| Stream C-AB | 0.1 | 6.72 | 0.07 | A | [Stream B-AC] | 0.2 | 7.45 | 0.17 | A | [Stream B-AC] |
| | 2026 + Sensitivity Test | | | | | | | | | |
| Stream B-AC | 0.5 | 11.46 | 0.31 | B | 69 % | 0.2 | 9.13 | 0.17 | A | 127 % |
| Stream C-AB | 0.1 | 6.75 | 0.07 | A | [Stream B-AC] | 0.2 | 7.46 | 0.17 | A | [Stream B-AC] |

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

# File summary

## File Description

| | |
|---|---|
| **Title** | Ghost Island Site Access |
| **Location** | Portchester |
| **Site number** | |
| **Date** | 01/02/2017 |
| **Version** | |
| **Status** | Draft |
| **Identifier** | |
| **Client** | Miller Homes |
| **Jobnumber** | ITB12212 |
| **Enumerator** | I-TRANSPORT |
| **Description** | |

## Units

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

## Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | Residual capacity criteria type | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|---|
| | ✓ | Delay | 0.85 | 36.00 | 20.00 |

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|---|---|---|---|---|---|---|
| D1 | 2021 'With Development' | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D2 | 2021 'With Development' | PM | ONE HOUR | 16:00 | 17:30 | 15 |
| D13 | 2026 'With Development' | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D14 | 2026 'With Development' | PM | ONE HOUR | 16:00 | 17:30 | 15 |
| D15 | 2021 + Sensitivity Test | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D16 | 2021 + Sensitivity Test | PM | ONE HOUR | 16:00 | 17:30 | 15 |
| D17 | 2026 + Sensitivity Test | AM | ONE HOUR | 07:30 | 09:00 | 15 |
| D18 | 2026 + Sensitivity Test | PM | ONE HOUR | 16:00 | 17:30 | 15 |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

# 2021 'With Development', AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.85 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 72 | Stream B-AC |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | Downend Road North | | Major |
| B | Site Access | | Minor |
| C | Downend Road South | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Width for right turn (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|---|
| C | 6.25 | | ✓ | 2.90 | 118.5 | ✓ | 5.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 3.10 | 49 | 31 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|---|
| 1 | B-A | 514 | 0.093 | 0.234 | 0.147 | 0.334 |
| 1 | B-C | 650 | 0.099 | 0.249 | - | - |
| 1 | C-B | 692 | 0.265 | 0.265 | - | - |

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

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|---|---|---|---|---|---|---|
| D1 | 2021 'With Development' | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 382 | 100.000 |
| B | | ✓ | 131 | 100.000 |
| C | | ✓ | 413 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 16 | 366 |
| | B | 39 | 0 | 92 |
| | C | 375 | 38 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.31 | 11.32 | 0.4 | B |
| C-AB | 0.07 | 6.72 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

#### 07:30 - 07:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 99 | 508 | 0.194 | 98 | 0.2 | 8.750 | A |
| C-AB | 29 | 614 | 0.047 | 28 | 0.0 | 6.149 | A |
| C-A | 282 | | | 282 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 276 | | | 276 | | | |

### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 118 | 489 | 0.241 | 117 | 0.3 | 9.679 | A |
| C-AB | 34 | 599 | 0.057 | 34 | 0.1 | 6.377 | A |
| C-A | 337 | | | 337 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 329 | | | 329 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 144 | 462 | 0.312 | 144 | 0.4 | 11.283 | B |
| C-AB | 42 | 578 | 0.072 | 42 | 0.1 | 6.717 | A |
| C-A | 413 | | | 413 | | | |
| A-B | 18 | | | 18 | | | |
| A-C | 403 | | | 403 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 144 | 462 | 0.312 | 144 | 0.4 | 11.321 | B |
| C-AB | 42 | 578 | 0.072 | 42 | 0.1 | 6.717 | A |
| C-A | 413 | | | 413 | | | |
| A-B | 18 | | | 18 | | | |
| A-C | 403 | | | 403 | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 118 | 489 | 0.241 | 118 | 0.3 | 9.722 | A |
| C-AB | 34 | 599 | 0.057 | 34 | 0.1 | 6.379 | A |
| C-A | 337 | | | 337 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 329 | | | 329 | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 99 | 508 | 0.194 | 99 | 0.2 | 8.804 | A |
| C-AB | 29 | 614 | 0.047 | 29 | 0.0 | 6.153 | A |
| C-A | 282 | | | 282 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 276 | | | 276 | | | |

# 2021 'With Development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.84 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 129 | Stream B-AC |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|---|---|---|---|---|---|---|
| D2 | 2021 'With Development' | PM | ONE HOUR | 16:00 | 17:30 | 15 |

| Vehicle mix varies over time | Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|---|
| ✓ | HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 359 | 100.000 |
| B | | ✓ | 74 | 100.000 |
| C | | ✓ | 292 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 39 | 320 |
| | B | 22 | 0 | 52 |
| | C | 201 | 91 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

16:00 - 16:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

16:15 - 16:30

**Heavy Vehicle Percentages**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

16:30 - 16:45

**Heavy Vehicle Percentages**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 4 | 0 | 0 |

16:45 - 17:00

**Heavy Vehicle Percentages**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

17:00 - 17:15

**Heavy Vehicle Percentages**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

17:15 - 17:30

**Heavy Vehicle Percentages**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.17 | 9.07 | 0.2 | A |
| C-AB | 0.17 | 7.43 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 56 | 519 | 0.107 | 55 | 0.1 | 7.753 | A |
| C-AB | 69 | 619 | 0.111 | 68 | 0.1 | 6.527 | A |
| C-A | 151 | | | 151 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 241 | | | 241 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 67 | 502 | 0.132 | 66 | 0.2 | 8.255 | A |
| C-AB | 82 | 605 | 0.135 | 82 | 0.2 | 6.875 | A |
| C-A | 181 | | | 181 | | | |
| A-B | 35 | | | 35 | | | |
| A-C | 288 | | | 288 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 81 | 479 | 0.170 | 81 | 0.2 | 9.035 | A |
| C-AB | 100 | 587 | 0.171 | 100 | 0.2 | 7.391 | A |
| C-A | 221 | | | 221 | | | |
| A-B | 43 | | | 43 | | | |
| A-C | 352 | | | 352 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 81 | 478 | 0.170 | 81 | 0.2 | 9.075 | A |
| C-AB | 100 | 585 | 0.171 | 100 | 0.2 | 7.428 | A |
| C-A | 221 | | | 221 | | | |
| A-B | 43 | | | 43 | | | |
| A-C | 352 | | | 352 | | | |

### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 67 | 502 | 0.133 | 67 | 0.2 | 8.278 | A |
| C-AB | 82 | 604 | 0.135 | 82 | 0.2 | 6.893 | A |
| C-A | 181 | | | 181 | | | |
| A-B | 35 | | | 35 | | | |
| A-C | 288 | | | 288 | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 56 | 519 | 0.107 | 56 | 0.1 | 7.781 | A |
| C-AB | 69 | 619 | 0.111 | 69 | 0.1 | 6.547 | A |
| C-A | 151 | | | 151 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 241 | | | 241 | | | |

# 2026 'With Development', AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.83 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 69 | Stream B-AC |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|---|---|---|---|---|---|---|
| D13 | 2026 'With Development' | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 392 | 100.000 |
| B | | ✓ | 131 | 100.000 |
| C | | ✓ | 424 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 16 | 376 |
| | B | 39 | 0 | 92 |
| | C | 386 | 38 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.31 | 11.46 | 0.5 | B |
| C-AB | 0.07 | 6.75 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 99 | 506 | 0.195 | 98 | 0.2 | 8.805 | A |
| C-AB | 29 | 612 | 0.047 | 28 | 0.0 | 6.171 | A |
| C-A | 291 | | | 291 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 283 | | | 283 | | | |

### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 118 | 486 | 0.242 | 117 | 0.3 | 9.760 | A |
| C-AB | 34 | 596 | 0.057 | 34 | 0.1 | 6.405 | A |
| C-A | 347 | | | 347 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 338 | | | 338 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 144 | 458 | 0.315 | 144 | 0.5 | 11.419 | B |
| C-AB | 42 | 575 | 0.073 | 42 | 0.1 | 6.755 | A |
| C-A | 425 | | | 425 | | | |
| A-B | 18 | | | 18 | | | |
| A-C | 414 | | | 414 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 144 | 458 | 0.315 | 144 | 0.5 | 11.459 | B |
| C-AB | 42 | 575 | 0.073 | 42 | 0.1 | 6.755 | A |
| C-A | 425 | | | 425 | | | |
| A-B | 18 | | | 18 | | | |
| A-C | 414 | | | 414 | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 118 | 486 | 0.242 | 118 | 0.3 | 9.804 | A |
| C-AB | 34 | 596 | 0.057 | 34 | 0.1 | 6.409 | A |
| C-A | 347 | | | 347 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 338 | | | 338 | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 99 | 506 | 0.195 | 99 | 0.2 | 8.859 | A |
| C-AB | 29 | 612 | 0.047 | 29 | 0.0 | 6.174 | A |
| C-A | 291 | | | 291 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 283 | | | 283 | | | |

# 2026 'With Development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.82 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 127 | Stream B-AC |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|---|---|---|---|---|---|---|
| D14 | 2026 'With Development' | PM | ONE HOUR | 16:00 | 17:30 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 366 | 100.000 |
| B | | ✓ | 74 | 100.000 |
| C | | ✓ | 296 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 39 | 327 |
| | B | 22 | 0 | 52 |
| | C | 205 | 91 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.17 | 9.12 | 0.2 | A |
| C-AB | 0.17 | 7.45 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 56 | 518 | 0.108 | 55 | 0.1 | 7.779 | A |
| C-AB | 69 | 618 | 0.111 | 68 | 0.1 | 6.544 | A |
| C-A | 154 | | | 154 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 246 | | | 246 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 67 | 500 | 0.133 | 66 | 0.2 | 8.291 | A |
| C-AB | 82 | 603 | 0.136 | 82 | 0.2 | 6.898 | A |
| C-A | 184 | | | 184 | | | |
| A-B | 35 | | | 35 | | | |
| A-C | 294 | | | 294 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 81 | 476 | 0.171 | 81 | 0.2 | 9.105 | A |
| C-AB | 100 | 584 | 0.172 | 100 | 0.2 | 7.440 | A |
| C-A | 226 | | | 226 | | | |
| A-B | 43 | | | 43 | | | |
| A-C | 360 | | | 360 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 81 | 476 | 0.171 | 81 | 0.2 | 9.115 | A |
| C-AB | 100 | 584 | 0.172 | 100 | 0.2 | 7.446 | A |
| C-A | 226 | | | 226 | | | |
| A-B | 43 | | | 43 | | | |
| A-C | 360 | | | 360 | | | |

### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 67 | 500 | 0.133 | 67 | 0.2 | 8.307 | A |
| C-AB | 82 | 603 | 0.136 | 82 | 0.2 | 6.906 | A |
| C-A | 184 | | | 184 | | | |
| A-B | 35 | | | 35 | | | |
| A-C | 294 | | | 294 | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 56 | 517 | 0.108 | 56 | 0.1 | 7.802 | A |
| C-AB | 69 | 618 | 0.111 | 69 | 0.1 | 6.560 | A |
| C-A | 154 | | | 154 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 246 | | | 246 | | | |

# 2021 + Sensitivity Test, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.85 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 72 | Stream B-AC |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|---|---|---|---|---|---|---|
| D15 | 2021 + Sensitivity Test | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix varies over time | Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|---|
| ✓ | HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 382 | 100.000 |
| B | | ✓ | 131 | 100.000 |
| C | | ✓ | 413 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 16 | 366 |
| | B | 39 | 0 | 92 |
| | C | 375 | 38 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

07:30 - 07:45

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

07:45 - 08:00

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

08:00 - 08:15

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

08:15 - 08:30

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 4 | 0 | 0 |

08:30 - 08:45

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

08:45 - 09:00

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.31 | 11.31 | 0.4 | B |
| C-AB | 0.07 | 6.72 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 99 | 508 | 0.194 | 98 | 0.2 | 8.750 | A |
| C-AB | 29 | 614 | 0.047 | 28 | 0.0 | 6.149 | A |
| C-A | 282 | | | 282 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 276 | | | 276 | | | |

### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 118 | 489 | 0.241 | 117 | 0.3 | 9.674 | A |
| C-AB | 34 | 599 | 0.057 | 34 | 0.1 | 6.374 | A |
| C-A | 337 | | | 337 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 329 | | | 329 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 144 | 462 | 0.312 | 144 | 0.4 | 11.285 | B |
| C-AB | 42 | 578 | 0.072 | 42 | 0.1 | 6.717 | A |
| C-A | 413 | | | 413 | | | |
| A-B | 18 | | | 18 | | | |
| A-C | 403 | | | 403 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 144 | 463 | 0.312 | 144 | 0.4 | 11.308 | B |
| C-AB | 42 | 579 | 0.072 | 42 | 0.1 | 6.705 | A |
| C-A | 413 | | | 413 | | | |
| A-B | 18 | | | 18 | | | |
| A-C | 403 | | | 403 | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 118 | 490 | 0.241 | 118 | 0.3 | 9.711 | A |
| C-AB | 34 | 599 | 0.057 | 34 | 0.1 | 6.379 | A |
| C-A | 337 | | | 337 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 329 | | | 329 | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 99 | 509 | 0.194 | 99 | 0.2 | 8.795 | A |
| C-AB | 29 | 614 | 0.047 | 29 | 0.0 | 6.153 | A |
| C-A | 282 | | | 282 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 276 | | | 276 | | | |

# 2021 + Sensitivity Test, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.83 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 128 | Stream B-AC |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|---|---|---|---|---|---|---|
| D16 | 2021 + Sensitivity Test | PM | ONE HOUR | 16:00 | 17:30 | 15 |

| Vehicle mix varies over time | Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|---|
| ✓ | HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 363 | 100.000 |
| B | | ✓ | 74 | 100.000 |
| C | | ✓ | 294 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 39 | 324 |
| | B | 22 | 0 | 52 |
| | C | 203 | 91 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

16:00 - 16:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

16:15 - 16:30

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

16:30 - 16:45

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 4 | 0 | 0 |

16:45 - 17:00

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

17:00 - 17:15

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

17:15 - 17:30

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.17 | 9.10 | 0.2 | A |
| C-AB | 0.17 | 7.45 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 56 | 518 | 0.108 | 55 | 0.1 | 7.768 | A |
| C-AB | 69 | 618 | 0.111 | 68 | 0.1 | 6.536 | A |
| C-A | 153 | | | 153 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 244 | | | 244 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 67 | 501 | 0.133 | 66 | 0.2 | 8.275 | A |
| C-AB | 82 | 604 | 0.135 | 82 | 0.2 | 6.887 | A |
| C-A | 182 | | | 182 | | | |
| A-B | 35 | | | 35 | | | |
| A-C | 291 | | | 291 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 81 | 478 | 0.170 | 81 | 0.2 | 9.064 | A |
| C-AB | 100 | 586 | 0.171 | 100 | 0.2 | 7.409 | A |
| C-A | 224 | | | 224 | | | |
| A-B | 43 | | | 43 | | | |
| A-C | 357 | | | 357 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 81 | 477 | 0.171 | 81 | 0.2 | 9.105 | A |
| C-AB | 100 | 584 | 0.172 | 100 | 0.2 | 7.446 | A |
| C-A | 224 | | | 224 | | | |
| A-B | 43 | | | 43 | | | |
| A-C | 357 | | | 357 | | | |

### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 67 | 501 | 0.133 | 67 | 0.2 | 8.300 | A |
| C-AB | 82 | 603 | 0.136 | 82 | 0.2 | 6.906 | A |
| C-A | 182 | | | 182 | | | |
| A-B | 35 | | | 35 | | | |
| A-C | 291 | | | 291 | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 56 | 518 | 0.108 | 56 | 0.1 | 7.797 | A |
| C-AB | 69 | 618 | 0.111 | 69 | 0.1 | 6.560 | A |
| C-A | 153 | | | 153 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 244 | | | 244 | | | |

# 2026 + Sensitivity Test, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.83 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 69 | Stream B-AC |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|---|---|---|---|---|---|---|
| D17 | 2026 + Sensitivity Test | AM | ONE HOUR | 07:30 | 09:00 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|
| HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 392 | 100.000 |
| B | | ✓ | 131 | 100.000 |
| C | | ✓ | 424 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 16 | 376 |
| | B | 39 | 0 | 92 |
| | C | 386 | 38 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.31 | 11.46 | 0.5 | B |
| C-AB | 0.07 | 6.75 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 99 | 506 | 0.195 | 98 | 0.2 | 8.805 | A |
| C-AB | 29 | 612 | 0.047 | 28 | 0.0 | 6.171 | A |
| C-A | 291 | | | 291 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 283 | | | 283 | | | |

### 07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 118 | 486 | 0.242 | 117 | 0.3 | 9.760 | A |
| C-AB | 34 | 596 | 0.057 | 34 | 0.1 | 6.405 | A |
| C-A | 347 | | | 347 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 338 | | | 338 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 144 | 458 | 0.315 | 144 | 0.5 | 11.419 | B |
| C-AB | 42 | 575 | 0.073 | 42 | 0.1 | 6.755 | A |
| C-A | 425 | | | 425 | | | |
| A-B | 18 | | | 18 | | | |
| A-C | 414 | | | 414 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 144 | 458 | 0.315 | 144 | 0.5 | 11.459 | B |
| C-AB | 42 | 575 | 0.073 | 42 | 0.1 | 6.755 | A |
| C-A | 425 | | | 425 | | | |
| A-B | 18 | | | 18 | | | |
| A-C | 414 | | | 414 | | | |

### 08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 118 | 486 | 0.242 | 118 | 0.3 | 9.804 | A |
| C-AB | 34 | 596 | 0.057 | 34 | 0.1 | 6.409 | A |
| C-A | 347 | | | 347 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 338 | | | 338 | | | |

### 08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 99 | 506 | 0.195 | 99 | 0.2 | 8.859 | A |
| C-AB | 29 | 612 | 0.047 | 29 | 0.0 | 6.174 | A |
| C-A | 291 | | | 291 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 283 | | | 283 | | | |

# 2026 + Sensitivity Test, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.82 | A |

### Junction Network Options

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold |
|---|---|---|---|
| Left | Normal/unknown | 127 | Stream B-AC |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|---|---|---|---|---|---|---|
| D18 | 2026 + Sensitivity Test | PM | ONE HOUR | 16:00 | 17:30 | 15 |

| Vehicle mix varies over time | Vehicle mix source | PCU Factor for a HV (PCU) |
|---|---|---|
| ✓ | HV Percentages | 2.00 |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A | | ✓ | 366 | 100.000 |
| B | | ✓ | 74 | 100.000 |
| C | | ✓ | 296 | 100.000 |

## Origin-Destination Data

### Demand (Veh/hr)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 39 | 327 |
| | B | 22 | 0 | 52 |
| | C | 205 | 91 | 0 |

## Vehicle Mix

### Heavy Vehicle Percentages

16:00 - 16:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

16:15 - 16:30

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

16:30 - 16:45

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 0 |
| | C | 4 | 0 | 0 |

16:45 - 17:00

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

17:00 - 17:15

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

17:15 - 17:30

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.17 | 9.13 | 0.2 | A |
| C-AB | 0.17 | 7.46 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 56 | 518 | 0.108 | 55 | 0.1 | 7.779 | A |
| C-AB | 69 | 618 | 0.111 | 68 | 0.1 | 6.544 | A |
| C-A | 154 | | | 154 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 246 | | | 246 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 67 | 500 | 0.133 | 66 | 0.2 | 8.290 | A |
| C-AB | 82 | 603 | 0.136 | 82 | 0.2 | 6.897 | A |
| C-A | 184 | | | 184 | | | |
| A-B | 35 | | | 35 | | | |
| A-C | 294 | | | 294 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 81 | 477 | 0.171 | 81 | 0.2 | 9.088 | A |
| C-AB | 100 | 585 | 0.171 | 100 | 0.2 | 7.422 | A |
| C-A | 226 | | | 226 | | | |
| A-B | 43 | | | 43 | | | |
| A-C | 360 | | | 360 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 81 | 476 | 0.171 | 81 | 0.2 | 9.128 | A |
| C-AB | 100 | 583 | 0.172 | 100 | 0.2 | 7.460 | A |
| C-A | 226 | | | 226 | | | |
| A-B | 43 | | | 43 | | | |
| A-C | 360 | | | 360 | | | |

### 17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 67 | 500 | 0.133 | 67 | 0.2 | 8.316 | A |
| C-AB | 82 | 603 | 0.136 | 82 | 0.2 | 6.918 | A |
| C-A | 184 | | | 184 | | | |
| A-B | 35 | | | 35 | | | |
| A-C | 294 | | | 294 | | | |

### 17:15 - 17:30

| Stream | Total Demand (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 56 | 517 | 0.108 | 56 | 0.1 | 7.807 | A |
| C-AB | 69 | 617 | 0.111 | 69 | 0.1 | 6.567 | A |
| C-A | 154 | | | 154 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 246 | | | 246 | | | |

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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**Filename:** The Thicket& Downend Road.j9
**Path:** T:\Projects\12000 Series Project Numbers\12212ITB Downend Road, Portchester\Tech\Assessments\Picady\The Thicket_Downend Rd Jct
**Report generation date:** 24/08/2017 11:11:50

---

»2016 Observed, AM
»2016 Observed, PM
»2021 'Without Development', AM
»2021 'Without Development', PM
»2021 'With Development', AM
»2021 'With Development', PM
»2026 'Without Development', AM
»2026 'Without Development', PM
»2026 'With Development', AM
»2026 'With Development', PM
»2021 + Sensitivity, AM
»2021 + Sensitivity, PM
»2026 + Sensitivity, AM
»2026 + Sensitivity, PM

## Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | 2016 Observed | | | | | | | |
| Stream B-AC | 0.3 | 10.48 | 0.21 | B | 0.1 | 8.94 | 0.12 | A |
| Stream C-AB | 0.1 | 5.29 | 0.08 | A | 0.1 | 5.84 | 0.07 | A |
| | 2021 'Without Development' | | | | | | | |
| Stream B-AC | 0.3 | 10.57 | 0.21 | B | 0.1 | 9.04 | 0.12 | A |
| Stream C-AB | 0.1 | 5.26 | 0.08 | A | 0.1 | 5.83 | 0.07 | A |
| | 2021 'With Development' | | | | | | | |
| Stream B-AC | 0.3 | 11.91 | 0.25 | B | 0.2 | 10.54 | 0.19 | B |
| Stream C-AB | 0.2 | 5.28 | 0.08 | A | 0.1 | 5.56 | 0.07 | A |
| | 2026 'Without Development' | | | | | | | |
| Stream B-AC | 0.3 | 10.93 | 0.23 | B | 0.1 | 9.08 | 0.12 | A |
| Stream C-AB | 0.2 | 5.29 | 0.09 | A | 0.1 | 5.81 | 0.07 | A |
| | 2026 'With Development' | | | | | | | |
| Stream B-AC | 0.3 | 12.12 | 0.26 | B | 0.2 | 10.54 | 0.19 | B |
| Stream C-AB | 0.2 | 5.32 | 0.09 | A | 0.1 | 5.56 | 0.07 | A |
| | 2021 + Sensitivity | | | | | | | |
| Stream B-AC | 0.3 | 11.91 | 0.25 | B | 0.2 | 10.54 | 0.19 | B |
| Stream C-AB | 0.2 | 5.28 | 0.08 | A | 0.1 | 5.56 | 0.07 | A |
| | 2026 + Sensitivity | | | | | | | |
| Stream B-AC | 0.3 | 12.12 | 0.26 | B | 0.2 | 10.54 | 0.19 | B |
| Stream C-AB | 0.2 | 5.32 | 0.09 | A | 0.1 | 5.56 | 0.07 | A |

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

## File summary

### File Description

| | |
|---|---|
| **Title** | The Thicket / Downend Road |
| **Location** | Portchester |
| **Site number** | |
| **Date** | 06/12/2016 |
| **Version** | |
| **Status** | |
| **Identifier** | |
| **Client** | Miller Homes |
| **Jobnumber** | ITB12212 |
| **Enumerator** | I-TRANSPORT\Hotdesk |
| **Description** | |

## Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|---|---|---|---|---|---|---|---|
| m | kph | Veh | Veh | perTimeSegment | s | -Min | perMin |

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D1 | 2016 Observed | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D2 | 2016 Observed | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D3 | 2021 'Without Development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D4 | 2021 'Without Development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D5 | 2021 'With Development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D6 | 2021 'With Development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D7 | 2026 'Without Development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D8 | 2026 'Without Development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D9 | 2026 'With Development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D10 | 2026 'With Development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D11 | 2021 + Sensitivity | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D12 | 2021 + Sensitivity | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D13 | 2026 + Sensitivity | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D14 | 2026 + Sensitivity | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

# 2016 Observed, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.08 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | untitled | | Major |
| B | untitled | | Minor |
| C | untitled | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 6.00 | | | 75.0 | ✓ | 0.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 3.28 | 25 | 26 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (Veh/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|---|
| 1 | B-A | 128.094 | 0.093 | 0.236 | 0.148 | 0.337 |
| 1 | B-C | 164.563 | 0.101 | 0.255 | - | - |
| 1 | C-B | 154.349 | 0.239 | 0.239 | - | - |

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

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D1 | 2016 Observed | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix varies over time | Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|---|
| ✓ | HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 9.00 | 80.00 |
| | B | 12.00 | 0.00 | 4.00 |
| | C | 83.00 | 1.00 | 0.00 |

07:45 - 08:00

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 8.00 | 95.00 |
| | B | 6.00 | 0.00 | 8.00 |
| | C | 89.00 | 4.00 | 0.00 |

08:00 - 08:15

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 80.00 |
| | B | 5.00 | 0.00 | 7.00 |
| | C | 86.00 | 2.00 | 0.00 |

08:15 - 08:30

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 13.00 | 61.00 |
| | B | 14.00 | 0.00 | 9.00 |
| | C | 70.00 | 9.00 | 0.00 |

## Vehicle Mix

07:30 - 07:45

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 3 | 0 | 0 |
| | C | 2 | 0 | 0 |

07:45 - 08:00

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

**Heavy Vehicle Percentages**

08:00 - 08:15

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 3 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

**Heavy Vehicle Percentages**

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 7 | 0 | 0 |
| | C | 3 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.21 | 10.48 | 0.3 | B |
| C-AB | 0.08 | 5.29 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 16.00 | 101.51 | 0.158 | 15.82 | 0.2 | 10.481 | B |
| C-AB | 1.77 | 190.72 | 0.009 | 1.76 | 0.0 | 4.762 | A |
| C-A | 82.23 | | | 82.23 | | | |
| A-B | 9.00 | | | 9.00 | | | |
| A-C | 80.00 | | | 80.00 | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 14.00 | 112.20 | 0.125 | 14.04 | 0.1 | 9.284 | A |
| C-AB | 7.46 | 192.10 | 0.039 | 7.41 | 0.1 | 4.871 | A |
| C-A | 85.54 | | | 85.54 | | | |
| A-B | 8.00 | | | 8.00 | | | |
| A-C | 95.00 | | | 95.00 | | | |

08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 12.00 | 117.38 | 0.102 | 12.03 | 0.1 | 8.546 | A |
| C-AB | 3.64 | 192.46 | 0.019 | 3.67 | 0.0 | 4.767 | A |
| C-A | 84.36 | | | 84.36 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 80.00 | | | 80.00 | | | |

**08:15 - 08:30**

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 23.00 | 107.91 | 0.213 | 22.85 | 0.3 | 10.375 | B |
| C-AB | 14.51 | 184.59 | 0.079 | 14.39 | 0.1 | 5.288 | A |
| C-A | 64.49 | | | 64.49 | | | |
| A-B | 13.00 | | | 13.00 | | | |
| A-C | 61.00 | | | 61.00 | | | |

# 2016 Observed, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.78 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D2 | 2016 Observed | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix varies over time | Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|---|
| ✓ | HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 81.00 |
| | B | 2.00 | 0.00 | 1.00 |
| | C | 47.00 | 8.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 78.00 |
| | B | 4.00 | 0.00 | 1.00 |
| | C | 47.00 | 4.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 76.00 |
| | B | 4.00 | 0.00 | 11.00 |
| | C | 50.00 | 6.00 | 0.00 |

16:45 - 17:00

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 8.00 | 42.00 |
| | B | 4.00 | 0.00 | 2.00 |
| | C | 40.00 | 2.00 | 0.00 |

# Vehicle Mix

16:00 - 16:15

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 7 |
| | C | 2 | 0 | 0 |

16:15 - 16:30

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 2 | 0 | 0 |

16:30 - 16:45

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 0 |
| | B | 0 | 0 | 9 |
| | C | 4 | 0 | 0 |

16:45 - 17:00

Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.12 | 8.94 | 0.1 | A |
| C-AB | 0.07 | 5.84 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 3.00 | 107.57 | 0.028 | 2.97 | 0.0 | 8.603 | A |
| C-AB | 11.18 | 165.26 | 0.068 | 11.07 | 0.1 | 5.835 | A |
| C-A | 43.82 | | | 43.82 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 81.00 | | | 81.00 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 5.00 | 106.48 | 0.047 | 4.98 | 0.0 | 8.941 | A |
| C-AB | 5.61 | 165.88 | 0.034 | 5.68 | 0.0 | 5.614 | A |
| C-A | 45.39 | | | 45.39 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 78.00 | | | 78.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 121.46 | 0.124 | 14.91 | 0.1 | 8.292 | A |
| C-AB | 8.55 | 168.32 | 0.051 | 8.52 | 0.1 | 5.618 | A |
| C-A | 47.45 | | | 47.45 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 76.00 | | | 76.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 6.00 | 121.98 | 0.049 | 6.08 | 0.1 | 8.150 | A |
| C-AB | 2.63 | 169.47 | 0.016 | 2.69 | 0.0 | 5.445 | A |
| C-A | 39.37 | | | 39.37 | | | |
| A-B | 8.00 | | | 8.00 | | | |
| A-C | 42.00 | | | 42.00 | | | |

# 2021 'Without Development', AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.06 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D3 | 2021 'Without Development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 9.00 | 82.00 |
| | B | 12.00 | 0.00 | 4.00 |
| | C | 85.00 | 1.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 8.00 | 98.00 |
| | B | 6.00 | 0.00 | 8.00 |
| | C | 91.00 | 4.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 82.00 |
| | B | 5.00 | 0.00 | 7.00 |
| | C | 88.00 | 2.00 | 0.00 |

### Demand (Veh/TS)

**08:15 - 08:30**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 13.00 | 63.00 |
| | B | 14.00 | 0.00 | 9.00 |
| | C | 72.00 | 9.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 3 | 0 | 0 |
| | C | 2 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.21 | 10.57 | 0.3 | B |
| C-AB | 0.08 | 5.26 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

**07:30 - 07:45**

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 16.00 | 100.75 | 0.159 | 15.81 | 0.2 | 10.572 | B |
| C-AB | 1.80 | 191.73 | 0.009 | 1.79 | 0.0 | 4.738 | A |
| C-A | 84.20 | | | 84.20 | | | |
| A-B | 9.00 | | | 9.00 | | | |
| A-C | 82.00 | | | 82.00 | | | |

**07:45 - 08:00**

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 14.00 | 109.65 | 0.128 | 14.04 | 0.1 | 9.464 | A |
| C-AB | 7.57 | 193.02 | 0.039 | 7.53 | 0.1 | 4.852 | A |
| C-A | 87.43 | | | 87.43 | | | |
| A-B | 8.00 | | | 8.00 | | | |
| A-C | 98.00 | | | 98.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 12.00 | 115.14 | 0.104 | 12.03 | 0.1 | 8.734 | A |
| C-AB | 3.69 | 193.64 | 0.019 | 3.72 | 0.0 | 4.740 | A |
| C-A | 86.31 | | | 86.31 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 82.00 | | | 82.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 23.00 | 110.43 | 0.208 | 22.86 | 0.3 | 10.238 | B |
| C-AB | 14.71 | 185.71 | 0.079 | 14.58 | 0.1 | 5.261 | A |
| C-A | 66.29 | | | 66.29 | | | |
| A-B | 13.00 | | | 13.00 | | | |
| A-C | 63.00 | | | 63.00 | | | |

# 2021 'Without Development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.77 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D4 | 2021 'Without Development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 83.00 |
| | B | 2.00 | 0.00 | 1.00 |
| | C | 48.00 | 8.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 80.00 |
| | B | 4.00 | 0.00 | 1.00 |
| | C | 48.00 | 4.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 78.00 |
| | B | 4.00 | 0.00 | 11.00 |
| | C | 51.00 | 6.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 8.00 | 43.00 |
| | B | 4.00 | 0.00 | 2.00 |
| | C | 41.00 | 2.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 7 |
| | C | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.12 | 9.04 | 0.1 | A |
| C-AB | 0.07 | 5.83 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 3.00 | 106.96 | 0.028 | 2.97 | 0.0 | 8.653 | A |
| C-AB | 11.27 | 165.53 | 0.068 | 11.15 | 0.1 | 5.829 | A |
| C-A | 44.73 | | | 44.73 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 83.00 | | | 83.00 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 5.00 | 104.82 | 0.048 | 4.98 | 0.0 | 9.042 | A |
| C-AB | 5.66 | 166.19 | 0.034 | 5.72 | 0.0 | 5.613 | A |
| C-A | 46.34 | | | 46.34 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 80.00 | | | 80.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 122.54 | 0.122 | 14.91 | 0.1 | 8.275 | A |
| C-AB | 8.61 | 168.71 | 0.051 | 8.58 | 0.1 | 5.620 | A |
| C-A | 48.39 | | | 48.39 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 78.00 | | | 78.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 6.00 | 119.59 | 0.050 | 6.08 | 0.1 | 8.086 | A |
| C-AB | 2.65 | 169.85 | 0.016 | 2.71 | 0.0 | 5.392 | A |
| C-A | 40.35 | | | 40.35 | | | |
| A-B | 8.00 | | | 8.00 | | | |
| A-C | 43.00 | | | 43.00 | | | |

# 2021 'With Development', AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.17 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D5 | 2021 'With Development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 15.00 | 99.00 |
| | B | 15.00 | 0.00 | 4.00 |
| | C | 92.00 | 1.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 115.00 |
| | B | 9.00 | 0.00 | 8.00 |
| | C | 98.00 | 4.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 16.00 | 99.00 |
| | B | 8.00 | 0.00 | 7.00 |
| | C | 95.00 | 2.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 19.00 | 80.00 |
| | B | 17.00 | 0.00 | 9.00 |
| | C | 79.00 | 9.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 2 | 0 | 0 |
| | C | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.25 | 11.91 | 0.3 | B |
| C-AB | 0.08 | 5.28 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 19.00 | 94.06 | 0.202 | 18.75 | 0.2 | 11.912 | B |
| C-AB | 1.92 | 192.27 | 0.010 | 1.91 | 0.0 | 4.727 | A |
| C-A | 91.08 | | | 91.08 | | | |
| A-B | 15.00 | | | 15.00 | | | |
| A-C | 99.00 | | | 99.00 | | | |

### 07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 99.32 | 0.171 | 17.04 | 0.2 | 10.983 | B |
| C-AB | 8.10 | 193.71 | 0.042 | 8.05 | 0.1 | 4.848 | A |
| C-A | 93.90 | | | 93.90 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 115.00 | | | 115.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 104.05 | 0.144 | 15.04 | 0.2 | 10.116 | B |
| C-AB | 3.94 | 194.24 | 0.020 | 3.98 | 0.0 | 4.731 | A |
| C-A | 93.06 | | | 93.06 | | | |
| A-B | 16.00 | | | 16.00 | | | |
| A-C | 99.00 | | | 99.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 26.00 | 103.21 | 0.252 | 25.84 | 0.3 | 11.594 | B |
| C-AB | 15.65 | 186.03 | 0.084 | 15.52 | 0.2 | 5.282 | A |
| C-A | 72.35 | | | 72.35 | | | |
| A-B | 19.00 | | | 19.00 | | | |
| A-C | 80.00 | | | 80.00 | | | |

# 2021 'With Development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.04 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D6 | 2021 'With Development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 93.00 |
| | B | 8.00 | 0.00 | 1.00 |
| | C | 65.00 | 8.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 90.00 |
| | B | 10.00 | 0.00 | 1.00 |
| | C | 65.00 | 4.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 88.00 |
| | B | 10.00 | 0.00 | 11.00 |
| | C | 68.00 | 6.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 12.00 | 53.00 |
| | B | 10.00 | 0.00 | 2.00 |
| | C | 58.00 | 2.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 7 |
| | C | 1 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.19 | 10.54 | 0.2 | B |
| C-AB | 0.07 | 5.56 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 9.00 | 94.96 | 0.095 | 8.90 | 0.1 | 10.445 | B |
| C-AB | 12.75 | 174.46 | 0.073 | 12.62 | 0.1 | 5.560 | A |
| C-A | 60.25 | | | 60.25 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 93.00 | | | 93.00 | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 11.00 | 96.37 | 0.114 | 10.98 | 0.1 | 10.544 | B |
| C-AB | 6.41 | 175.12 | 0.037 | 6.49 | 0.1 | 5.341 | A |
| C-A | 62.59 | | | 62.59 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 90.00 | | | 90.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 21.00 | 109.89 | 0.191 | 20.90 | 0.2 | 9.985 | A |
| C-AB | 9.74 | 177.65 | 0.055 | 9.71 | 0.1 | 5.359 | A |
| C-A | 64.26 | | | 64.26 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 88.00 | | | 88.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 12.00 | 109.55 | 0.109 | 12.10 | 0.1 | 9.398 | A |
| C-AB | 2.99 | 178.43 | 0.017 | 3.05 | 0.0 | 5.135 | A |
| C-A | 57.01 | | | 57.01 | | | |
| A-B | 12.00 | | | 12.00 | | | |
| A-C | 53.00 | | | 53.00 | | | |

# 2026 'Without Development', AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.11 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D7 | 2026 'Without Development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 85.00 |
| | B | 13.00 | 0.00 | 4.00 |
| | C | 88.00 | 1.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 8.00 | 100.00 |
| | B | 6.00 | 0.00 | 8.00 |
| | C | 94.00 | 4.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 11.00 | 85.00 |
| | B | 5.00 | 0.00 | 7.00 |
| | C | 91.00 | 2.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 65.00 |
| | B | 15.00 | 0.00 | 10.00 |
| | C | 74.00 | 10.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 3 | 0 | 0 |
| | C | 2 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.23 | 10.93 | 0.3 | B |
| C-AB | 0.09 | 5.29 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 98.95 | 0.172 | 16.80 | 0.2 | 10.927 | B |
| C-AB | 1.84 | 193.05 | 0.010 | 1.83 | 0.0 | 4.706 | A |
| C-A | 87.16 | | | 87.16 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 85.00 | | | 85.00 | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 14.00 | 108.80 | 0.129 | 14.05 | 0.2 | 9.557 | A |
| C-AB | 7.74 | 194.76 | 0.040 | 7.69 | 0.1 | 4.811 | A |
| C-A | 90.26 | | | 90.26 | | | |
| A-B | 8.00 | | | 8.00 | | | |
| A-C | 100.00 | | | 100.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 12.00 | 113.98 | 0.105 | 12.03 | 0.1 | 8.832 | A |
| C-AB | 3.78 | 194.98 | 0.019 | 3.81 | 0.0 | 4.710 | A |
| C-A | 89.22 | | | 89.22 | | | |
| A-B | 11.00 | | | 11.00 | | | |
| A-C | 85.00 | | | 85.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 25.00 | 109.72 | 0.228 | 24.83 | 0.3 | 10.560 | B |
| C-AB | 16.59 | 186.49 | 0.089 | 16.44 | 0.2 | 5.293 | A |
| C-A | 67.41 | | | 67.41 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 65.00 | | | 65.00 | | | |

# 2026 'Without Development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.76 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D8 | 2026 'Without Development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 84.00 |
| | B | 2.00 | 0.00 | 1.00 |
| | C | 49.00 | 8.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 81.00 |
| | B | 4.00 | 0.00 | 1.00 |
| | C | 49.00 | 4.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 10.00 | 79.00 |
| | B | 4.00 | 0.00 | 11.00 |
| | C | 52.00 | 6.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 8.00 | 44.00 |
| | B | 4.00 | 0.00 | 2.00 |
| | C | 41.00 | 2.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 7 |
| | C | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.12 | 9.08 | 0.1 | A |
| C-AB | 0.07 | 5.81 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 3.00 | 106.59 | 0.028 | 2.97 | 0.0 | 8.684 | A |
| C-AB | 11.35 | 166.01 | 0.068 | 11.24 | 0.1 | 5.813 | A |
| C-A | 45.65 | | | 45.65 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 84.00 | | | 84.00 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 5.00 | 104.45 | 0.048 | 4.98 | 0.0 | 9.076 | A |
| C-AB | 5.70 | 166.67 | 0.034 | 5.77 | 0.0 | 5.595 | A |
| C-A | 47.30 | | | 47.30 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 81.00 | | | 81.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 122.23 | 0.123 | 14.91 | 0.1 | 8.299 | A |
| C-AB | 8.68 | 169.20 | 0.051 | 8.65 | 0.1 | 5.605 | A |
| C-A | 49.32 | | | 49.32 | | | |
| A-B | 10.00 | | | 10.00 | | | |
| A-C | 79.00 | | | 79.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 6.00 | 119.35 | 0.050 | 6.08 | 0.1 | 8.102 | A |
| C-AB | 2.65 | 169.63 | 0.016 | 2.71 | 0.0 | 5.397 | A |
| C-A | 40.35 | | | 40.35 | | | |
| A-B | 8.00 | | | 8.00 | | | |
| A-C | 44.00 | | | 44.00 | | | |

# 2026 'With Development', AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.18 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D9 | 2026 'With Development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 16.00 | 102.00 |
| | B | 15.00 | 0.00 | 4.00 |
| | C | 95.00 | 1.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 117.00 |
| | B | 9.00 | 0.00 | 8.00 |
| | C | 101.00 | 4.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 17.00 | 102.00 |
| | B | 8.00 | 0.00 | 7.00 |
| | C | 98.00 | 2.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 20.00 | 82.00 |
| | B | 17.00 | 0.00 | 10.00 |
| | C | 81.00 | 10.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 2 | 0 | 0 |
| | C | 2 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.26 | 12.12 | 0.3 | B |
| C-AB | 0.09 | 5.32 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 19.00 | 92.73 | 0.205 | 18.75 | 0.3 | 12.125 | B |
| C-AB | 1.96 | 193.65 | 0.010 | 1.95 | 0.0 | 4.694 | A |
| C-A | 94.04 | | | 94.04 | | | |
| A-B | 16.00 | | | 16.00 | | | |
| A-C | 102.00 | | | 102.00 | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 98.37 | 0.173 | 17.04 | 0.2 | 11.113 | B |
| C-AB | 8.28 | 195.49 | 0.042 | 8.23 | 0.1 | 4.806 | A |
| C-A | 96.72 | | | 96.72 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 117.00 | | | 117.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 102.76 | 0.146 | 15.04 | 0.2 | 10.263 | B |
| C-AB | 4.04 | 195.62 | 0.021 | 4.07 | 0.0 | 4.699 | A |
| C-A | 95.96 | | | 95.96 | | | |
| A-B | 17.00 | | | 17.00 | | | |
| A-C | 102.00 | | | 102.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 27.00 | 103.04 | 0.262 | 26.82 | 0.3 | 11.770 | B |
| C-AB | 17.66 | 186.84 | 0.095 | 17.50 | 0.2 | 5.316 | A |
| C-A | 73.34 | | | 73.34 | | | |
| A-B | 20.00 | | | 20.00 | | | |
| A-C | 82.00 | | | 82.00 | | | |

# 2026 'With Development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.04 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D10 | 2026 'With Development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 94.00 |
| | B | 8.00 | 0.00 | 1.00 |
| | C | 65.00 | 8.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 91.00 |
| | B | 10.00 | 0.00 | 1.00 |
| | C | 65.00 | 4.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 89.00 |
| | B | 10.00 | 0.00 | 11.00 |
| | C | 69.00 | 6.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 12.00 | 53.00 |
| | B | 10.00 | 0.00 | 2.00 |
| | C | 58.00 | 2.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 7 |
| | C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.19 | 10.54 | 0.2 | B |
| C-AB | 0.07 | 5.56 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 9.00 | 94.98 | 0.095 | 8.90 | 0.1 | 10.442 | B |
| C-AB | 12.75 | 174.48 | 0.073 | 12.62 | 0.1 | 5.559 | A |
| C-A | 60.25 | | | 60.25 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 94.00 | | | 94.00 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 11.00 | 96.38 | 0.114 | 10.98 | 0.1 | 10.542 | B |
| C-AB | 6.41 | 175.12 | 0.037 | 6.49 | 0.1 | 5.341 | A |
| C-A | 62.59 | | | 62.59 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 91.00 | | | 91.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 21.00 | 109.79 | 0.191 | 20.90 | 0.2 | 9.995 | A |
| C-AB | 9.81 | 178.36 | 0.055 | 9.77 | 0.1 | 5.338 | A |
| C-A | 65.19 | | | 65.19 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 89.00 | | | 89.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 12.00 | 109.70 | 0.109 | 12.10 | 0.1 | 9.383 | A |
| C-AB | 2.99 | 178.56 | 0.017 | 3.05 | 0.0 | 5.132 | A |
| C-A | 57.01 | | | 57.01 | | | |
| A-B | 12.00 | | | 12.00 | | | |
| A-C | 53.00 | | | 53.00 | | | |

# 2021 + Sensitivity, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.17 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D11 | 2021 + Sensitivity | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 15.00 | 99.00 |
| | B | 15.00 | 0.00 | 4.00 |
| | C | 92.00 | 1.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 115.00 |
| | B | 9.00 | 0.00 | 8.00 |
| | C | 98.00 | 4.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 16.00 | 99.00 |
| | B | 8.00 | 0.00 | 7.00 |
| | C | 95.00 | 2.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 19.00 | 80.00 |
| | B | 17.00 | 0.00 | 9.00 |
| | C | 79.00 | 9.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 2 | 0 | 0 |
| | C | 2 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.25 | 11.91 | 0.3 | B |
| C-AB | 0.08 | 5.28 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 19.00 | 94.06 | 0.202 | 18.75 | 0.2 | 11.912 | B |
| C-AB | 1.92 | 192.27 | 0.010 | 1.91 | 0.0 | 4.727 | A |
| C-A | 91.08 | | | 91.08 | | | |
| A-B | 15.00 | | | 15.00 | | | |
| A-C | 99.00 | | | 99.00 | | | |

### 07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 99.32 | 0.171 | 17.04 | 0.2 | 10.983 | B |
| C-AB | 8.10 | 193.71 | 0.042 | 8.05 | 0.1 | 4.848 | A |
| C-A | 93.90 | | | 93.90 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 115.00 | | | 115.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 104.05 | 0.144 | 15.04 | 0.2 | 10.116 | B |
| C-AB | 3.94 | 194.24 | 0.020 | 3.98 | 0.0 | 4.731 | A |
| C-A | 93.06 | | | 93.06 | | | |
| A-B | 16.00 | | | 16.00 | | | |
| A-C | 99.00 | | | 99.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 26.00 | 103.21 | 0.252 | 25.84 | 0.3 | 11.594 | B |
| C-AB | 15.65 | 186.03 | 0.084 | 15.52 | 0.2 | 5.282 | A |
| C-A | 72.35 | | | 72.35 | | | |
| A-B | 19.00 | | | 19.00 | | | |
| A-C | 80.00 | | | 80.00 | | | |

# 2021 + Sensitivity, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.04 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D12 | 2021 + Sensitivity | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 93.00 |
| | B | 8.00 | 0.00 | 1.00 |
| | C | 65.00 | 8.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 90.00 |
| | B | 10.00 | 0.00 | 1.00 |
| | C | 65.00 | 4.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 88.00 |
| | B | 10.00 | 0.00 | 11.00 |
| | C | 68.00 | 6.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 12.00 | 53.00 |
| | B | 10.00 | 0.00 | 2.00 |
| | C | 58.00 | 2.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 7 |
| | C | 1 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.19 | 10.54 | 0.2 | B |
| C-AB | 0.07 | 5.56 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 9.00 | 94.96 | 0.095 | 8.90 | 0.1 | 10.444 | B |
| C-AB | 12.75 | 174.47 | 0.073 | 12.62 | 0.1 | 5.560 | A |
| C-A | 60.25 | | | 60.25 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 93.00 | | | 93.00 | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 11.00 | 96.38 | 0.114 | 10.98 | 0.1 | 10.543 | B |
| C-AB | 6.41 | 175.12 | 0.037 | 6.49 | 0.1 | 5.341 | A |
| C-A | 62.59 | | | 62.59 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 90.00 | | | 90.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 21.00 | 109.92 | 0.191 | 20.90 | 0.2 | 9.982 | A |
| C-AB | 9.74 | 177.65 | 0.055 | 9.71 | 0.1 | 5.359 | A |
| C-A | 64.26 | | | 64.26 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 88.00 | | | 88.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 12.00 | 109.57 | 0.109 | 12.10 | 0.1 | 9.393 | A |
| C-AB | 2.99 | 178.43 | 0.017 | 3.05 | 0.0 | 5.137 | A |
| C-A | 57.01 | | | 57.01 | | | |
| A-B | 12.00 | | | 12.00 | | | |
| A-C | 53.00 | | | 53.00 | | | |

# 2026 + Sensitivity, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.18 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D13 | 2026 + Sensitivity | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 16.00 | 102.00 |
| | B | 15.00 | 0.00 | 4.00 |
| | C | 95.00 | 1.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 117.00 |
| | B | 9.00 | 0.00 | 8.00 |
| | C | 101.00 | 4.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 17.00 | 102.00 |
| | B | 8.00 | 0.00 | 7.00 |
| | C | 98.00 | 2.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 20.00 | 82.00 |
| | B | 17.00 | 0.00 | 10.00 |
| | C | 81.00 | 10.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 2 |
| | B | 2 | 0 | 0 |
| | C | 2 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.26 | 12.12 | 0.3 | B |
| C-AB | 0.09 | 5.32 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 19.00 | 92.73 | 0.205 | 18.75 | 0.3 | 12.125 | B |
| C-AB | 1.96 | 193.65 | 0.010 | 1.95 | 0.0 | 4.694 | A |
| C-A | 94.04 | | | 94.04 | | | |
| A-B | 16.00 | | | 16.00 | | | |
| A-C | 102.00 | | | 102.00 | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 98.37 | 0.173 | 17.04 | 0.2 | 11.113 | B |
| C-AB | 8.28 | 195.49 | 0.042 | 8.23 | 0.1 | 4.806 | A |
| C-A | 96.72 | | | 96.72 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 117.00 | | | 117.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 102.76 | 0.146 | 15.04 | 0.2 | 10.263 | B |
| C-AB | 4.04 | 195.62 | 0.021 | 4.07 | 0.0 | 4.699 | A |
| C-A | 95.96 | | | 95.96 | | | |
| A-B | 17.00 | | | 17.00 | | | |
| A-C | 102.00 | | | 102.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 27.00 | 103.04 | 0.262 | 26.82 | 0.3 | 11.770 | B |
| C-AB | 17.66 | 186.84 | 0.095 | 17.50 | 0.2 | 5.316 | A |
| C-A | 73.34 | | | 73.34 | | | |
| A-B | 20.00 | | | 20.00 | | | |
| A-C | 82.00 | | | 82.00 | | | |

# 2026 + Sensitivity, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 1.04 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D14 | 2026 + Sensitivity | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 94.00 |
| | B | 8.00 | 0.00 | 1.00 |
| | C | 65.00 | 8.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 91.00 |
| | B | 10.00 | 0.00 | 1.00 |
| | C | 65.00 | 4.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 14.00 | 89.00 |
| | B | 10.00 | 0.00 | 11.00 |
| | C | 69.00 | 6.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 12.00 | 53.00 |
| | B | 10.00 | 0.00 | 2.00 |
| | C | 58.00 | 2.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 7 |
| | C | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.19 | 10.54 | 0.2 | B |
| C-AB | 0.07 | 5.56 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 9.00 | 94.98 | 0.095 | 8.90 | 0.1 | 10.442 | B |
| C-AB | 12.75 | 174.48 | 0.073 | 12.62 | 0.1 | 5.559 | A |
| C-A | 60.25 | | | 60.25 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 94.00 | | | 94.00 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 11.00 | 96.38 | 0.114 | 10.98 | 0.1 | 10.542 | B |
| C-AB | 6.41 | 175.12 | 0.037 | 6.49 | 0.1 | 5.341 | A |
| C-A | 62.59 | | | 62.59 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 91.00 | | | 91.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 21.00 | 109.79 | 0.191 | 20.90 | 0.2 | 9.995 | A |
| C-AB | 9.81 | 178.36 | 0.055 | 9.77 | 0.1 | 5.338 | A |
| C-A | 65.19 | | | 65.19 | | | |
| A-B | 14.00 | | | 14.00 | | | |
| A-C | 89.00 | | | 89.00 | | | |

### 16:45 - 17:00

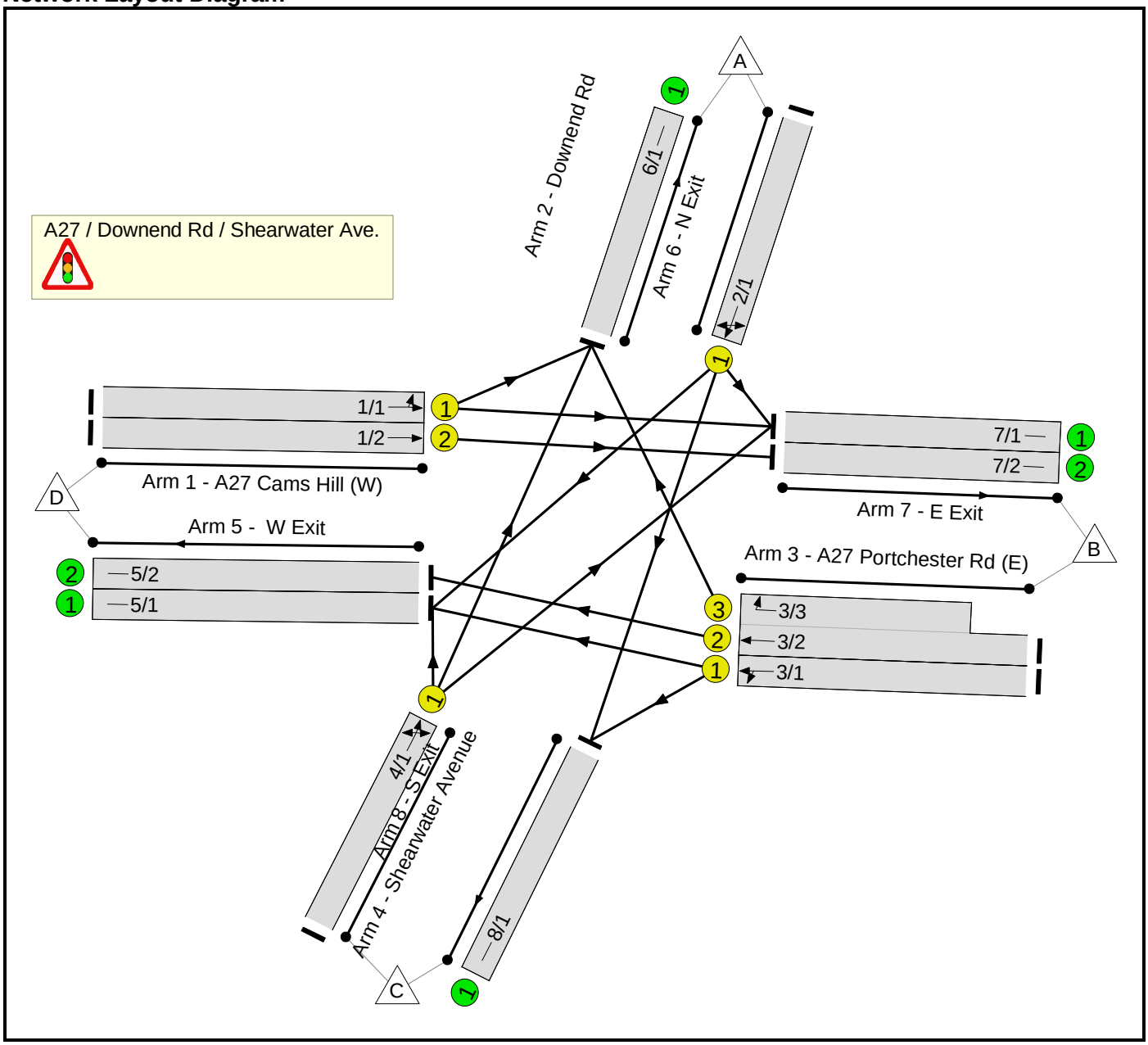
| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 12.00 | 109.70 | 0.109 | 12.10 | 0.1 | 9.383 | A |
| C-AB | 2.99 | 178.56 | 0.017 | 3.05 | 0.0 | 5.132 | A |
| C-A | 57.01 | | | 57.01 | | | |
| A-B | 12.00 | | | 12.00 | | | |
| A-C | 53.00 | | | 53.00 | | | |

# Full Input Data And Results

## User and Project Details

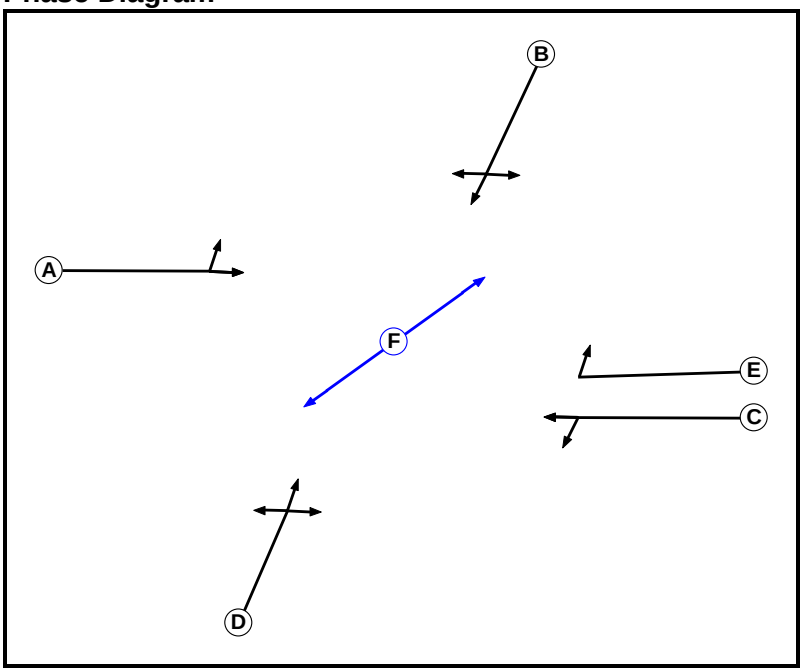
| | |
|---|---|
| **Project:** | **ITB12212 Downend Rd Porchester** |
| **Title:** | **A27 / Downend Rd / Shearwater Ave.** |
| **Location:** | |
| **Additional detail:** | |
| **File name:** | A27_Downend Rd_Shearwater Ave v3 Existing.lsg3x |
| **Author:** | AL |
| **Company:** | i-T |
| **Address:** | |

## Network Layout Diagram



Full Input Data And Results

## Phase Diagram




## Phase Input Data

| Phase Name | Phase Type | Stage Stream | Assoc. Phase | Street Min | Cont Min |
|---|---|---|---|---|---|
| A | Traffic | 1 | | -9999 | 7 |
| B | Traffic | 1 | | -9999 | 7 |
| C | Traffic | 1 | | -9999 | 7 |
| D | Traffic | 1 | | -9999 | 7 |
| E | Traffic | 1 | | -9999 | 7 |
| F | Pedestrian | 1 | | -9999 | 15 |

## Phase Intergreens Matrix

| | | Starting Phase | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | F |
| Terminating Phase | A | | 7 | - | 6 | 6 | 10 |
| | B | 7 | | 7 | 8 | 7 | 12 |
| | C | - | 6 | | 6 | - | 10 |
| | D | 7 | 8 | 7 | | 7 | 12 |
| | E | 6 | 6 | - | 6 | | 11 |
| | F | 12 | 12 | 12 | 12 | 12 | |

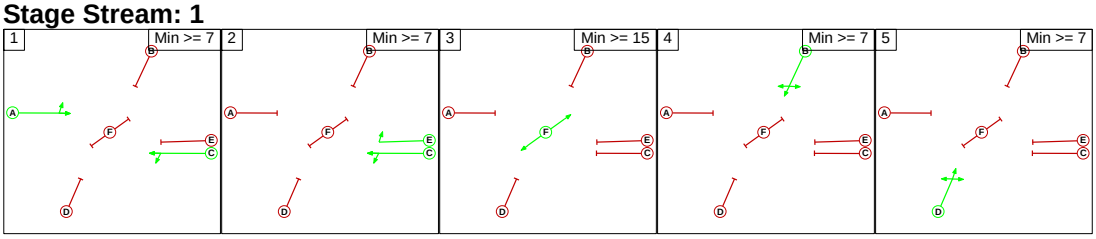
## Phases in Stage

| Stream | Stage No. | Phases in Stage |
|---|---|---|
| 1 | 1 | A C |
| 1 | 2 | C E |
| 1 | 3 | F |
| 1 | 4 | B |
| 1 | 5 | D |

Full Input Data And Results

## Stage Diagram

### Stage Stream: 1




## Phase Delays

### Stage Stream: 1

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

## Prohibited Stage Change

### Stage Stream: 1

| | | To Stage | | | | |
|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 |
| From Stage | 1 | | 6 | 10 | 7 | 6 |
| | 2 | 6 | | 11 | 6 | 6 |
| | 3 | 12 | 12 | | 12 | 12 |
| | 4 | 7 | 7 | 12 | | 8 |
| | 5 | 7 | 7 | 12 | 8 | |

Full Input Data And Results

## Give-Way Lane Input Data

| Junction: A27 / Downend Rd / Shearwater Ave. |
| --- |
| There are no Opposed Lanes in this Junction |

Full Input Data And Results

## Lane Input Data

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Type** | **Phases** | **Start Disp.** | **End Disp.** | **Physical Length (PCU)** | **Sat Flow Type** | **Def User Saturation Flow (PCU/Hr)** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Turns** | **Turning Radius (m)** |
| 1/1 (A27 Cams Hill (W)) | U | A | 2 | 3 | 60.0 | Geom | - | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 |
| | | | | | | | | | | | Arm 7 Ahead | Inf |
| 1/2 (A27 Cams Hill (W)) | U | A | 2 | 3 | 60.0 | Geom | - | 3.65 | 0.00 | N | Arm 7 Ahead | Inf |
| 2/1 (Downend Rd) | U | B | 2 | 3 | 60.0 | Geom | - | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 |
| | | | | | | | | | | | Arm 7 Left | 6.00 |
| | | | | | | | | | | | Arm 8 Ahead | Inf |
| 3/1 (A27 Portchester Rd (E)) | U | C | 2 | 3 | 60.0 | Geom | - | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf |
| | | | | | | | | | | | Arm 8 Left | 15.00 |
| 3/2 (A27 Portchester Rd (E)) | U | C | 2 | 3 | 60.0 | Geom | - | 3.20 | 0.00 | N | Arm 5 Ahead | Inf |
| 3/3 (A27 Portchester Rd (E)) | U | E | 2 | 3 | 11.7 | Geom | - | 3.20 | 0.00 | N | Arm 6 Right | 10.00 |
| 4/1 (Shearwater Avenue) | U | D | 2 | 3 | 60.0 | Geom | - | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 |
| | | | | | | | | | | | Arm 6 Ahead | 50.00 |
| | | | | | | | | | | | Arm 7 Right | 20.00 |
| 5/1 ( W Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 5/2 ( W Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 6/1 (N Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 7/1 (E Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 7/2 (E Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 8/1 (S Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

Full Input Data And Results

## Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|---|---|---|---|---|
| 1: '2016 AM Observed ' | 07:30 | 08:30 | 01:00 | |
| 2: '2016 PM Observed ' | 16:00 | 17:00 | 01:00 | |
| 3: '2021 AM without development' | 07:30 | 08:30 | 01:00 | |
| 4: '2021 PM without development' | 16:00 | 17:00 | 01:00 | |
| 5: '2021 AM with development' | 07:30 | 08:30 | 01:00 | |
| 6: '2021 PM with development' | 16:00 | 17:00 | 01:00 | |
| 7: '2026 AM without development' | 07:30 | 08:30 | 01:00 | |
| 8: '2026 PM without development' | 16:00 | 17:00 | 01:00 | |
| 9: '2026 AM with development' | 07:30 | 08:30 | 01:00 | |
| 10: '2026 PM with development' | 16:00 | 17:00 | 01:00 | |
| 11: '2021 AM with development (SENS)' | 07:30 | 08:30 | 01:00 | |
| 12: '2021 PM with development (SENS)' | 16:00 | 17:00 | 01:00 | |
| 13: '2026 AM with development (SENS)' | 07:30 | 08:30 | 01:00 | |
| 14: '2026 PM with development (SENS)' | 16:00 | 17:00 | 01:00 | |

**Scenario 1: '1'** (FG1: '2016 AM Observed ', Plan 1: 'AM Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 30 | 33 | 350 | 413 |
| | B | 67 | 0 | 145 | 1089 | 1301 |
| | C | 23 | 49 | 0 | 75 | 147 |
| | D | 262 | 669 | 0 | 0 | 931 |
| | Tot. | 352 | 748 | 178 | 1514 | 2792 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 1: 1 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 430 |
| 1/2 | 501 |
| 2/1 | 413 |
| 3/1 | 591 |
| 3/2 (with short) | 710(In) 643(Out) |
| 3/3 (short) | 67 |
| 4/1 | 147 |
| 5/1 | 871 |
| 5/2 | 643 |
| 6/1 | 352 |
| 7/1 | 247 |
| 7/2 | 501 |
| 8/1 | 178 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 60.9 % | 1866 | 1866 |
| | | | | Arm 7 Ahead | Inf | 39.1 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 84.7 % | 1881 | 1881 |
| | | | | Arm 7 Left | 6.00 | 7.3 % | | |
| | | | | Arm 8 Ahead | Inf | 8.0 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 75.5 % | 1889 | 1889 |
| | | | | Arm 8 Left | 15.00 | 24.5 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.0 % | 1907 | 1907 |
| | | | | Arm 6 Ahead | 50.00 | 15.6 % | | |
| | | | | Arm 7 Right | 20.00 | 33.3 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 2: '2'** (FG1: '2016 AM Observed ', Plan 2: 'AM No Peds')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 30 | 33 | 350 | 413 |
| | B | 67 | 0 | 145 | 1089 | 1301 |
| | C | 23 | 49 | 0 | 75 | 147 |
| | D | 262 | 669 | 0 | 0 | 931 |
| | Tot. | 352 | 748 | 178 | 1514 | 2792 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 2: 2 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 430 |
| 1/2 | 501 |
| 2/1 | 413 |
| 3/1 | 591 |
| 3/2 (with short) | 710(In) 643(Out) |
| 3/3 (short) | 67 |
| 4/1 | 147 |
| 5/1 | 871 |
| 5/2 | 643 |
| 6/1 | 352 |
| 7/1 | 247 |
| 7/2 | 501 |
| 8/1 | 178 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 60.9 % | 1866 | 1866 |
| | | | | Arm 7 Ahead | Inf | 39.1 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 84.7 % | 1881 | 1881 |
| | | | | Arm 7 Left | 6.00 | 7.3 % | | |
| | | | | Arm 8 Ahead | Inf | 8.0 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 75.5 % | 1889 | 1889 |
| | | | | Arm 8 Left | 15.00 | 24.5 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.0 % | 1907 | 1907 |
| | | | | Arm 6 Ahead | 50.00 | 15.6 % | | |
| | | | | Arm 7 Right | 20.00 | 33.3 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 3: '3'** (FG2: '2016 PM Observed ', Plan 3: 'PM No Peds Shearwater Alt')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 30 | 24 | 303 | 357 |
| | B | 40 | 0 | 45 | 725 | 810 |
| | C | 13 | 22 | 0 | 18 | 53 |
| | D | 156 | 956 | 0 | 0 | 1112 |
| | Tot. | 209 | 1008 | 69 | 1046 | 2332 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 3: 3 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 524 |
| 1/2 | 588 |
| 2/1 | 357 |
| 3/1 | 362 |
| 3/2 (with short) | 448(In) 408(Out) |
| 3/3 (short) | 40 |
| 4/1 | 53 |
| 5/1 | 638 |
| 5/2 | 408 |
| 6/1 | 209 |
| 7/1 | 420 |
| 7/2 | 588 |
| 8/1 | 69 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 29.8 % | 1923 | 1923 |
| | | | | Arm 7 Ahead | Inf | 70.2 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 84.9 % | 1876 | 1876 |
| | | | | Arm 7 Left | 6.00 | 8.4 % | | |
| | | | | Arm 8 Ahead | Inf | 6.7 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 87.6 % | 1911 | 1911 |
| | | | | Arm 8 Left | 15.00 | 12.4 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 34.0 % | 1929 | 1929 |
| | | | | Arm 6 Ahead | 50.00 | 24.5 % | | |
| | | | | Arm 7 Right | 20.00 | 41.5 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 4: '4'** (FG3: '2021 AM without development', Plan 1: 'AM Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 31 | 34 | 359 | 424 |
| | B | 69 | 0 | 149 | 1119 | 1337 |
| | C | 24 | 50 | 0 | 77 | 151 |
| | D | 269 | 688 | 0 | 0 | 957 |
| | Tot. | 362 | 769 | 183 | 1555 | 2869 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 4: 4 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 447 |
| 1/2 | 510 |
| 2/1 | 424 |
| 3/1 | 617 |
| 3/2 (with short) | 720(In) 651(Out) |
| 3/3 (short) | 69 |
| 4/1 | 151 |
| 5/1 | 904 |
| 5/2 | 651 |
| 6/1 | 362 |
| 7/1 | 259 |
| 7/2 | 510 |
| 8/1 | 183 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 60.2 % | 1868 | 1868 |
| | | | | Arm 7 Ahead | Inf | 39.8 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 84.7 % | 1881 | 1881 |
| | | | | Arm 7 Left | 6.00 | 7.3 % | | |
| | | | | Arm 8 Ahead | Inf | 8.0 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 75.9 % | 1889 | 1889 |
| | | | | Arm 8 Left | 15.00 | 24.1 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.0 % | 1907 | 1907 |
| | | | | Arm 6 Ahead | 50.00 | 15.9 % | | |
| | | | | Arm 7 Right | 20.00 | 33.1 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 5: '5'** (FG3: '2021 AM without development', Plan 2: 'AM No Peds')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 31 | 34 | 359 | 424 |
| | B | 69 | 0 | 149 | 1119 | 1337 |
| | C | 24 | 50 | 0 | 77 | 151 |
| | D | 269 | 688 | 0 | 0 | 957 |
| | Tot. | 362 | 769 | 183 | 1555 | 2869 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 5: 5 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 442 |
| 1/2 | 515 |
| 2/1 | 424 |
| 3/1 | 602 |
| 3/2 (with short) | 735(In) 666(Out) |
| 3/3 (short) | 69 |
| 4/1 | 151 |
| 5/1 | 889 |
| 5/2 | 666 |
| 6/1 | 362 |
| 7/1 | 254 |
| 7/2 | 515 |
| 8/1 | 183 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 60.9 % | 1866 | 1866 |
| | | | | Arm 7 Ahead | Inf | 39.1 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 84.7 % | 1881 | 1881 |
| | | | | Arm 7 Left | 6.00 | 7.3 % | | |
| | | | | Arm 8 Ahead | Inf | 8.0 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 75.2 % | 1888 | 1888 |
| | | | | Arm 8 Left | 15.00 | 24.8 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.0 % | 1907 | 1907 |
| | | | | Arm 6 Ahead | 50.00 | 15.9 % | | |
| | | | | Arm 7 Right | 20.00 | 33.1 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 6: '6'** (FG4: '2021 PM without development', Plan 3: 'PM No Peds Shearwater Alt')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 30 | 24 | 307 | 361 |
| | B | 41 | 0 | 46 | 736 | 823 |
| | C | 13 | 22 | 0 | 18 | 53 |
| | D | 158 | 971 | 0 | 0 | 1129 |
| | Tot. | 212 | 1023 | 70 | 1061 | 2366 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 6: 6 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 531 |
| 1/2 | 598 |
| 2/1 | 361 |
| 3/1 | 360 |
| 3/2 (with short) | 463(In) 422(Out) |
| 3/3 (short) | 41 |
| 4/1 | 53 |
| 5/1 | 639 |
| 5/2 | 422 |
| 6/1 | 212 |
| 7/1 | 425 |
| 7/2 | 598 |
| 8/1 | 70 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 29.8 % | 1923 | 1923 |
| | | | | Arm 7 Ahead | Inf | 70.2 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.0 % | 1876 | 1876 |
| | | | | Arm 7 Left | 6.00 | 8.3 % | | |
| | | | | Arm 8 Ahead | Inf | 6.6 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 87.2 % | 1911 | 1911 |
| | | | | Arm 8 Left | 15.00 | 12.8 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 34.0 % | 1929 | 1929 |
| | | | | Arm 6 Ahead | 50.00 | 24.5 % | | |
| | | | | Arm 7 Right | 20.00 | 41.5 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 7: '7'** (FG5: '2021 AM with development', Plan 1: 'AM Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 39 | 34 | 419 | 492 |
| | B | 73 | 0 | 149 | 1119 | 1341 |
| | C | 24 | 50 | 0 | 77 | 151 |
| | D | 289 | 688 | 0 | 0 | 977 |
| | Tot. | 386 | 777 | 183 | 1615 | 2961 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 7: 7 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 456 |
| 1/2 | 521 |
| 2/1 | 492 |
| 3/1 | 618 |
| 3/2 (with short) | 723(In) 650(Out) |
| 3/3 (short) | 73 |
| 4/1 | 151 |
| 5/1 | 965 |
| 5/2 | 650 |
| 6/1 | 386 |
| 7/1 | 256 |
| 7/2 | 521 |
| 8/1 | 183 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 63.4 % | 1862 | 1862 |
| | | | | Arm 7 Ahead | Inf | 36.6 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.2 % | 1878 | 1878 |
| | | | | Arm 7 Left | 6.00 | 7.9 % | | |
| | | | | Arm 8 Ahead | Inf | 6.9 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 75.9 % | 1889 | 1889 |
| | | | | Arm 8 Left | 15.00 | 24.1 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.0 % | 1907 | 1907 |
| | | | | Arm 6 Ahead | 50.00 | 15.9 % | | |
| | | | | Arm 7 Right | 20.00 | 33.1 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 8: '8'** (FG5: '2021 AM with development', Plan 2: 'AM No Peds')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 39 | 34 | 419 | 492 |
| | B | 73 | 0 | 149 | 1119 | 1341 |
| | C | 24 | 50 | 0 | 77 | 151 |
| | D | 289 | 688 | 0 | 0 | 977 |
| | Tot. | 386 | 777 | 183 | 1615 | 2961 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 8: 8 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 453 |
| 1/2 | 524 |
| 2/1 | 492 |
| 3/1 | 604 |
| 3/2 (with short) | 737(In) 664(Out) |
| 3/3 (short) | 73 |
| 4/1 | 151 |
| 5/1 | 951 |
| 5/2 | 664 |
| 6/1 | 386 |
| 7/1 | 253 |
| 7/2 | 524 |
| 8/1 | 183 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 63.8 % | 1861 | 1861 |
| | | | | Arm 7 Ahead | Inf | 36.2 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.2 % | 1878 | 1878 |
| | | | | Arm 7 Left | 6.00 | 7.9 % | | |
| | | | | Arm 8 Ahead | Inf | 6.9 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 75.3 % | 1888 | 1888 |
| | | | | Arm 8 Left | 15.00 | 24.7 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.0 % | 1907 | 1907 |
| | | | | Arm 6 Ahead | 50.00 | 15.9 % | | |
| | | | | Arm 7 Right | 20.00 | 33.1 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 9: '9'** (FG6: '2021 PM with development', Plan 3: 'PM No Peds Shearwater Alt')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 35 | 24 | 341 | 400 |
| | B | 49 | 0 | 46 | 736 | 831 |
| | C | 13 | 22 | 0 | 18 | 53 |
| | D | 206 | 971 | 0 | 0 | 1177 |
| | Tot. | 268 | 1028 | 70 | 1095 | 2461 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 9: 9 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 552 |
| 1/2 | 625 |
| 2/1 | 400 |
| 3/1 | 360 |
| 3/2 (with short) | 471(In) 422(Out) |
| 3/3 (short) | 49 |
| 4/1 | 53 |
| 5/1 | 673 |
| 5/2 | 422 |
| 6/1 | 268 |
| 7/1 | 403 |
| 7/2 | 625 |
| 8/1 | 70 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 37.3 % | 1909 | 1909 |
| | | | | Arm 7 Ahead | Inf | 62.7 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.3 % | 1874 | 1874 |
| | | | | Arm 7 Left | 6.00 | 8.8 % | | |
| | | | | Arm 8 Ahead | Inf | 6.0 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 87.2 % | 1911 | 1911 |
| | | | | Arm 8 Left | 15.00 | 12.8 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 34.0 % | 1929 | 1929 |
| | | | | Arm 6 Ahead | 50.00 | 24.5 % | | |
| | | | | Arm 7 Right | 20.00 | 41.5 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 10: '10'** (FG7: '2026 AM without development', Plan 1: 'AM Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 32 | 35 | 370 | 437 |
| | B | 71 | 0 | 153 | 1202 | 1426 |
| | C | 24 | 52 | 0 | 80 | 156 |
| | D | 277 | 721 | 0 | 0 | 998 |
| | Tot. | 372 | 805 | 188 | 1652 | 3017 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 10: 10 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 467 |
| 1/2 | 531 |
| 2/1 | 437 |
| 3/1 | 661 |
| 3/2 (with short) | 765(In) 694(Out) |
| 3/3 (short) | 71 |
| 4/1 | 156 |
| 5/1 | 958 |
| 5/2 | 694 |
| 6/1 | 372 |
| 7/1 | 274 |
| 7/2 | 531 |
| 8/1 | 188 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 59.3 % | 1869 | 1869 |
| | | | | Arm 7 Ahead | Inf | 40.7 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 84.7 % | 1881 | 1881 |
| | | | | Arm 7 Left | 6.00 | 7.3 % | | |
| | | | | Arm 8 Ahead | Inf | 8.0 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 76.9 % | 1891 | 1891 |
| | | | | Arm 8 Left | 15.00 | 23.1 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.3 % | 1906 | 1906 |
| | | | | Arm 6 Ahead | 50.00 | 15.4 % | | |
| | | | | Arm 7 Right | 20.00 | 33.3 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 11: '11'** (FG7: '2026 AM without development', Plan 2: 'AM No Peds')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 32 | 35 | 370 | 437 |
| | B | 71 | 0 | 153 | 1202 | 1426 |
| | C | 24 | 52 | 0 | 80 | 156 |
| | D | 277 | 721 | 0 | 0 | 998 |
| | Tot. | 372 | 805 | 188 | 1652 | 3017 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 11: 11 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 464 |
| 1/2 | 534 |
| 2/1 | 437 |
| 3/1 | 646 |
| 3/2 (with short) | 780(In) 709(Out) |
| 3/3 (short) | 71 |
| 4/1 | 156 |
| 5/1 | 943 |
| 5/2 | 709 |
| 6/1 | 372 |
| 7/1 | 271 |
| 7/2 | 534 |
| 8/1 | 188 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 59.7 % | 1868 | 1868 |
| | | | | Arm 7 Ahead | Inf | 40.3 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 84.7 % | 1881 | 1881 |
| | | | | Arm 7 Left | 6.00 | 7.3 % | | |
| | | | | Arm 8 Ahead | Inf | 8.0 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 76.3 % | 1890 | 1890 |
| | | | | Arm 8 Left | 15.00 | 23.7 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.3 % | 1906 | 1906 |
| | | | | Arm 6 Ahead | 50.00 | 15.4 % | | |
| | | | | Arm 7 Right | 20.00 | 33.3 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 12: '12'** (FG8: '2026 PM without development', Plan 3: 'PM No Peds Shearwater Alt')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 31 | 25 | 314 | 370 |
| | B | 41 | 0 | 47 | 771 | 859 |
| | C | 13 | 23 | 0 | 19 | 55 |
| | D | 162 | 1030 | 0 | 0 | 1192 |
| | Tot. | 216 | 1084 | 72 | 1104 | 2476 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 12: 12 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 562 |
| 1/2 | 630 |
| 2/1 | 370 |
| 3/1 | 378 |
| 3/2 (with short) | 481(In) 440(Out) |
| 3/3 (short) | 41 |
| 4/1 | 55 |
| 5/1 | 664 |
| 5/2 | 440 |
| 6/1 | 216 |
| 7/1 | 454 |
| 7/2 | 630 |
| 8/1 | 72 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 28.8 % | 1925 | 1925 |
| | | | | Arm 7 Ahead | Inf | 71.2 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 84.9 % | 1876 | 1876 |
| | | | | Arm 7 Left | 6.00 | 8.4 % | | |
| | | | | Arm 8 Ahead | Inf | 6.8 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 87.6 % | 1911 | 1911 |
| | | | | Arm 8 Left | 15.00 | 12.4 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 34.5 % | 1928 | 1928 |
| | | | | Arm 6 Ahead | 50.00 | 23.6 % | | |
| | | | | Arm 7 Right | 20.00 | 41.8 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 13: '13'** (FG9: '2026 AM with development', Plan 1: 'AM Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 40 | 35 | 430 | 505 |
| | B | 75 | 0 | 153 | 1202 | 1430 |
| | C | 24 | 52 | 0 | 80 | 156 |
| | D | 296 | 721 | 0 | 0 | 1017 |
| | Tot. | 395 | 813 | 188 | 1712 | 3108 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 13: 13 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 475 |
| 1/2 | 542 |
| 2/1 | 505 |
| 3/1 | 662 |
| 3/2 (with short) | 768(In) 693(Out) |
| 3/3 (short) | 75 |
| 4/1 | 156 |
| 5/1 | 1019 |
| 5/2 | 693 |
| 6/1 | 395 |
| 7/1 | 271 |
| 7/2 | 542 |
| 8/1 | 188 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 62.3 % | 1864 | 1864 |
| | | | | Arm 7 Ahead | Inf | 37.7 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.1 % | 1878 | 1878 |
| | | | | Arm 7 Left | 6.00 | 7.9 % | | |
| | | | | Arm 8 Ahead | Inf | 6.9 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 76.9 % | 1891 | 1891 |
| | | | | Arm 8 Left | 15.00 | 23.1 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.3 % | 1906 | 1906 |
| | | | | Arm 6 Ahead | 50.00 | 15.4 % | | |
| | | | | Arm 7 Right | 20.00 | 33.3 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 14: '14'** (FG9: '2026 AM with development', Plan 2: 'AM No Peds')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 40 | 35 | 430 | 505 |
| | B | 75 | 0 | 153 | 1202 | 1430 |
| | C | 24 | 52 | 0 | 80 | 156 |
| | D | 296 | 721 | 0 | 0 | 1017 |
| | Tot. | 395 | 813 | 188 | 1712 | 3108 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 14: 14 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 471 |
| 1/2 | 546 |
| 2/1 | 505 |
| 3/1 | 648 |
| 3/2 (with short) | 782(In)<br>707(Out) |
| 3/3 (short) | 75 |
| 4/1 | 156 |
| 5/1 | 1005 |
| 5/2 | 707 |
| 6/1 | 395 |
| 7/1 | 267 |
| 7/2 | 546 |
| 8/1 | 188 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 62.8 % | 1863 | 1863 |
| | | | | Arm 7 Ahead | Inf | 37.2 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.1 % | 1878 | 1878 |
| | | | | Arm 7 Left | 6.00 | 7.9 % | | |
| | | | | Arm 8 Ahead | Inf | 6.9 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 76.4 % | 1890 | 1890 |
| | | | | Arm 8 Left | 15.00 | 23.6 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.3 % | 1906 | 1906 |
| | | | | Arm 6 Ahead | 50.00 | 15.4 % | | |
| | | | | Arm 7 Right | 20.00 | 33.3 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 15: '15'** (FG10: '2026 PM with development', Plan 3: 'PM No Peds Shearwater Alt')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 36 | 25 | 348 | 409 |
| | B | 50 | 0 | 47 | 771 | 868 |
| | C | 13 | 23 | 0 | 19 | 55 |
| | D | 209 | 1030 | 0 | 0 | 1239 |
| | Tot. | 272 | 1089 | 72 | 1138 | 2571 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 15: 15 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 583 |
| 1/2 | 656 |
| 2/1 | 409 |
| 3/1 | 378 |
| 3/2 (with short) | 490(In) 440(Out) |
| 3/3 (short) | 50 |
| 4/1 | 55 |
| 5/1 | 698 |
| 5/2 | 440 |
| 6/1 | 272 |
| 7/1 | 433 |
| 7/2 | 656 |
| 8/1 | 72 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 35.8 % | 1911 | 1911 |
| | | | | Arm 7 Ahead | Inf | 64.2 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.1 % | 1874 | 1874 |
| | | | | Arm 7 Left | 6.00 | 8.8 % | | |
| | | | | Arm 8 Ahead | Inf | 6.1 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 87.6 % | 1911 | 1911 |
| | | | | Arm 8 Left | 15.00 | 12.4 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 34.5 % | 1928 | 1928 |
| | | | | Arm 6 Ahead | 50.00 | 23.6 % | | |
| | | | | Arm 7 Right | 20.00 | 41.8 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 16: '16'** (FG11: '2021 AM with development (SENS)', Plan 1: 'AM Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 39 | 34 | 419 | 492 |
| | B | 73 | 0 | 149 | 1184 | 1406 |
| | C | 24 | 50 | 0 | 77 | 151 |
| | D | 289 | 739 | 0 | 0 | 1028 |
| | Tot. | 386 | 828 | 183 | 1680 | 3077 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 16: 16 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 481 |
| 1/2 | 547 |
| 2/1 | 492 |
| 3/1 | 651 |
| 3/2 (with short) | 755(In) 682(Out) |
| 3/3 (short) | 73 |
| 4/1 | 151 |
| 5/1 | 998 |
| 5/2 | 682 |
| 6/1 | 386 |
| 7/1 | 281 |
| 7/2 | 547 |
| 8/1 | 183 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 60.1 % | 1868 | 1868 |
| | | | | Arm 7 Ahead | Inf | 39.9 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.2 % | 1878 | 1878 |
| | | | | Arm 7 Left | 6.00 | 7.9 % | | |
| | | | | Arm 8 Ahead | Inf | 6.9 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 77.1 % | 1892 | 1892 |
| | | | | Arm 8 Left | 15.00 | 22.9 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.0 % | 1907 | 1907 |
| | | | | Arm 6 Ahead | 50.00 | 15.9 % | | |
| | | | | Arm 7 Right | 20.00 | 33.1 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 17: '17'** (FG11: '2021 AM with development (SENS)', Plan 2: 'AM No Peds')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 39 | 34 | 419 | 492 |
| | B | 73 | 0 | 149 | 1184 | 1406 |
| | C | 24 | 50 | 0 | 77 | 151 |
| | D | 289 | 739 | 0 | 0 | 1028 |
| | Tot. | 386 | 828 | 183 | 1680 | 3077 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 17: 17 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 479 |
| 1/2 | 549 |
| 2/1 | 492 |
| 3/1 | 637 |
| 3/2 (with short) | 769(In) 696(Out) |
| 3/3 (short) | 73 |
| 4/1 | 151 |
| 5/1 | 984 |
| 5/2 | 696 |
| 6/1 | 386 |
| 7/1 | 279 |
| 7/2 | 549 |
| 8/1 | 183 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 60.3 % | 1867 | 1867 |
| | | | | Arm 7 Ahead | Inf | 39.7 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.2 % | 1878 | 1878 |
| | | | | Arm 7 Left | 6.00 | 7.9 % | | |
| | | | | Arm 8 Ahead | Inf | 6.9 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 76.6 % | 1891 | 1891 |
| | | | | Arm 8 Left | 15.00 | 23.4 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.0 % | 1907 | 1907 |
| | | | | Arm 6 Ahead | 50.00 | 15.9 % | | |
| | | | | Arm 7 Right | 20.00 | 33.1 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 18: '18'** (FG12: '2021 PM with development (SENS)', Plan 3: 'PM No Peds Shearwater Alt')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 35 | 25 | 345 | 405 |
| | B | 49 | 0 | 46 | 799 | 894 |
| | C | 13 | 23 | 0 | 18 | 54 |
| | D | 207 | 1056 | 0 | 0 | 1263 |
| | Tot. | 269 | 1114 | 71 | 1162 | 2616 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 18: 18 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 595 |
| 1/2 | 668 |
| 2/1 | 405 |
| 3/1 | 391 |
| 3/2 (with short) | 503(In) 454(Out) |
| 3/3 (short) | 49 |
| 4/1 | 54 |
| 5/1 | 708 |
| 5/2 | 454 |
| 6/1 | 269 |
| 7/1 | 446 |
| 7/2 | 668 |
| 8/1 | 71 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 34.8 % | 1913 | 1913 |
| | | | | Arm 7 Ahead | Inf | 65.2 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.2 % | 1875 | 1875 |
| | | | | Arm 7 Left | 6.00 | 8.6 % | | |
| | | | | Arm 8 Ahead | Inf | 6.2 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 88.2 % | 1913 | 1913 |
| | | | | Arm 8 Left | 15.00 | 11.8 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 33.3 % | 1929 | 1929 |
| | | | | Arm 6 Ahead | 50.00 | 24.1 % | | |
| | | | | Arm 7 Right | 20.00 | 42.6 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 19: '19'** (FG13: '2026 AM with development (SENS)', Plan 1: 'AM Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 40 | 35 | 430 | 505 |
| | B | 75 | 0 | 153 | 1216 | 1444 |
| | C | 24 | 52 | 0 | 80 | 156 |
| | D | 296 | 759 | 0 | 0 | 1055 |
| | Tot. | 395 | 851 | 188 | 1726 | 3160 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 19: 19 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 494 |
| 1/2 | 561 |
| 2/1 | 505 |
| 3/1 | 669 |
| 3/2 (with short) | 775(In)<br>700(Out) |
| 3/3 (short) | 75 |
| 4/1 | 156 |
| 5/1 | 1026 |
| 5/2 | 700 |
| 6/1 | 395 |
| 7/1 | 290 |
| 7/2 | 561 |
| 8/1 | 188 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 59.9 % | 1868 | 1868 |
| | | | | Arm 7 Ahead | Inf | 40.1 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.1 % | 1878 | 1878 |
| | | | | Arm 7 Left | 6.00 | 7.9 % | | |
| | | | | Arm 8 Ahead | Inf | 6.9 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 77.1 % | 1892 | 1892 |
| | | | | Arm 8 Left | 15.00 | 22.9 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.3 % | 1906 | 1906 |
| | | | | Arm 6 Ahead | 50.00 | 15.4 % | | |
| | | | | Arm 7 Right | 20.00 | 33.3 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 20: '20'** (FG13: '2026 AM with development (SENS)', Plan 2: 'AM No Peds')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 40 | 35 | 430 | 505 |
| | B | 75 | 0 | 153 | 1216 | 1444 |
| | C | 24 | 52 | 0 | 80 | 156 |
| | D | 296 | 759 | 0 | 0 | 1055 |
| | Tot. | 395 | 851 | 188 | 1726 | 3160 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 20: 20 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 490 |
| 1/2 | 565 |
| 2/1 | 505 |
| 3/1 | 656 |
| 3/2 (with short) | 788(In) 713(Out) |
| 3/3 (short) | 75 |
| 4/1 | 156 |
| 5/1 | 1013 |
| 5/2 | 713 |
| 6/1 | 395 |
| 7/1 | 286 |
| 7/2 | 565 |
| 8/1 | 188 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 60.4 % | 1867 | 1867 |
| | | | | Arm 7 Ahead | Inf | 39.6 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.1 % | 1878 | 1878 |
| | | | | Arm 7 Left | 6.00 | 7.9 % | | |
| | | | | Arm 8 Ahead | Inf | 6.9 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 76.7 % | 1891 | 1891 |
| | | | | Arm 8 Left | 15.00 | 23.3 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 51.3 % | 1906 | 1906 |
| | | | | Arm 6 Ahead | 50.00 | 15.4 % | | |
| | | | | Arm 7 Right | 20.00 | 33.3 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 21: '21'** (FG14: '2026 PM with development (SENS)', Plan 3: 'PM No Peds Shearwater Alt')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 36 | 25 | 348 | 409 |
| | B | 50 | 0 | 47 | 806 | 903 |
| | C | 13 | 23 | 0 | 19 | 55 |
| | D | 209 | 1066 | 0 | 0 | 1275 |
| | Tot. | 272 | 1125 | 72 | 1173 | 2642 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 21: 21 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 601 |
| 1/2 | 674 |
| 2/1 | 409 |
| 3/1 | 395 |
| 3/2 (with short) | 508(In) 458(Out) |
| 3/3 (short) | 50 |
| 4/1 | 55 |
| 5/1 | 715 |
| 5/2 | 458 |
| 6/1 | 272 |
| 7/1 | 451 |
| 7/2 | 674 |
| 8/1 | 72 |

Full Input Data And Results

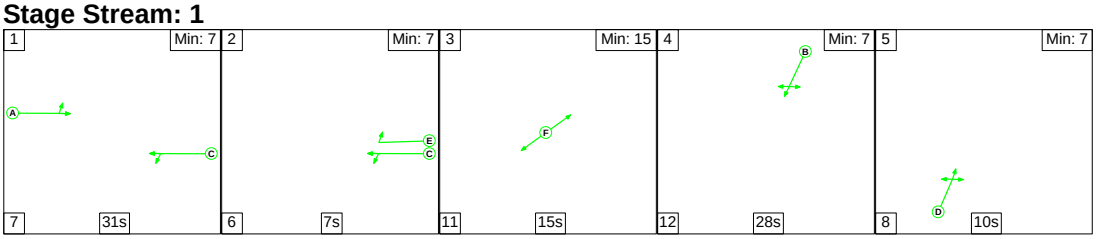
## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.65 | 0.00 | Y | Arm 6 Left | 15.00 | 34.8 % | 1913 | 1913 |
| | | | | Arm 7 Ahead | Inf | 65.2 % | | |
| 1/2 (A27 Cams Hill (W)) | 3.65 | 0.00 | N | Arm 7 Ahead | Inf | 100.0 % | 2120 | 2120 |
| 2/1 (Downend Rd) | 3.80 | 0.00 | Y | Arm 5 Right | 30.00 | 85.1 % | 1874 | 1874 |
| | | | | Arm 7 Left | 6.00 | 8.8 % | | |
| | | | | Arm 8 Ahead | Inf | 6.1 % | | |
| 3/1 (A27 Portchester Rd (E)) | 3.20 | 0.00 | Y | Arm 5 Ahead | Inf | 88.1 % | 1912 | 1912 |
| | | | | Arm 8 Left | 15.00 | 11.9 % | | |
| 3/2 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2075 | 2075 |
| 3/3 (A27 Portchester Rd (E)) | 3.20 | 0.00 | N | Arm 6 Right | 10.00 | 100.0 % | 1804 | 1804 |
| 4/1 (Shearwater Avenue) | 4.70 | 0.00 | Y | Arm 5 Left | 12.00 | 34.5 % | 1928 | 1928 |
| | | | | Arm 6 Ahead | 50.00 | 23.6 % | | |
| | | | | Arm 7 Right | 20.00 | 41.8 % | | |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 1: '1'** (FG1: '2016 AM Observed ', Plan 1: 'AM Peds every')

## Stage Sequence Diagram

### Stage Stream: 1



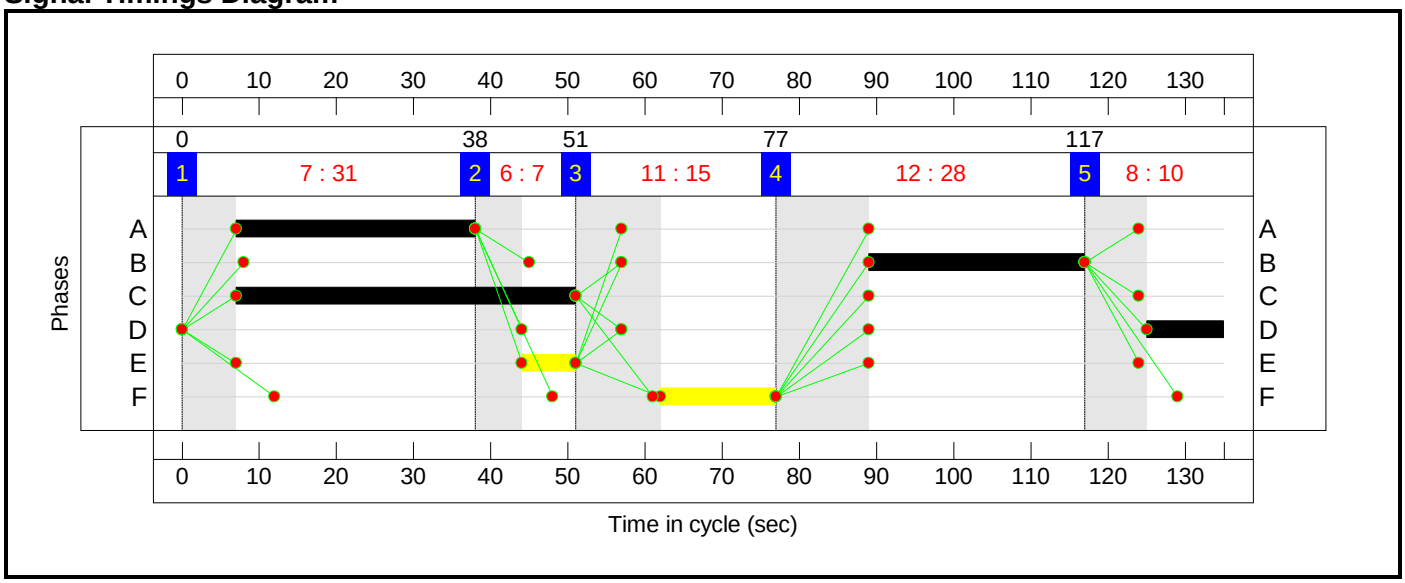
Full Input Data And Results

## Stage Timings

### Stage Stream: 1

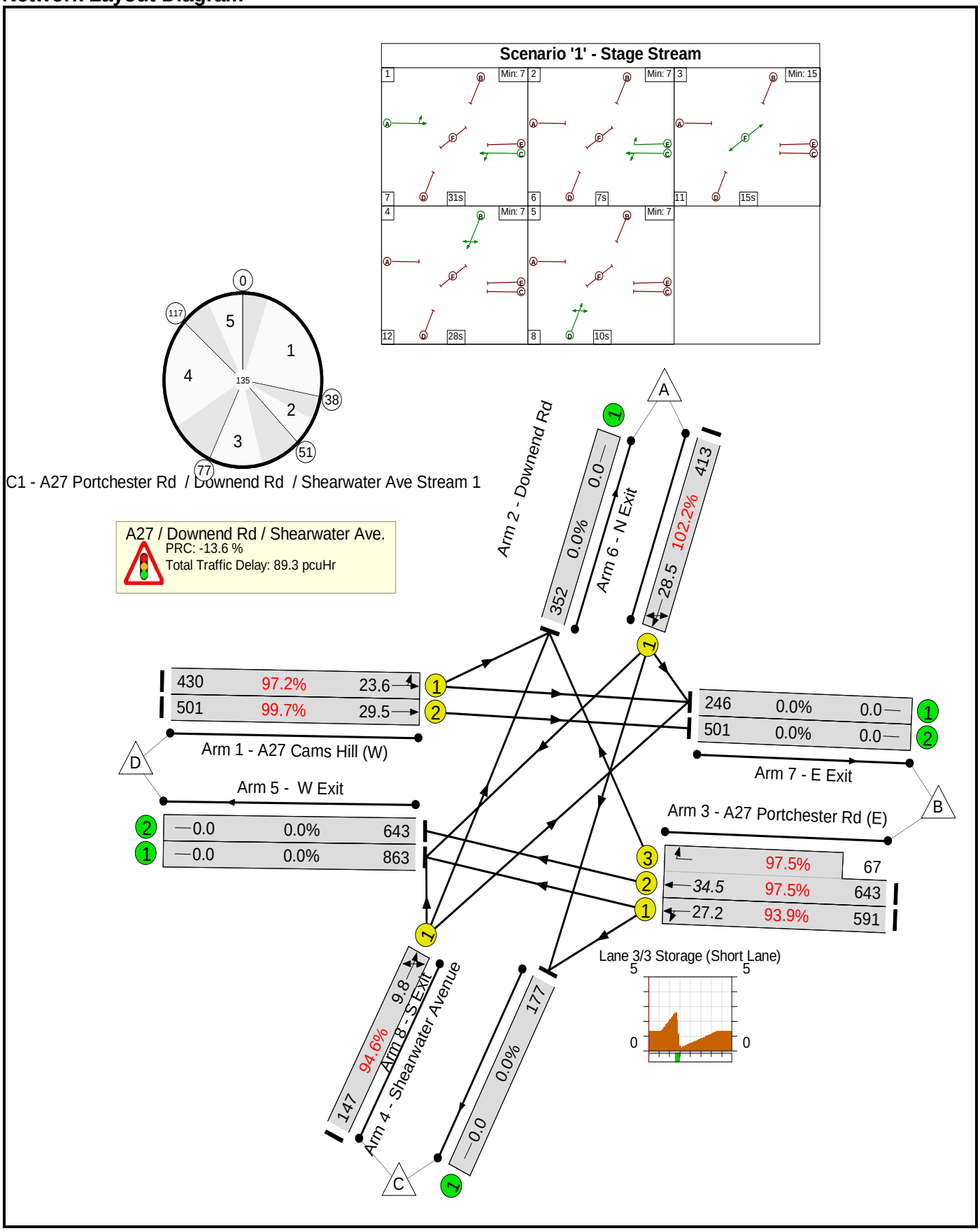
| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Duration | 31 | 7 | 15 | 28 | 10 |
| Change Point | 0 | 38 | 51 | 77 | 117 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **102.2%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **102.2%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 31 | - | 430 | 1866 | 442 | 97.2% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 31 | - | 501 | 2120 | 503 | 99.7% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 413 | 1881 | 404 | 102.2% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 44 | - | 591 | 1889 | 630 | 93.9% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 44:7 | - | 710 | 2075:1804 | 660+69 | 97.5 : 97.5% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 10 | - | 147 | 1907 | 155 | 94.6% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 871 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 643 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 352 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 247 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 501 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 178 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **38.5** | **50.9** | **0.0** | **89.3** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **38.5** | **50.9** | **0.0** | **89.3** | **-** | **-** | **-** | **-** |
| 1/1 | 430 | 430 | - | - | - | 6.1 | 7.7 | - | 13.8 | 115.8 | 15.9 | 7.7 | 23.6 |
| 1/2 | 501 | 501 | - | - | - | 7.2 | 10.8 | - | 18.0 | 129.2 | 18.6 | 10.8 | 29.5 |
| 2/1 | 413 | 404 | - | - | - | 6.5 | 12.6 | - | 19.1 | 166.7 | 15.8 | 12.6 | 28.5 |
| 3/1 | 591 | 591 | - | - | - | 7.2 | 5.9 | - | 13.0 | 79.4 | 21.3 | 5.9 | 27.2 |
| 3/2+3/3 | 710 | 710 | - | - | - | 9.0 | 9.5 | - | 18.5 (16.4+2.1) | 94.0 (92.0:112.5) | 25.0 | 9.5 | 34.5 |
| 4/1 | 147 | 147 | - | - | - | 2.5 | 4.3 | - | 6.8 | 167.5 | 5.5 | 4.3 | 9.8 |
| 5/1 | 863 | 863 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 643 | 643 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 352 | 352 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 246 | 246 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 501 | 501 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 177 | 177 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

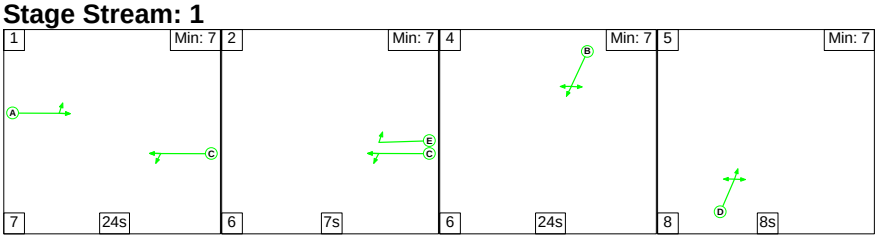
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -13.6 Total Delay for Signalled Lanes (pcuHr): 89.34 Cycle Time (s): 135
PRC Over All Lanes (%): -13.6 Total Delay Over All Lanes(pcuHr): 89.34

Full Input Data And Results

**Scenario 2: '2'** (FG1: '2016 AM Observed ', Plan 2: 'AM No Peds')

## Stage Sequence Diagram

### Stage Stream: 1

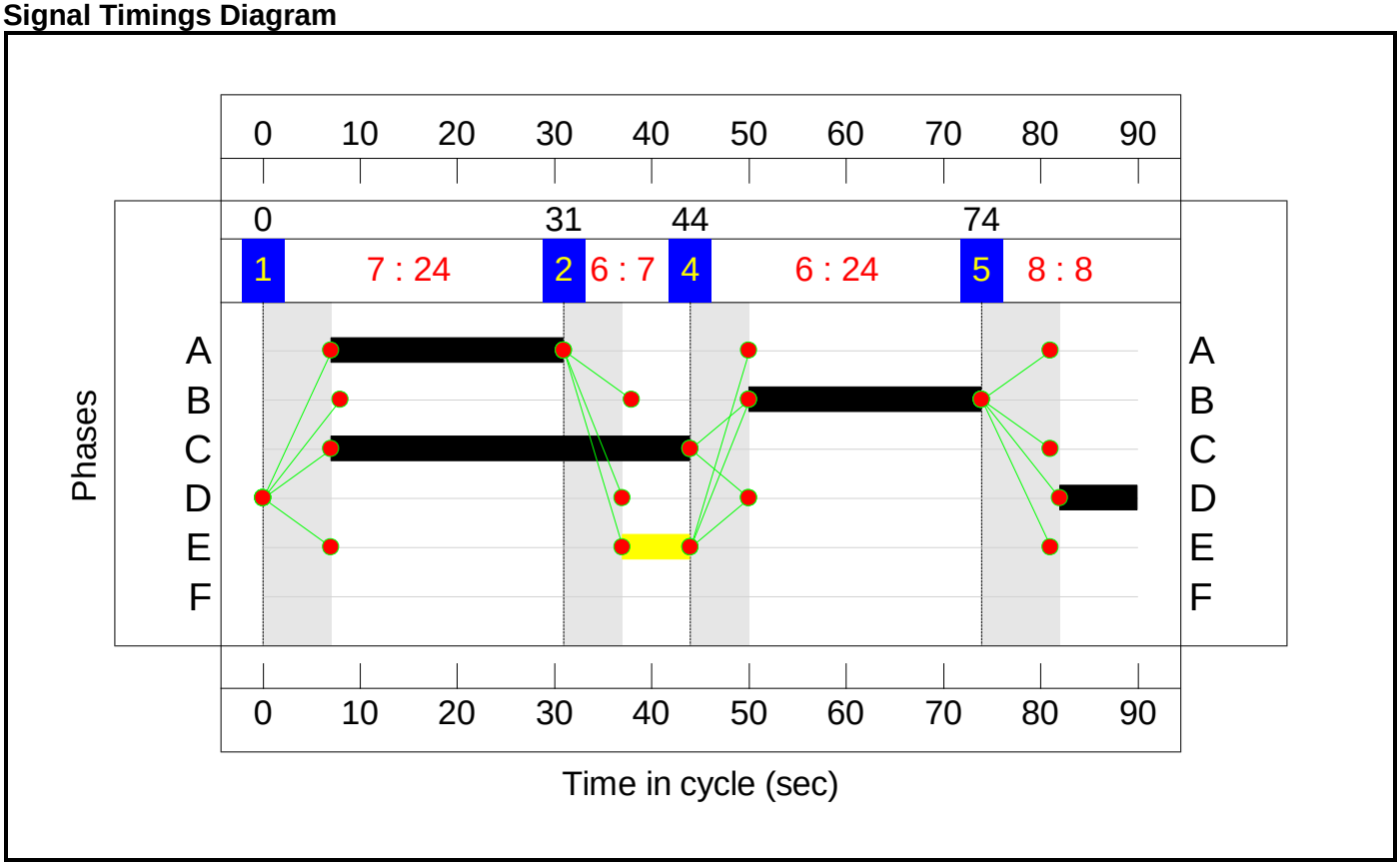



## Stage Timings

### Stage Stream: 1

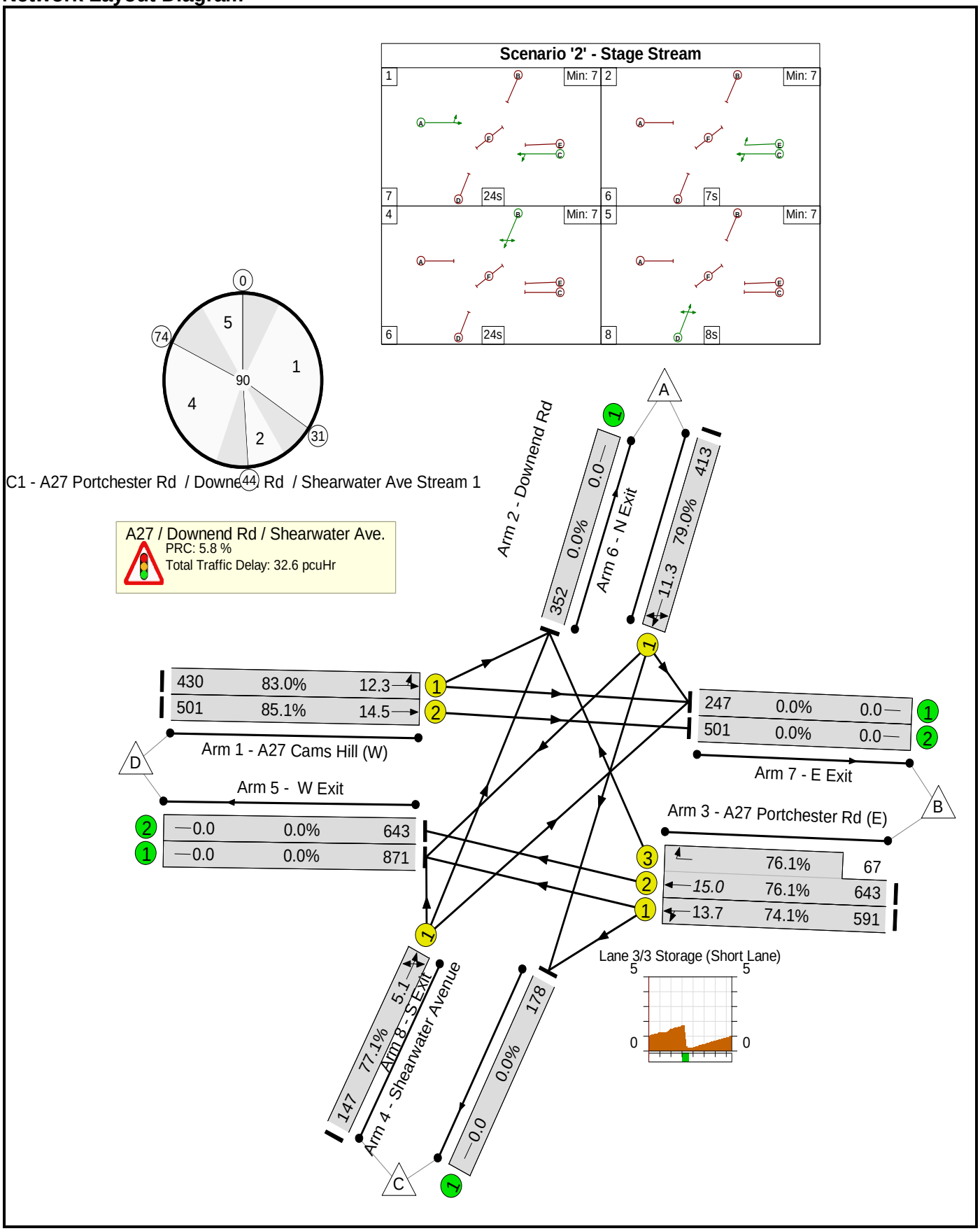
| Stage | 1 | 2 | 4 | 5 |
|---|---|---|---|---|
| Duration | 24 | 7 | 24 | 8 |
| Change Point | 0 | 31 | 44 | 74 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **85.1%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **85.1%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 24 | - | 430 | 1866 | 518 | 83.0% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 24 | - | 501 | 2120 | 589 | 85.1% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 24 | - | 413 | 1881 | 523 | 79.0% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 37 | - | 591 | 1889 | 798 | 74.1% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 37:7 | - | 710 | 2075:1804 | 845+88 | 76.1 : 76.1% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 8 | - | 147 | 1907 | 191 | 77.1% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 871 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 643 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 352 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 247 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 501 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 178 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **21.2** | **11.4** | **0.0** | **32.6** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **21.2** | **11.4** | **0.0** | **32.6** | **-** | **-** | **-** | **-** |
| 1/1 | 430 | 430 | - | - | - | 3.6 | 2.3 | - | 6.0 | 49.9 | 10.0 | 2.3 | 12.3 |
| 1/2 | 501 | 501 | - | - | - | 4.3 | 2.7 | - | 7.0 | 50.0 | 11.8 | 2.7 | 14.5 |
| 2/1 | 413 | 413 | - | - | - | 3.5 | 1.8 | - | 5.3 | 46.0 | 9.5 | 1.8 | 11.3 |
| 3/1 | 591 | 591 | - | - | - | 3.6 | 1.4 | - | 5.0 | 30.5 | 12.3 | 1.4 | 13.7 |
| 3/2+3/3 | 710 | 710 | - | - | - | 4.6 | 1.6 | - | 6.2 (5.3+0.9) | 31.3 (29.7:46.8) | 13.5 | 1.6 | 15.0 |
| 4/1 | 147 | 147 | - | - | - | 1.6 | 1.6 | - | 3.2 | 77.9 | 3.6 | 1.6 | 5.1 |
| 5/1 | 871 | 871 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 643 | 643 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 352 | 352 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 247 | 247 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 501 | 501 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 178 | 178 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

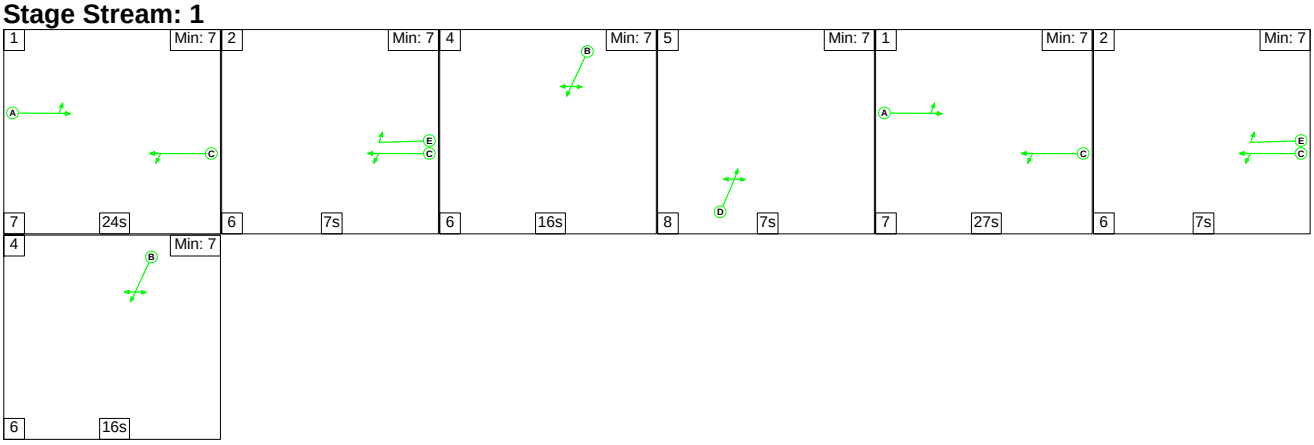
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 5.8 Total Delay for Signalled Lanes (pcuHr): 32.56 Cycle Time (s): 90
PRC Over All Lanes (%): 5.8 Total Delay Over All Lanes(pcuHr): 32.56

Full Input Data And Results

**Scenario 3: '3'** (FG2: '2016 PM Observed ', Plan 3: 'PM No Peds Shearwater Alt')

## Stage Sequence Diagram

### Stage Stream: 1

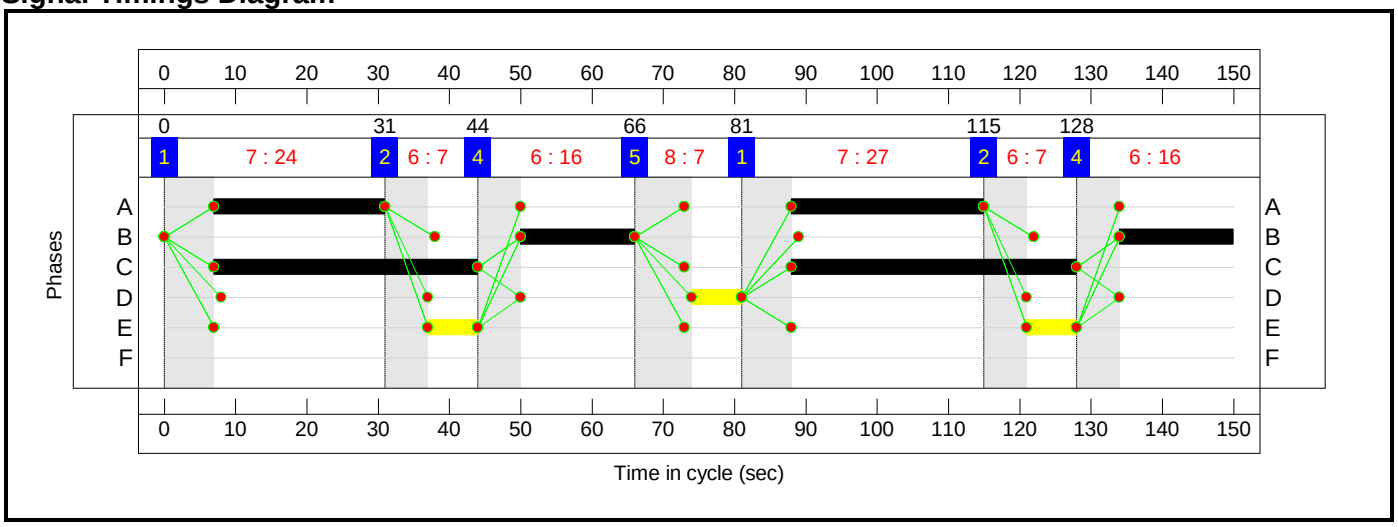



## Stage Timings

### Stage Stream: 1

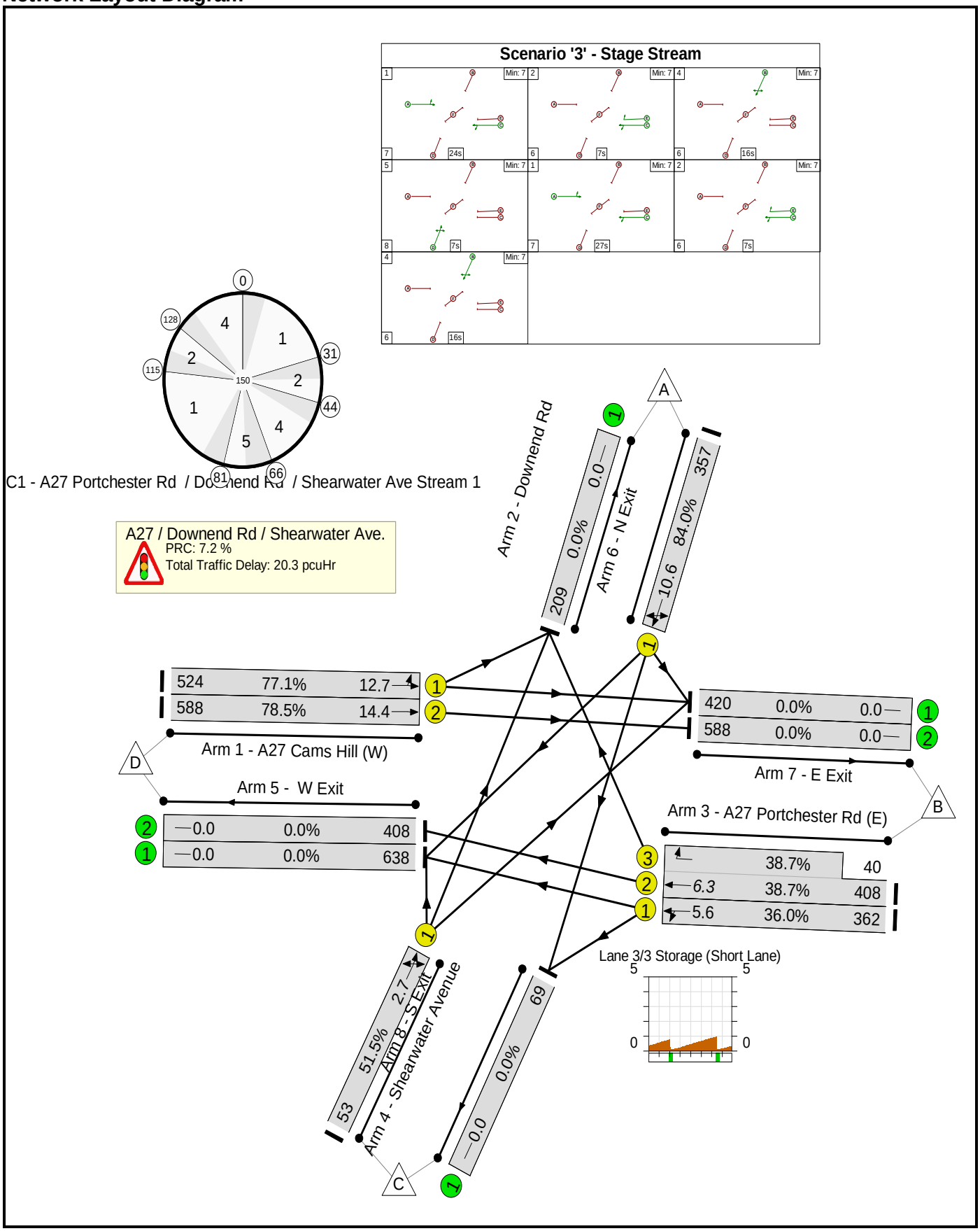
| Stage | 1 | 2 | 4 | 5 | 1 | 2 | 4 |
|---|---|---|---|---|---|---|---|
| Duration | 24 | 7 | 16 | 7 | 27 | 7 | 16 |
| Change Point | 0 | 31 | 44 | 66 | 81 | 115 | 128 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **84.0%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **84.0%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 2 | 51 | - | 524 | 1923 | 679 | 77.1% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 2 | 51 | - | 588 | 2120 | 749 | 78.5% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 2 | 32 | - | 357 | 1876 | 425 | 84.0% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 2 | 77 | - | 362 | 1911 | 1006 | 36.0% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 2 | 77:14 | - | 448 | 2075:1804 | 1054+103 | 38.7 : 38.7% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 7 | - | 53 | 1929 | 103 | 51.5% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 638 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 408 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 209 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 420 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 588 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 69 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **13.3** | **7.0** | **0.0** | **20.3** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **13.3** | **7.0** | **0.0** | **20.3** | **-** | **-** | **-** | **-** |
| 1/1 | 524 | 524 | - | - | - | 3.2 | 1.7 | - | 4.9 | 33.4 | 11.1 | 1.7 | 12.7 |
| 1/2 | 588 | 588 | - | - | - | 3.6 | 1.8 | - | 5.4 | 33.2 | 12.6 | 1.8 | 14.4 |
| 2/1 | 357 | 357 | - | - | - | 2.8 | 2.4 | - | 5.3 | 53.0 | 8.1 | 2.4 | 10.6 |
| 3/1 | 362 | 362 | - | - | - | 1.1 | 0.3 | - | 1.4 | 13.6 | 5.3 | 0.3 | 5.6 |
| 3/2+3/3 | 448 | 448 | - | - | - | 1.6 | 0.3 | - | 1.9 (1.5+0.4) | 15.3 (13.5:33.8) | 6.0 | 0.3 | 6.3 |
| 4/1 | 53 | 53 | - | - | - | 1.0 | 0.5 | - | 1.5 | 104.5 | 2.1 | 0.5 | 2.7 |
| 5/1 | 638 | 638 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 408 | 408 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 209 | 209 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 420 | 420 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 588 | 588 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 69 | 69 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

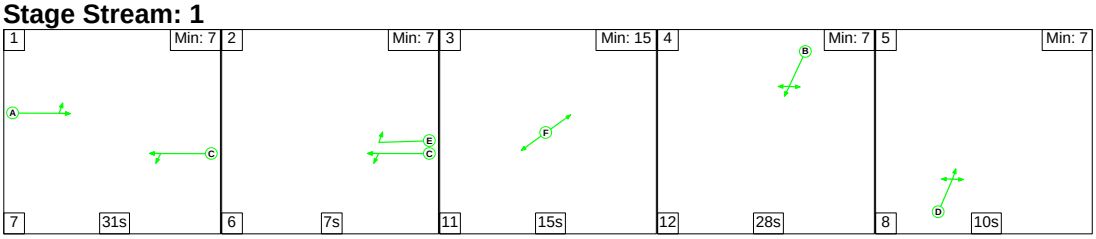
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 7.2 Total Delay for Signalled Lanes (pcuHr): 20.34 Cycle Time (s): 150
PRC Over All Lanes (%): 7.2 Total Delay Over All Lanes(pcuHr): 20.34

Full Input Data And Results

**Scenario 4: '4'** (FG3: '2021 AM without development', Plan 1: 'AM Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

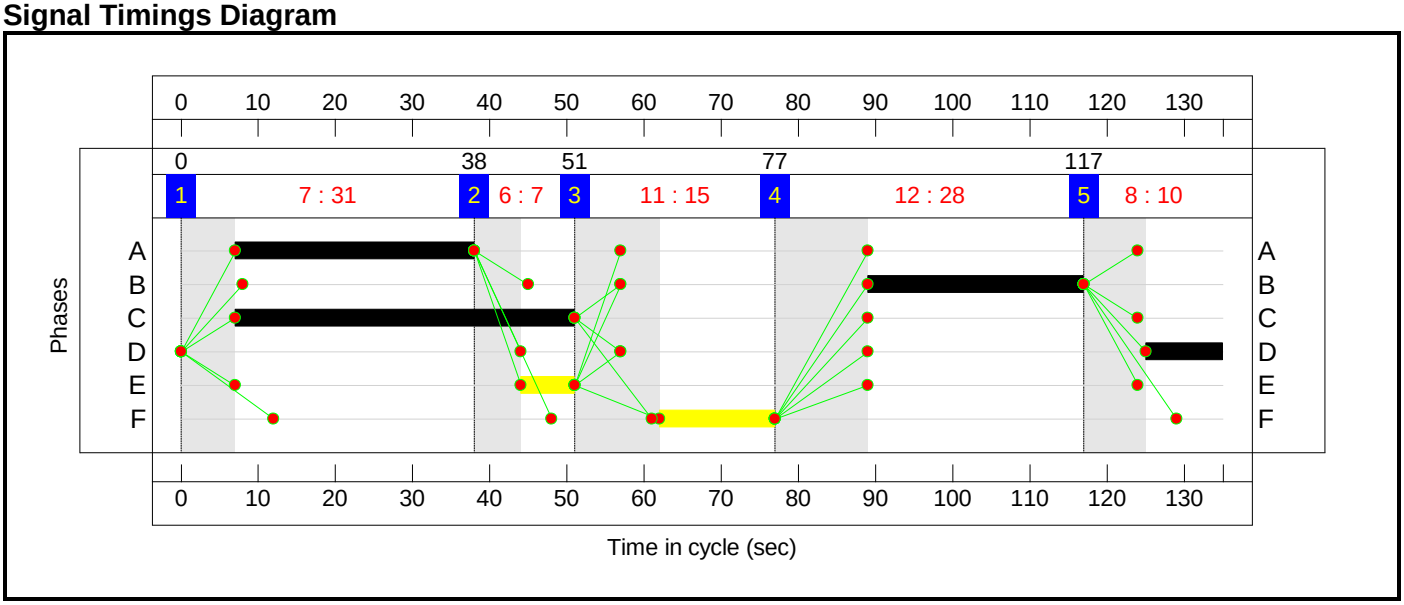



## Stage Timings

### Stage Stream: 1

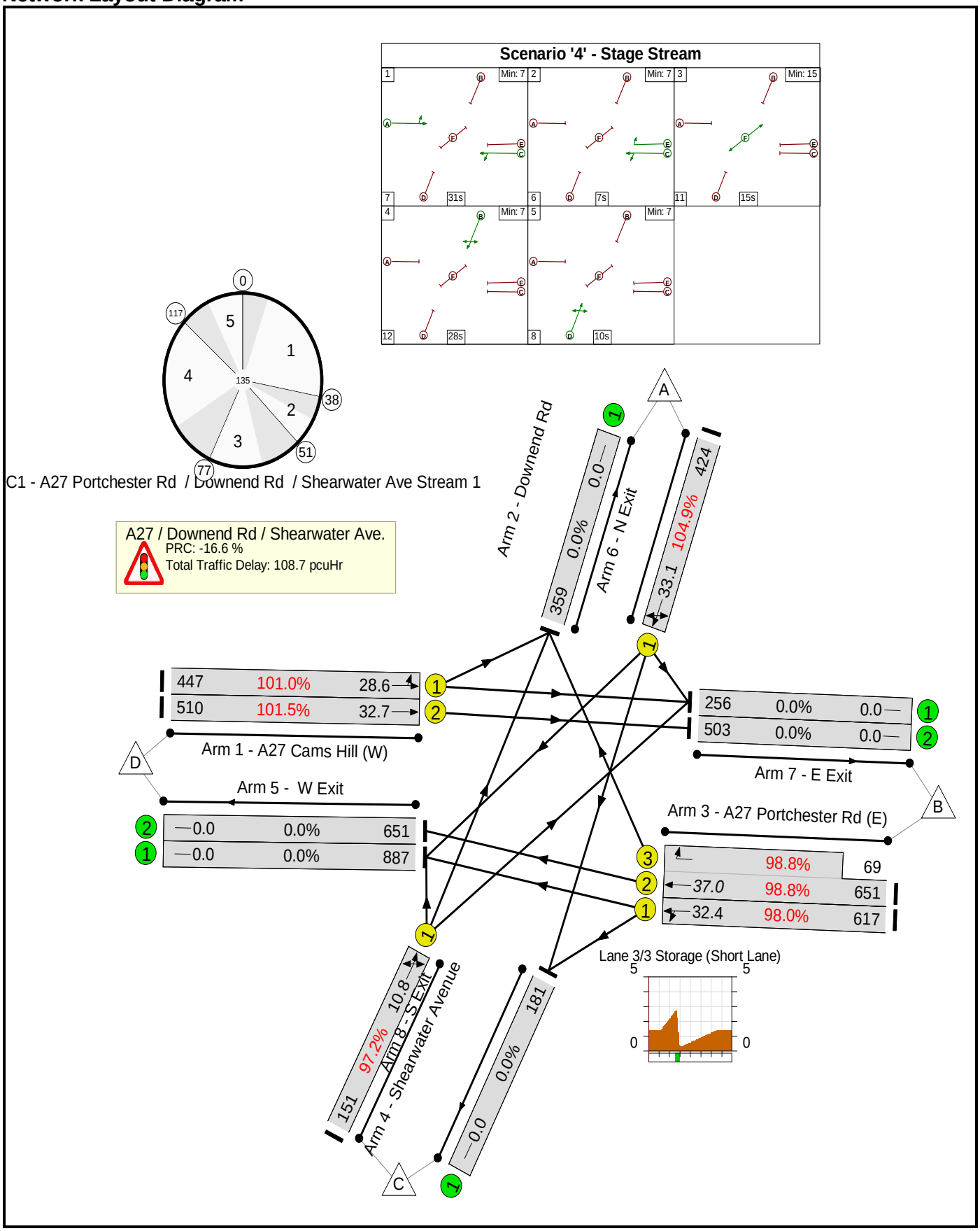
| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Duration | 31 | 7 | 15 | 28 | 10 |
| Change Point | 0 | 38 | 51 | 77 | 117 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **104.9%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **104.9%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 31 | - | 447 | 1868 | 443 | 101.0% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 31 | - | 510 | 2120 | 503 | 101.5% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 424 | 1881 | 404 | 104.9% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 44 | - | 617 | 1889 | 630 | 98.0% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 44:7 | - | 720 | 2075:1804 | 659+70 | 98.8 : 98.8% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 10 | - | 151 | 1907 | 155 | 97.2% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 904 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 651 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 362 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 259 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 510 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 183 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **41.1** | **67.6** | **0.0** | **108.7** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **41.1** | **67.6** | **0.0** | **108.7** | **-** | **-** | **-** | **-** |
| 1/1 | 447 | 443 | - | - | - | 6.7 | 11.7 | - | 18.4 | 147.9 | 16.9 | 11.7 | 28.6 |
| 1/2 | 510 | 503 | - | - | - | 7.8 | 13.3 | - | 21.1 | 149.1 | 19.4 | 13.3 | 32.7 |
| 2/1 | 424 | 404 | - | - | - | 7.2 | 16.4 | - | 23.6 | 200.2 | 16.6 | 16.4 | 33.1 |
| 3/1 | 617 | 617 | - | - | - | 7.6 | 9.7 | - | 17.3 | 100.9 | 22.8 | 9.7 | 32.4 |
| 3/2+3/3 | 720 | 720 | - | - | - | 9.2 | 11.4 | - | 20.6 (18.3+2.4) | 103.2 (101.1:123.0) | 25.6 | 11.4 | 37.0 |
| 4/1 | 151 | 151 | - | - | - | 2.6 | 5.1 | - | 7.7 | 184.5 | 5.6 | 5.1 | 10.8 |
| 5/1 | 887 | 887 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 651 | 651 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 359 | 359 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 256 | 256 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 503 | 503 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 181 | 181 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

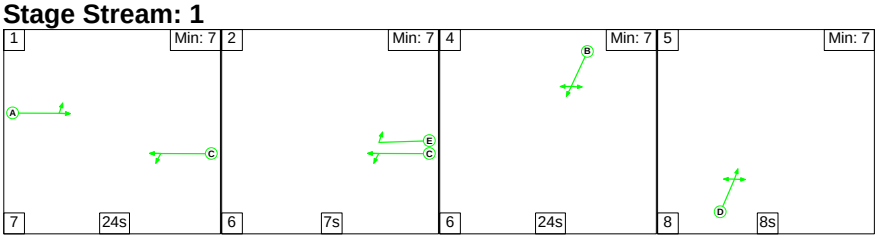
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -16.6 Total Delay for Signalled Lanes (pcuHr): 108.72 Cycle Time (s): 135
PRC Over All Lanes (%): -16.6 Total Delay Over All Lanes(pcuHr): 108.72

Full Input Data And Results

**Scenario 5: '5'** (FG3: '2021 AM without development', Plan 2: 'AM No Peds')

## Stage Sequence Diagram

### Stage Stream: 1

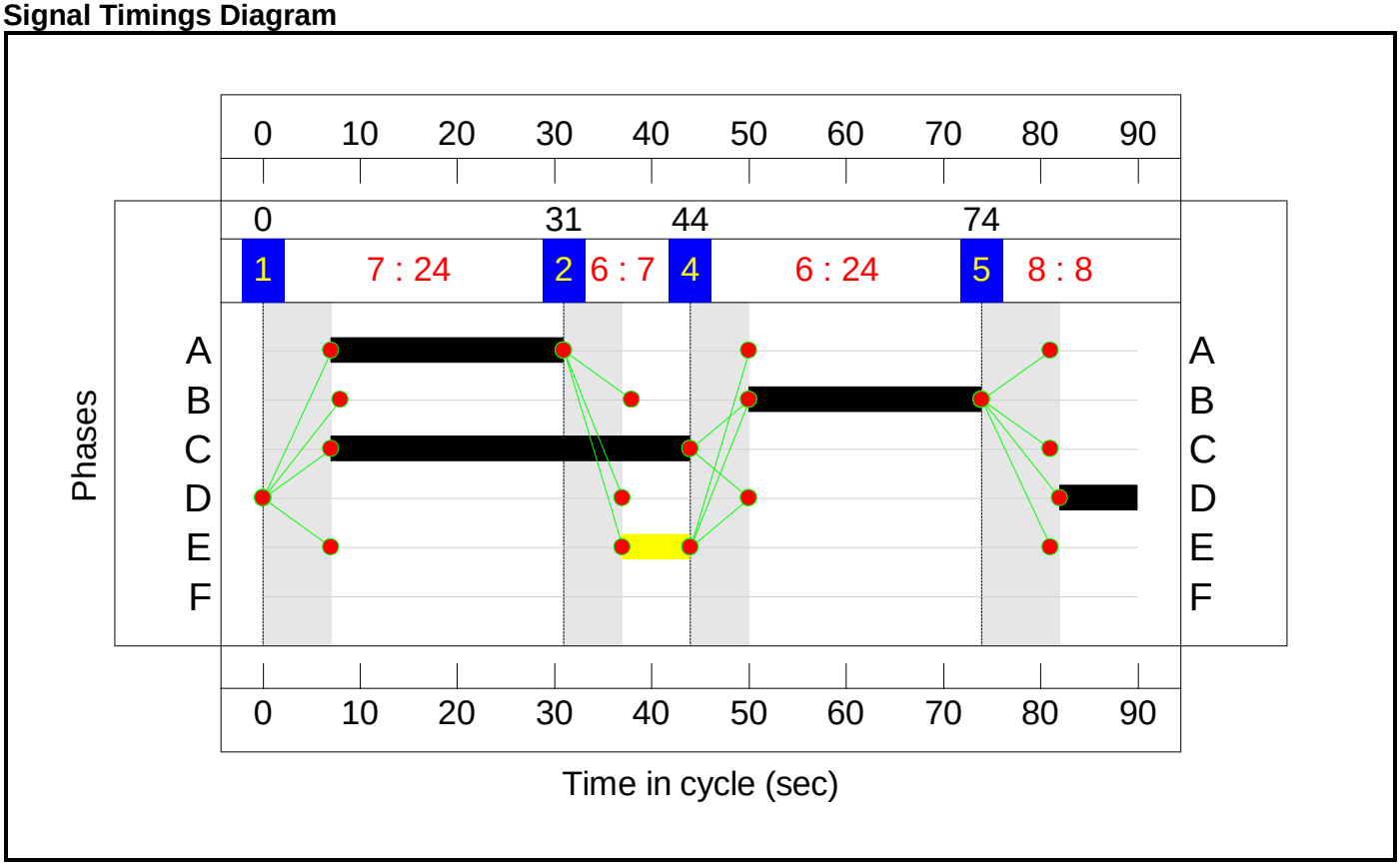



## Stage Timings

### Stage Stream: 1

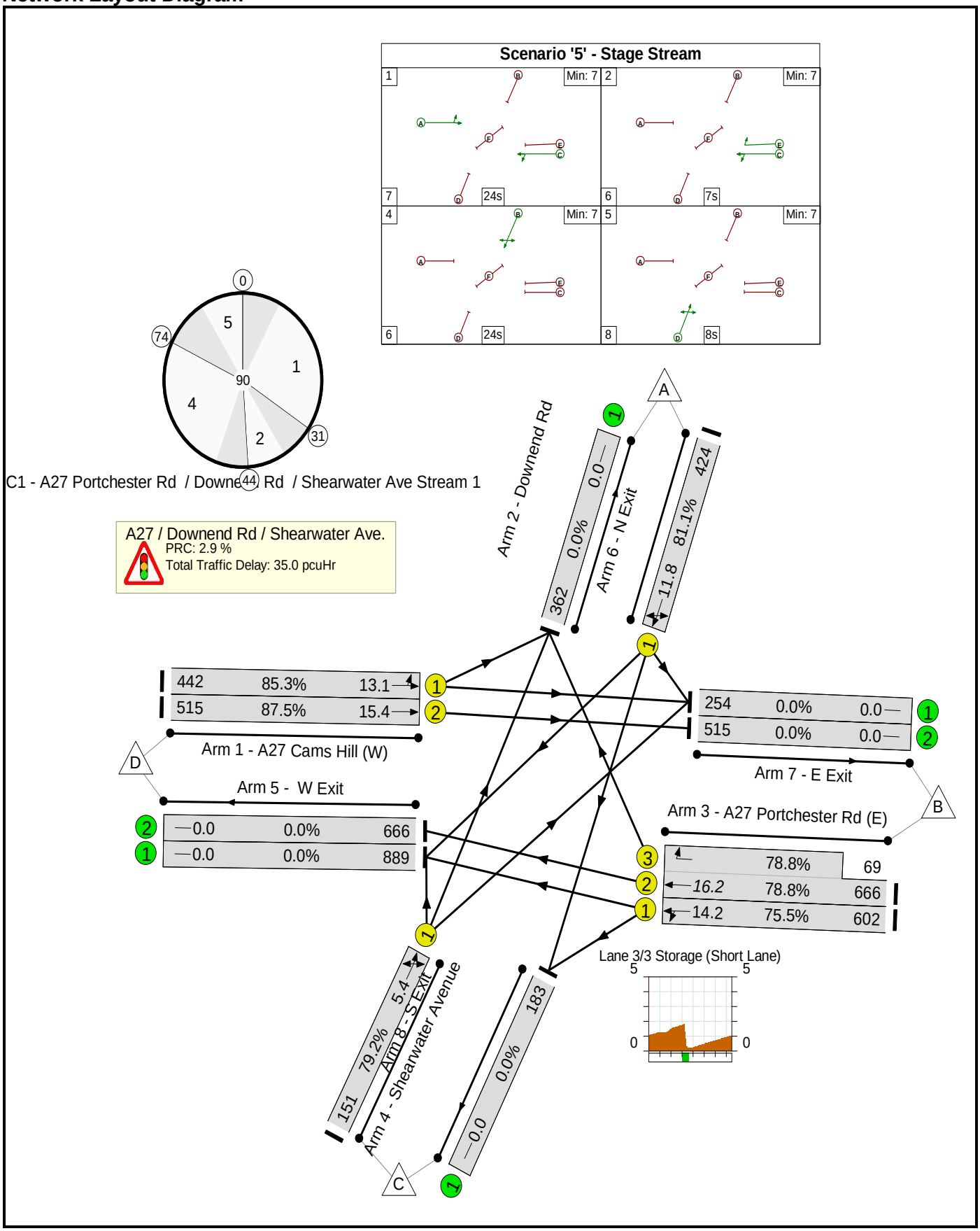
| Stage | 1 | 2 | 4 | 5 |
|---|---|---|---|---|
| Duration | 24 | 7 | 24 | 8 |
| Change Point | 0 | 31 | 44 | 74 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **87.5%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **87.5%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 24 | - | 442 | 1866 | 518 | 85.3% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 24 | - | 515 | 2120 | 589 | 87.5% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 24 | - | 424 | 1881 | 523 | 81.1% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 37 | - | 602 | 1888 | 797 | 75.5% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 37:7 | - | 735 | 2075:1804 | 845+88 | 78.8 : 78.8% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 8 | - | 151 | 1907 | 191 | 79.2% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 889 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 666 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 362 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 254 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 515 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 183 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **22.0** | **13.1** | **0.0** | **35.0** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **22.0** | **13.1** | **0.0** | **35.0** | **-** | **-** | **-** | **-** |
| 1/1 | 442 | 442 | - | - | - | 3.8 | 2.7 | - | 6.5 | 52.8 | 10.4 | 2.7 | 13.1 |
| 1/2 | 515 | 515 | - | - | - | 4.4 | 3.2 | - | 7.6 | 53.4 | 12.2 | 3.2 | 15.4 |
| 2/1 | 424 | 424 | - | - | - | 3.6 | 2.1 | - | 5.6 | 47.8 | 9.8 | 2.1 | 11.8 |
| 3/1 | 602 | 602 | - | - | - | 3.7 | 1.5 | - | 5.2 | 31.1 | 12.7 | 1.5 | 14.2 |
| 3/2+3/3 | 735 | 735 | - | - | - | 4.8 | 1.8 | - | 6.7 (5.7+0.9) | 32.6 (31.0:47.8) | 14.4 | 1.8 | 16.2 |
| 4/1 | 151 | 151 | - | - | - | 1.7 | 1.7 | - | 3.4 | 81.3 | 3.6 | 1.7 | 5.4 |
| 5/1 | 889 | 889 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 666 | 666 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 362 | 362 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 254 | 254 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 515 | 515 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 183 | 183 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

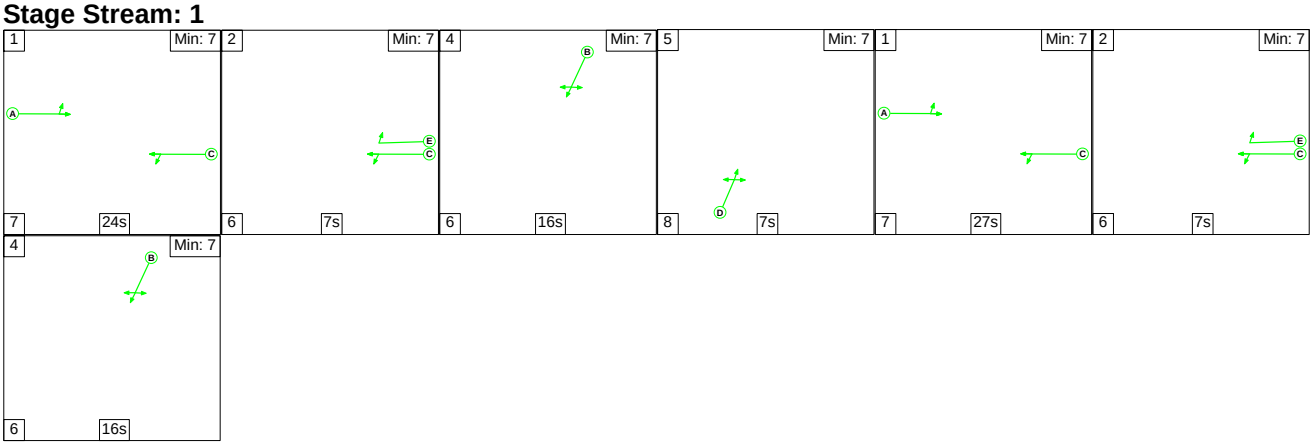
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 2.9 Total Delay for Signalled Lanes (pcuHr): 35.03 Cycle Time (s): 90
PRC Over All Lanes (%): 2.9 Total Delay Over All Lanes(pcuHr): 35.03

Full Input Data And Results

**Scenario 6: '6'** (FG4: '2021 PM without development', Plan 3: 'PM No Peds Shearwater Alt')

## Stage Sequence Diagram

### Stage Stream: 1

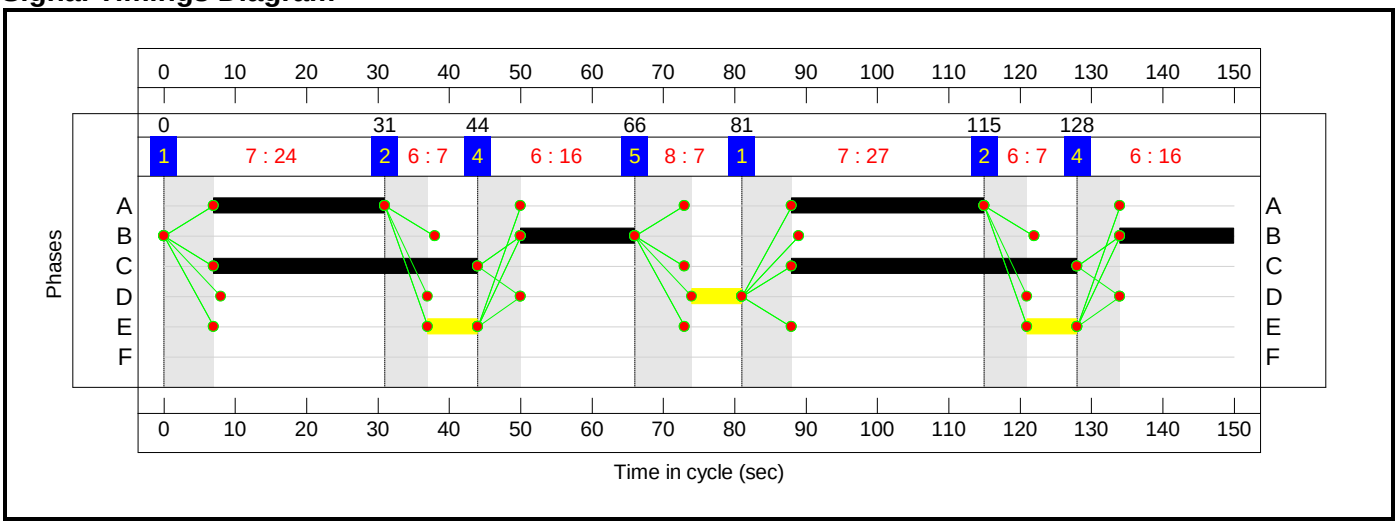



## Stage Timings

### Stage Stream: 1

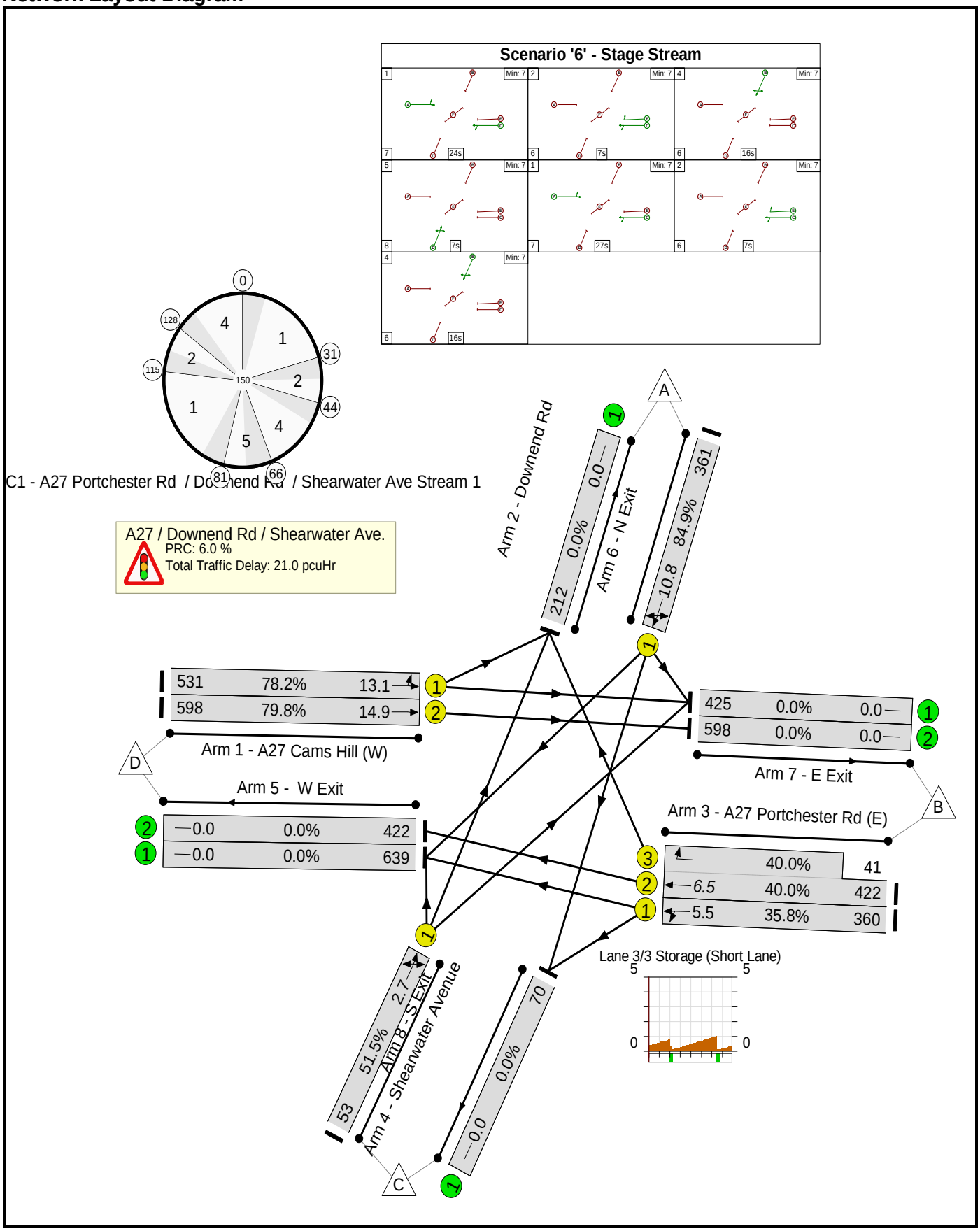
| Stage | 1 | 2 | 4 | 5 | 1 | 2 | 4 |
|---|---|---|---|---|---|---|---|
| Duration | 24 | 7 | 16 | 7 | 27 | 7 | 16 |
| Change Point | 0 | 31 | 44 | 66 | 81 | 115 | 128 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **84.9%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **84.9%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 2 | 51 | - | 531 | 1923 | 679 | 78.2% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 2 | 51 | - | 598 | 2120 | 749 | 79.8% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 2 | 32 | - | 361 | 1876 | 425 | 84.9% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 2 | 77 | - | 360 | 1911 | 1006 | 35.8% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 2 | 77:14 | - | 463 | 2075:1804 | 1055+102 | 40.0 : 40.0% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 7 | - | 53 | 1929 | 103 | 51.5% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 639 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 422 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 212 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 425 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 598 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 70 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **13.6** | **7.4** | **0.0** | **21.0** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **13.6** | **7.4** | **0.0** | **21.0** | **-** | **-** | **-** | **-** |
| 1/1 | 531 | 531 | - | - | - | 3.3 | 1.7 | - | 5.0 | 34.0 | 11.4 | 1.7 | 13.1 |
| 1/2 | 598 | 598 | - | - | - | 3.7 | 1.9 | - | 5.6 | 34.0 | 13.0 | 1.9 | 14.9 |
| 2/1 | 361 | 361 | - | - | - | 2.9 | 2.6 | - | 5.5 | 54.4 | 8.2 | 2.6 | 10.8 |
| 3/1 | 360 | 360 | - | - | - | 1.1 | 0.3 | - | 1.4 | 13.6 | 5.2 | 0.3 | 5.5 |
| 3/2+3/3 | 463 | 463 | - | - | - | 1.6 | 0.3 | - | 2.0 (1.6+0.4) | 15.4 (13.6:33.8) | 6.2 | 0.3 | 6.5 |
| 4/1 | 53 | 53 | - | - | - | 1.0 | 0.5 | - | 1.5 | 104.5 | 2.1 | 0.5 | 2.7 |
| 5/1 | 639 | 639 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 422 | 422 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 212 | 212 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 425 | 425 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 598 | 598 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 70 | 70 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

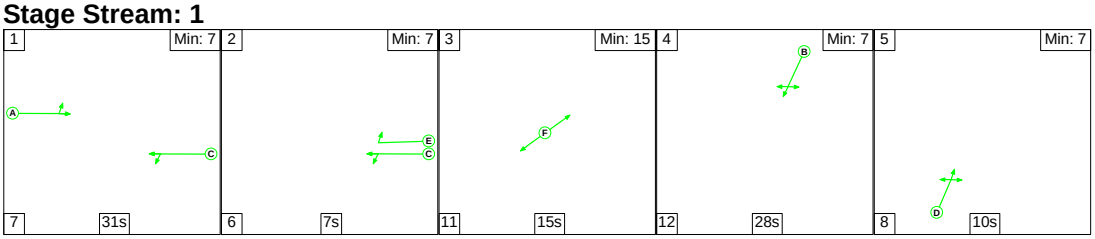
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 6.0 Total Delay for Signalled Lanes (pcuHr): 21.00 Cycle Time (s): 150
PRC Over All Lanes (%): 6.0 Total Delay Over All Lanes(pcuHr): 21.00

Full Input Data And Results

**Scenario 7: '7'** (FG5: '2021 AM with development', Plan 1: 'AM Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

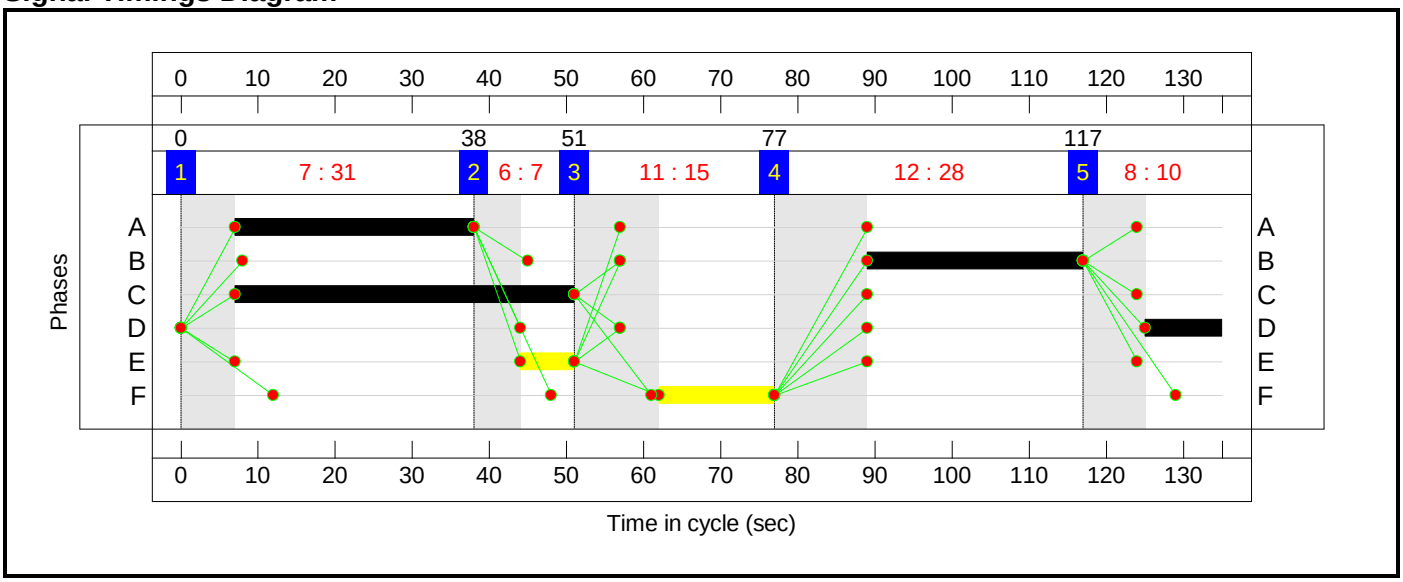



## Stage Timings

### Stage Stream: 1

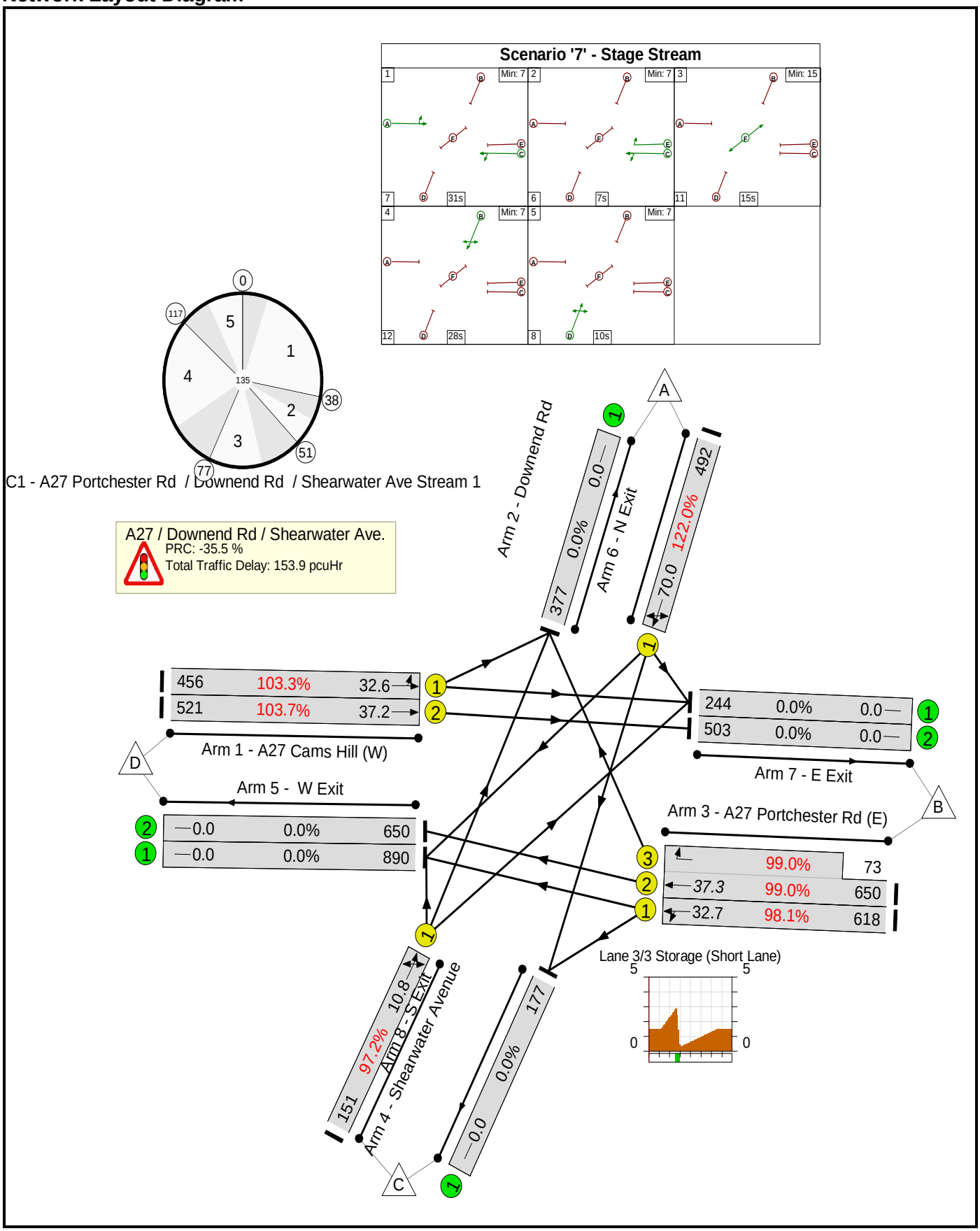
| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Duration | 31 | 7 | 15 | 28 | 10 |
| Change Point | 0 | 38 | 51 | 77 | 117 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **122.0%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **122.0%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 31 | - | 456 | 1862 | 441 | 103.3% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 31 | - | 521 | 2120 | 503 | 103.7% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 492 | 1878 | 403 | 122.0% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 44 | - | 618 | 1889 | 630 | 98.1% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 44:7 | - | 723 | 2075:1804 | 657+74 | 99.0 : 99.0% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 10 | - | 151 | 1907 | 155 | 97.2% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 965 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 650 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 386 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 256 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 521 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 183 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **48.4** | **105.5** | **0.0** | **153.9** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **48.4** | **105.5** | **0.0** | **153.9** | **-** | **-** | **-** | **-** |
| 1/1 | 456 | 441 | - | - | - | 7.5 | 14.9 | - | 22.5 | 177.4 | 17.6 | 14.9 | 32.6 |
| 1/2 | 521 | 503 | - | - | - | 8.7 | 16.9 | - | 25.6 | 177.2 | 20.2 | 16.9 | 37.2 |
| 2/1 | 492 | 403 | - | - | - | 12.6 | 46.9 | - | 59.5 | 435.3 | 23.0 | 46.9 | 70.0 |
| 3/1 | 618 | 618 | - | - | - | 7.7 | 9.9 | - | 17.5 | 102.0 | 22.8 | 9.9 | 32.7 |
| 3/2+3/3 | 723 | 723 | - | - | - | 9.3 | 11.7 | - | 21.0 (18.5+2.5) | 104.6 (102.4:124.7) | 25.6 | 11.7 | 37.3 |
| 4/1 | 151 | 151 | - | - | - | 2.6 | 5.1 | - | 7.7 | 184.5 | 5.6 | 5.1 | 10.8 |
| 5/1 | 890 | 890 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 650 | 650 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 377 | 377 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 244 | 244 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 503 | 503 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 177 | 177 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

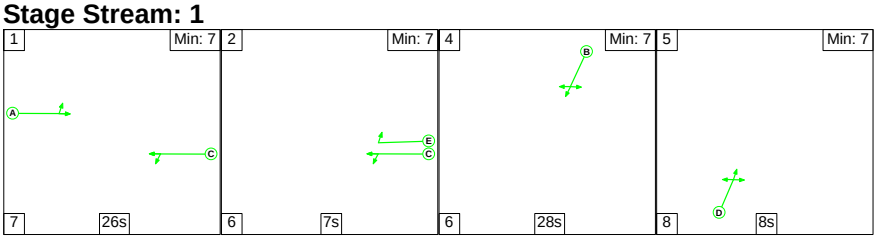
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -35.5 Total Delay for Signalled Lanes (pcuHr): 153.85 Cycle Time (s): 135
PRC Over All Lanes (%): -35.5 Total Delay Over All Lanes(pcuHr): 153.85

Full Input Data And Results

**Scenario 8: '8'** (FG5: '2021 AM with development', Plan 2: 'AM No Peds')

## Stage Sequence Diagram

### Stage Stream: 1

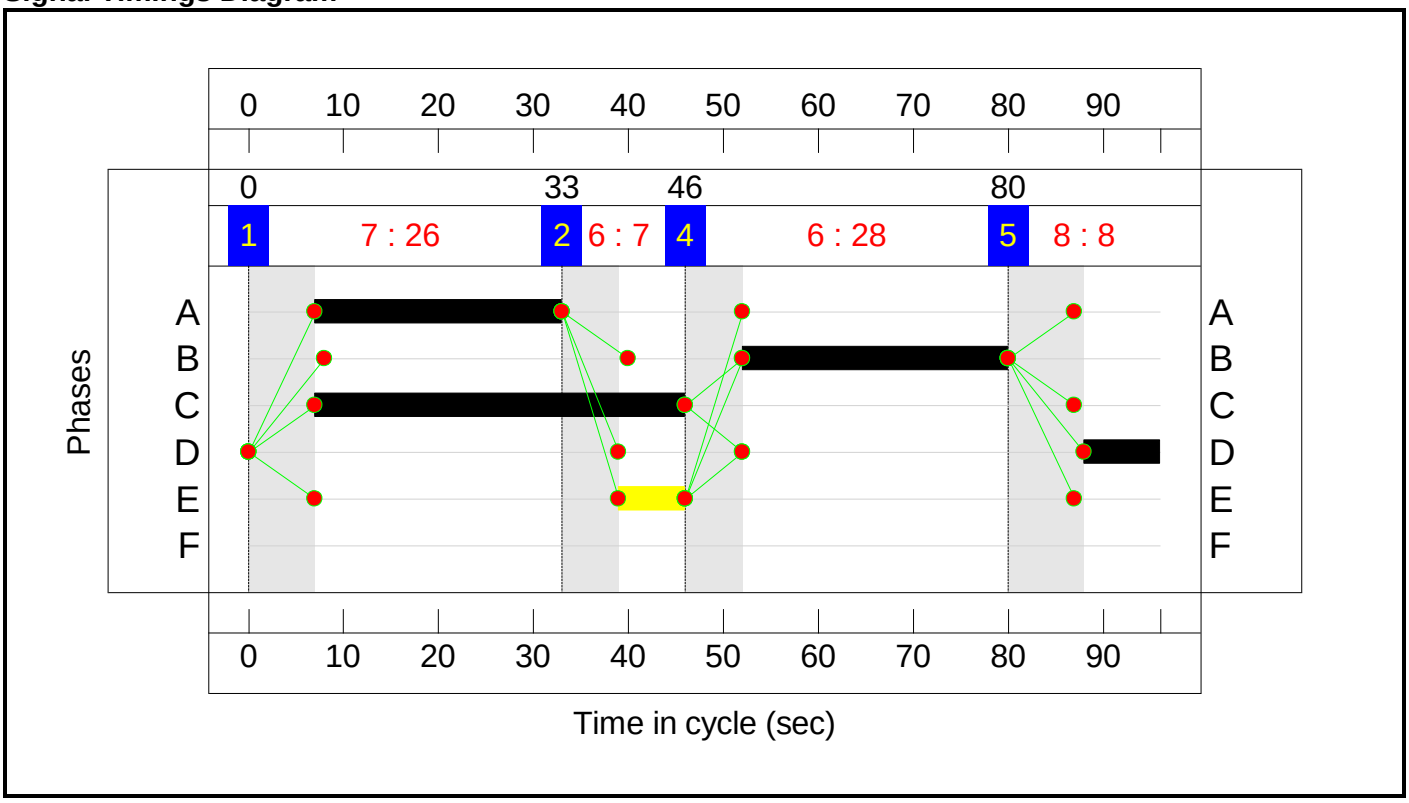



## Stage Timings

### Stage Stream: 1

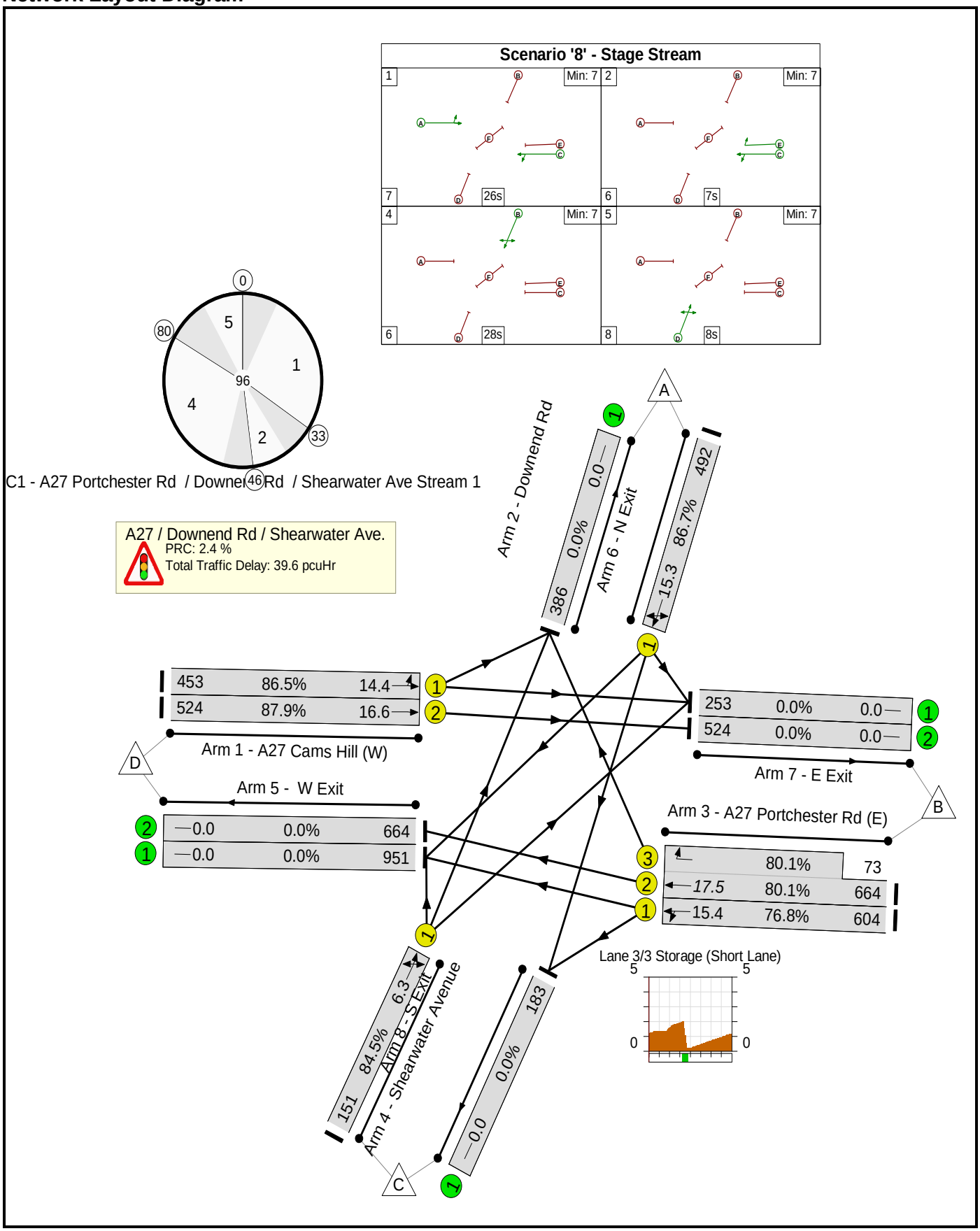
| Stage | 1 | 2 | 4 | 5 |
|---|---|---|---|---|
| Duration | 26 | 7 | 28 | 8 |
| Change Point | 0 | 33 | 46 | 80 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **87.9%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **87.9%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 26 | - | 453 | 1861 | 523 | 86.5% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 26 | - | 524 | 2120 | 596 | 87.9% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 492 | 1878 | 567 | 86.7% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 39 | - | 604 | 1888 | 787 | 76.8% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 39:7 | - | 737 | 2075:1804 | 829+91 | 80.1 : 80.1% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 8 | - | 151 | 1907 | 179 | 84.5% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 951 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 664 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 386 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 253 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 524 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 183 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **24.4** | **15.2** | **0.0** | **39.6** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **24.4** | **15.2** | **0.0** | **39.6** | **-** | **-** | **-** | **-** |
| 1/1 | 453 | 453 | - | - | - | 4.1 | 3.0 | - | 7.1 | 56.4 | 11.5 | 3.0 | 14.4 |
| 1/2 | 524 | 524 | - | - | - | 4.8 | 3.3 | - | 8.1 | 55.8 | 13.2 | 3.3 | 16.6 |
| 2/1 | 492 | 492 | - | - | - | 4.3 | 3.0 | - | 7.4 | 53.8 | 12.3 | 3.0 | 15.3 |
| 3/1 | 604 | 604 | - | - | - | 4.0 | 1.6 | - | 5.7 | 33.7 | 13.8 | 1.6 | 15.4 |
| 3/2+3/3 | 737 | 737 | - | - | - | 5.3 | 2.0 | - | 7.3 (6.2+1.0) | 35.4 (33.7:51.7) | 15.5 | 2.0 | 17.5 |
| 4/1 | 151 | 151 | - | - | - | 1.8 | 2.3 | - | 4.1 | 98.3 | 3.9 | 2.3 | 6.3 |
| 5/1 | 951 | 951 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 664 | 664 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 386 | 386 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 253 | 253 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 524 | 524 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 183 | 183 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

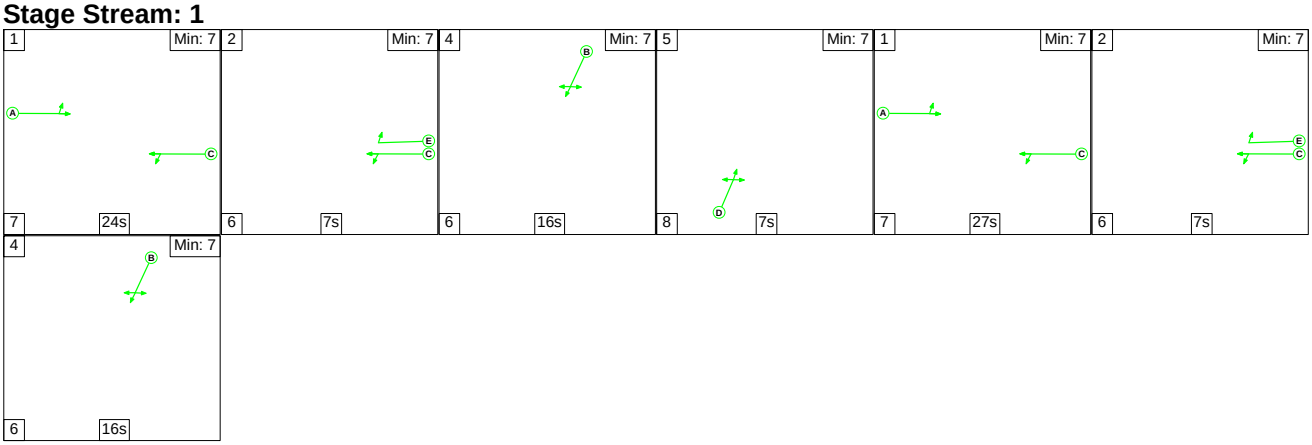
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 2.4 Total Delay for Signalled Lanes (pcuHr): 39.60 Cycle Time (s): 96
PRC Over All Lanes (%): 2.4 Total Delay Over All Lanes(pcuHr): 39.60

Full Input Data And Results

**Scenario 9: '9'** (FG6: '2021 PM with development', Plan 3: 'PM No Peds Shearwater Alt')

## Stage Sequence Diagram

### Stage Stream: 1

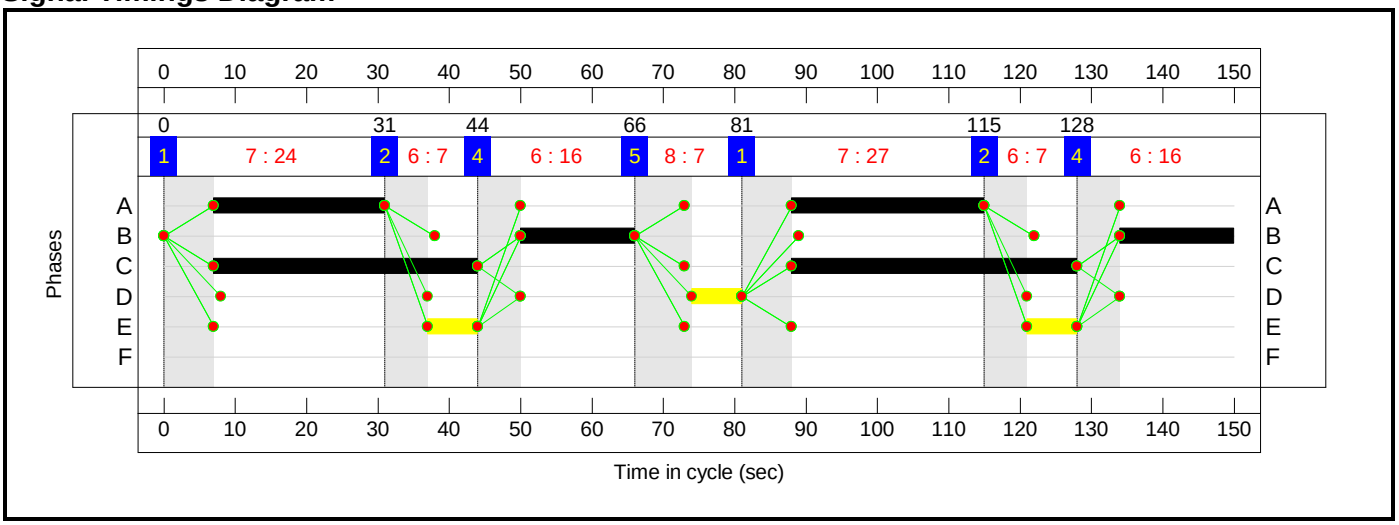



## Stage Timings

### Stage Stream: 1

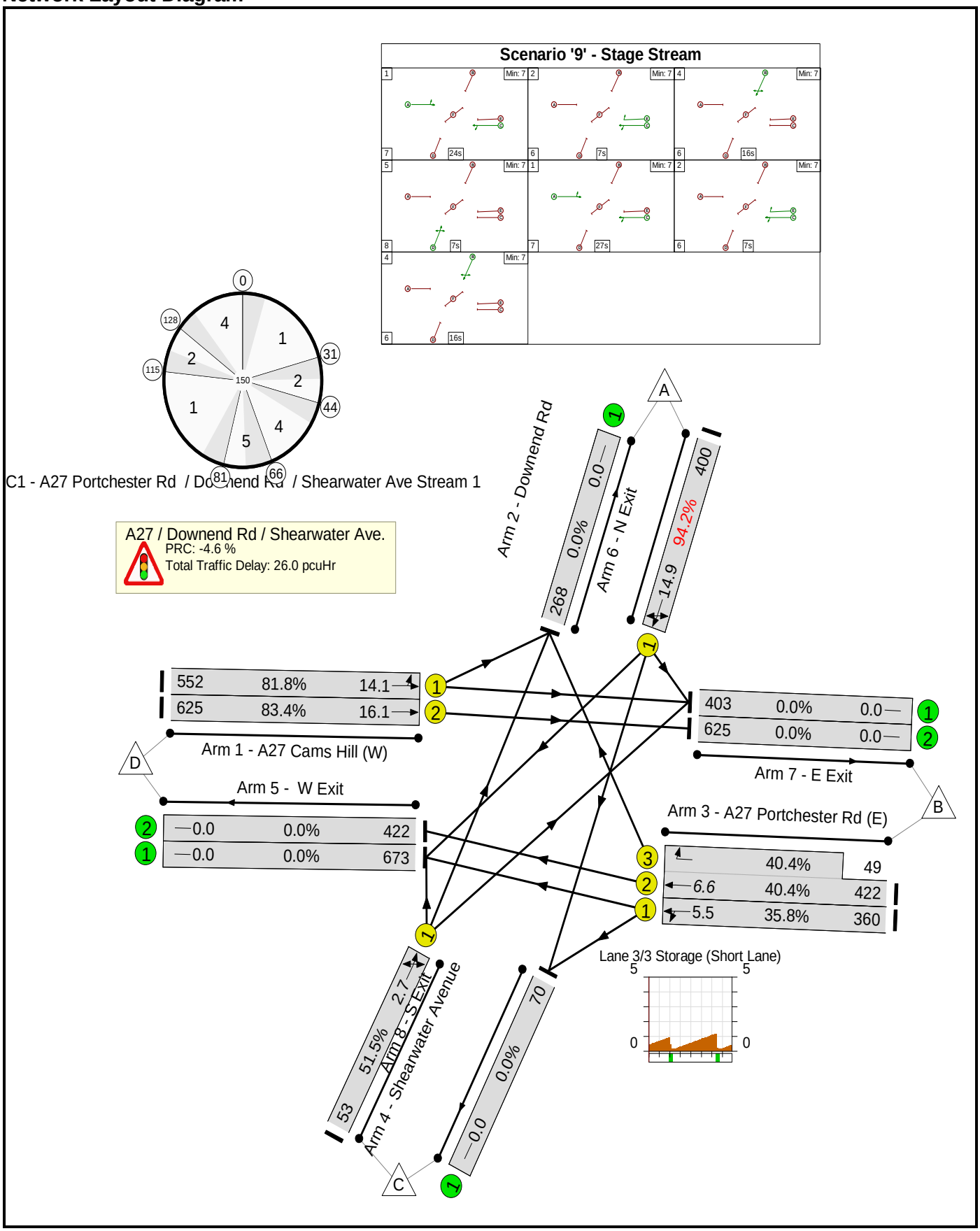
| Stage | 1 | 2 | 4 | 5 | 1 | 2 | 4 |
|---|---|---|---|---|---|---|---|
| Duration | 24 | 7 | 16 | 7 | 27 | 7 | 16 |
| Change Point | 0 | 31 | 44 | 66 | 81 | 115 | 128 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **94.2%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **94.2%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 2 | 51 | - | 552 | 1909 | 675 | 81.8% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 2 | 51 | - | 625 | 2120 | 749 | 83.4% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 2 | 32 | - | 400 | 1874 | 425 | 94.2% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 2 | 77 | - | 360 | 1911 | 1006 | 35.8% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 2 | 77:14 | - | 471 | 2075:1804 | 1046+121 | 40.4 : 40.4% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 7 | - | 53 | 1929 | 103 | 51.5% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 673 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 422 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 268 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 403 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 625 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 70 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **14.7** | **11.3** | **0.0** | **26.0** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **14.7** | **11.3** | **0.0** | **26.0** | **-** | **-** | **-** | **-** |
| 1/1 | 552 | 552 | - | - | - | 3.5 | 2.2 | - | 5.6 | 36.8 | 12.0 | 2.2 | 14.1 |
| 1/2 | 625 | 625 | - | - | - | 4.0 | 2.4 | - | 6.4 | 36.7 | 13.7 | 2.4 | 16.1 |
| 2/1 | 400 | 400 | - | - | - | 3.4 | 5.6 | - | 9.0 | 81.1 | 9.3 | 5.6 | 14.9 |
| 3/1 | 360 | 360 | - | - | - | 1.1 | 0.3 | - | 1.4 | 13.6 | 5.2 | 0.3 | 5.5 |
| 3/2+3/3 | 471 | 471 | - | - | - | 1.7 | 0.3 | - | 2.1 (1.6+0.5) | 15.7 (13.6:33.9) | 6.2 | 0.3 | 6.6 |
| 4/1 | 53 | 53 | - | - | - | 1.0 | 0.5 | - | 1.5 | 104.5 | 2.1 | 0.5 | 2.7 |
| 5/1 | 673 | 673 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 422 | 422 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 268 | 268 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 403 | 403 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 625 | 625 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 70 | 70 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

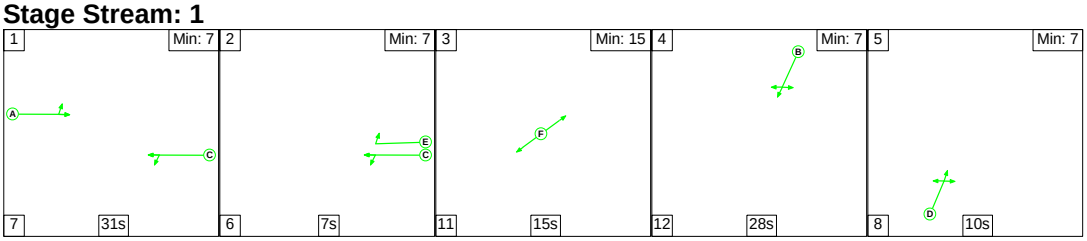
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -4.6 Total Delay for Signalled Lanes (pcuHr): 25.99 Cycle Time (s): 150
PRC Over All Lanes (%): -4.6 Total Delay Over All Lanes(pcuHr): 25.99

Full Input Data And Results

**Scenario 10: '10'** (FG7: '2026 AM without development', Plan 1: 'AM Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

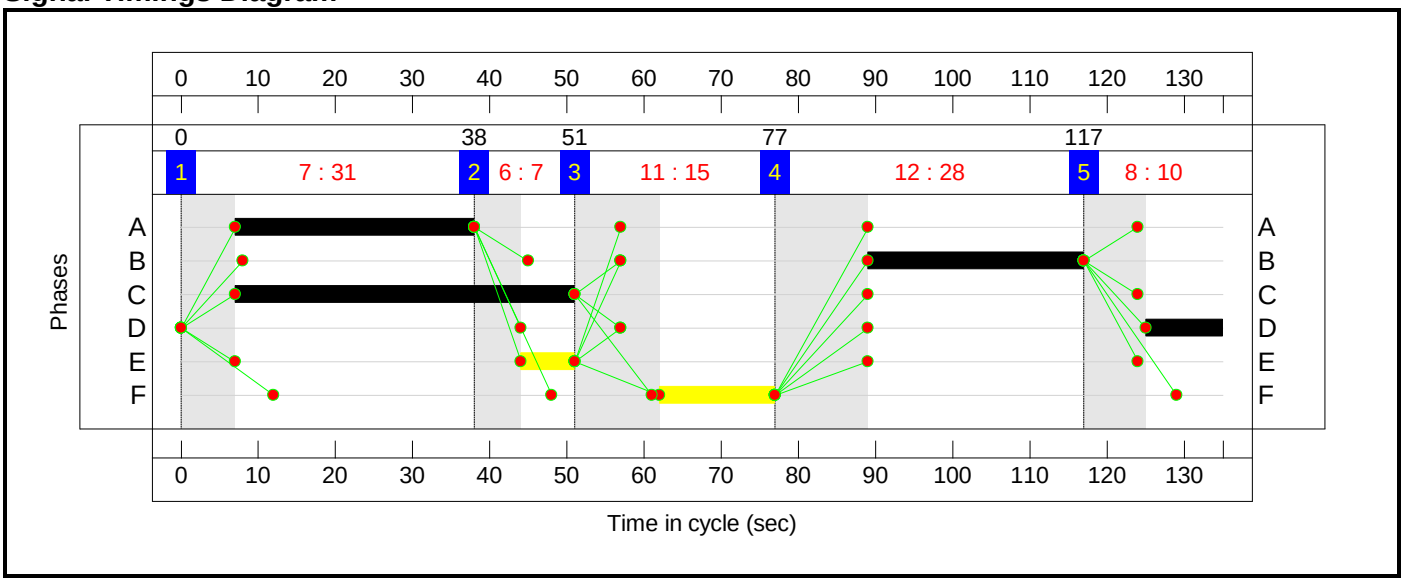



## Stage Timings

### Stage Stream: 1

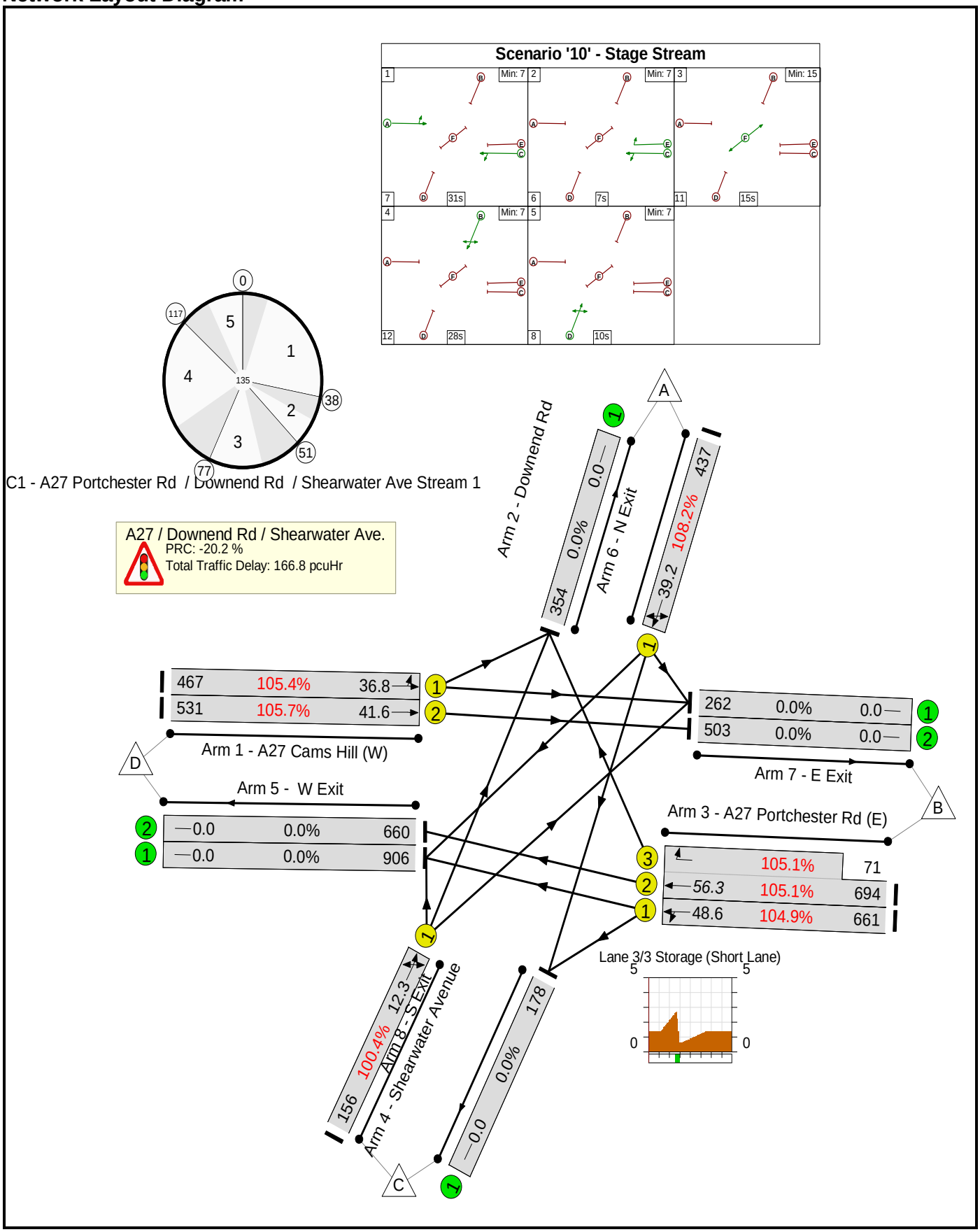
| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Duration | 31 | 7 | 15 | 28 | 10 |
| Change Point | 0 | 38 | 51 | 77 | 117 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **108.2%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **108.2%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 31 | - | 467 | 1869 | 443 | 105.4% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 31 | - | 531 | 2120 | 503 | 105.7% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 437 | 1881 | 404 | 108.2% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 44 | - | 661 | 1891 | 630 | 104.9% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 44:7 | - | 765 | 2075:1804 | 660+68 | 105.1 : 105.1% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 10 | - | 156 | 1906 | 155 | 100.4% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 958 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 694 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 372 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 274 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 531 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 188 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **51.2** | **115.6** | **0.0** | **166.8** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **51.2** | **115.6** | **0.0** | **166.8** | **-** | **-** | **-** | **-** |
| 1/1 | 467 | 443 | - | - | - | 8.3 | 18.4 | - | 26.7 | 205.6 | 18.4 | 18.4 | 36.8 |
| 1/2 | 531 | 503 | - | - | - | 9.5 | 20.7 | - | 30.2 | 204.8 | 21.0 | 20.7 | 41.6 |
| 2/1 | 437 | 404 | - | - | - | 7.9 | 21.5 | - | 29.5 | 242.9 | 17.6 | 21.5 | 39.2 |
| 3/1 | 661 | 630 | - | - | - | 10.3 | 22.6 | - | 32.9 | 179.4 | 25.9 | 22.6 | 48.6 |
| 3/2+3/3 | 765 | 728 | - | - | - | 12.3 | 26.0 | - | 38.3 (34.4+3.9) | 180.3 (178.2:200.1) | 30.4 | 26.0 | 56.3 |
| 4/1 | 156 | 155 | - | - | - | 2.7 | 6.4 | - | 9.2 | 211.4 | 5.9 | 6.4 | 12.3 |
| 5/1 | 906 | 906 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 660 | 660 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 354 | 354 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 262 | 262 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 503 | 503 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 178 | 178 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

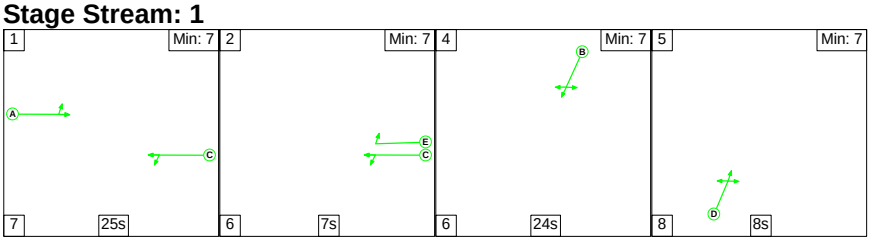
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -20.2 Total Delay for Signalled Lanes (pcuHr): 166.75 Cycle Time (s): 135
PRC Over All Lanes (%): -20.2 Total Delay Over All Lanes(pcuHr): 166.75

Full Input Data And Results

**Scenario 11: '11'** (FG7: '2026 AM without development', Plan 2: 'AM No Peds')

## Stage Sequence Diagram

### Stage Stream: 1

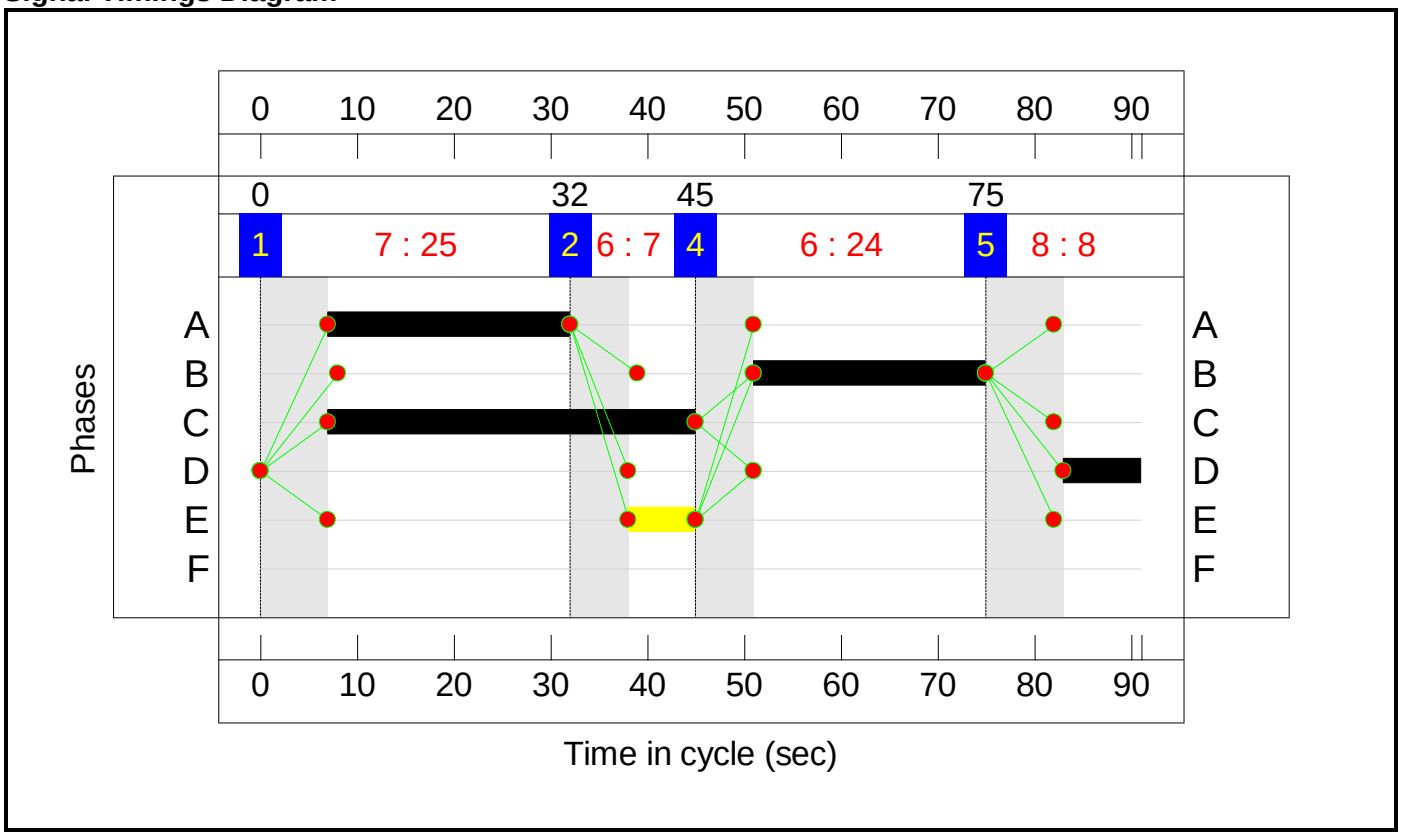



## Stage Timings

### Stage Stream: 1

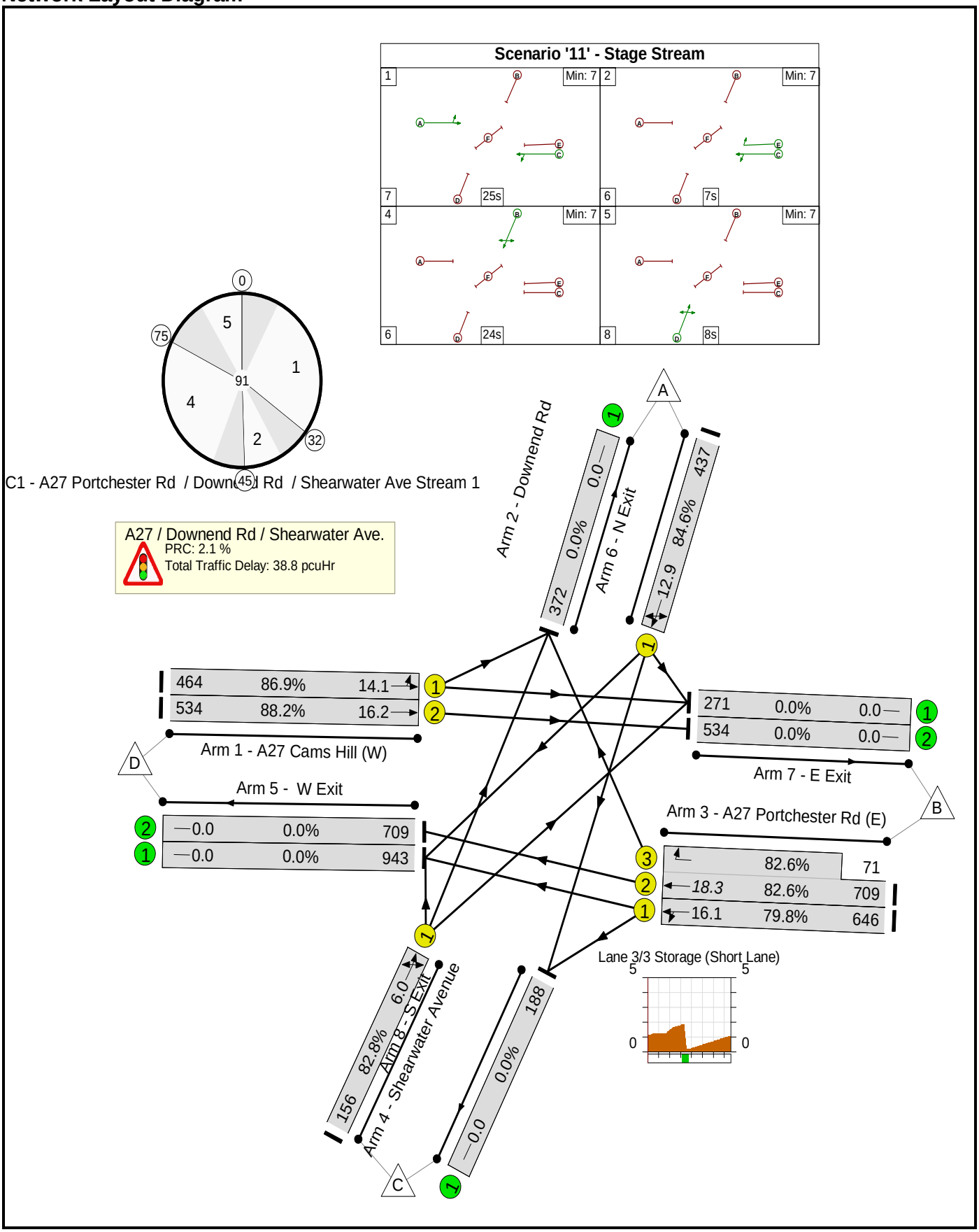
| Stage | 1 | 2 | 4 | 5 |
|---|---|---|---|---|
| Duration | 25 | 7 | 24 | 8 |
| Change Point | 0 | 32 | 45 | 75 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **88.2%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **88.2%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 25 | - | 464 | 1868 | 534 | 86.9% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 25 | - | 534 | 2120 | 606 | 88.2% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 24 | - | 437 | 1881 | 517 | 84.6% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 38 | - | 646 | 1890 | 810 | 79.8% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 38:7 | - | 780 | 2075:1804 | 858+86 | 82.6 : 82.6% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 8 | - | 156 | 1906 | 189 | 82.8% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 943 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 709 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 372 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 271 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 534 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 188 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **23.4** | **15.4** | **0.0** | **38.8** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **23.4** | **15.4** | **0.0** | **38.8** | **-** | **-** | **-** | **-** |
| 1/1 | 464 | 464 | - | - | - | 4.0 | 3.1 | - | 7.0 | 54.6 | 11.1 | 3.1 | 14.1 |
| 1/2 | 534 | 534 | - | - | - | 4.6 | 3.4 | - | 8.0 | 54.0 | 12.8 | 3.4 | 16.2 |
| 2/1 | 437 | 437 | - | - | - | 3.8 | 2.6 | - | 6.4 | 52.4 | 10.3 | 2.6 | 12.9 |
| 3/1 | 646 | 646 | - | - | - | 4.1 | 1.9 | - | 6.0 | 33.3 | 14.2 | 1.9 | 16.1 |
| 3/2+3/3 | 780 | 780 | - | - | - | 5.2 | 2.3 | - | 7.5 (6.5+1.0) | 34.8 (33.3:50.1) | 15.9 | 2.3 | 18.3 |
| 4/1 | 156 | 156 | - | - | - | 1.7 | 2.1 | - | 3.9 | 89.2 | 3.9 | 2.1 | 6.0 |
| 5/1 | 943 | 943 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 709 | 709 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 372 | 372 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 271 | 271 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 534 | 534 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 188 | 188 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

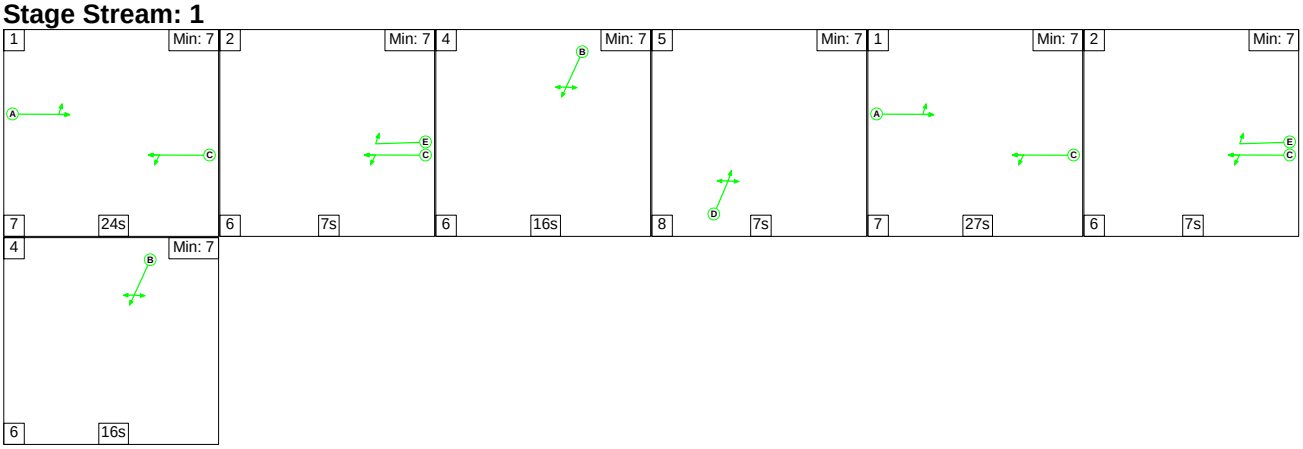
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 2.1 Total Delay for Signalled Lanes (pcuHr): 38.78 Cycle Time (s): 91
PRC Over All Lanes (%): 2.1 Total Delay Over All Lanes(pcuHr): 38.78

Full Input Data And Results

**Scenario 12: '12'** (FG8: '2026 PM without development', Plan 3: 'PM No Peds Shearwater Alt')

## Stage Sequence Diagram

### Stage Stream: 1

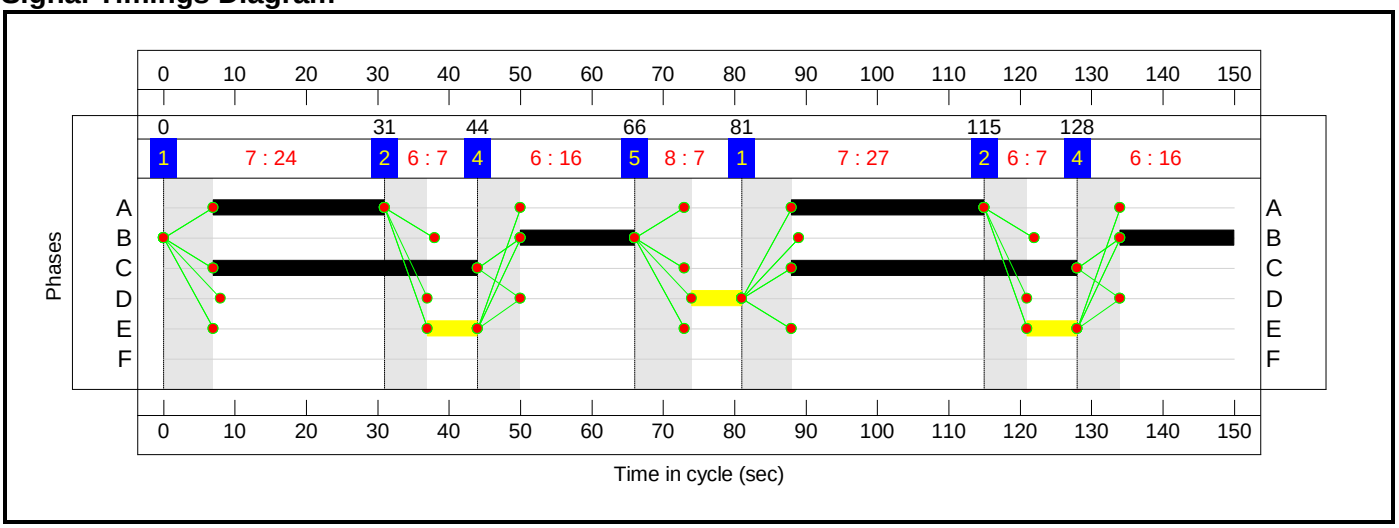



## Stage Timings

### Stage Stream: 1

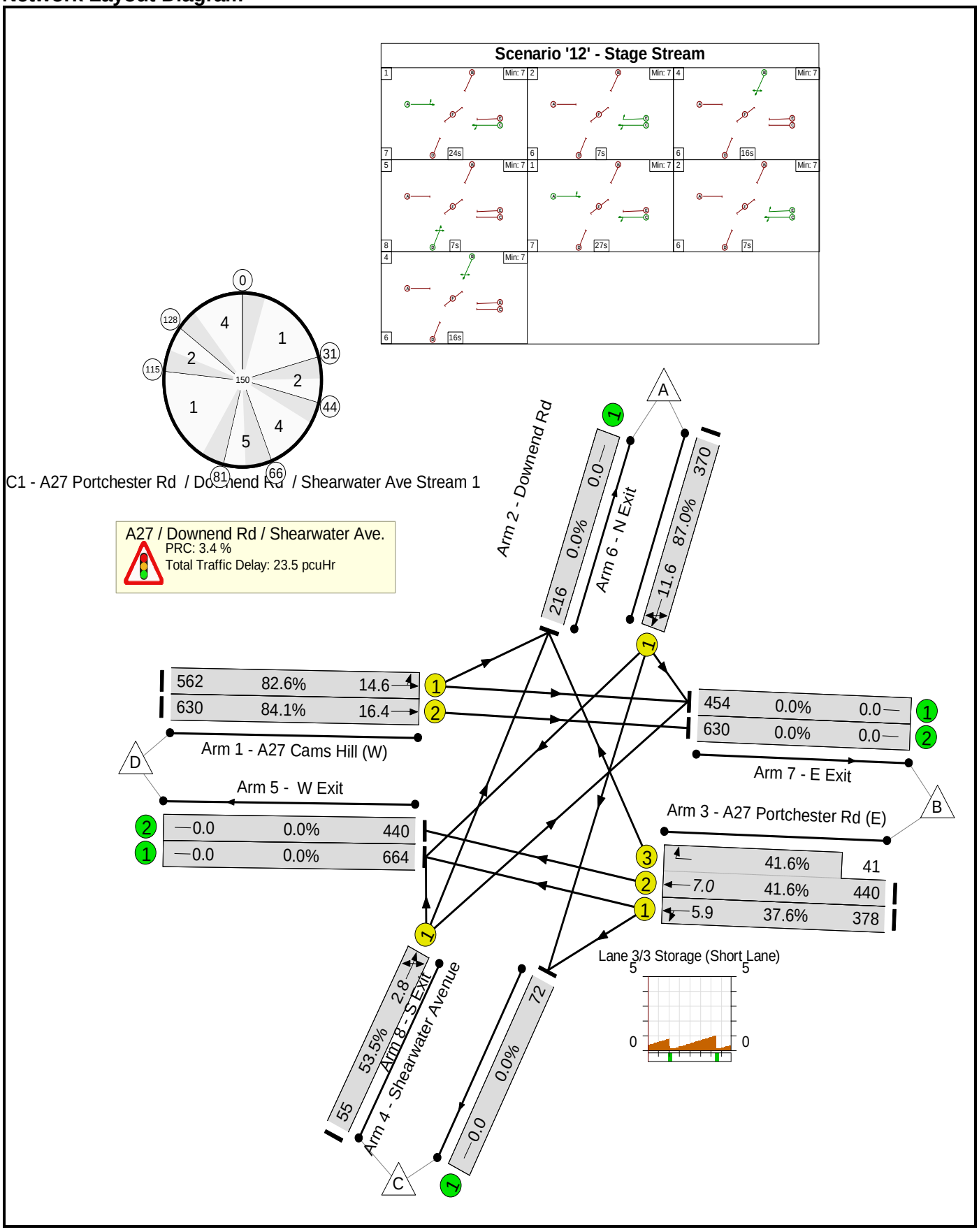
| Stage | 1 | 2 | 4 | 5 | 1 | 2 | 4 |
|---|---|---|---|---|---|---|---|
| Duration | 24 | 7 | 16 | 7 | 27 | 7 | 16 |
| Change Point | 0 | 31 | 44 | 66 | 81 | 115 | 128 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **87.0%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **87.0%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 2 | 51 | - | 562 | 1925 | 680 | 82.6% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 2 | 51 | - | 630 | 2120 | 749 | 84.1% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 2 | 32 | - | 370 | 1876 | 425 | 87.0% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 2 | 77 | - | 378 | 1911 | 1006 | 37.6% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 2 | 77:14 | - | 481 | 2075:1804 | 1057+98 | 41.6 : 41.6% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 7 | - | 55 | 1928 | 103 | 53.5% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 664 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 440 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 216 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 454 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 630 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 72 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **14.4** | **9.1** | **0.0** | **23.5** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **14.4** | **9.1** | **0.0** | **23.5** | **-** | **-** | **-** | **-** |
| 1/1 | 562 | 562 | - | - | - | 3.5 | 2.3 | - | 5.8 | 37.3 | 12.3 | 2.3 | 14.6 |
| 1/2 | 630 | 630 | - | - | - | 4.0 | 2.5 | - | 6.5 | 37.3 | 13.8 | 2.5 | 16.4 |
| 2/1 | 370 | 370 | - | - | - | 2.9 | 3.0 | - | 6.0 | 58.0 | 8.5 | 3.0 | 11.6 |
| 3/1 | 378 | 378 | - | - | - | 1.1 | 0.3 | - | 1.4 | 13.8 | 5.6 | 0.3 | 5.9 |
| 3/2+3/3 | 481 | 481 | - | - | - | 1.7 | 0.4 | - | 2.1 (1.7+0.4) | 15.5 (13.8:33.9) | 6.6 | 0.4 | 7.0 |
| 4/1 | 55 | 55 | - | - | - | 1.1 | 0.6 | - | 1.6 | 106.0 | 2.2 | 0.6 | 2.8 |
| 5/1 | 664 | 664 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 440 | 440 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 216 | 216 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 454 | 454 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 630 | 630 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 72 | 72 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

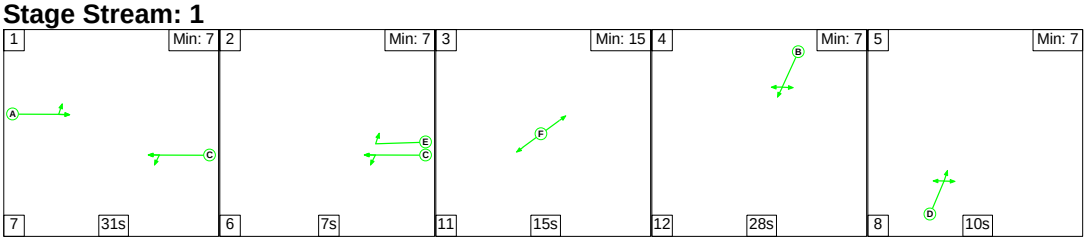
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 23.47 Cycle Time (s): 150
PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 23.47

Full Input Data And Results

**Scenario 13: '13'** (FG9: '2026 AM with development', Plan 1: 'AM Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

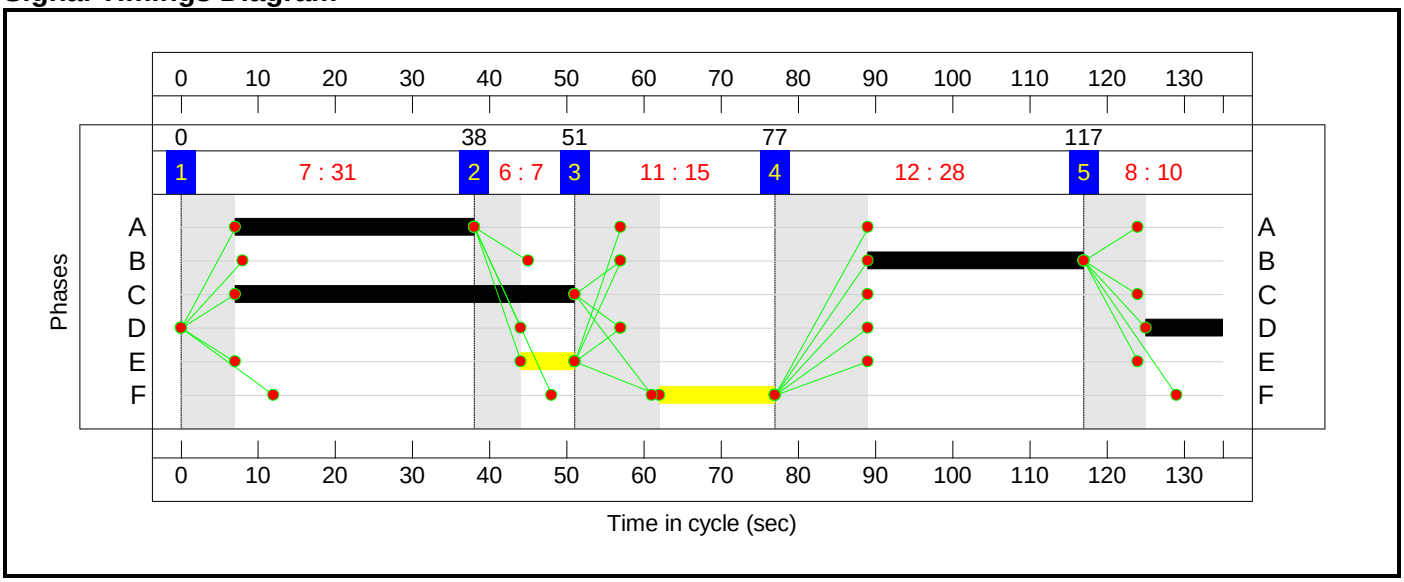



## Stage Timings

### Stage Stream: 1

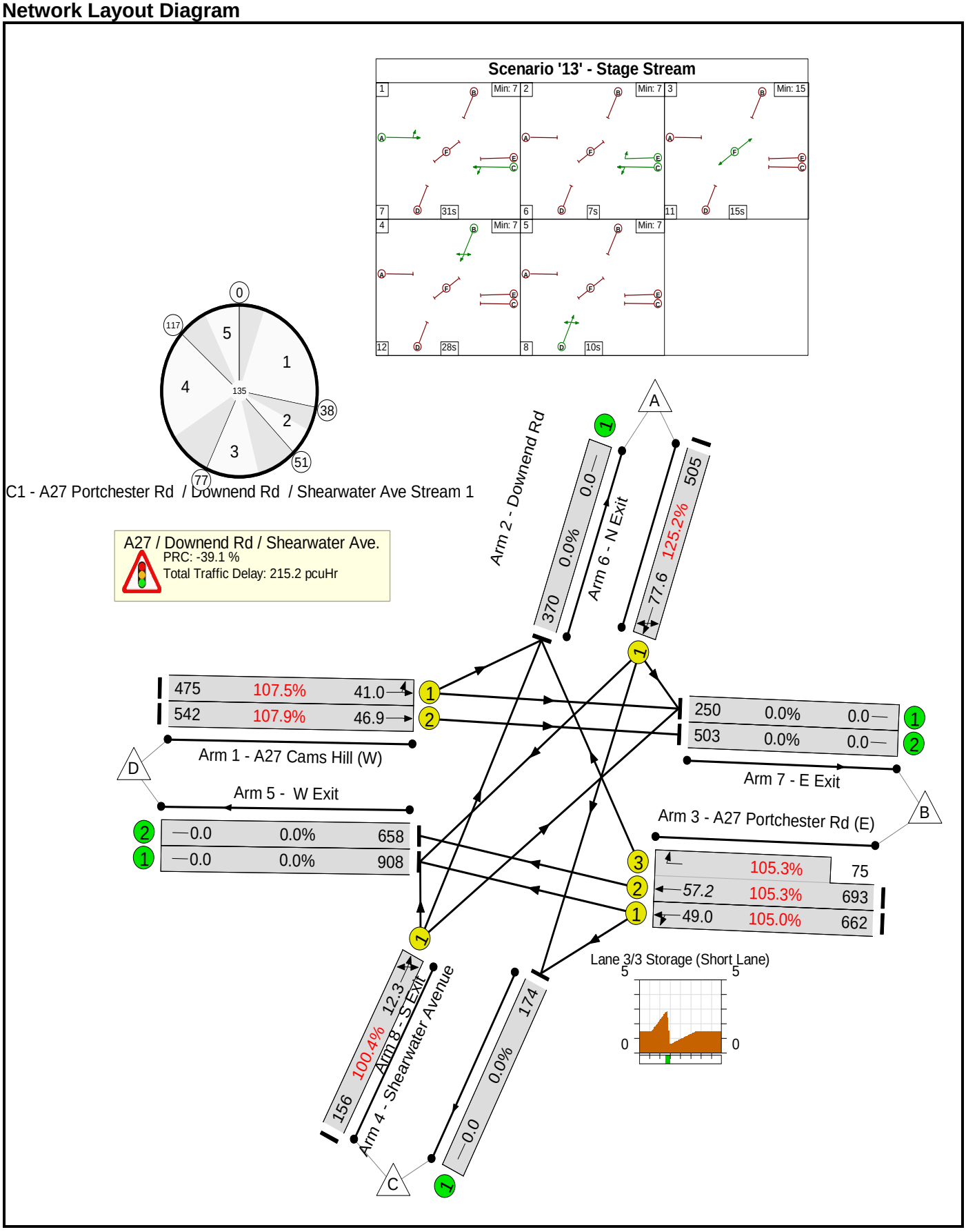
| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Duration | 31 | 7 | 15 | 28 | 10 |
| Change Point | 0 | 38 | 51 | 77 | 117 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **125.2%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **125.2%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 31 | - | 475 | 1864 | 442 | 107.5% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 31 | - | 542 | 2120 | 503 | 107.9% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 505 | 1878 | 403 | 125.2% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 44 | - | 662 | 1891 | 630 | 105.0% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 44:7 | - | 768 | 2075:1804 | 658+71 | 105.3 : 105.3% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 10 | - | 156 | 1906 | 155 | 100.4% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 1019 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 693 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 395 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 271 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 542 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 188 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **58.9** | **156.3** | **0.0** | **215.2** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **58.9** | **156.3** | **0.0** | **215.2** | **-** | **-** | **-** | **-** |
| 1/1 | 475 | 442 | - | - | - | 9.1 | 22.0 | - | 31.0 | 235.3 | 19.1 | 22.0 | 41.0 |
| 1/2 | 542 | 503 | - | - | - | 10.4 | 25.1 | - | 35.6 | 236.3 | 21.8 | 25.1 | 46.9 |
| 2/1 | 505 | 403 | - | - | - | 13.8 | 53.2 | - | 67.0 | 477.3 | 24.5 | 53.2 | 77.6 |
| 3/1 | 662 | 630 | - | - | - | 10.4 | 23.0 | - | 33.4 | 181.6 | 26.0 | 23.0 | 49.0 |
| 3/2+3/3 | 768 | 729 | - | - | - | 12.5 | 26.5 | - | 39.0 (34.8+4.2) | 182.9 (180.8:202.8) | 30.7 | 26.5 | 57.2 |
| 4/1 | 156 | 155 | - | - | - | 2.7 | 6.4 | - | 9.2 | 211.4 | 5.9 | 6.4 | 12.3 |
| 5/1 | 908 | 908 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 658 | 658 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 370 | 370 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 250 | 250 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 503 | 503 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 174 | 174 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

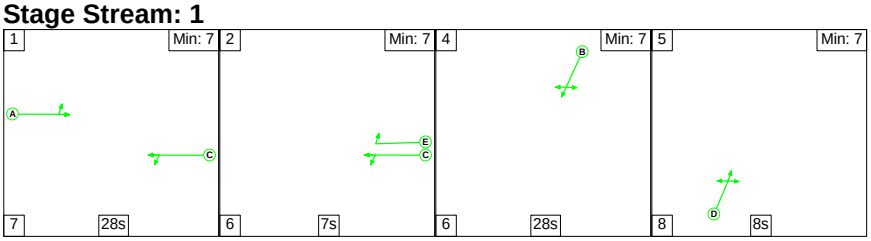
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -39.1 Total Delay for Signalled Lanes (pcuHr): 215.17 Cycle Time (s): 135
PRC Over All Lanes (%): -39.1 Total Delay Over All Lanes(pcuHr): 215.17

Full Input Data And Results

**Scenario 14: '14'** (FG9: '2026 AM with development', Plan 2: 'AM No Peds')

## Stage Sequence Diagram

### Stage Stream: 1

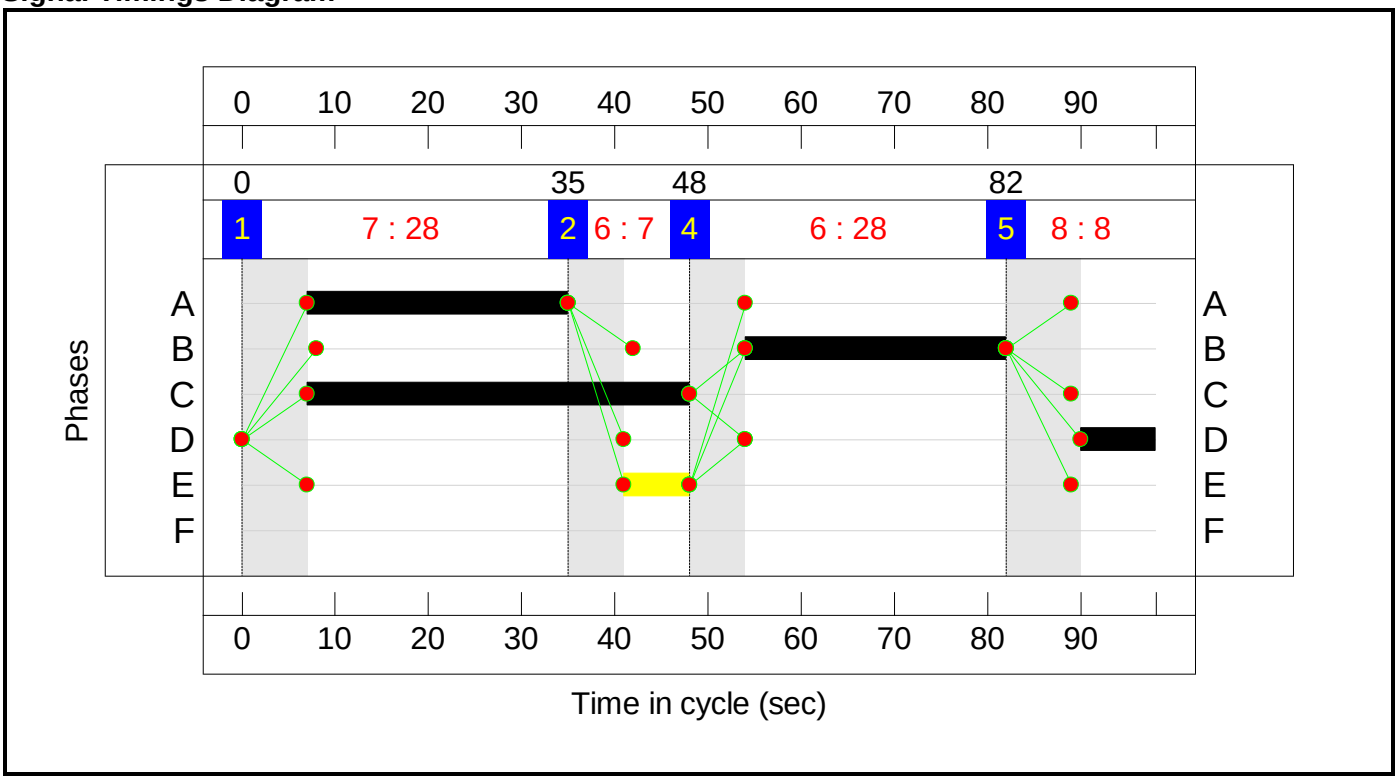



## Stage Timings

### Stage Stream: 1

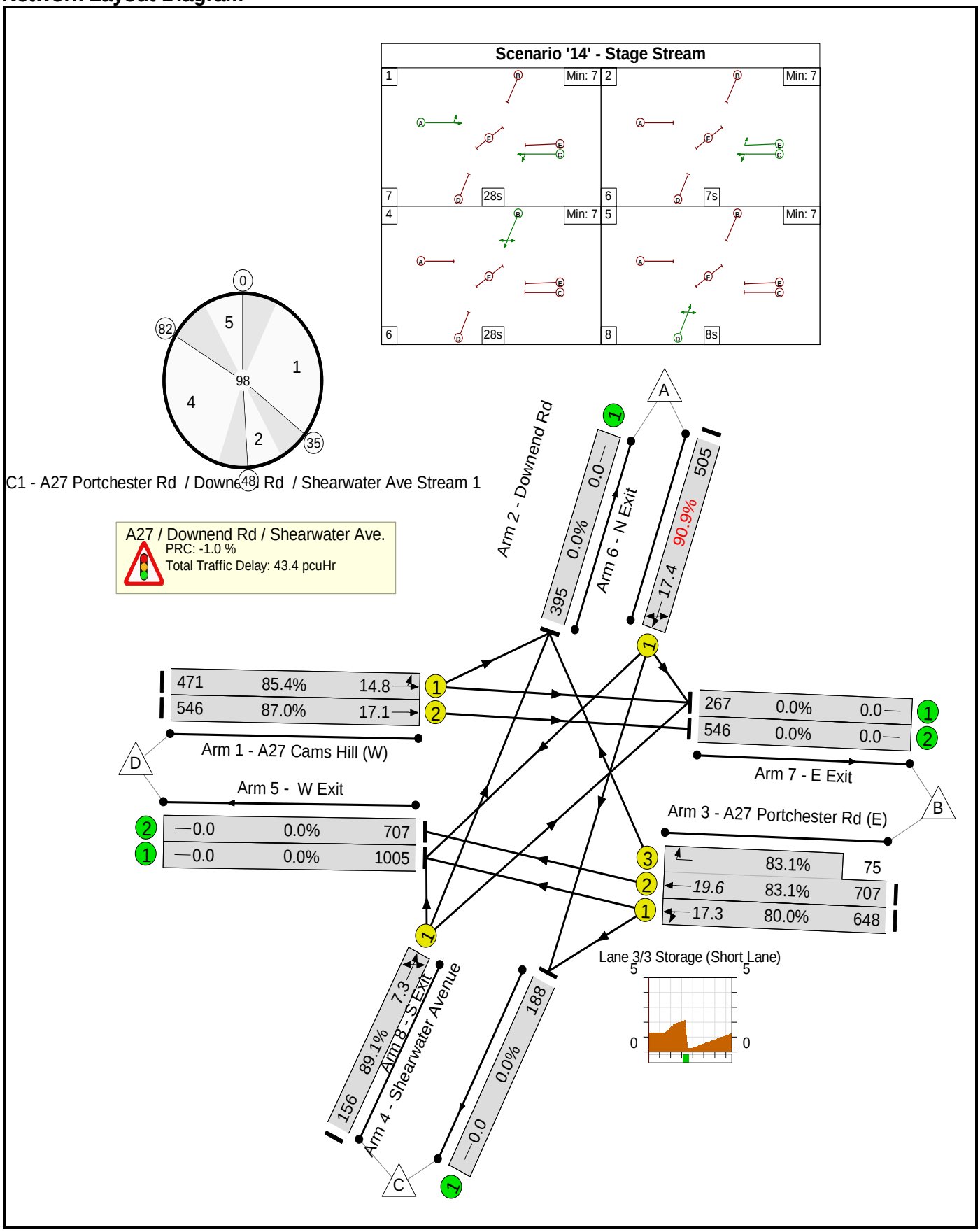
| Stage | 1 | 2 | 4 | 5 |
|---|---|---|---|---|
| Duration | 28 | 7 | 28 | 8 |
| Change Point | 0 | 35 | 48 | 82 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **90.9%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **90.9%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 28 | - | 471 | 1863 | 551 | 85.4% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 28 | - | 546 | 2120 | 627 | 87.0% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 505 | 1878 | 556 | 90.9% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 41 | - | 648 | 1890 | 810 | 80.0% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 41:7 | - | 782 | 2075:1804 | 851+90 | 83.1 : 83.1% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 8 | - | 156 | 1906 | 175 | 89.1% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 1005 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 707 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 395 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 267 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 546 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 188 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **25.8** | **17.6** | **0.0** | **43.4** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **25.8** | **17.6** | **0.0** | **43.4** | **-** | **-** | **-** | **-** |
| 1/1 | 471 | 471 | - | - | - | 4.3 | 2.7 | - | 7.0 | 53.5 | 12.0 | 2.7 | 14.8 |
| 1/2 | 546 | 546 | - | - | - | 5.0 | 3.1 | - | 8.1 | 53.3 | 14.0 | 3.1 | 17.1 |
| 2/1 | 505 | 505 | - | - | - | 4.7 | 4.3 | - | 8.9 | 63.6 | 13.2 | 4.3 | 17.4 |
| 3/1 | 648 | 648 | - | - | - | 4.4 | 2.0 | - | 6.3 | 35.2 | 15.3 | 2.0 | 17.3 |
| 3/2+3/3 | 782 | 782 | - | - | - | 5.7 | 2.4 | - | 8.1 (6.9+1.1) | 37.1 (35.3:54.1) | 17.2 | 2.4 | 19.6 |
| 4/1 | 156 | 156 | - | - | - | 1.9 | 3.1 | - | 5.0 | 115.4 | 4.2 | 3.1 | 7.3 |
| 5/1 | 1005 | 1005 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 707 | 707 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 395 | 395 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 267 | 267 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 546 | 546 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 188 | 188 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

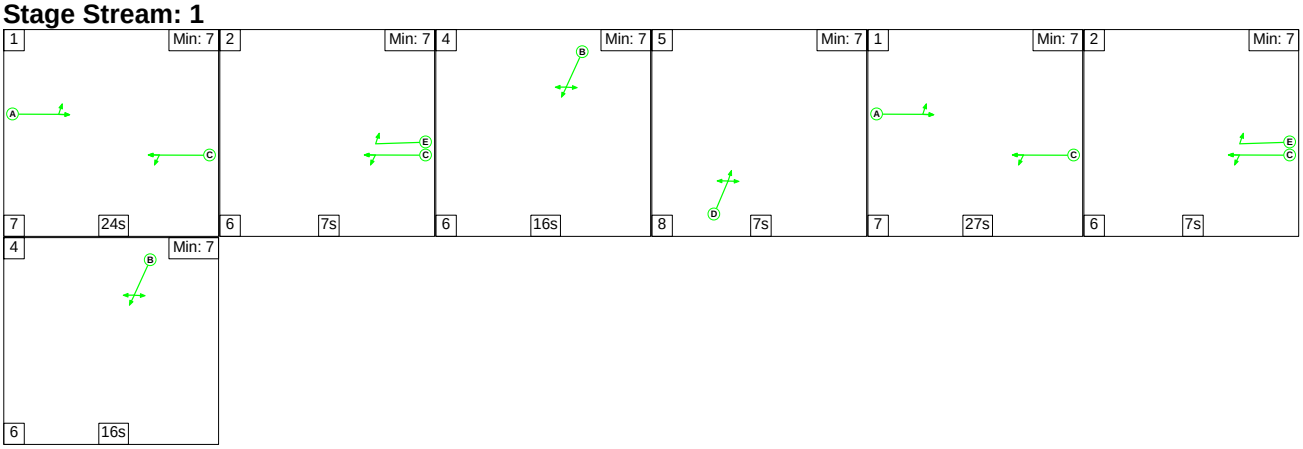
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -1.0 Total Delay for Signalled Lanes (pcuHr): 43.39 Cycle Time (s): 98
PRC Over All Lanes (%): -1.0 Total Delay Over All Lanes(pcuHr): 43.39

Full Input Data And Results

**Scenario 15: '15'** (FG10: '2026 PM with development', Plan 3: 'PM No Peds Shearwater Alt')

## Stage Sequence Diagram

### Stage Stream: 1

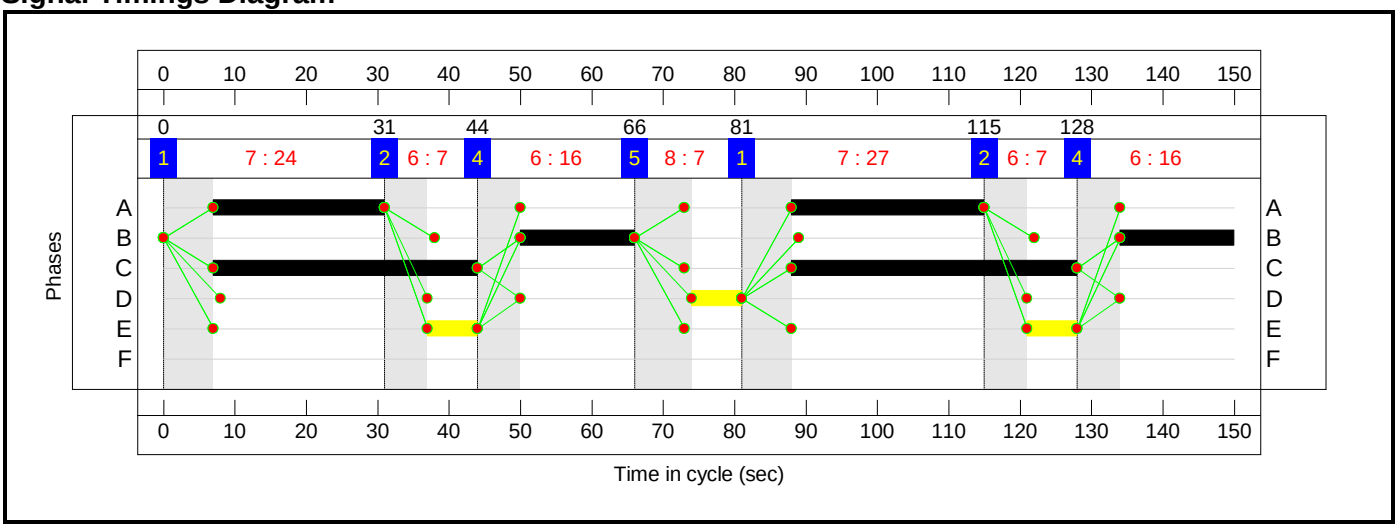



## Stage Timings

### Stage Stream: 1

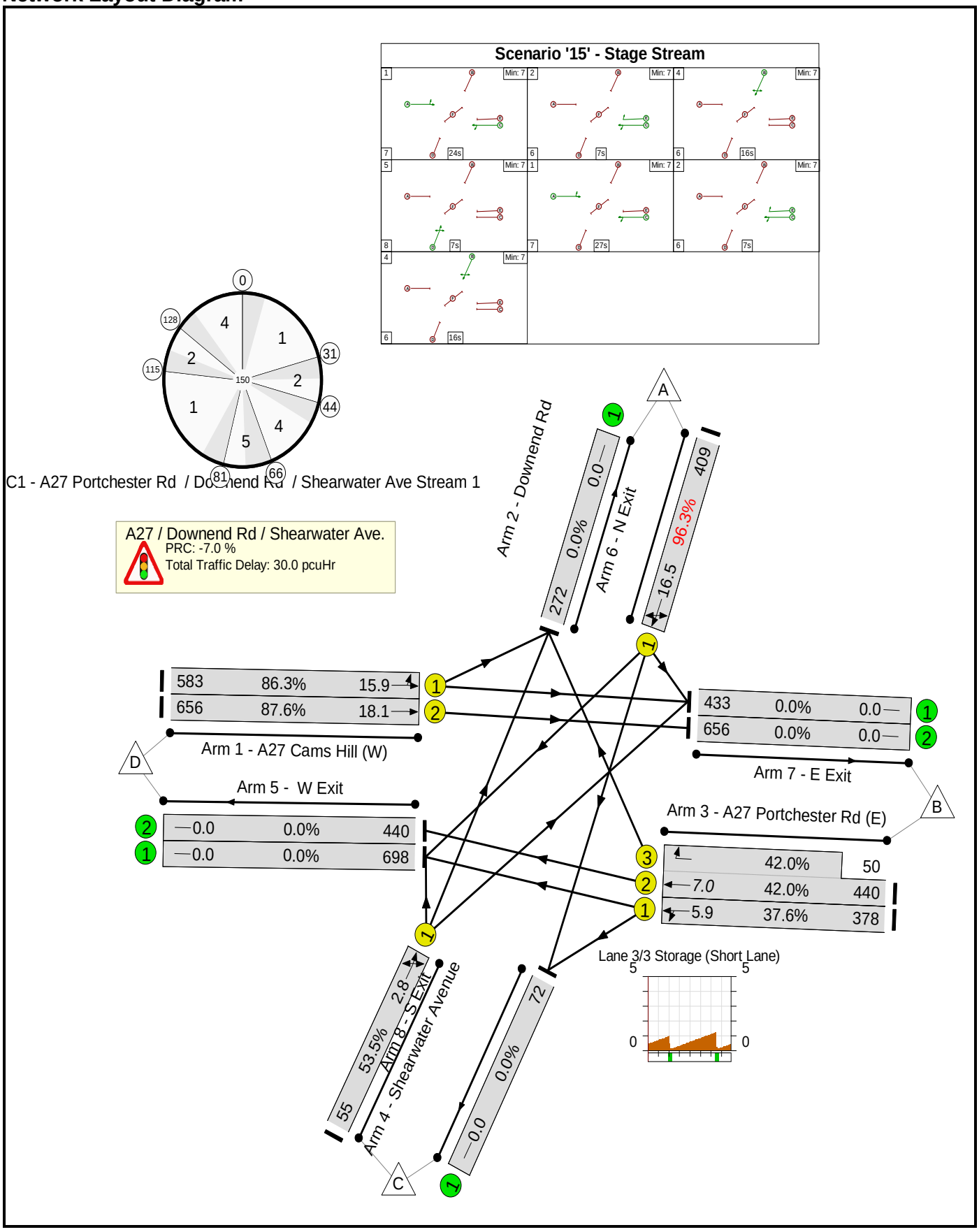
| Stage | 1 | 2 | 4 | 5 | 1 | 2 | 4 |
|---|---|---|---|---|---|---|---|
| Duration | 24 | 7 | 16 | 7 | 27 | 7 | 16 |
| Change Point | 0 | 31 | 44 | 66 | 81 | 115 | 128 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **96.3%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **96.3%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 2 | 51 | - | 583 | 1911 | 675 | 86.3% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 2 | 51 | - | 656 | 2120 | 749 | 87.6% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 2 | 32 | - | 409 | 1874 | 425 | 96.3% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 2 | 77 | - | 378 | 1911 | 1006 | 37.6% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 2 | 77:14 | - | 490 | 2075:1804 | 1047+119 | 42.0 : 42.0% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 7 | - | 55 | 1928 | 103 | 53.5% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 698 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 440 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 272 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 433 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 656 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 72 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **15.6** | **14.4** | **0.0** | **30.0** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **15.6** | **14.4** | **0.0** | **30.0** | **-** | **-** | **-** | **-** |
| 1/1 | 583 | 583 | - | - | - | 3.7 | 3.0 | - | 6.7 | 41.4 | 13.0 | 3.0 | 15.9 |
| 1/2 | 656 | 656 | - | - | - | 4.2 | 3.3 | - | 7.5 | 41.3 | 14.8 | 3.3 | 18.1 |
| 2/1 | 409 | 409 | - | - | - | 3.6 | 6.9 | - | 10.5 | 92.8 | 9.5 | 6.9 | 16.5 |
| 3/1 | 378 | 378 | - | - | - | 1.1 | 0.3 | - | 1.4 | 13.8 | 5.6 | 0.3 | 5.9 |
| 3/2+3/3 | 490 | 490 | - | - | - | 1.8 | 0.4 | - | 2.2 (1.7+0.5) | 15.9 (13.8:34.0) | 6.6 | 0.4 | 7.0 |
| 4/1 | 55 | 55 | - | - | - | 1.1 | 0.6 | - | 1.6 | 106.0 | 2.2 | 0.6 | 2.8 |
| 5/1 | 698 | 698 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 440 | 440 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 272 | 272 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 433 | 433 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 656 | 656 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 72 | 72 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

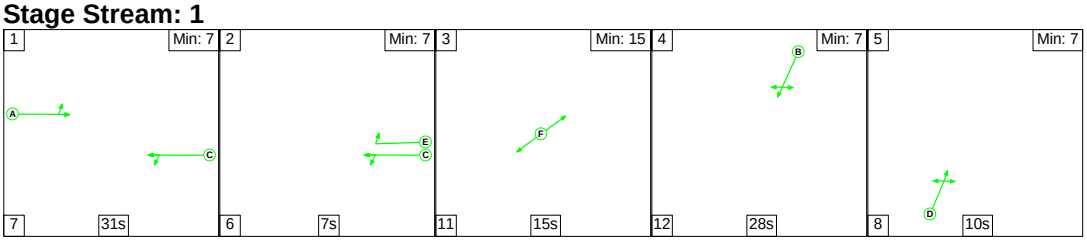
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -7.0 Total Delay for Signalled Lanes (pcuHr): 30.01 Cycle Time (s): 150
PRC Over All Lanes (%): -7.0 Total Delay Over All Lanes(pcuHr): 30.01

Full Input Data And Results

**Scenario 16: '16'** (FG11: '2021 AM with development (SENS)', Plan 1: 'AM Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

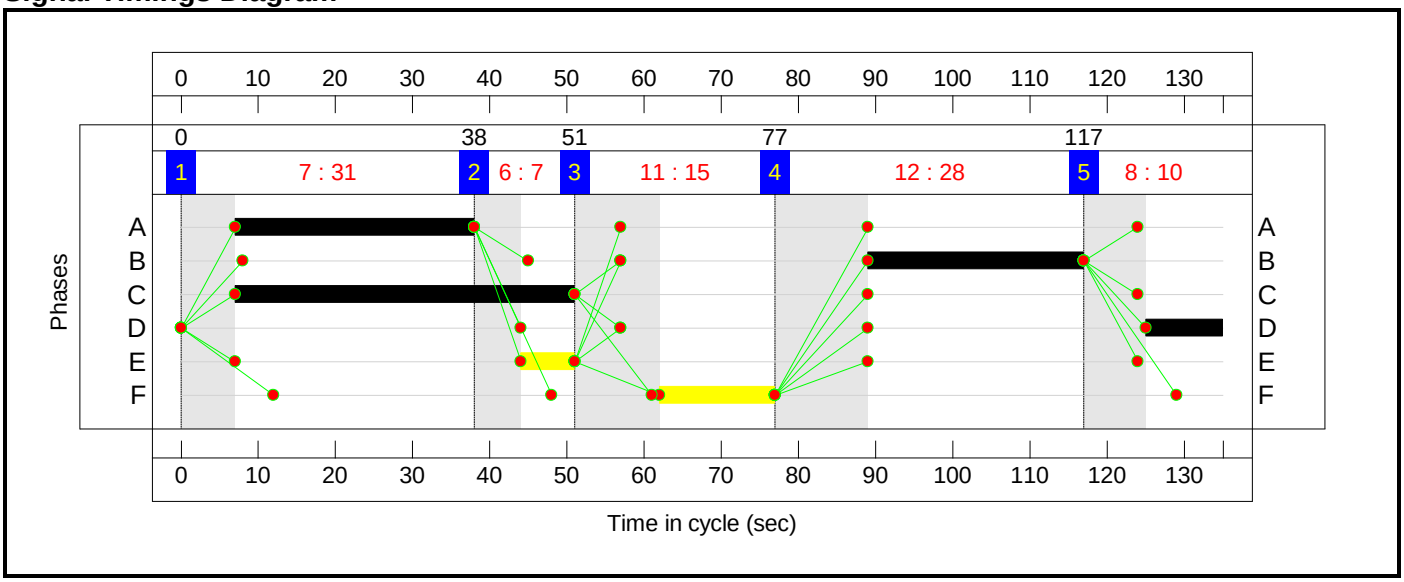



## Stage Timings

### Stage Stream: 1

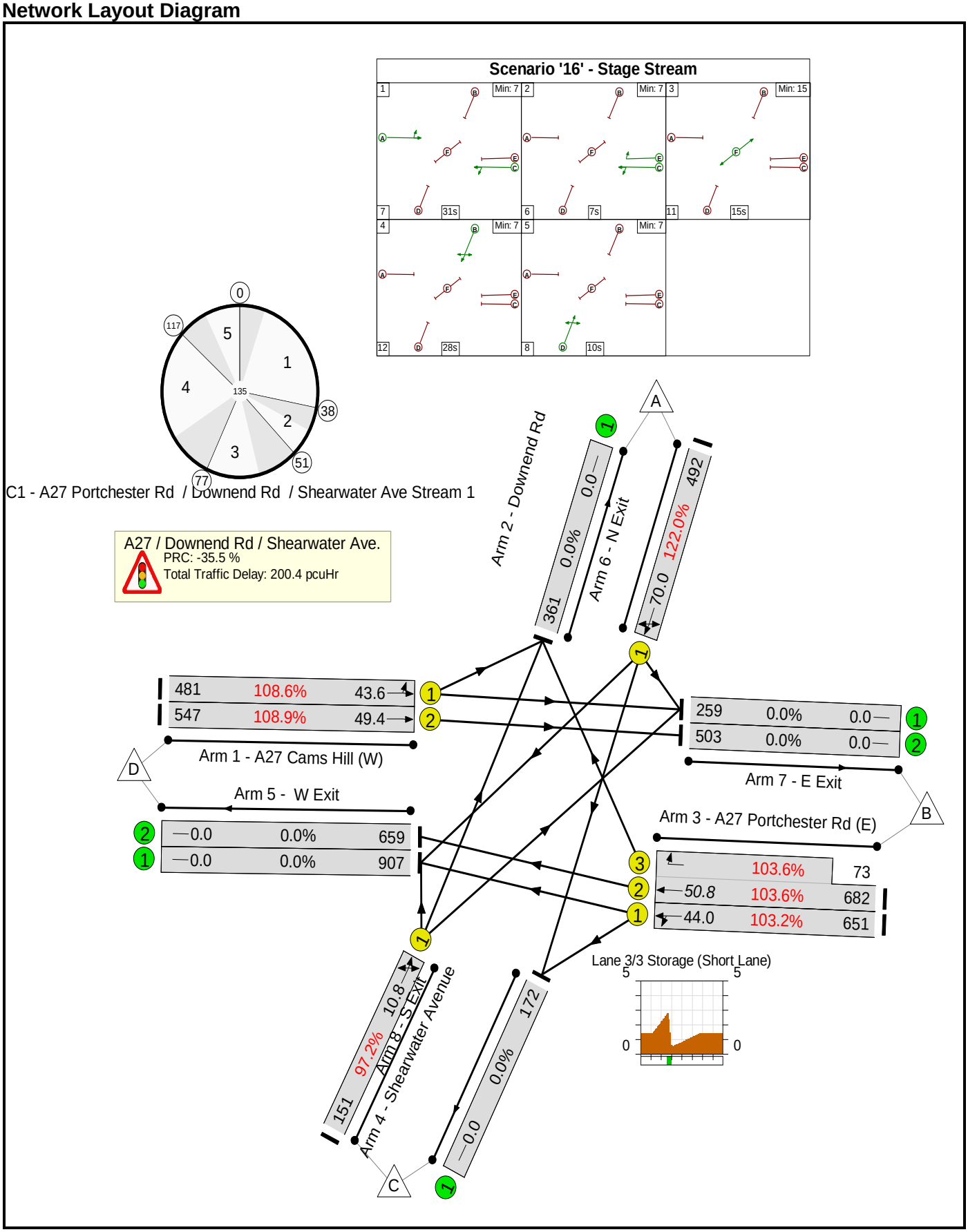
| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Duration | 31 | 7 | 15 | 28 | 10 |
| Change Point | 0 | 38 | 51 | 77 | 117 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **122.0%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **122.0%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 31 | - | 481 | 1868 | 443 | 108.6% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 31 | - | 547 | 2120 | 503 | 108.9% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 492 | 1878 | 403 | 122.0% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 44 | - | 651 | 1892 | 631 | 103.2% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 44:7 | - | 755 | 2075:1804 | 659+70 | 103.6 : 103.6% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 10 | - | 151 | 1907 | 155 | 97.2% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 998 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 682 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 386 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 281 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 547 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 183 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **56.5** | **143.9** | **0.0** | **200.4** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **56.5** | **143.9** | **0.0** | **200.4** | **-** | **-** | **-** | **-** |
| 1/1 | 481 | 443 | - | - | - | 9.5 | 24.1 | - | 33.6 | 251.4 | 19.5 | 24.1 | 43.6 |
| 1/2 | 547 | 503 | - | - | - | 10.9 | 27.3 | - | 38.1 | 250.9 | 22.2 | 27.3 | 49.4 |
| 2/1 | 492 | 403 | - | - | - | 12.6 | 46.9 | - | 59.5 | 435.3 | 23.0 | 46.9 | 70.0 |
| 3/1 | 651 | 631 | - | - | - | 9.5 | 18.8 | - | 28.3 | 156.5 | 25.2 | 18.8 | 44.0 |
| 3/2+3/3 | 755 | 729 | - | - | - | 11.5 | 21.7 | - | 33.2 (29.5+3.6) | 158.1 (155.9:178.3) | 29.1 | 21.7 | 50.8 |
| 4/1 | 151 | 151 | - | - | - | 2.6 | 5.1 | - | 7.7 | 184.5 | 5.6 | 5.1 | 10.8 |
| 5/1 | 907 | 907 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 659 | 659 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 361 | 361 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 259 | 259 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 503 | 503 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 172 | 172 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

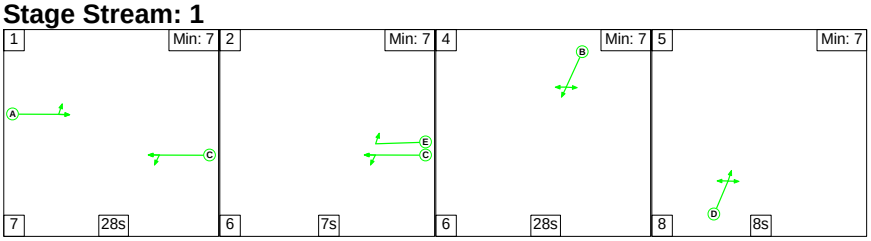
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -35.5 Total Delay for Signalled Lanes (pcuHr): 200.38 Cycle Time (s): 135
PRC Over All Lanes (%): -35.5 Total Delay Over All Lanes(pcuHr): 200.38

Full Input Data And Results

**Scenario 17: '17'** (FG11: '2021 AM with development (SENS)', Plan 2: 'AM No Peds')

## Stage Sequence Diagram

### Stage Stream: 1

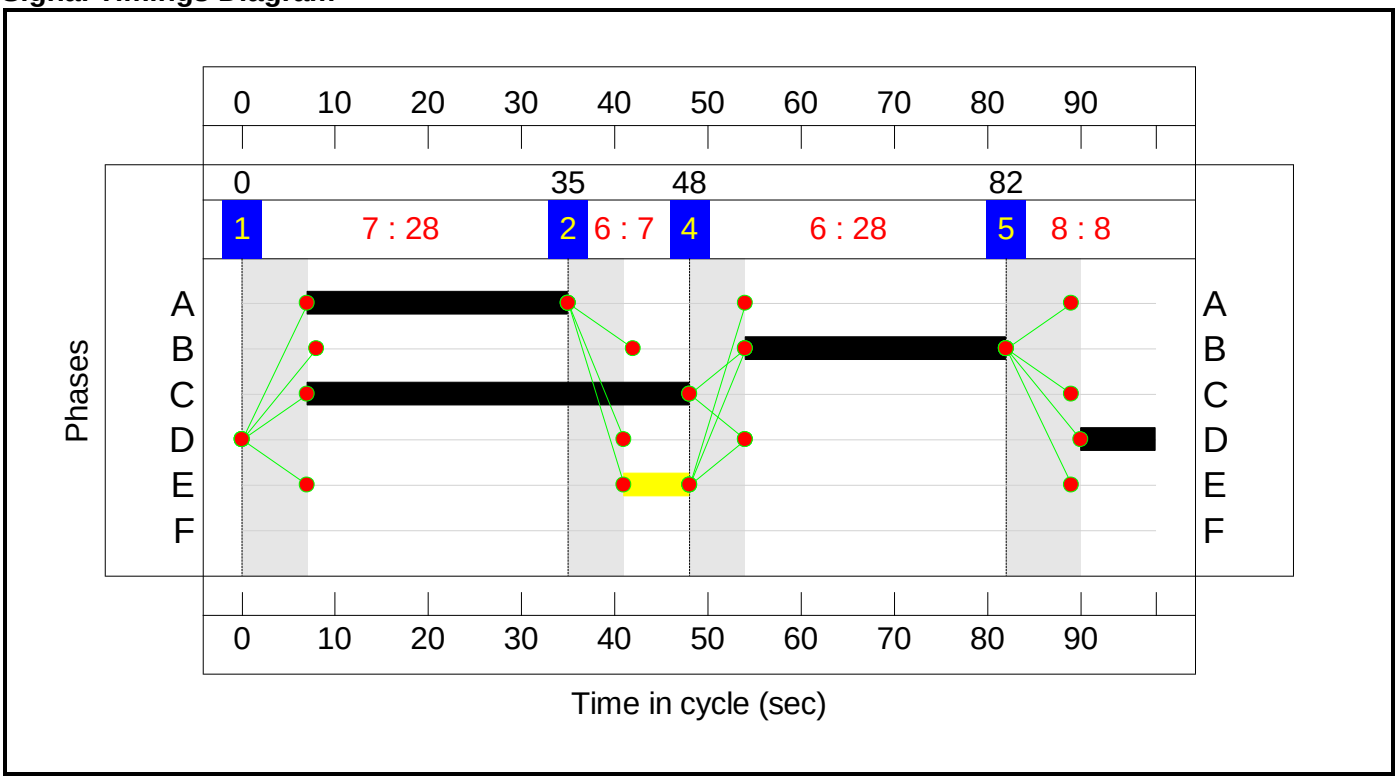



## Stage Timings

### Stage Stream: 1

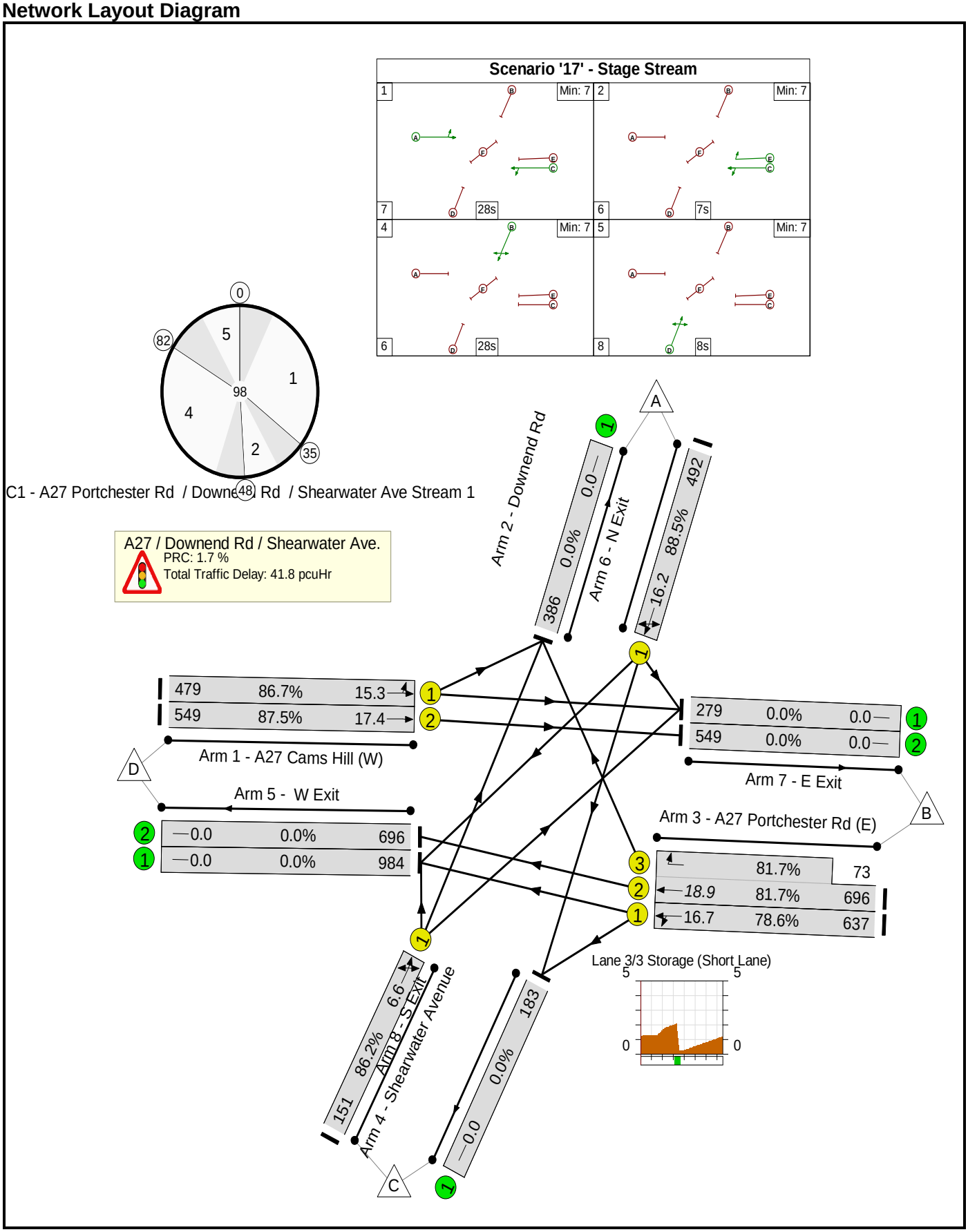
| Stage | 1 | 2 | 4 | 5 |
|---|---|---|---|---|
| Duration | 28 | 7 | 28 | 8 |
| Change Point | 0 | 35 | 48 | 82 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **88.5%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **88.5%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 28 | - | 479 | 1867 | 552 | 86.7% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 28 | - | 549 | 2120 | 627 | 87.5% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 492 | 1878 | 556 | 88.5% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 41 | - | 637 | 1891 | 810 | 78.6% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 41:7 | - | 769 | 2075:1804 | 852+89 | 81.7 : 81.7% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 8 | - | 151 | 1907 | 175 | 86.2% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 984 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 696 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 386 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 279 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 549 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 183 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **25.5** | **16.3** | **0.0** | **41.8** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **25.5** | **16.3** | **0.0** | **41.8** | **-** | **-** | **-** | **-** |
| 1/1 | 479 | 479 | - | - | - | 4.3 | 3.0 | - | 7.4 | 55.3 | 12.2 | 3.0 | 15.3 |
| 1/2 | 549 | 549 | - | - | - | 5.0 | 3.2 | - | 8.2 | 54.0 | 14.2 | 3.2 | 17.4 |
| 2/1 | 492 | 492 | - | - | - | 4.5 | 3.5 | - | 8.0 | 58.4 | 12.7 | 3.5 | 16.2 |
| 3/1 | 637 | 637 | - | - | - | 4.3 | 1.8 | - | 6.1 | 34.3 | 14.9 | 1.8 | 16.7 |
| 3/2+3/3 | 769 | 769 | - | - | - | 5.5 | 2.2 | - | 7.7 (6.6+1.1) | 36.1 (34.3:53.3) | 16.7 | 2.2 | 18.9 |
| 4/1 | 151 | 151 | - | - | - | 1.8 | 2.6 | - | 4.4 | 105.4 | 4.0 | 2.6 | 6.6 |
| 5/1 | 984 | 984 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 696 | 696 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 386 | 386 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 279 | 279 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 549 | 549 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 183 | 183 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

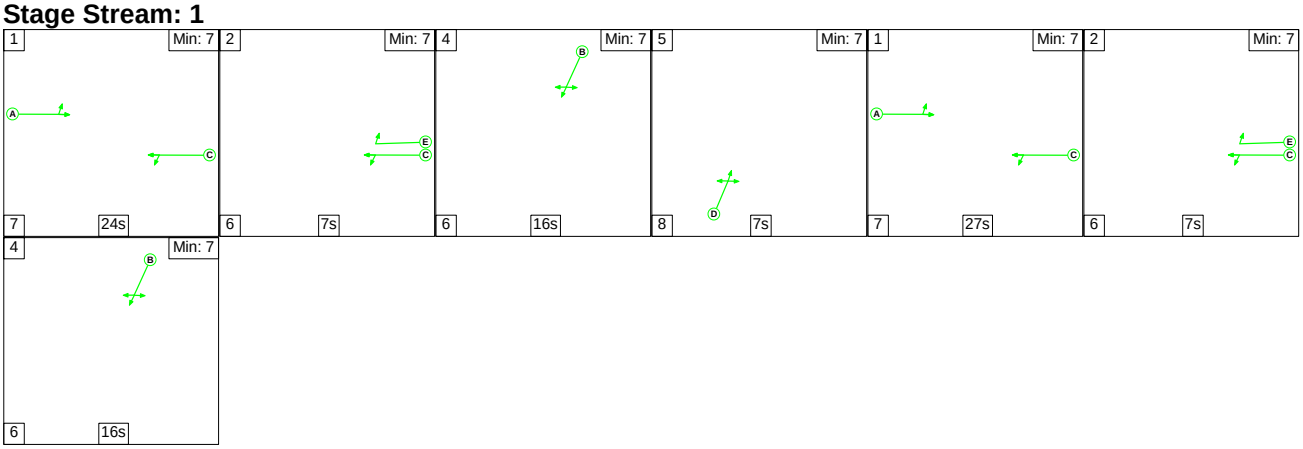
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 1.7 Total Delay for Signalled Lanes (pcuHr): 41.77 Cycle Time (s): 98
PRC Over All Lanes (%): 1.7 Total Delay Over All Lanes(pcuHr): 41.77

Full Input Data And Results

**Scenario 18: '18'** (FG12: '2021 PM with development (SENS)', Plan 3: 'PM No Peds Shearwater Alt')

## Stage Sequence Diagram

### Stage Stream: 1

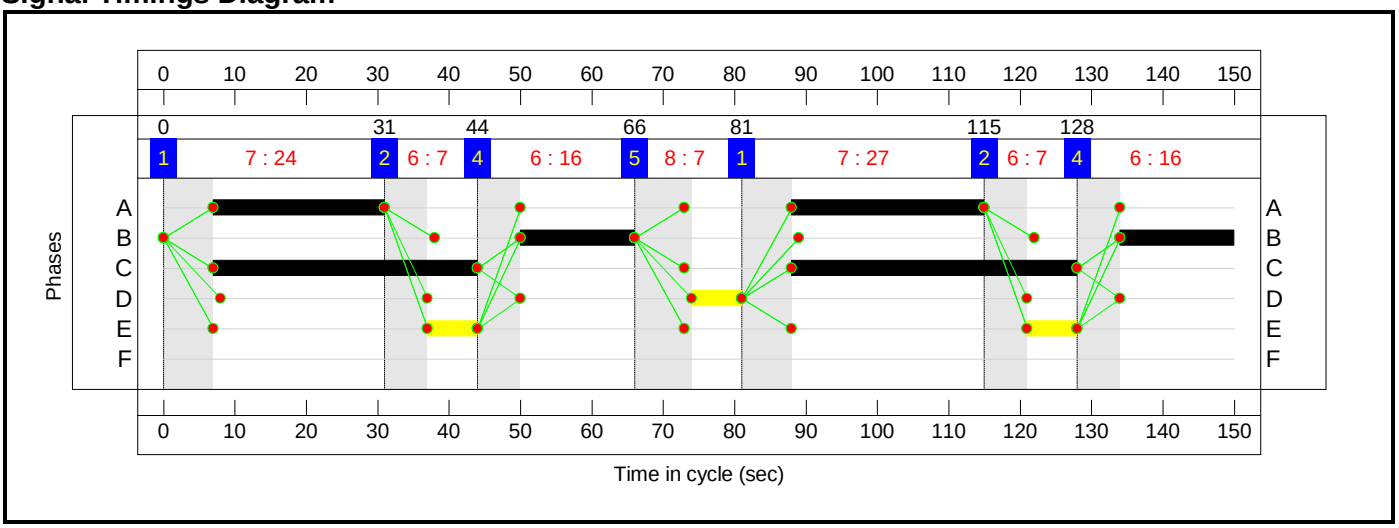



## Stage Timings

### Stage Stream: 1

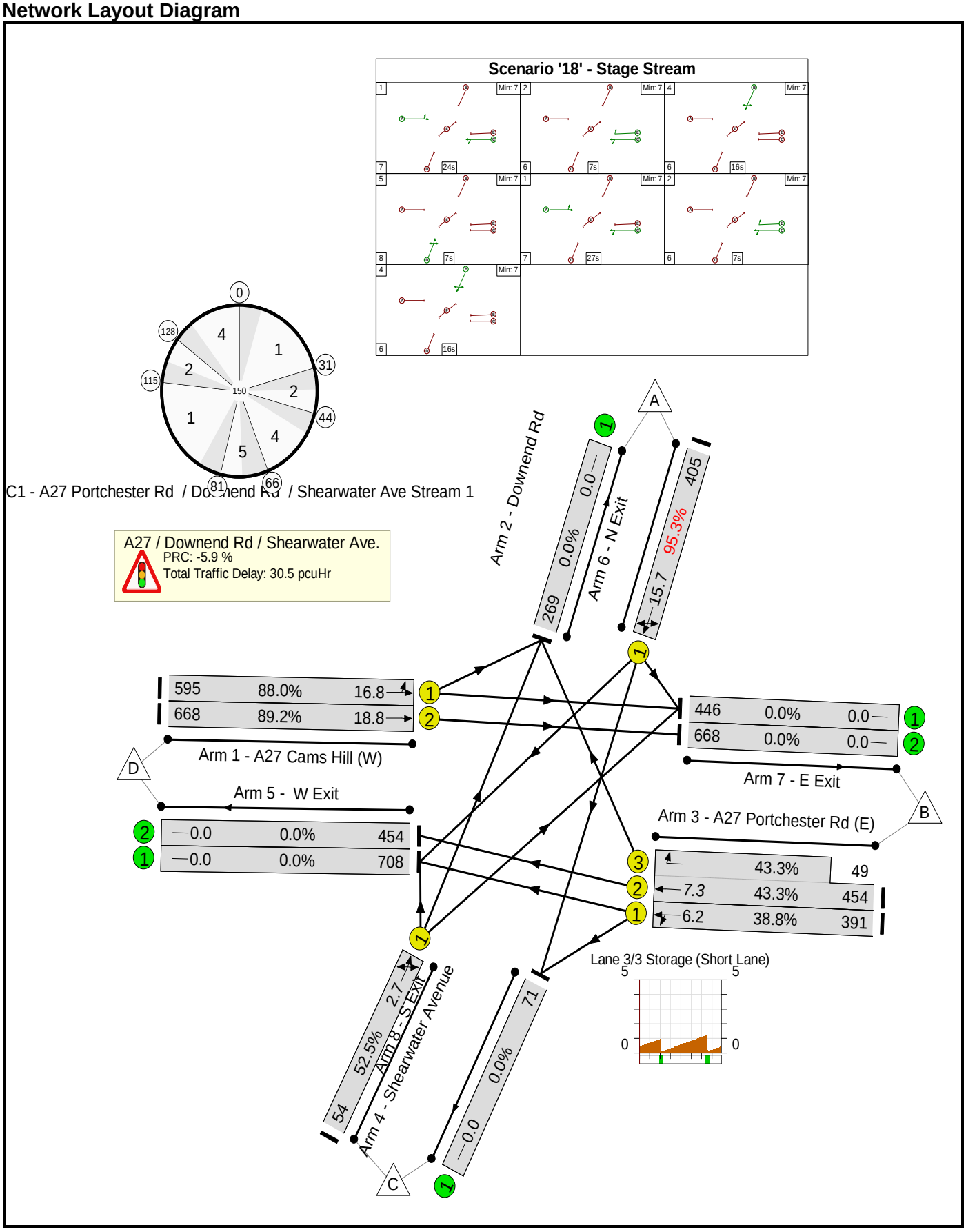
| Stage | 1 | 2 | 4 | 5 | 1 | 2 | 4 |
|---|---|---|---|---|---|---|---|
| Duration | 24 | 7 | 16 | 7 | 27 | 7 | 16 |
| Change Point | 0 | 31 | 44 | 66 | 81 | 115 | 128 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **95.3%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **95.3%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 2 | 51 | - | 595 | 1913 | 676 | 88.0% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 2 | 51 | - | 668 | 2120 | 749 | 89.2% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 2 | 32 | - | 405 | 1875 | 425 | 95.3% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 2 | 77 | - | 391 | 1913 | 1008 | 38.8% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 2 | 77:14 | - | 503 | 2075:1804 | 1050+113 | 43.3 : 43.3% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 7 | - | 54 | 1929 | 103 | 52.5% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 708 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 454 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 269 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 446 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 668 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 71 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **15.8** | **14.6** | **0.0** | **30.5** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **15.8** | **14.6** | **0.0** | **30.5** | **-** | **-** | **-** | **-** |
| 1/1 | 595 | 595 | - | - | - | 3.9 | 3.4 | - | 7.2 | 43.8 | 13.4 | 3.4 | 16.8 |
| 1/2 | 668 | 668 | - | - | - | 4.4 | 3.8 | - | 8.1 | 43.8 | 15.0 | 3.8 | 18.8 |
| 2/1 | 405 | 405 | - | - | - | 3.5 | 6.2 | - | 9.8 | 86.9 | 9.4 | 6.2 | 15.7 |
| 3/1 | 391 | 391 | - | - | - | 1.2 | 0.3 | - | 1.5 | 14.0 | 5.9 | 0.3 | 6.2 |
| 3/2+3/3 | 503 | 503 | - | - | - | 1.8 | 0.4 | - | 2.2 (1.8+0.5) | 15.9 (14.0:34.1) | 6.9 | 0.4 | 7.3 |
| 4/1 | 54 | 54 | - | - | - | 1.0 | 0.5 | - | 1.6 | 105.2 | 2.2 | 0.5 | 2.7 |
| 5/1 | 708 | 708 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 454 | 454 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 269 | 269 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 446 | 446 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 668 | 668 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 71 | 71 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

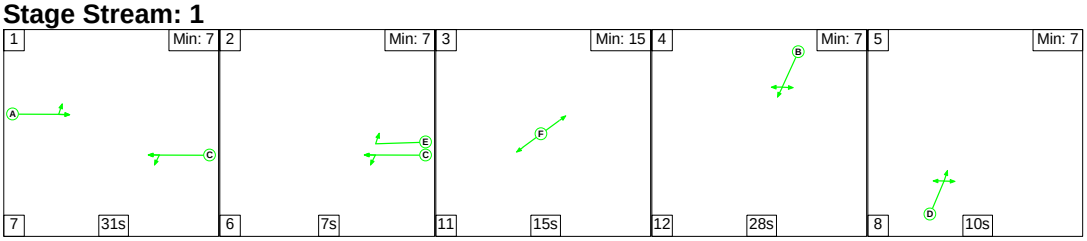
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -5.9 Total Delay for Signalled Lanes (pcuHr): 30.46 Cycle Time (s): 150
PRC Over All Lanes (%): -5.9 Total Delay Over All Lanes(pcuHr): 30.46

Full Input Data And Results

**Scenario 19: '19'** (FG13: '2026 AM with development (SENS)', Plan 1: 'AM Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

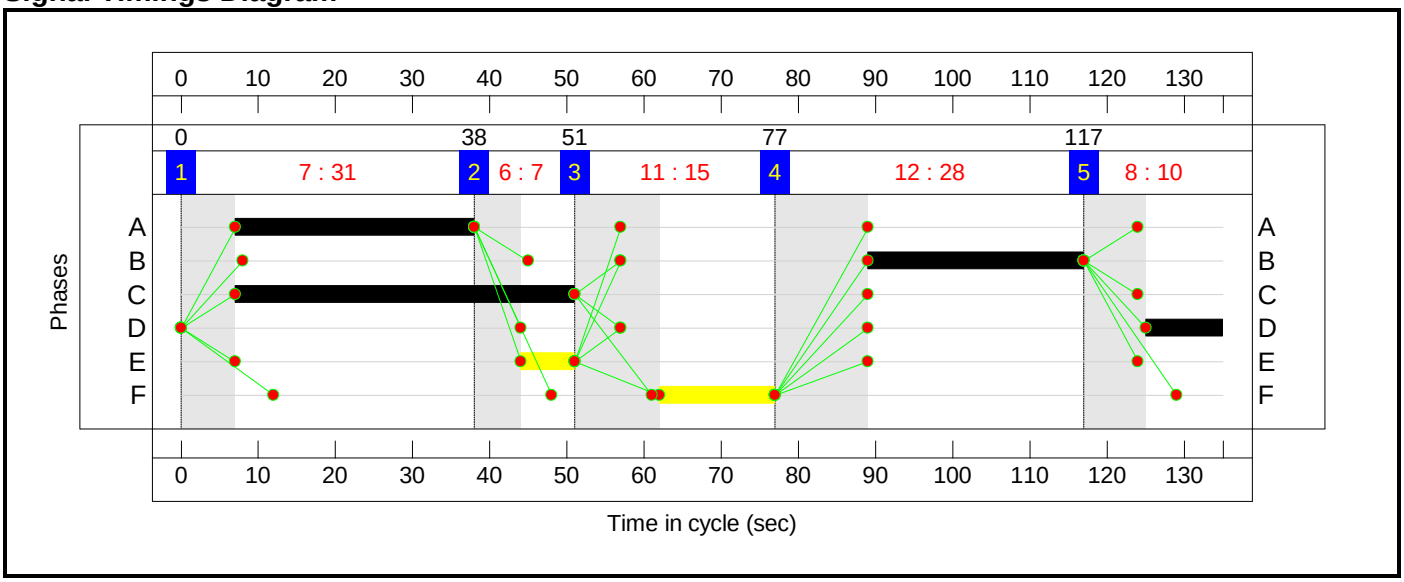



## Stage Timings

### Stage Stream: 1

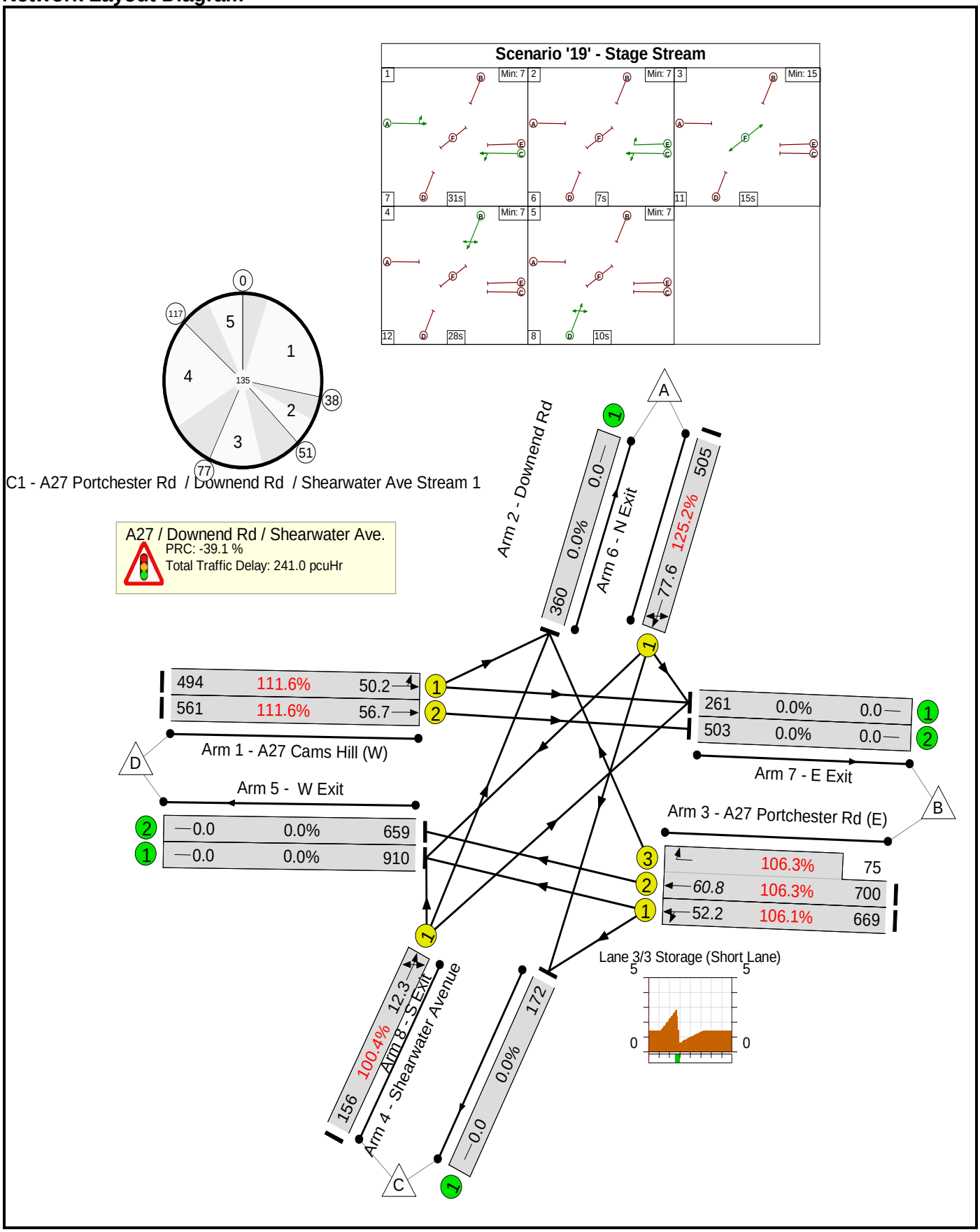
| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Duration | 31 | 7 | 15 | 28 | 10 |
| Change Point | 0 | 38 | 51 | 77 | 117 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **125.2%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **125.2%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 31 | - | 494 | 1868 | 443 | 111.6% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 31 | - | 561 | 2120 | 503 | 111.6% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 505 | 1878 | 403 | 125.2% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 44 | - | 669 | 1892 | 631 | 106.1% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 44:7 | - | 775 | 2075:1804 | 659+71 | 106.3 : 106.3% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 10 | - | 156 | 1906 | 155 | 100.4% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 1026 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 700 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 395 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 290 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 561 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 188 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **63.1** | **178.0** | **0.0** | **241.0** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **63.1** | **178.0** | **0.0** | **241.0** | **-** | **-** | **-** | **-** |
| 1/1 | 494 | 443 | - | - | - | 10.6 | 29.8 | - | 40.3 | 293.8 | 20.4 | 29.8 | 50.2 |
| 1/2 | 561 | 503 | - | - | - | 12.0 | 33.4 | - | 45.4 | 291.7 | 23.2 | 33.4 | 56.7 |
| 2/1 | 505 | 403 | - | - | - | 13.8 | 53.2 | - | 67.0 | 477.3 | 24.5 | 53.2 | 77.6 |
| 3/1 | 669 | 631 | - | - | - | 10.9 | 25.7 | - | 36.6 | 196.9 | 26.5 | 25.7 | 52.2 |
| 3/2+3/3 | 775 | 729 | - | - | - | 13.1 | 29.5 | - | 42.6 (38.0+4.5) | 197.7 (195.6:217.4) | 31.3 | 29.5 | 60.8 |
| 4/1 | 156 | 155 | - | - | - | 2.7 | 6.4 | - | 9.2 | 211.4 | 5.9 | 6.4 | 12.3 |
| 5/1 | 910 | 910 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 659 | 659 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 360 | 360 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 261 | 261 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 503 | 503 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 172 | 172 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

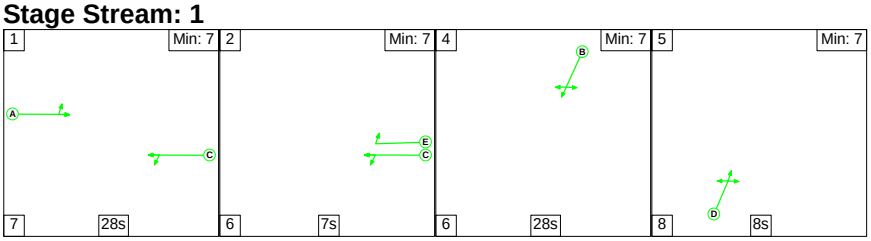
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -39.1 Total Delay for Signalled Lanes (pcuHr): 241.04 Cycle Time (s): 135
PRC Over All Lanes (%): -39.1 Total Delay Over All Lanes(pcuHr): 241.04

Full Input Data And Results

**Scenario 20: '20'** (FG13: '2026 AM with development (SENS)', Plan 2: 'AM No Peds')

## Stage Sequence Diagram

### Stage Stream: 1

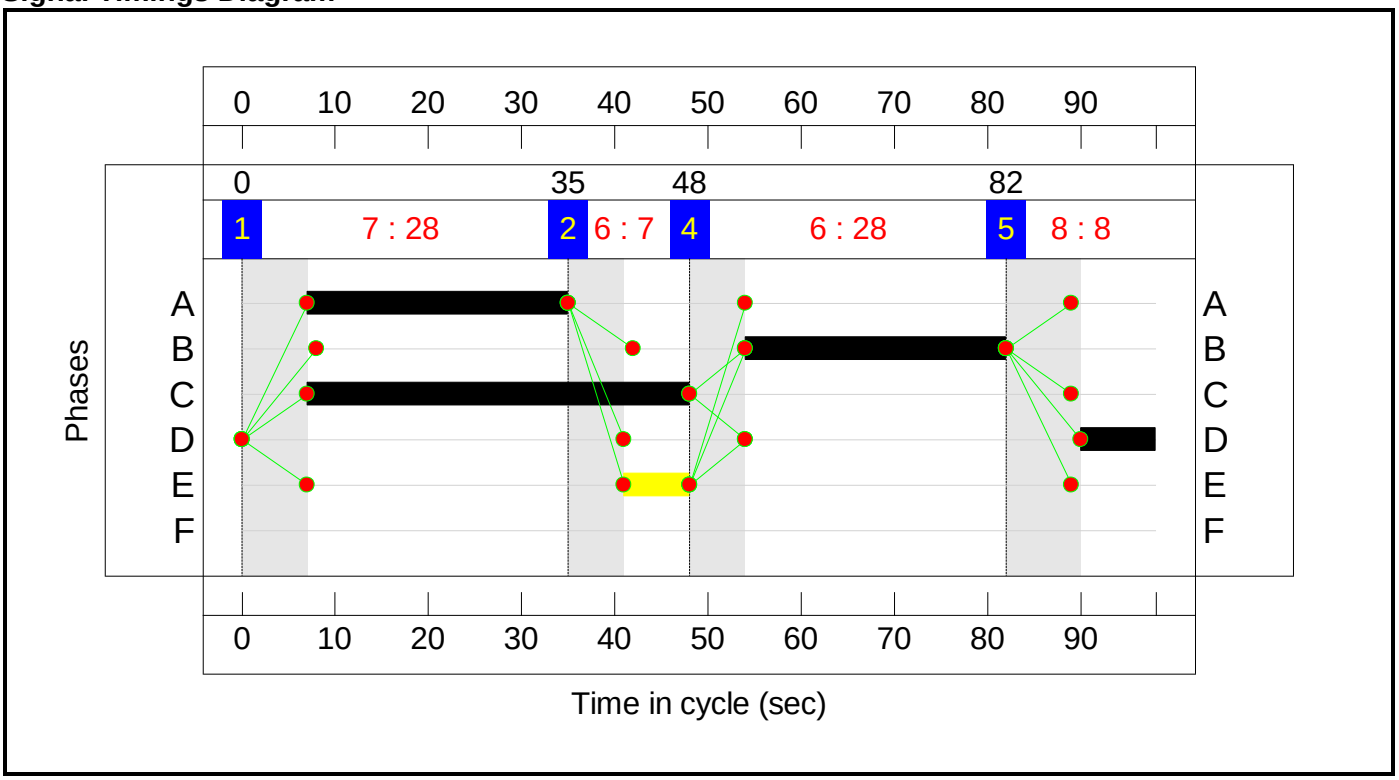



## Stage Timings

### Stage Stream: 1

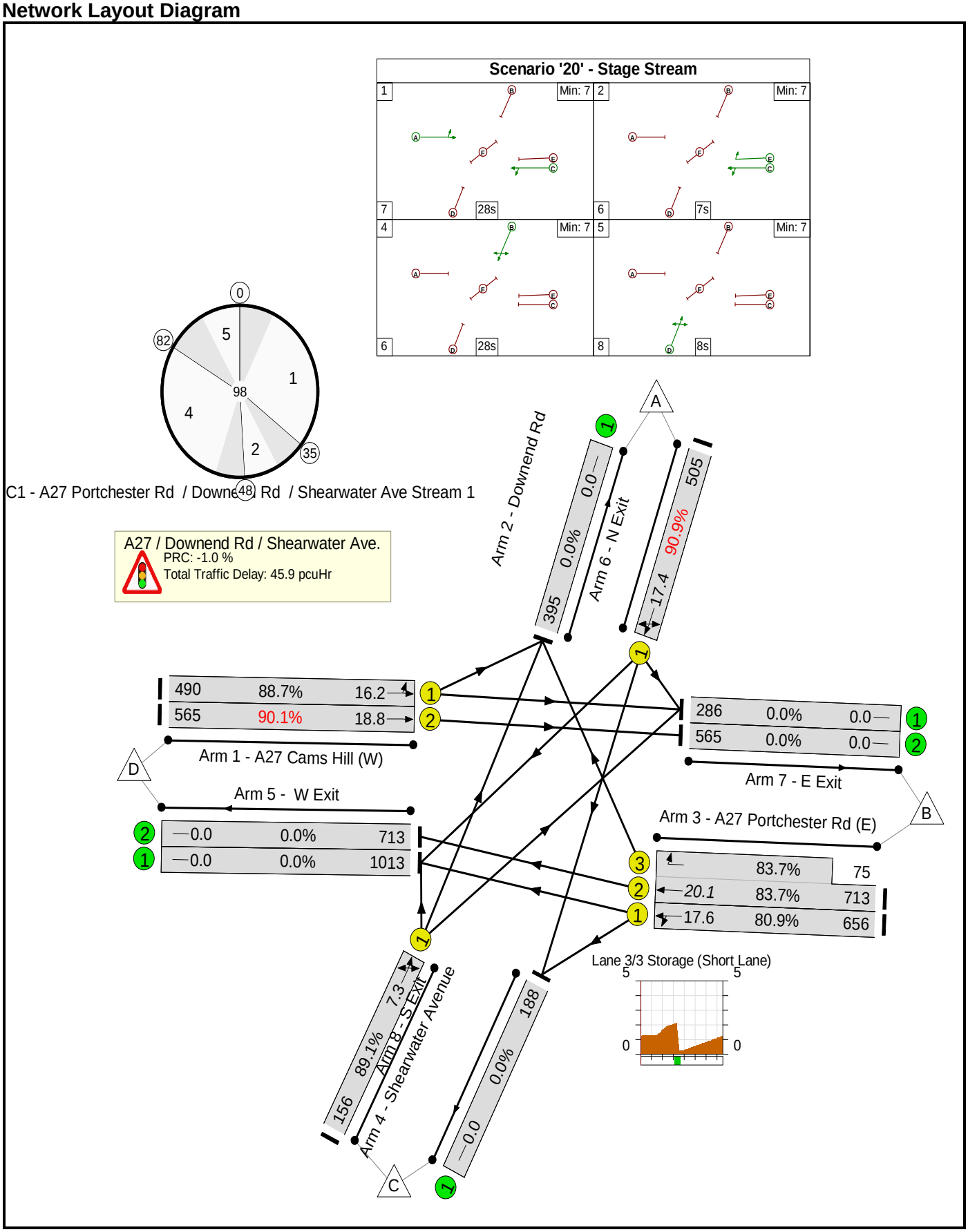
| Stage | 1 | 2 | 4 | 5 |
|---|---|---|---|---|
| Duration | 28 | 7 | 28 | 8 |
| Change Point | 0 | 35 | 48 | 82 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **90.9%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **90.9%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 28 | - | 490 | 1867 | 552 | 88.7% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 28 | - | 565 | 2120 | 627 | 90.1% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 28 | - | 505 | 1878 | 556 | 90.9% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 41 | - | 656 | 1891 | 810 | 80.9% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 41:7 | - | 788 | 2075:1804 | 851+90 | 83.7 : 83.7% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 8 | - | 156 | 1906 | 175 | 89.1% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 1013 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 713 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 395 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 286 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 565 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 188 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **26.4** | **19.5** | **0.0** | **45.9** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **26.4** | **19.5** | **0.0** | **45.9** | **-** | **-** | **-** | **-** |
| 1/1 | 490 | 490 | - | - | - | 4.5 | 3.5 | - | 8.0 | 58.8 | 12.7 | 3.5 | 16.2 |
| 1/2 | 565 | 565 | - | - | - | 5.2 | 4.0 | - | 9.2 | 58.7 | 14.8 | 4.0 | 18.8 |
| 2/1 | 505 | 505 | - | - | - | 4.7 | 4.3 | - | 8.9 | 63.6 | 13.2 | 4.3 | 17.4 |
| 3/1 | 656 | 656 | - | - | - | 4.5 | 2.1 | - | 6.5 | 35.9 | 15.5 | 2.1 | 17.6 |
| 3/2+3/3 | 788 | 788 | - | - | - | 5.7 | 2.5 | - | 8.2 (7.1+1.1) | 37.6 (35.8:54.5) | 17.6 | 2.5 | 20.1 |
| 4/1 | 156 | 156 | - | - | - | 1.9 | 3.1 | - | 5.0 | 115.4 | 4.2 | 3.1 | 7.3 |
| 5/1 | 1013 | 1013 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 713 | 713 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 395 | 395 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 286 | 286 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 565 | 565 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 188 | 188 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

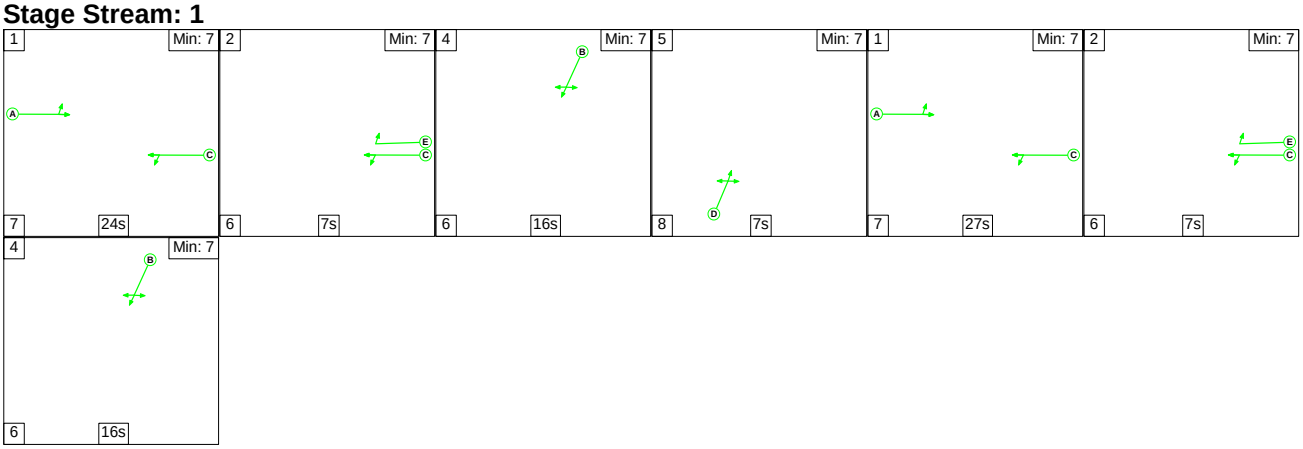
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -1.0 Total Delay for Signalled Lanes (pcuHr): 45.90 Cycle Time (s): 98
PRC Over All Lanes (%): -1.0 Total Delay Over All Lanes(pcuHr): 45.90

Full Input Data And Results

**Scenario 21: '21'** (FG14: '2026 PM with development (SENS)', Plan 3: 'PM No Peds Shearwater Alt')

## Stage Sequence Diagram

### Stage Stream: 1

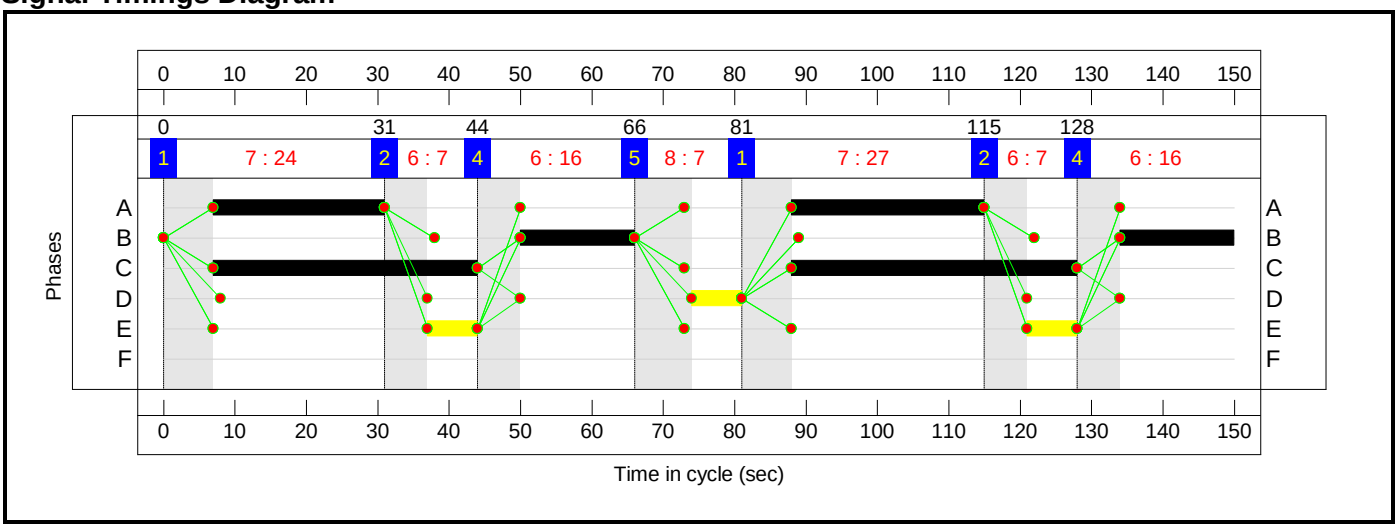



## Stage Timings

### Stage Stream: 1

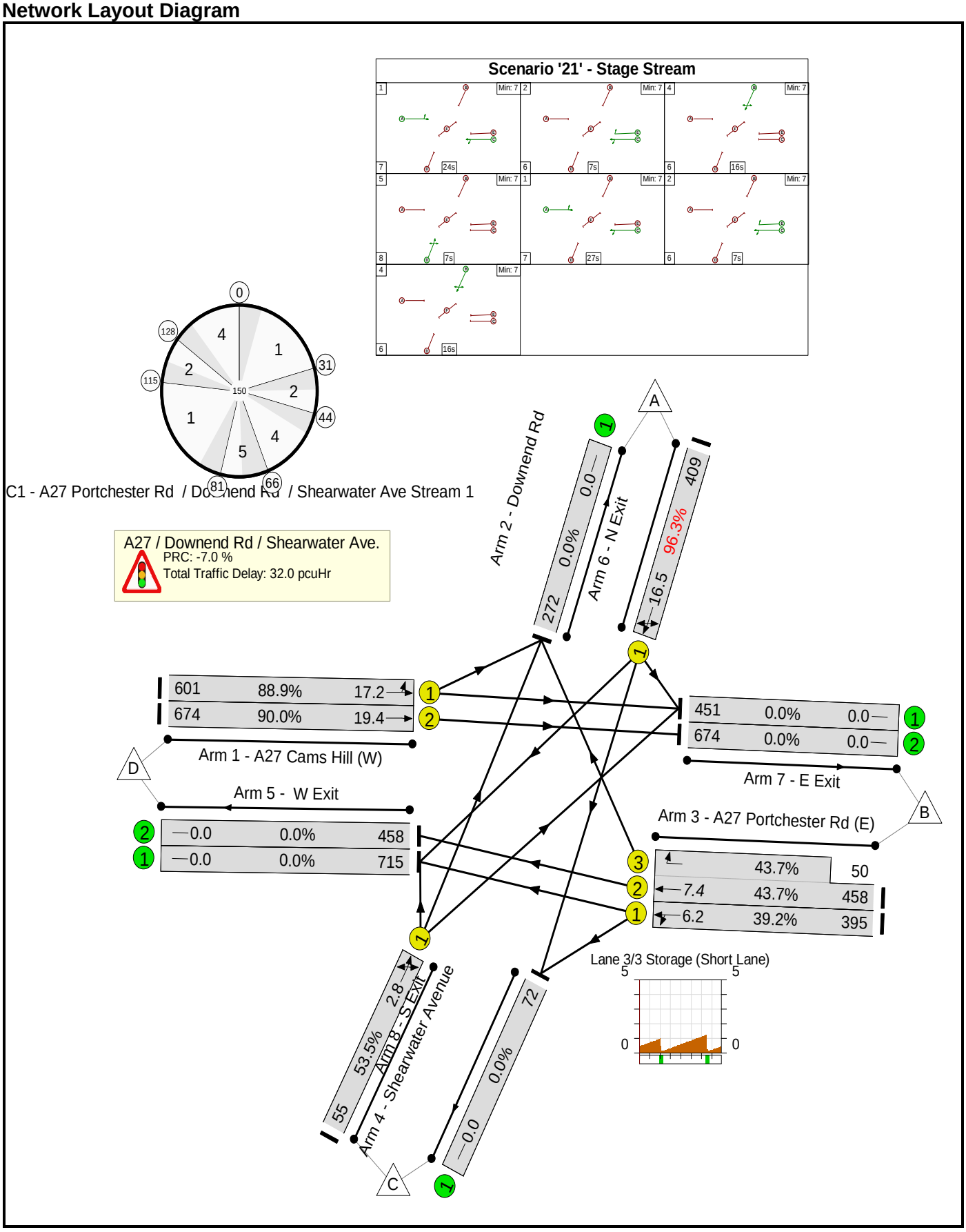
| Stage | 1 | 2 | 4 | 5 | 1 | 2 | 4 |
|---|---|---|---|---|---|---|---|
| Duration | 24 | 7 | 16 | 7 | 27 | 7 | 16 |
| Change Point | 0 | 31 | 44 | 66 | 81 | 115 | 128 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **96.3%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **96.3%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 2 | 51 | - | 601 | 1913 | 676 | 88.9% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 2 | 51 | - | 674 | 2120 | 749 | 90.0% |
| 2/1 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 2 | 32 | - | 409 | 1874 | 425 | 96.3% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 2 | 77 | - | 395 | 1912 | 1007 | 39.2% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 2 | 77:14 | - | 508 | 2075:1804 | 1049+115 | 43.7 : 43.7% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 7 | - | 55 | 1928 | 103 | 53.5% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 715 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 458 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 272 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 451 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 674 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 72 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **16.1** | **15.9** | **0.0** | **32.0** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **16.1** | **15.9** | **0.0** | **32.0** | **-** | **-** | **-** | **-** |
| 1/1 | 601 | 601 | - | - | - | 3.9 | 3.7 | - | 7.6 | 45.3 | 13.5 | 3.7 | 17.2 |
| 1/2 | 674 | 674 | - | - | - | 4.4 | 4.1 | - | 8.5 | 45.2 | 15.4 | 4.1 | 19.4 |
| 2/1 | 409 | 409 | - | - | - | 3.6 | 6.9 | - | 10.5 | 92.8 | 9.5 | 6.9 | 16.5 |
| 3/1 | 395 | 395 | - | - | - | 1.2 | 0.3 | - | 1.5 | 14.0 | 5.9 | 0.3 | 6.2 |
| 3/2+3/3 | 508 | 508 | - | - | - | 1.9 | 0.4 | - | 2.3 (1.8+0.5) | 16.0 (14.0:34.1) | 7.0 | 0.4 | 7.4 |
| 4/1 | 55 | 55 | - | - | - | 1.1 | 0.6 | - | 1.6 | 106.0 | 2.2 | 0.6 | 2.8 |
| 5/1 | 715 | 715 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 458 | 458 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 272 | 272 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 451 | 451 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 674 | 674 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 72 | 72 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -7.0 Total Delay for Signalled Lanes (pcuHr): 31.97 Cycle Time (s): 150
PRC Over All Lanes (%): -7.0 Total Delay Over All Lanes(pcuHr): 31.97

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** The Thicket & A27 Junction.j9
**Path:** T:\Projects\12000 Series Project Numbers\12212ITB Downend Road, Portchester\Tech\Assessments\Picady\The Thicket_A27 Jct
**Report generation date:** 24/08/2017 11:34:40

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»2016 Observed, AM
»2016 Observed, PM
»2021 'without development', AM
»2021 'without development', PM
»2021 'with development', AM
»2021 'with development', PM
»2026 'without development', AM
»2026 'without development', PM
»2026 'with development', AM
»2026 'with development', PM
»2021 + Sensitivity Test, AM
»2021 + Sensitivity Test, PM
»2026 + Sensitivity Test, AM
»2026 + Sensitivity Test, PM

## Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | 2016 Observed | | | | | | | |
| Stream B-AC | 0.3 | 10.84 | 0.23 | B | 0.2 | 14.51 | 0.18 | B |
| Stream C-AB | 0.1 | 8.35 | 0.09 | A | 0.1 | 9.39 | 0.13 | A |
| | 2021 'without development' | | | | | | | |
| Stream B-AC | 0.3 | 11.34 | 0.24 | B | 0.2 | 15.54 | 0.19 | C |
| Stream C-AB | 0.1 | 8.46 | 0.09 | A | 0.2 | 9.60 | 0.13 | A |
| | 2021 'with development' | | | | | | | |
| Stream B-AC | 0.4 | 11.66 | 0.29 | B | 0.3 | 15.30 | 0.23 | C |
| Stream C-AB | 0.1 | 8.68 | 0.12 | A | 0.2 | 10.27 | 0.19 | B |
| | 2026 'without development' | | | | | | | |
| Stream B-AC | 0.3 | 11.69 | 0.24 | B | 0.2 | 15.82 | 0.20 | C |
| Stream C-AB | 0.1 | 8.62 | 0.10 | A | 0.2 | 9.73 | 0.14 | A |
| | 2026 'with development' | | | | | | | |
| Stream B-AC | 0.4 | 12.06 | 0.29 | B | 0.3 | 15.52 | 0.24 | C |
| Stream C-AB | 0.1 | 8.78 | 0.12 | A | 0.2 | 10.35 | 0.19 | B |
| | 2021 + Sensitivity Test | | | | | | | |
| Stream B-AC | 0.4 | 12.04 | 0.29 | B | 0.3 | 16.02 | 0.24 | C |
| Stream C-AB | 0.1 | 8.82 | 0.12 | A | 0.2 | 10.40 | 0.19 | B |
| | 2026 + Sensitivity Test | | | | | | | |
| Stream B-AC | 0.4 | 12.51 | 0.29 | B | 0.3 | 16.31 | 0.25 | C |
| Stream C-AB | 0.1 | 8.91 | 0.12 | A | 0.2 | 10.54 | 0.19 | B |

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

## File summary

### File Description

| | |
|---|---|
| **Title** | The Thicket / A27 Portchester Road |
| **Location** | Portchester |
| **Site number** | |
| **Date** | 06/12/2016 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | Miller Homes |
| **Jobnumber** | ITB12212 |
| **Enumerator** | I-TRANSPORT\Hotdesk |
| **Description** | |

## Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|---|---|---|---|---|---|---|---|
| m | kph | Veh | Veh | perTimeSegment | s | -Min | perMin |

## Analysis Options

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

## Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D1 | 2016 Observed | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D2 | 2016 Observed | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D3 | 2021 'without development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D4 | 2021 'without development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D5 | 2021 'with development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D6 | 2021 'with development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D7 | 2026 'without development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D8 | 2026 'without development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D9 | 2026 'with development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D10 | 2026 'with development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D11 | 2021 + Sensitivity Test | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D12 | 2021 + Sensitivity Test | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |
| D13 | 2026 + Sensitivity Test | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |
| D14 | 2026 + Sensitivity Test | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

# 2016 Observed, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.57 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | A27 Portchester Road W | | Major |
| B | The Thicket | | Minor |
| C | A27 Portchester Road E | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 12.40 | | | 90.0 | ✓ | 5.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 3.44 | 57 | 37 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (Veh/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|---|
| 1 | B-A | 134.210 | 0.071 | 0.178 | 0.112 | 0.255 |
| 1 | B-C | 168.935 | 0.075 | 0.189 | - | - |
| 1 | C-B | 156.521 | 0.175 | 0.175 | - | - |

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

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

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

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D1 | 2016 Observed | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 156.00 |
| | B | 1.00 | 0.00 | 15.00 |
| | C | 326.00 | 10.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 173.00 |
| | B | 5.00 | 0.00 | 17.00 |
| | C | 330.00 | 7.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 208.00 |
| | B | 3.00 | 0.00 | 18.00 |
| | C | 375.00 | 7.00 | 0.00 |

**08:15 - 08:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 185.00 |
| | B | 4.00 | 0.00 | 22.00 |
| | C | 226.00 | 11.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 4 |
| | B | 0 | 0 | 1 |
| | C | 3 | 3 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.23 | 10.84 | 0.3 | B |
| C-AB | 0.09 | 8.35 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 16.00 | 127.69 | 0.125 | 15.86 | 0.1 | 8.038 | A |
| C-AB | 10.00 | 124.50 | 0.080 | 9.91 | 0.1 | 7.849 | A |
| C-A | 326.00 | | | 326.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 156.00 | | | 156.00 | | | |

### 07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 22.00 | 105.97 | 0.208 | 21.88 | 0.3 | 10.700 | B |
| C-AB | 7.00 | 121.67 | 0.058 | 7.02 | 0.1 | 7.851 | A |
| C-A | 330.00 | | | 330.00 | | | |
| A-B | 0.00 | | | 0.00 | | | |
| A-C | 173.00 | | | 173.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 21.00 | 104.00 | 0.202 | 21.00 | 0.3 | 10.838 | B |
| C-AB | 7.00 | 115.33 | 0.061 | 7.00 | 0.1 | 8.307 | A |
| C-A | 375.00 | | | 375.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 208.00 | | | 208.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 26.00 | 115.52 | 0.225 | 25.97 | 0.3 | 10.051 | B |
| C-AB | 11.00 | 118.71 | 0.093 | 10.96 | 0.1 | 8.350 | A |
| C-A | 226.00 | | | 226.00 | | | |
| A-B | 5.00 | | | 5.00 | | | |
| A-C | 185.00 | | | 185.00 | | | |

# 2016 Observed, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.67 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D2 | 2016 Observed | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 212.00 |
| | B | 3.00 | 0.00 | 13.00 |
| | C | 215.00 | 10.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 219.00 |
| | B | 0.00 | 0.00 | 13.00 |
| | C | 209.00 | 15.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 244.00 |
| | B | 8.00 | 0.00 | 6.00 |
| | C | 219.00 | 13.00 | 0.00 |

### Demand (Veh/TS)

**16:45 - 17:00**

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 225.00 |
| | B | 2.00 | 0.00 | 9.00 |
| | C | 168.00 | 10.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 5 | 3 |
| | B | 0 | 0 | 2 |
| | C | 3 | 2 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.18 | 14.51 | 0.2 | B |
| C-AB | 0.13 | 9.39 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

**16:00 - 16:15**

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 16.00 | 107.17 | 0.149 | 15.83 | 0.2 | 9.835 | A |
| C-AB | 10.00 | 114.73 | 0.087 | 9.91 | 0.1 | 8.578 | A |
| C-A | 215.00 | | | 215.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 212.00 | | | 212.00 | | | |

**16:15 - 16:30**

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 13.00 | 122.88 | 0.106 | 13.05 | 0.1 | 8.177 | A |
| C-AB | 15.00 | 114.40 | 0.131 | 14.95 | 0.1 | 9.045 | A |
| C-A | 209.00 | | | 209.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 219.00 | | | 219.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 14.00 | 76.32 | 0.183 | 13.90 | 0.2 | 14.507 | B |
| C-AB | 13.00 | 108.89 | 0.119 | 13.01 | 0.1 | 9.389 | A |
| C-A | 219.00 | | | 219.00 | | | |
| A-B | 7.00 | | | 7.00 | | | |
| A-C | 244.00 | | | 244.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 11.00 | 106.86 | 0.103 | 11.11 | 0.1 | 9.356 | A |
| C-AB | 10.00 | 112.43 | 0.089 | 10.04 | 0.1 | 8.792 | A |
| C-A | 168.00 | | | 168.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 225.00 | | | 225.00 | | | |

# 2021 'without development', AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.56 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D3 | 2021 'without development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 164.00 |
| | B | 1.00 | 0.00 | 15.00 |
| | C | 348.00 | 10.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 181.00 |
| | B | 5.00 | 0.00 | 17.00 |
| | C | 352.00 | 7.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 217.00 |
| | B | 3.00 | 0.00 | 18.00 |
| | C | 398.00 | 7.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 193.00 |
| | B | 4.00 | 0.00 | 23.00 |
| | C | 245.00 | 11.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 4 |
| | B | 0 | 0 | 1 |
| | C | 3 | 3 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.24 | 11.34 | 0.3 | B |
| C-AB | 0.09 | 8.46 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 16.00 | 125.52 | 0.127 | 15.86 | 0.1 | 8.196 | A |
| C-AB | 10.00 | 123.16 | 0.081 | 9.91 | 0.1 | 7.942 | A |
| C-A | 348.00 | | | 348.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 164.00 | | | 164.00 | | | |

### 07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 22.00 | 102.58 | 0.214 | 21.88 | 0.3 | 11.148 | B |
| C-AB | 7.00 | 120.33 | 0.058 | 7.03 | 0.1 | 7.944 | A |
| C-A | 352.00 | | | 352.00 | | | |
| A-B | 0.00 | | | 0.00 | | | |
| A-C | 181.00 | | | 181.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 21.00 | 100.31 | 0.209 | 21.00 | 0.3 | 11.342 | B |
| C-AB | 7.00 | 113.81 | 0.062 | 7.00 | 0.1 | 8.425 | A |
| C-A | 398.00 | | | 398.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 217.00 | | | 217.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 27.00 | 113.55 | 0.238 | 26.96 | 0.3 | 10.388 | B |
| C-AB | 11.00 | 117.36 | 0.094 | 10.96 | 0.1 | 8.456 | A |
| C-A | 245.00 | | | 245.00 | | | |
| A-B | 5.00 | | | 5.00 | | | |
| A-C | 193.00 | | | 193.00 | | | |

# 2021 'without development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.66 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D4 | 2021 'without development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 227.00 |
| | B | 3.00 | 0.00 | 13.00 |
| | C | 226.00 | 10.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 235.00 |
| | B | 0.00 | 0.00 | 13.00 |
| | C | 220.00 | 15.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 260.00 |
| | B | 8.00 | 0.00 | 6.00 |
| | C | 230.00 | 13.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 241.00 |
| | B | 2.00 | 0.00 | 9.00 |
| | C | 177.00 | 10.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 5 | 3 |
| | B | 0 | 0 | 2 |
| | C | 3 | 1 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.19 | 15.54 | 0.2 | C |
| C-AB | 0.13 | 9.60 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 16.00 | 103.93 | 0.154 | 15.82 | 0.2 | 10.195 | B |
| C-AB | 10.00 | 112.83 | 0.089 | 9.90 | 0.1 | 8.736 | A |
| C-A | 226.00 | | | 226.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 227.00 | | | 227.00 | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 13.00 | 120.52 | 0.108 | 13.06 | 0.1 | 8.362 | A |
| C-AB | 15.00 | 112.32 | 0.134 | 14.95 | 0.2 | 9.239 | A |
| C-A | 220.00 | | | 220.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 235.00 | | | 235.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 14.00 | 72.04 | 0.194 | 13.88 | 0.2 | 15.540 | C |
| C-AB | 13.00 | 106.78 | 0.122 | 13.01 | 0.1 | 9.599 | A |
| C-A | 230.00 | | | 230.00 | | | |
| A-B | 7.00 | | | 7.00 | | | |
| A-C | 260.00 | | | 260.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 11.00 | 103.59 | 0.106 | 11.12 | 0.1 | 9.702 | A |
| C-AB | 10.00 | 110.34 | 0.091 | 10.04 | 0.1 | 8.978 | A |
| C-A | 177.00 | | | 177.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 241.00 | | | 241.00 | | | |

# 2021 'with development', AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.73 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D5 | 2021 'with development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 166.00 |
| | B | 1.00 | 0.00 | 21.00 |
| | C | 349.00 | 13.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 183.00 |
| | B | 5.00 | 0.00 | 23.00 |
| | C | 353.00 | 10.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 219.00 |
| | B | 3.00 | 0.00 | 24.00 |
| | C | 399.00 | 10.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 195.00 |
| | B | 4.00 | 0.00 | 29.00 |
| | C | 246.00 | 14.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 4 |
| | B | 0 | 0 | 1 |
| | C | 3 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.29 | 11.66 | 0.4 | B |
| C-AB | 0.12 | 8.68 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 22.00 | 127.69 | 0.172 | 21.79 | 0.2 | 8.483 | A |
| C-AB | 13.00 | 123.50 | 0.105 | 12.88 | 0.1 | 8.128 | A |
| C-A | 349.00 | | | 349.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 166.00 | | | 166.00 | | | |

### 07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 28.00 | 106.92 | 0.262 | 27.86 | 0.3 | 11.372 | B |
| C-AB | 10.00 | 120.65 | 0.083 | 10.03 | 0.1 | 8.138 | A |
| C-A | 353.00 | | | 353.00 | | | |
| A-B | 0.00 | | | 0.00 | | | |
| A-C | 183.00 | | | 183.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 27.00 | 104.12 | 0.259 | 27.00 | 0.3 | 11.664 | B |
| C-AB | 10.00 | 114.10 | 0.088 | 10.00 | 0.1 | 8.645 | A |
| C-A | 399.00 | | | 399.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 219.00 | | | 219.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 33.00 | 115.61 | 0.285 | 32.96 | 0.4 | 10.881 | B |
| C-AB | 14.00 | 117.67 | 0.119 | 13.96 | 0.1 | 8.675 | A |
| C-A | 246.00 | | | 246.00 | | | |
| A-B | 5.00 | | | 5.00 | | | |
| A-C | 195.00 | | | 195.00 | | | |

# 2021 'with development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.90 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D6 | 2021 'with development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 229.00 |
| | B | 3.00 | 0.00 | 17.00 |
| | C | 228.00 | 16.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 236.00 |
| | B | 0.00 | 0.00 | 17.00 |
| | C | 222.00 | 21.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 261.00 |
| | B | 8.00 | 0.00 | 10.00 |
| | C | 232.00 | 19.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 242.00 |
| | B | 2.00 | 0.00 | 13.00 |
| | C | 179.00 | 16.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 5 | 3 |
| | B | 0 | 0 | 2 |
| | C | 3 | 1 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.23 | 15.30 | 0.3 | C |
| C-AB | 0.19 | 10.27 | 0.2 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 20.00 | 105.91 | 0.189 | 19.77 | 0.2 | 10.422 | B |
| C-AB | 16.00 | 112.49 | 0.142 | 15.84 | 0.2 | 9.296 | A |
| C-A | 228.00 | | | 228.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 229.00 | | | 229.00 | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 120.38 | 0.141 | 17.06 | 0.2 | 8.703 | A |
| C-AB | 21.01 | 112.19 | 0.187 | 20.95 | 0.2 | 9.856 | A |
| C-A | 221.99 | | | 221.99 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 236.00 | | | 236.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 18.00 | 76.84 | 0.234 | 17.86 | 0.3 | 15.301 | C |
| C-AB | 19.01 | 106.64 | 0.178 | 19.02 | 0.2 | 10.272 | B |
| C-A | 231.99 | | | 231.99 | | | |
| A-B | 7.00 | | | 7.00 | | | |
| A-C | 261.00 | | | 261.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 106.48 | 0.141 | 15.14 | 0.2 | 9.834 | A |
| C-AB | 16.00 | 110.17 | 0.145 | 16.05 | 0.2 | 9.568 | A |
| C-A | 179.00 | | | 179.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 242.00 | | | 242.00 | | | |

# 2026 'without development', AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.59 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D7 | 2026 'without development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 168.00 |
| | B | 1.00 | 0.00 | 16.00 |
| | C | 357.00 | 11.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 186.00 |
| | B | 5.00 | 0.00 | 18.00 |
| | C | 362.00 | 7.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 223.00 |
| | B | 3.00 | 0.00 | 19.00 |
| | C | 409.00 | 7.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 199.00 |
| | B | 4.00 | 0.00 | 23.00 |
| | C | 252.00 | 12.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 4 |
| | B | 0 | 0 | 1 |
| | C | 3 | 3 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.24 | 11.69 | 0.3 | B |
| C-AB | 0.10 | 8.62 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 124.81 | 0.136 | 16.84 | 0.2 | 8.324 | A |
| C-AB | 11.00 | 122.41 | 0.090 | 10.90 | 0.1 | 8.065 | A |
| C-A | 357.00 | | | 357.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 168.00 | | | 168.00 | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 23.00 | 101.65 | 0.226 | 22.87 | 0.3 | 11.418 | B |
| C-AB | 7.00 | 119.40 | 0.059 | 7.03 | 0.1 | 8.013 | A |
| C-A | 362.00 | | | 362.00 | | | |
| A-B | 0.00 | | | 0.00 | | | |
| A-C | 186.00 | | | 186.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 22.00 | 98.93 | 0.222 | 22.00 | 0.3 | 11.692 | B |
| C-AB | 7.00 | 112.72 | 0.062 | 7.00 | 0.1 | 8.513 | A |
| C-A | 409.00 | | | 409.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 223.00 | | | 223.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 27.00 | 111.81 | 0.241 | 26.97 | 0.3 | 10.606 | B |
| C-AB | 12.00 | 116.27 | 0.103 | 11.95 | 0.1 | 8.624 | A |
| C-A | 252.00 | | | 252.00 | | | |
| A-B | 5.00 | | | 5.00 | | | |
| A-C | 199.00 | | | 199.00 | | | |

# 2026 'without development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.67 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D8 | 2026 'without development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 229.00 |
| | B | 3.00 | 0.00 | 13.00 |
| | C | 228.00 | 10.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 237.00 |
| | B | 0.00 | 0.00 | 13.00 |
| | C | 222.00 | 16.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 263.00 |
| | B | 8.00 | 0.00 | 6.00 |
| | C | 232.00 | 13.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 243.00 |
| | B | 2.00 | 0.00 | 9.00 |
| | C | 179.00 | 10.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 5 | 3 |
| | B | 0 | 0 | 2 |
| | C | 3 | 2 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.20 | 15.82 | 0.2 | C |
| C-AB | 0.14 | 9.73 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 16.00 | 103.01 | 0.155 | 15.82 | 0.2 | 10.302 | B |
| C-AB | 10.00 | 111.76 | 0.089 | 9.90 | 0.1 | 8.828 | A |
| C-A | 228.00 | | | 228.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 229.00 | | | 229.00 | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 13.00 | 119.46 | 0.109 | 13.06 | 0.1 | 8.441 | A |
| C-AB | 16.00 | 111.26 | 0.144 | 15.93 | 0.2 | 9.434 | A |
| C-A | 222.00 | | | 222.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 237.00 | | | 237.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 14.00 | 71.12 | 0.197 | 13.88 | 0.2 | 15.819 | C |
| C-AB | 13.00 | 105.58 | 0.123 | 13.02 | 0.1 | 9.728 | A |
| C-A | 232.00 | | | 232.00 | | | |
| A-B | 7.00 | | | 7.00 | | | |
| A-C | 263.00 | | | 263.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 11.00 | 102.68 | 0.107 | 11.12 | 0.1 | 9.786 | A |
| C-AB | 10.00 | 109.29 | 0.092 | 10.04 | 0.1 | 9.071 | A |
| C-A | 179.00 | | | 179.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 243.00 | | | 243.00 | | | |

# 2026 'with development', AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.75 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D9 | 2026 'with development' | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 170.00 |
| | B | 1.00 | 0.00 | 22.00 |
| | C | 358.00 | 13.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 188.00 |
| | B | 5.00 | 0.00 | 24.00 |
| | C | 363.00 | 10.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 225.00 |
| | B | 3.00 | 0.00 | 25.00 |
| | C | 410.00 | 10.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 201.00 |
| | B | 4.00 | 0.00 | 29.00 |
| | C | 253.00 | 14.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 3 |
| | B | 0 | 0 | 1 |
| | C | 3 | 2 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.29 | 12.06 | 0.4 | B |
| C-AB | 0.12 | 8.78 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 23.00 | 126.92 | 0.181 | 22.78 | 0.2 | 8.625 | A |
| C-AB | 13.00 | 122.65 | 0.106 | 12.88 | 0.1 | 8.191 | A |
| C-A | 358.00 | | | 358.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 170.00 | | | 170.00 | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 29.00 | 105.79 | 0.274 | 28.85 | 0.4 | 11.683 | B |
| C-AB | 10.00 | 119.63 | 0.084 | 10.03 | 0.1 | 8.214 | A |
| C-A | 363.00 | | | 363.00 | | | |
| A-B | 0.00 | | | 0.00 | | | |
| A-C | 188.00 | | | 188.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 28.00 | 102.57 | 0.273 | 28.00 | 0.4 | 12.062 | B |
| C-AB | 10.00 | 112.92 | 0.089 | 10.00 | 0.1 | 8.744 | A |
| C-A | 410.00 | | | 410.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 225.00 | | | 225.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 33.00 | 114.05 | 0.289 | 32.97 | 0.4 | 11.096 | B |
| C-AB | 14.00 | 116.48 | 0.120 | 13.96 | 0.1 | 8.779 | A |
| C-A | 253.00 | | | 253.00 | | | |
| A-B | 5.00 | | | 5.00 | | | |
| A-C | 201.00 | | | 201.00 | | | |

# 2026 'with development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.90 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D10 | 2026 'with development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 231.00 |
| | B | 3.00 | 0.00 | 17.00 |
| | C | 230.00 | 16.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 238.00 |
| | B | 0.00 | 0.00 | 17.00 |
| | C | 224.00 | 21.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 264.00 |
| | B | 8.00 | 0.00 | 10.00 |
| | C | 234.00 | 19.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 244.00 |
| | B | 2.00 | 0.00 | 13.00 |
| | C | 181.00 | 16.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 5 | 3 |
| | B | 0 | 0 | 2 |
| | C | 3 | 2 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.24 | 15.52 | 0.3 | C |
| C-AB | 0.19 | 10.35 | 0.2 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 20.00 | 105.35 | 0.190 | 19.77 | 0.2 | 10.489 | B |
| C-AB | 16.00 | 112.03 | 0.143 | 15.84 | 0.2 | 9.341 | A |
| C-A | 230.00 | | | 230.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 231.00 | | | 231.00 | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 119.89 | 0.142 | 17.06 | 0.2 | 8.744 | A |
| C-AB | 21.01 | 111.73 | 0.188 | 20.95 | 0.2 | 9.906 | A |
| C-A | 223.99 | | | 223.99 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 238.00 | | | 238.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 18.00 | 76.02 | 0.237 | 17.86 | 0.3 | 15.519 | C |
| C-AB | 19.01 | 106.01 | 0.179 | 19.02 | 0.2 | 10.348 | B |
| C-A | 233.99 | | | 233.99 | | | |
| A-B | 7.00 | | | 7.00 | | | |
| A-C | 264.00 | | | 264.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 105.93 | 0.142 | 15.14 | 0.2 | 9.890 | A |
| C-AB | 16.00 | 109.71 | 0.146 | 16.05 | 0.2 | 9.615 | A |
| C-A | 181.00 | | | 181.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 244.00 | | | 244.00 | | | |

# 2021 + Sensitivity Test, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.74 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D11 | 2021 + Sensitivity Test | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 175.00 |
| | B | 1.00 | 0.00 | 21.00 |
| | C | 352.00 | 13.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 193.00 |
| | B | 5.00 | 0.00 | 23.00 |
| | C | 356.00 | 10.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 229.00 |
| | B | 3.00 | 0.00 | 24.00 |
| | C | 402.00 | 10.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 205.00 |
| | B | 4.00 | 0.00 | 29.00 |
| | C | 249.00 | 14.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 3 |
| | B | 0 | 0 | 1 |
| | C | 3 | 2 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.29 | 12.04 | 0.4 | B |
| C-AB | 0.12 | 8.82 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 22.00 | 125.87 | 0.175 | 21.79 | 0.2 | 8.630 | A |
| C-AB | 13.00 | 121.98 | 0.107 | 12.88 | 0.1 | 8.242 | A |
| C-A | 352.00 | | | 352.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 175.00 | | | 175.00 | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 28.00 | 104.60 | 0.268 | 27.85 | 0.4 | 11.711 | B |
| C-AB | 10.00 | 118.96 | 0.084 | 10.03 | 0.1 | 8.263 | A |
| C-A | 356.00 | | | 356.00 | | | |
| A-B | 0.00 | | | 0.00 | | | |
| A-C | 193.00 | | | 193.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 27.00 | 101.72 | 0.265 | 27.00 | 0.4 | 12.039 | B |
| C-AB | 10.00 | 112.42 | 0.089 | 10.00 | 0.1 | 8.786 | A |
| C-A | 402.00 | | | 402.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 229.00 | | | 229.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 33.00 | 113.52 | 0.291 | 32.96 | 0.4 | 11.164 | B |
| C-AB | 14.00 | 115.99 | 0.121 | 13.96 | 0.1 | 8.821 | A |
| C-A | 249.00 | | | 249.00 | | | |
| A-B | 5.00 | | | 5.00 | | | |
| A-C | 205.00 | | | 205.00 | | | |

# 2021 + Sensitivity Test, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.89 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D12 | 2021 + Sensitivity Test | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 238.00 |
| | B | 3.00 | 0.00 | 17.00 |
| | C | 236.00 | 16.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 245.00 |
| | B | 0.00 | 0.00 | 17.00 |
| | C | 230.00 | 21.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 270.00 |
| | B | 8.00 | 0.00 | 10.00 |
| | C | 241.00 | 19.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 251.00 |
| | B | 2.00 | 0.00 | 13.00 |
| | C | 188.00 | 16.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 5 | 3 |
| | B | 0 | 0 | 2 |
| | C | 3 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.24 | 16.02 | 0.3 | C |
| C-AB | 0.19 | 10.40 | 0.2 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 20.00 | 103.78 | 0.193 | 19.76 | 0.2 | 10.683 | B |
| C-AB | 16.00 | 111.44 | 0.144 | 15.84 | 0.2 | 9.398 | A |
| C-A | 236.00 | | | 236.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 238.00 | | | 238.00 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 118.79 | 0.143 | 17.07 | 0.2 | 8.840 | A |
| C-AB | 21.01 | 111.15 | 0.189 | 20.95 | 0.2 | 9.970 | A |
| C-A | 229.99 | | | 229.99 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 245.00 | | | 245.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 18.00 | 74.17 | 0.243 | 17.85 | 0.3 | 16.019 | C |
| C-AB | 19.01 | 105.58 | 0.180 | 19.02 | 0.2 | 10.397 | B |
| C-A | 240.99 | | | 240.99 | | | |
| A-B | 7.00 | | | 7.00 | | | |
| A-C | 270.00 | | | 270.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 104.39 | 0.144 | 15.15 | 0.2 | 10.065 | B |
| C-AB | 16.00 | 109.12 | 0.147 | 16.05 | 0.2 | 9.674 | A |
| C-A | 188.00 | | | 188.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 251.00 | | | 251.00 | | | |

# 2026 + Sensitivity Test, AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.76 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D13 | 2026 + Sensitivity Test | AM | DIRECT | 07:30 | 08:30 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**07:30 - 07:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 180.00 |
| | B | 1.00 | 0.00 | 22.00 |
| | C | 362.00 | 13.00 | 0.00 |

**07:45 - 08:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 0.00 | 198.00 |
| | B | 5.00 | 0.00 | 24.00 |
| | C | 366.00 | 10.00 | 0.00 |

**08:00 - 08:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 235.00 |
| | B | 3.00 | 0.00 | 25.00 |
| | C | 414.00 | 10.00 | 0.00 |

### Demand (Veh/TS)

08:15 - 08:30

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 210.00 |
| | B | 4.00 | 0.00 | 29.00 |
| | C | 256.00 | 14.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 3 |
| | B | 0 | 0 | 1 |
| | C | 3 | 2 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.29 | 12.51 | 0.4 | B |
| C-AB | 0.12 | 8.91 | 0.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 23.00 | 124.78 | 0.184 | 22.78 | 0.2 | 8.804 | A |
| C-AB | 13.00 | 120.88 | 0.108 | 12.88 | 0.1 | 8.324 | A |
| C-A | 362.00 | | | 362.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 180.00 | | | 180.00 | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 29.00 | 103.34 | 0.281 | 28.84 | 0.4 | 12.063 | B |
| C-AB | 10.00 | 117.86 | 0.085 | 10.03 | 0.1 | 8.347 | A |
| C-A | 366.00 | | | 366.00 | | | |
| A-B | 0.00 | | | 0.00 | | | |
| A-C | 198.00 | | | 198.00 | | | |

### 08:00 - 08:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 28.00 | 99.91 | 0.280 | 28.00 | 0.4 | 12.508 | B |
| C-AB | 10.00 | 111.15 | 0.090 | 10.00 | 0.1 | 8.897 | A |
| C-A | 414.00 | | | 414.00 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 235.00 | | | 235.00 | | | |

### 08:15 - 08:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 33.00 | 112.05 | 0.295 | 32.97 | 0.4 | 11.382 | B |
| C-AB | 14.00 | 114.89 | 0.122 | 13.96 | 0.1 | 8.910 | A |
| C-A | 256.00 | | | 256.00 | | | |
| A-B | 5.00 | | | 5.00 | | | |
| A-C | 210.00 | | | 210.00 | | | |

# 2026 + Sensitivity Test, PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 0.90 | A |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D14 | 2026 + Sensitivity Test | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 240.00 |
| | B | 3.00 | 0.00 | 17.00 |
| | C | 239.00 | 16.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 247.00 |
| | B | 0.00 | 0.00 | 17.00 |
| | C | 232.00 | 21.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 273.00 |
| | B | 8.00 | 0.00 | 10.00 |
| | C | 243.00 | 19.00 | 0.00 |

### Demand (Veh/TS)

16:45 - 17:00

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 6.00 | 253.00 |
| | B | 2.00 | 0.00 | 13.00 |
| | C | 190.00 | 16.00 | 0.00 |

# Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 5 | 3 |
| | B | 0 | 0 | 2 |
| | C | 3 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.25 | 16.31 | 0.3 | C |
| C-AB | 0.19 | 10.54 | 0.2 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 20.00 | 103.00 | 0.194 | 19.76 | 0.2 | 10.783 | B |
| C-AB | 16.00 | 110.43 | 0.145 | 15.84 | 0.2 | 9.499 | A |
| C-A | 239.00 | | | 239.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 240.00 | | | 240.00 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 17.00 | 118.15 | 0.144 | 17.07 | 0.2 | 8.894 | A |
| C-AB | 21.01 | 110.14 | 0.191 | 20.95 | 0.2 | 10.083 | B |
| C-A | 231.99 | | | 231.99 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 247.00 | | | 247.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 18.00 | 73.16 | 0.246 | 17.85 | 0.3 | 16.309 | C |
| C-AB | 19.01 | 104.42 | 0.182 | 19.02 | 0.2 | 10.539 | B |
| C-A | 242.99 | | | 242.99 | | | |
| A-B | 7.00 | | | 7.00 | | | |
| A-C | 273.00 | | | 273.00 | | | |

### 16:45 - 17:00

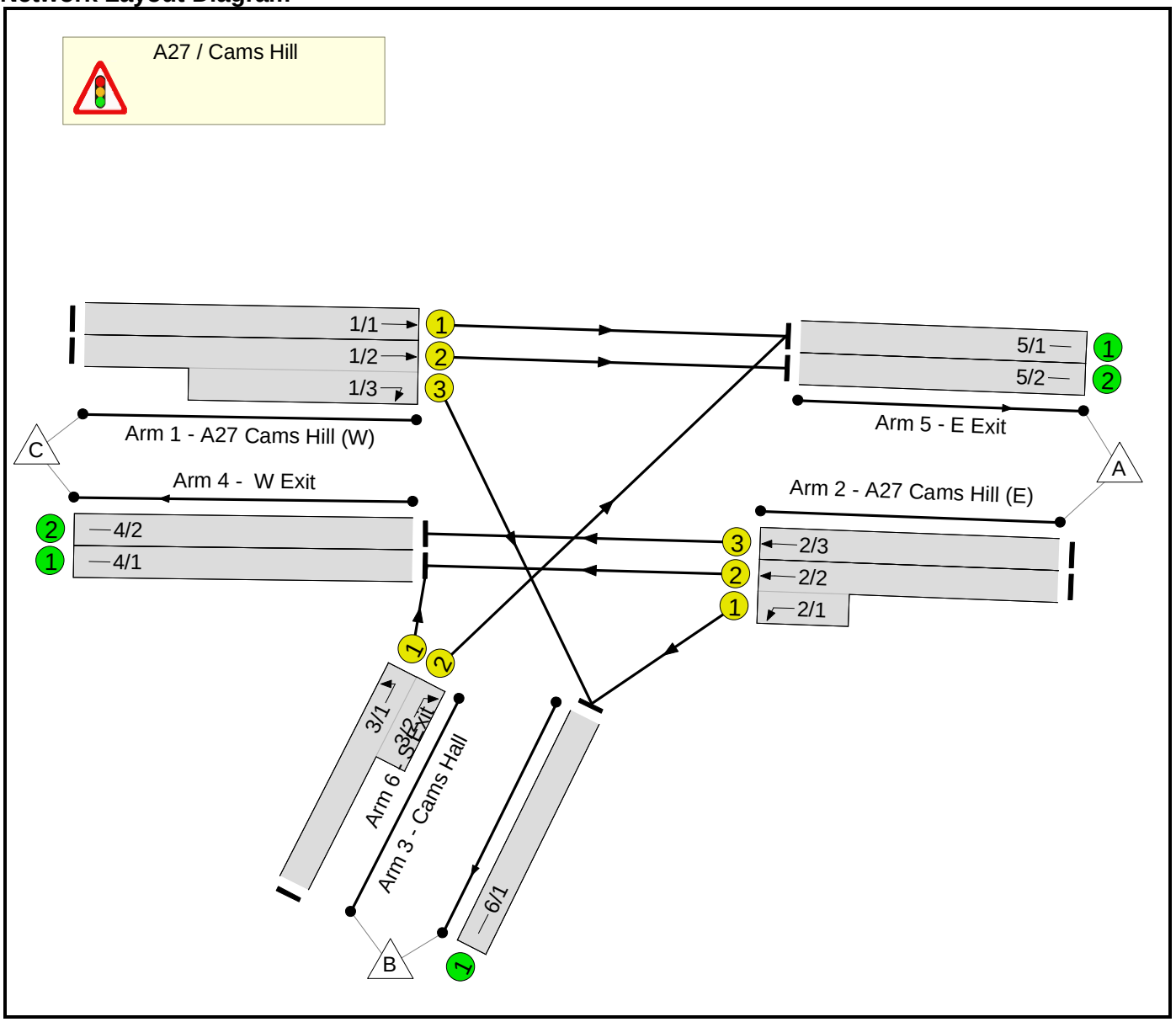
| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 15.00 | 103.68 | 0.145 | 15.15 | 0.2 | 10.146 | B |
| C-AB | 16.00 | 108.12 | 0.148 | 16.05 | 0.2 | 9.782 | A |
| C-A | 190.00 | | | 190.00 | | | |
| A-B | 6.00 | | | 6.00 | | | |
| A-C | 253.00 | | | 253.00 | | | |

# Full Input Data And Results

## User and Project Details

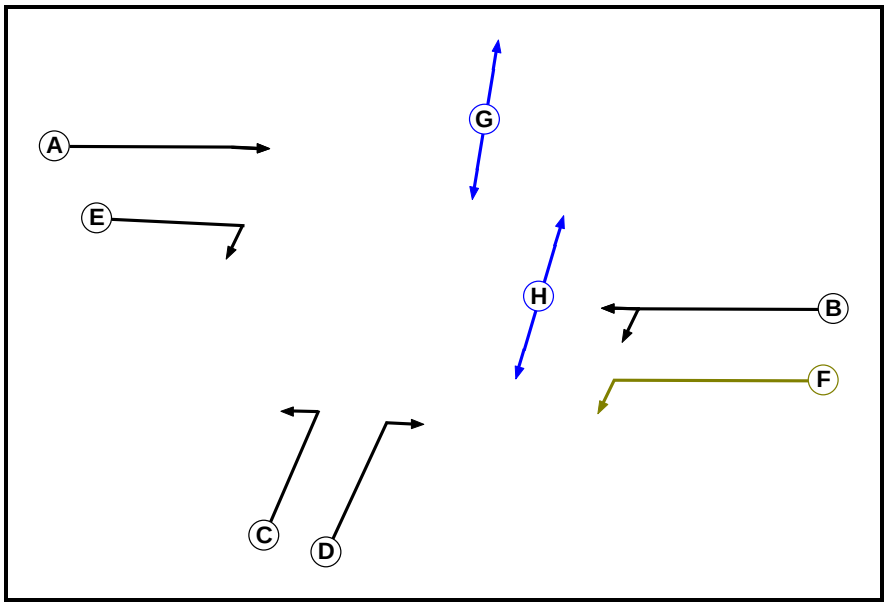
| | |
|---|---|
| **Project:** | **ITB12212 Downend Rd Porchester** |
| **Title:** | **A27 / Cams Hill** |
| **Location:** | |
| **Additional detail:** | |
| **File name:** | A27_Cams Hill.lsg3x |
| **Author:** | AL |
| **Company:** | i-T |
| **Address:** | |

## Network Layout Diagram



Full Input Data And Results

## Phase Diagram




## Phase Input Data

| Phase Name | Phase Type | Stage Stream | Assoc. Phase | Street Min | Cont Min |
|---|---|---|---|---|---|
| A | Traffic | 1 | | -9999 | 7 |
| B | Traffic | 1 | | -9999 | 7 |
| C | Traffic | 1 | | -9999 | 7 |
| D | Traffic | 1 | | -9999 | 7 |
| E | Traffic | 1 | | -9999 | 7 |
| F | Filter | 1 | B | -9999 | 4 |
| G | Pedestrian | 1 | | -9999 | 7 |
| H | Pedestrian | 1 | | -9999 | 6 |

Full Input Data And Results

## Phase Intergreens Matrix

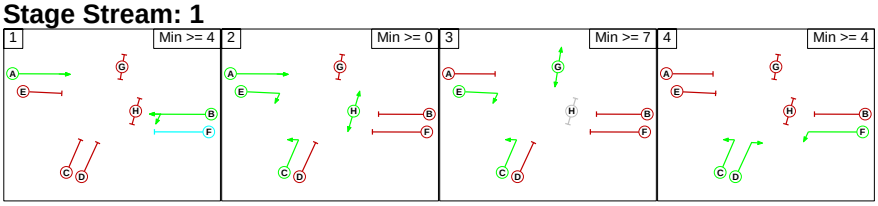
| Terminating Phase | Starting Phase | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | F | G | H |
| | A | | - | - | 5 | - | - | 8 | - |
| | B | - | | 8 | 7 | 7 | - | - | 5 |
| | C | - | 5 | | - | - | - | - | - |
| | D | 6 | 5 | - | | 6 | - | 10 | - |
| | E | - | 5 | - | 5 | | 5 | - | - |
| | F | - | - | - | - | 5 | | - | 5 |
| | G | 8 | - | - | 8 | - | - | | - |
| | H | - | 10 | - | - | - | 10 | - | |

## Phases in Stage

| Stream | Stage No. | Phases in Stage |
|---|---|---|
| 1 | 1 | A B |
| 1 | 2 | A C E H |
| 1 | 3 | C E G |
| 1 | 4 | C D F |

## Stage Diagram

### Stage Stream: 1




## Phase Delays

### Stage Stream: 1

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

## Prohibited Stage Change

### Stage Stream: 1

| From Stage | To Stage | | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 |
| | 1 | | 8 | 8 | 8 |
| | 2 | 10 | | 8 | 10 |
| | 3 | 8 | 8 | | 8 |
| | 4 | 6 | X | X | |

Full Input Data And Results

## Give-Way Lane Input Data

| Junction: A27 / Cams Hill |
| --- |
| There are no Opposed Lanes in this Junction |

Full Input Data And Results

## Lane Input Data

| Junction: A27 / Cams Hill | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Type** | **Phases** | **Start Disp.** | **End Disp.** | **Physical Length (PCU)** | **Sat Flow Type** | **Def User Saturation Flow (PCU/Hr)** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Turns** | **Turning Radius (m)** |
| 1/1 (A27 Cams Hill (W)) | U | A | 2 | 3 | 60.0 | Geom | - | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf |
| 1/2 (A27 Cams Hill (W)) | U | A | 2 | 3 | 60.0 | Geom | - | 3.40 | 0.00 | N | Arm 5 Ahead | Inf |
| 1/3 (A27 Cams Hill (W)) | U | E | 2 | 3 | 10.8 | Geom | - | 3.00 | 0.00 | N | Arm 6 Right | 12.00 |
| 2/1 (A27 Cams Hill (E)) | U | B F | 2 | 3 | 4.3 | Geom | - | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 |
| 2/2 (A27 Cams Hill (E)) | U | B | 2 | 3 | 60.0 | Geom | - | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf |
| 2/3 (A27 Cams Hill (E)) | U | B | 2 | 3 | 60.0 | Geom | - | 3.30 | 0.00 | N | Arm 4 Ahead | Inf |
| 3/1 (Cams Hall) | U | C | 2 | 3 | 60.0 | Geom | - | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 |
| 3/2 (Cams Hall) | U | D | 2 | 3 | 4.2 | Geom | - | 3.90 | 0.00 | N | Arm 5 Right | 12.00 |
| 4/1 ( W Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 4/2 ( W Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 5/1 (E Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 5/2 (E Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 6/1 (S Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

Full Input Data And Results

## Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|---|---|---|---|---|
| 1: '2016 AM Observed ' | 07:30 | 08:30 | 01:00 | |
| 2: '2016 PM Observed ' | 16:00 | 17:00 | 01:00 | |
| 3: '2021 AM without development' | 07:30 | 08:30 | 01:00 | |
| 4: '2021 PM without development' | 16:00 | 17:00 | 01:00 | |
| 5: '2021 AM with development' | 07:30 | 08:30 | 01:00 | |
| 6: '2021 PM with development' | 16:00 | 17:00 | 01:00 | |
| 7: '2026 AM without development' | 07:30 | 08:30 | 01:00 | |
| 8: '2026 PM without development' | 16:00 | 17:00 | 01:00 | |
| 9: '2026 AM with development' | 07:30 | 08:30 | 01:00 | |
| 10: '2026 PM with development' | 16:00 | 17:00 | 01:00 | |
| 11: '2021 AM with development (Sensitivity)' | 07:30 | 08:30 | 01:00 | |
| 12: '2021 PM with development (Sensitivity)' | 16:00 | 17:00 | 01:00 | |
| 13: '2026 AM with development (Sensitivity)' | 07:30 | 08:30 | 01:00 | |
| 14: '2026 PM with development (Sensitivity)' | 16:00 | 17:00 | 01:00 | |

**Scenario 1: '1'** (FG1: '2016 AM Observed ', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 45 | 1383 | 1428 |
| | B | 10 | 0 | 72 | 82 |
| | C | 1118 | 222 | 0 | 1340 |
| | Tot. | 1128 | 267 | 1455 | 2850 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 1: 1 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 543 |
| 1/2 (with short) | 797(In) 575(Out) |
| 1/3 (short) | 222 |
| 2/1 (short) | 45 |
| 2/2 (with short) | 698(In) 653(Out) |
| 2/3 | 730 |
| 3/1 (with short) | 82(In) 72(Out) |
| 3/2 (short) | 10 |
| 4/1 | 725 |
| 4/2 | 730 |
| 5/1 | 553 |
| 5/2 | 575 |
| 6/1 | 267 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 2: '2'** (FG2: '2016 PM Observed ', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 9 | 1057 | 1066 |
| | B | 31 | 0 | 106 | 137 |
| | C | 1231 | 32 | 0 | 1263 |
| | Tot. | 1262 | 41 | 1163 | 2466 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 2: 2 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 583 |
| 1/2 (with short) | 680(In) 648(Out) |
| 1/3 (short) | 32 |
| 2/1 (short) | 9 |
| 2/2 (with short) | 515(In) 506(Out) |
| 2/3 | 551 |
| 3/1 (with short) | 137(In) 106(Out) |
| 3/2 (short) | 31 |
| 4/1 | 612 |
| 4/2 | 551 |
| 5/1 | 614 |
| 5/2 | 648 |
| 6/1 | 41 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 3: '3'** (FG3: '2021 AM without development', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 47 | 1421 | 1468 |
| | B | 10 | 0 | 74 | 84 |
| | C | 1149 | 228 | 0 | 1377 |
| | Tot. | 1159 | 275 | 1495 | 2929 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 3: 3 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 559 |
| 1/2 (with short) | 818(In) 590(Out) |
| 1/3 (short) | 228 |
| 2/1 (short) | 47 |
| 2/2 (with short) | 718(In) 671(Out) |
| 2/3 | 750 |
| 3/1 (with short) | 84(In) 74(Out) |
| 3/2 (short) | 10 |
| 4/1 | 745 |
| 4/2 | 750 |
| 5/1 | 569 |
| 5/2 | 590 |
| 6/1 | 275 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 4: '4'** (FG4: '2021 PM without development', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 9 | 1073 | 1082 |
| | B | 31 | 0 | 108 | 139 |
| | C | 1250 | 32 | 0 | 1282 |
| | Tot. | 1281 | 41 | 1181 | 2503 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 4: 4 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 592 |
| 1/2 (with short) | 690(In) 658(Out) |
| 1/3 (short) | 32 |
| 2/1 (short) | 9 |
| 2/2 (with short) | 523(In) 514(Out) |
| 2/3 | 559 |
| 3/1 (with short) | 139(In) 108(Out) |
| 3/2 (short) | 31 |
| 4/1 | 622 |
| 4/2 | 559 |
| 5/1 | 623 |
| 5/2 | 658 |
| 6/1 | 41 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 5: '5'** (FG5: '2021 AM with development', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 47 | 1481 | 1528 |
| | B | 10 | 0 | 74 | 84 |
| | C | 1169 | 228 | 0 | 1397 |
| | Tot. | 1179 | 275 | 1555 | 3009 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 5: 5 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 570 |
| 1/2 (with short) | 827(In) 599(Out) |
| 1/3 (short) | 228 |
| 2/1 (short) | 47 |
| 2/2 (with short) | 746(In) 699(Out) |
| 2/3 | 782 |
| 3/1 (with short) | 84(In) 74(Out) |
| 3/2 (short) | 10 |
| 4/1 | 773 |
| 4/2 | 782 |
| 5/1 | 580 |
| 5/2 | 599 |
| 6/1 | 275 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 6: '6'** (FG6: '2021 PM with development', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 9 | 1107 | 1116 |
| | B | 31 | 0 | 108 | 139 |
| | C | 1297 | 32 | 0 | 1329 |
| | Tot. | 1328 | 41 | 1215 | 2584 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 6: 6 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 615 |
| 1/2 (with short) | 714(In) 682(Out) |
| 1/3 (short) | 32 |
| 2/1 (short) | 9 |
| 2/2 (with short) | 540(In) 531(Out) |
| 2/3 | 576 |
| 3/1 (with short) | 139(In) 108(Out) |
| 3/2 (short) | 31 |
| 4/1 | 639 |
| 4/2 | 576 |
| 5/1 | 646 |
| 5/2 | 682 |
| 6/1 | 41 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 7: '7'** (FG7: '2026 AM without development', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 48 | 1513 | 1561 |
| | B | 11 | 0 | 76 | 87 |
| | C | 1195 | 235 | 0 | 1430 |
| | Tot. | 1206 | 283 | 1589 | 3078 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 7: 7 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 584 |
| 1/2 (with short) | 846(In) 611(Out) |
| 1/3 (short) | 235 |
| 2/1 (short) | 48 |
| 2/2 (with short) | 762(In) 714(Out) |
| 2/3 | 799 |
| 3/1 (with short) | 87(In) 76(Out) |
| 3/2 (short) | 11 |
| 4/1 | 790 |
| 4/2 | 799 |
| 5/1 | 595 |
| 5/2 | 611 |
| 6/1 | 283 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 8: '8'** (FG8: '2026 PM without development', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 9 | 1115 | 1124 |
| | B | 32 | 0 | 110 | 142 |
| | C | 1315 | 33 | 0 | 1348 |
| | Tot. | 1347 | 42 | 1225 | 2614 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 8: 8 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 624 |
| 1/2 (with short) | 724(In) 691(Out) |
| 1/3 (short) | 33 |
| 2/1 (short) | 9 |
| 2/2 (with short) | 544(In) 535(Out) |
| 2/3 | 580 |
| 3/1 (with short) | 142(In) 110(Out) |
| 3/2 (short) | 32 |
| 4/1 | 645 |
| 4/2 | 580 |
| 5/1 | 656 |
| 5/2 | 691 |
| 6/1 | 42 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 9: '9'** (FG9: '2026 AM with development', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 48 | 1573 | 1621 |
| | B | 11 | 0 | 76 | 87 |
| | C | 1215 | 235 | 0 | 1450 |
| | Tot. | 1226 | 283 | 1649 | 3158 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 9: 9 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 595 |
| 1/2 (with short) | 855(In) 620(Out) |
| 1/3 (short) | 235 |
| 2/1 (short) | 48 |
| 2/2 (with short) | 791(In) 743(Out) |
| 2/3 | 830 |
| 3/1 (with short) | 87(In) 76(Out) |
| 3/2 (short) | 11 |
| 4/1 | 819 |
| 4/2 | 830 |
| 5/1 | 606 |
| 5/2 | 620 |
| 6/1 | 283 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 10: '10'** (FG10: '2026 PM with development', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 9 | 1150 | 1159 |
| | B | 32 | 0 | 110 | 142 |
| | C | 1362 | 33 | 0 | 1395 |
| | Tot. | 1394 | 42 | 1260 | 2696 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 10: 10 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 647 |
| 1/2 (with short) | 748(In) 715(Out) |
| 1/3 (short) | 33 |
| 2/1 (short) | 9 |
| 2/2 (with short) | 561(In) 552(Out) |
| 2/3 | 598 |
| 3/1 (with short) | 142(In) 110(Out) |
| 3/2 (short) | 32 |
| 4/1 | 662 |
| 4/2 | 598 |
| 5/1 | 679 |
| 5/2 | 715 |
| 6/1 | 42 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 11: '11'** (FG11: '2021 AM with development (Sensitivity)', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 47 | 1546 | 1593 |
| | B | 10 | 0 | 74 | 84 |
| | C | 1220 | 228 | 0 | 1448 |
| | Tot. | 1230 | 275 | 1620 | 3125 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 11: 11 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 597 |
| 1/2 (with short) | 851(In) 623(Out) |
| 1/3 (short) | 228 |
| 2/1 (short) | 47 |
| 2/2 (with short) | 777(In) 730(Out) |
| 2/3 | 816 |
| 3/1 (with short) | 84(In) 74(Out) |
| 3/2 (short) | 10 |
| 4/1 | 804 |
| 4/2 | 816 |
| 5/1 | 607 |
| 5/2 | 623 |
| 6/1 | 275 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 12: '12'** (FG12: '2021 PM with development (Sensitivity)', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 9 | 1174 | 1183 |
| | B | 32 | 0 | 109 | 141 |
| | C | 1386 | 32 | 0 | 1418 |
| | Tot. | 1418 | 41 | 1283 | 2742 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 12: 12 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 658 |
| 1/2 (with short) | 760(In) 728(Out) |
| 1/3 (short) | 32 |
| 2/1 (short) | 9 |
| 2/2 (with short) | 572(In) 563(Out) |
| 2/3 | 611 |
| 3/1 (with short) | 141(In) 109(Out) |
| 3/2 (short) | 32 |
| 4/1 | 672 |
| 4/2 | 611 |
| 5/1 | 690 |
| 5/2 | 728 |
| 6/1 | 41 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 13: '13'** (FG13: '2026 AM with development (Sensitivity)', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 48 | 1587 | 1635 |
| | B | 11 | 0 | 76 | 87 |
| | C | 1253 | 235 | 0 | 1488 |
| | Tot. | 1264 | 283 | 1663 | 3210 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 13: 13 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 615 |
| 1/2 (with short) | 873(In) 638(Out) |
| 1/3 (short) | 235 |
| 2/1 (short) | 48 |
| 2/2 (with short) | 797(In) 749(Out) |
| 2/3 | 838 |
| 3/1 (with short) | 87(In) 76(Out) |
| 3/2 (short) | 11 |
| 4/1 | 825 |
| 4/2 | 838 |
| 5/1 | 626 |
| 5/2 | 638 |
| 6/1 | 283 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 14: '14'** (FG14: '2026 PM with development (Sensitivity)', Plan 1: 'Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | |
|---|---|---|---|---|---|
| | | A | B | C | Tot. |
| Origin | A | 0 | 9 | 1185 | 1194 |
| | B | 32 | 0 | 110 | 142 |
| | C | 1398 | 33 | 0 | 1431 |
| | Tot. | 1430 | 42 | 1295 | 2767 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 14: 14 |
|---|---|
| **Junction: A27 / Cams Hill** | |
| 1/1 | 664 |
| 1/2 (with short) | 767(In) 734(Out) |
| 1/3 (short) | 33 |
| 2/1 (short) | 9 |
| 2/2 (with short) | 578(In) 569(Out) |
| 2/3 | 616 |
| 3/1 (with short) | 142(In) 110(Out) |
| 3/2 (short) | 32 |
| 4/1 | 679 |
| 4/2 | 616 |
| 5/1 | 696 |
| 5/2 | 734 |
| 6/1 | 42 |

Full Input Data And Results

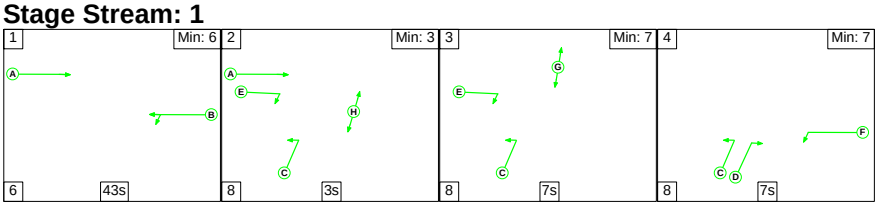
## Lane Saturation Flows

| Junction: A27 / Cams Hill | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W)) | 3.40 | 0.00 | Y | Arm 5 Ahead | Inf | 100.0 % | 1955 | 1955 |
| 1/2 (A27 Cams Hill (W)) | 3.40 | 0.00 | N | Arm 5 Ahead | Inf | 100.0 % | 2095 | 2095 |
| 1/3 (A27 Cams Hill (W)) | 3.00 | 0.00 | N | Arm 6 Right | 12.00 | 100.0 % | 1827 | 1827 |
| 2/1 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 6 Left | 15.00 | 100.0 % | 1768 | 1768 |
| 2/2 (A27 Cams Hill (E)) | 3.30 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1945 | 1945 |
| 2/3 (A27 Cams Hill (E)) | 3.30 | 0.00 | N | Arm 4 Ahead | Inf | 100.0 % | 2085 | 2085 |
| 3/1 (Cams Hall) | 3.90 | 0.00 | Y | Arm 4 Left | 12.00 | 100.0 % | 1782 | 1782 |
| 3/2 (Cams Hall) | 3.90 | 0.00 | N | Arm 5 Right | 12.00 | 100.0 % | 1907 | 1907 |
| 4/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 1: '1'** (FG1: '2016 AM Observed ', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1



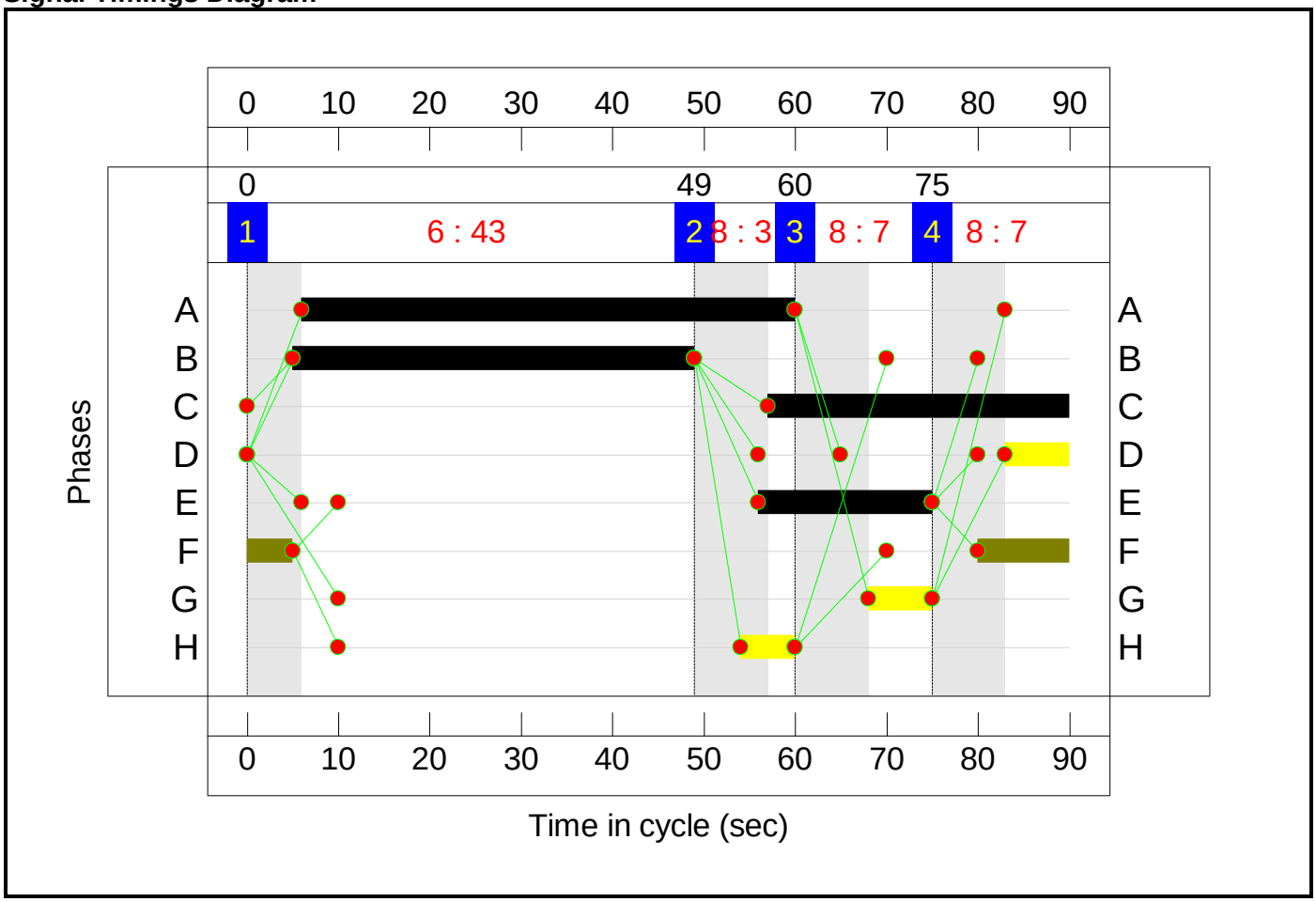

## Stage Timings

### Stage Stream: 1

| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 43 | 3 | 7 | 7 |
| Change Point | 0 | 49 | 60 | 75 |

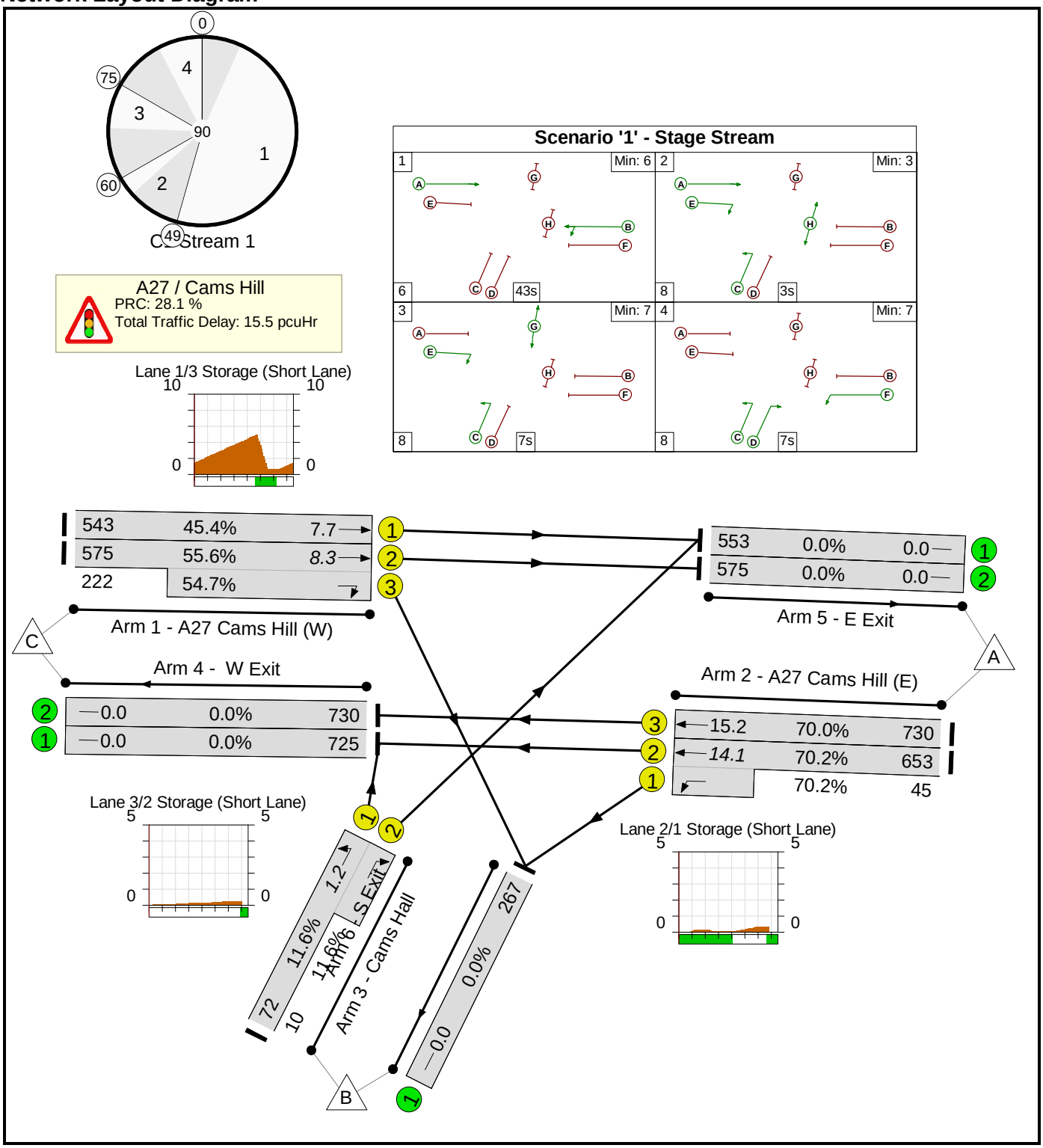
Full Input Data And Results

**Signal Timings Diagram**



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **70.2%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **70.2%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 54 | - | 543 | 1955 | 1195 | 45.4% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 54:19 | - | 797 | 2095:1827 | 1033+406 | 55.6 : 54.7% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 44:59 | 15 | 698 | 1945:1768 | 930+64 | 70.2 : 70.2% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 44 | - | 730 | 2085 | 1043 | 70.0% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 82 | 1782:1907 | 620+86 | 11.6 : 11.6% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 725 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 730 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 553 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 575 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 267 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **12.0** | **3.4** | **0.0** | **15.5** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **12.0** | **3.4** | **0.0** | **15.5** | **-** | **-** | **-** | **-** |
| 1/1 | 543 | 543 | - | - | - | 1.4 | 0.4 | - | 1.8 | 12.2 | 7.2 | 0.4 | 7.7 |
| 1/2+1/3 | 797 | 797 | - | - | - | 3.4 | 0.6 | - | 4.0 (1.9+2.1) | 18.2 (12.2:33.8) | 7.7 | 0.6 | 8.3 |
| 2/2+2/1 | 698 | 698 | - | - | - | 3.2 | 1.2 | - | 4.4 (4.2+0.2) | 22.7 (23.0:18.1) | 12.9 | 1.2 | 14.1 |
| 2/3 | 730 | 730 | - | - | - | 3.5 | 1.2 | - | 4.7 | 23.0 | 14.0 | 1.2 | 15.2 |
| 3/1+3/2 | 82 | 82 | - | - | - | 0.5 | 0.1 | - | 0.5 (0.4+0.1) | 23.5 (21.1:40.7) | 1.2 | 0.1 | 1.2 |
| 4/1 | 725 | 725 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 730 | 730 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 553 | 553 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 575 | 575 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 267 | 267 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

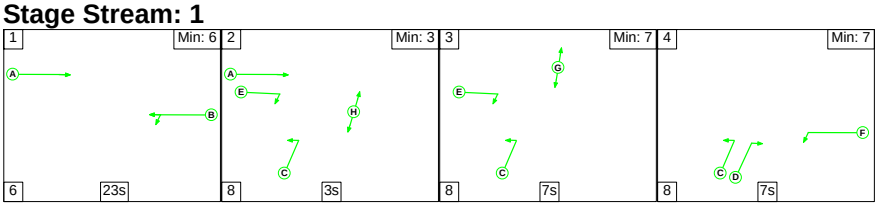
C1 Stream: 1 PRC for Signalled Lanes (%): 28.1 Total Delay for Signalled Lanes (pcuHr): 15.47 Cycle Time (s): 90
PRC Over All Lanes (%): 28.1 Total Delay Over All Lanes(pcuHr): 15.47

Full Input Data And Results

**Scenario 2: '2'** (FG2: '2016 PM Observed ', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

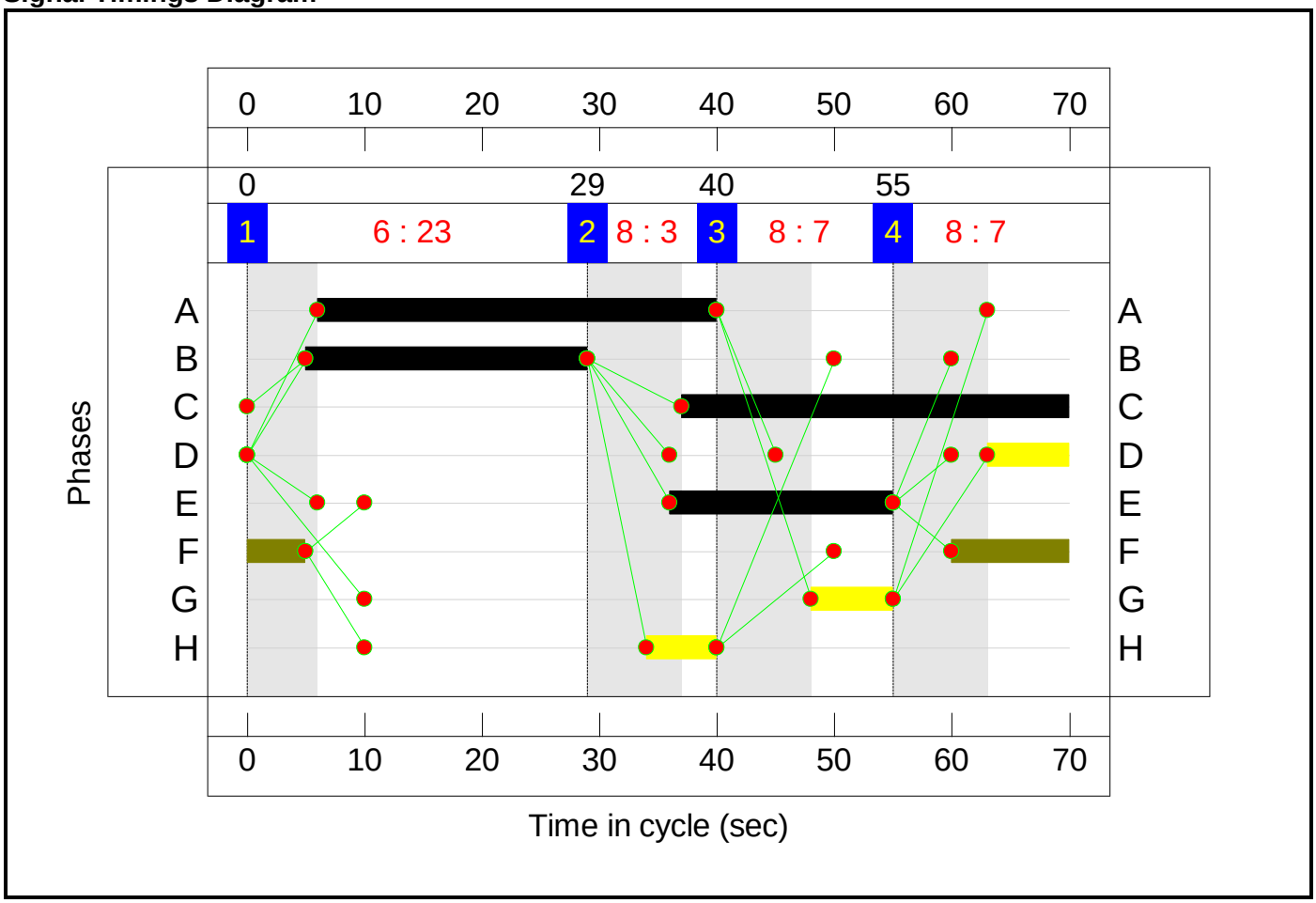



## Stage Timings

### Stage Stream: 1

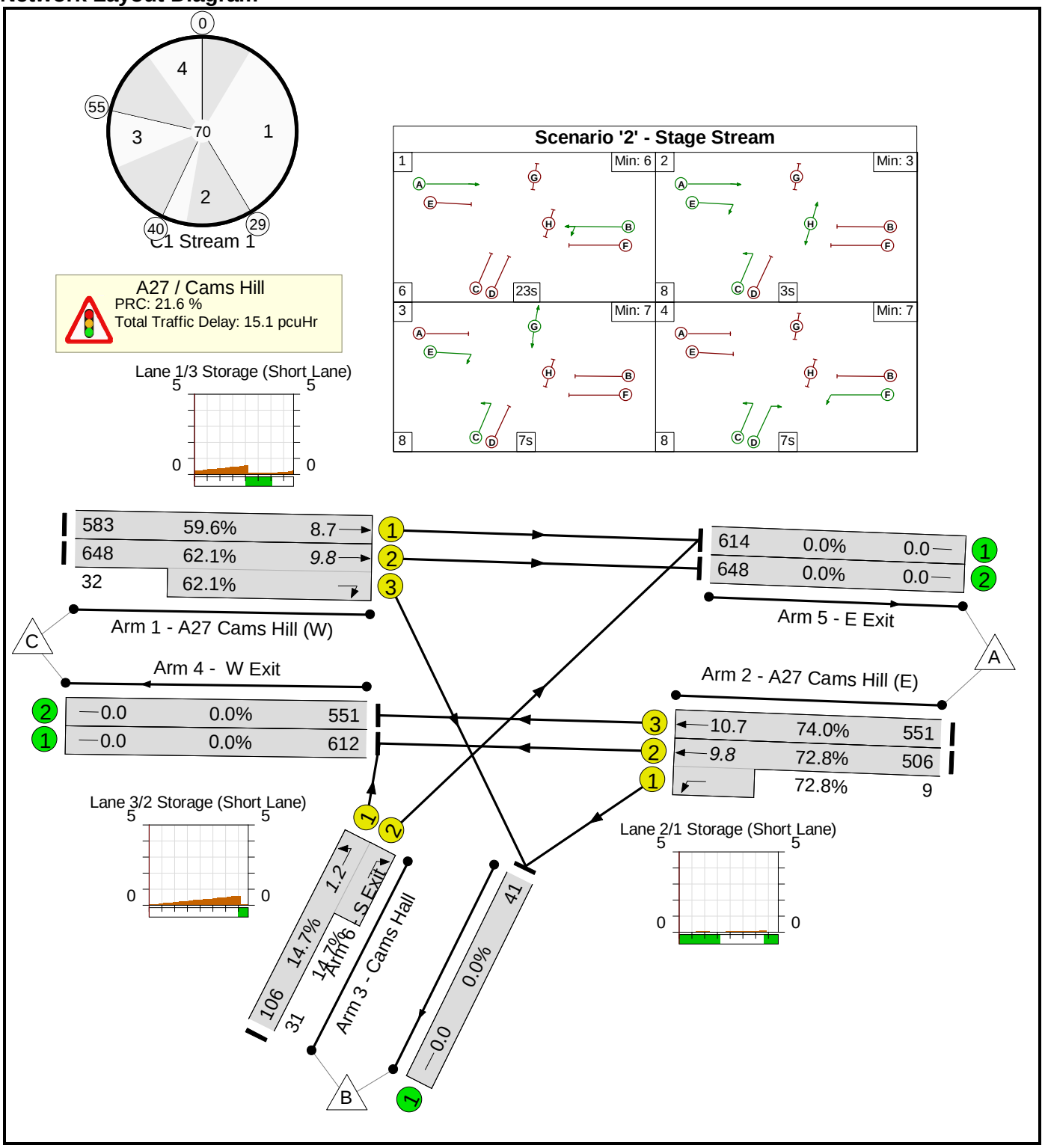
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 23 | 3 | 7 | 7 |
| Change Point | 0 | 29 | 40 | 55 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **74.0%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **74.0%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 34 | - | 583 | 1955 | 978 | 59.6% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 34:19 | - | 680 | 2095:1827 | 1043+51 | 62.1 : 62.1% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 24:39 | 15 | 515 | 1945:1768 | 695+12 | 72.8 : 72.8% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 24 | - | 551 | 2085 | 745 | 74.0% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 137 | 1782:1907 | 721+211 | 14.7 : 14.7% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 612 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 551 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 614 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 648 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 41 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **10.8** | **4.4** | **0.0** | **15.1** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **10.8** | **4.4** | **0.0** | **15.1** | **-** | **-** | **-** | **-** |
| 1/1 | 583 | 583 | - | - | - | 2.0 | 0.7 | - | 2.8 | 17.0 | 7.9 | 0.7 | 8.7 |
| 1/2+1/3 | 680 | 680 | - | - | - | 2.4 | 0.8 | - | 3.3 (3.1+0.2) | 17.3 (17.0:22.5) | 9.0 | 0.8 | 9.8 |
| 2/2+2/1 | 515 | 515 | - | - | - | 2.8 | 1.3 | - | 4.1 (4.0+0.1) | 28.7 (28.8:20.5) | 8.5 | 1.3 | 9.8 |
| 2/3 | 551 | 551 | - | - | - | 3.0 | 1.4 | - | 4.4 | 28.8 | 9.3 | 1.4 | 10.7 |
| 3/1+3/2 | 137 | 137 | - | - | - | 0.5 | 0.1 | - | 0.6 (0.4+0.3) | 16.2 (12.1:30.2) | 1.1 | 0.1 | 1.2 |
| 4/1 | 612 | 612 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 551 | 551 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 614 | 614 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 648 | 648 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 41 | 41 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

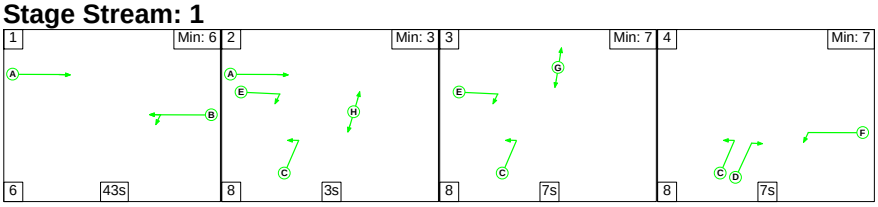
C1 Stream: 1 PRC for Signalled Lanes (%): 21.6 Total Delay for Signalled Lanes (pcuHr): 15.14 Cycle Time (s): 70
PRC Over All Lanes (%): 21.6 Total Delay Over All Lanes(pcuHr): 15.14

Full Input Data And Results

**Scenario 3: '3'** (FG3: '2021 AM without development', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

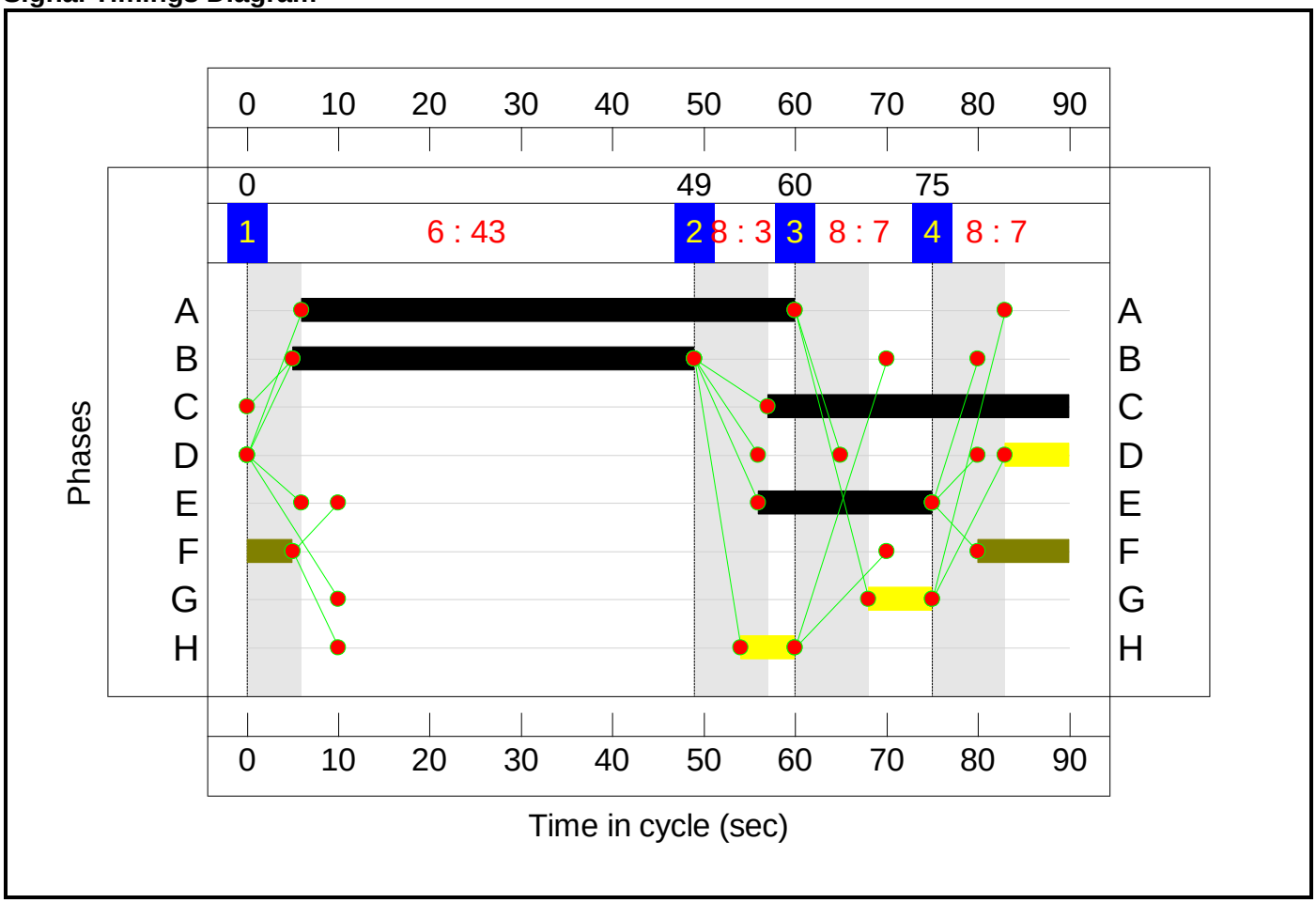



## Stage Timings

### Stage Stream: 1

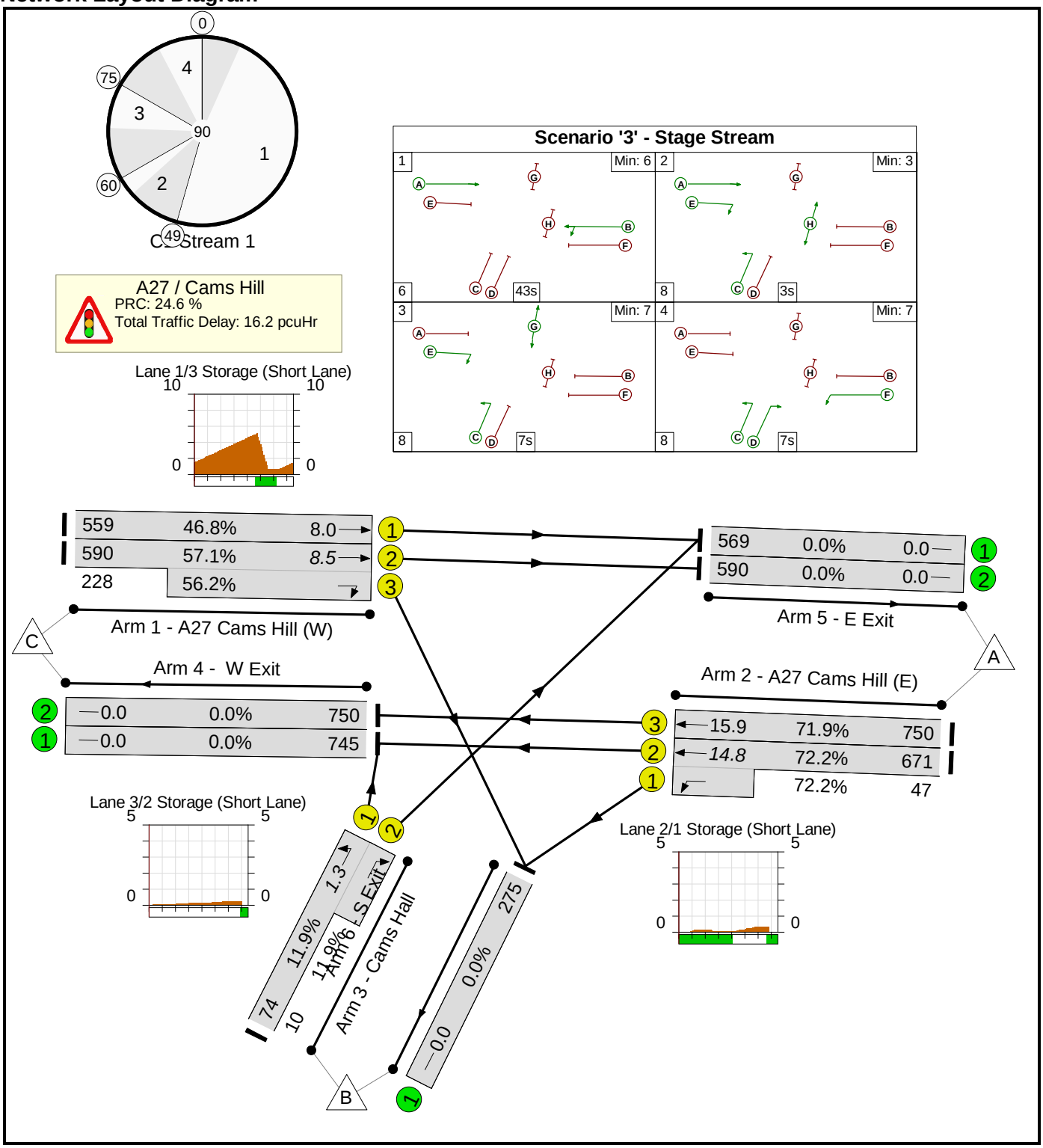
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 43 | 3 | 7 | 7 |
| Change Point | 0 | 49 | 60 | 75 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **72.2%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **72.2%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 54 | - | 559 | 1955 | 1195 | 46.8% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 54:19 | - | 818 | 2095:1827 | 1033+406 | 57.1 : 56.2% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 44:59 | 15 | 718 | 1945:1768 | 929+65 | 72.2 : 72.2% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 44 | - | 750 | 2085 | 1043 | 71.9% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 84 | 1782:1907 | 622+84 | 11.9 : 11.9% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 745 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 750 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 569 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 590 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 275 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **12.5** | **3.7** | **0.0** | **16.2** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **12.5** | **3.7** | **0.0** | **16.2** | **-** | **-** | **-** | **-** |
| 1/1 | 559 | 559 | - | - | - | 1.5 | 0.4 | - | 1.9 | 12.4 | 7.6 | 0.4 | 8.0 |
| 1/2+1/3 | 818 | 818 | - | - | - | 3.5 | 0.7 | - | 4.2 (2.0+2.2) | 18.4 (12.4:34.0) | 7.9 | 0.7 | 8.5 |
| 2/2+2/1 | 718 | 718 | - | - | - | 3.4 | 1.3 | - | 4.7 (4.4+0.2) | 23.4 (23.7:18.9) | 13.5 | 1.3 | 14.8 |
| 2/3 | 750 | 750 | - | - | - | 3.7 | 1.3 | - | 4.9 | 23.7 | 14.6 | 1.3 | 15.9 |
| 3/1+3/2 | 84 | 84 | - | - | - | 0.5 | 0.1 | - | 0.5 (0.4+0.1) | 23.4 (21.1:40.7) | 1.2 | 0.1 | 1.3 |
| 4/1 | 745 | 745 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 750 | 750 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 569 | 569 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 590 | 590 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 275 | 275 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

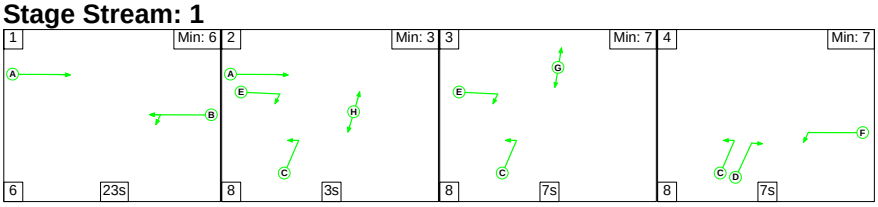
C1 Stream: 1 PRC for Signalled Lanes (%): 24.6 Total Delay for Signalled Lanes (pcuHr): 16.24 Cycle Time (s): 90
PRC Over All Lanes (%): 24.6 Total Delay Over All Lanes(pcuHr): 16.24

Full Input Data And Results

**Scenario 4: '4'** (FG4: '2021 PM without development', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

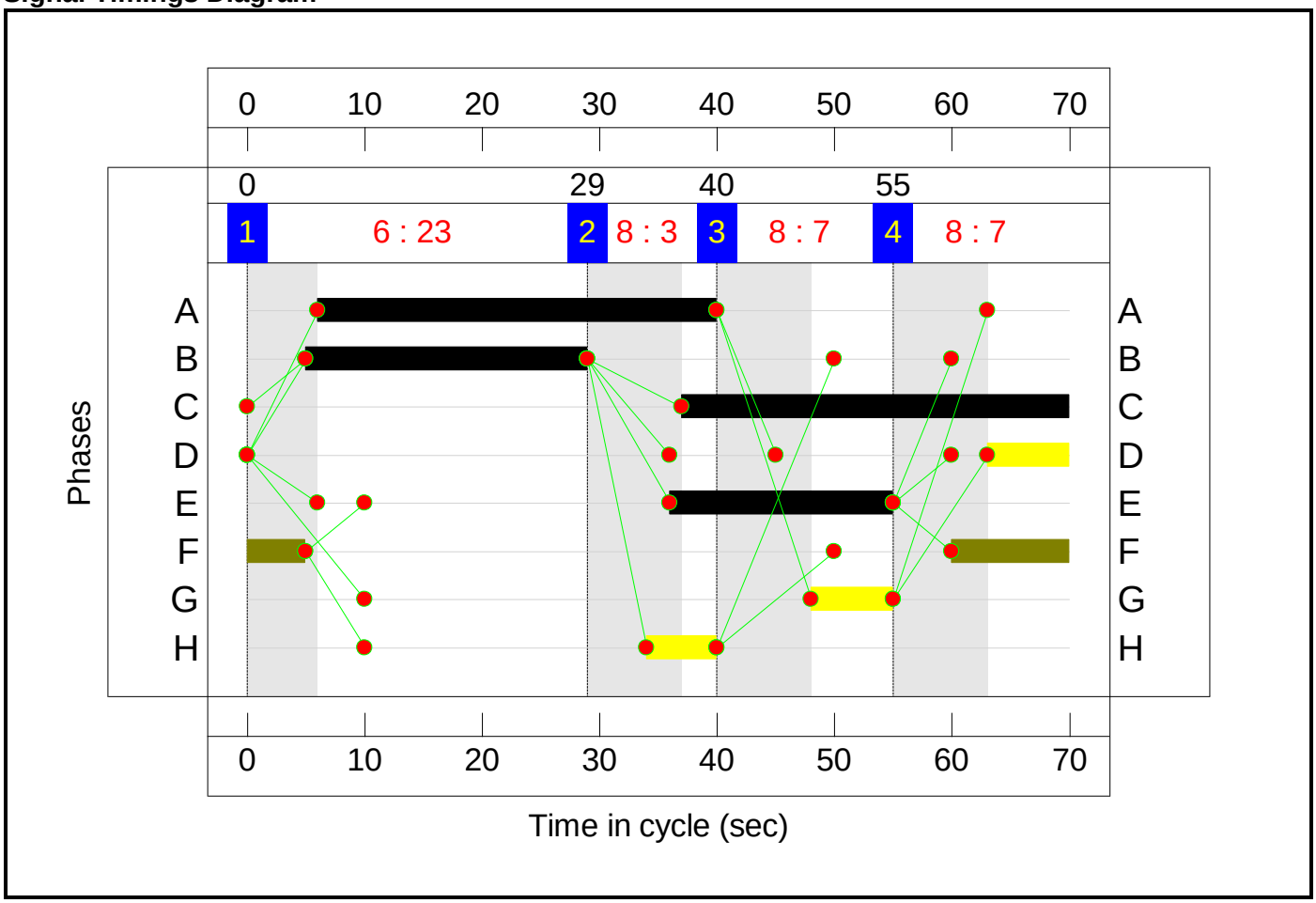



## Stage Timings

### Stage Stream: 1

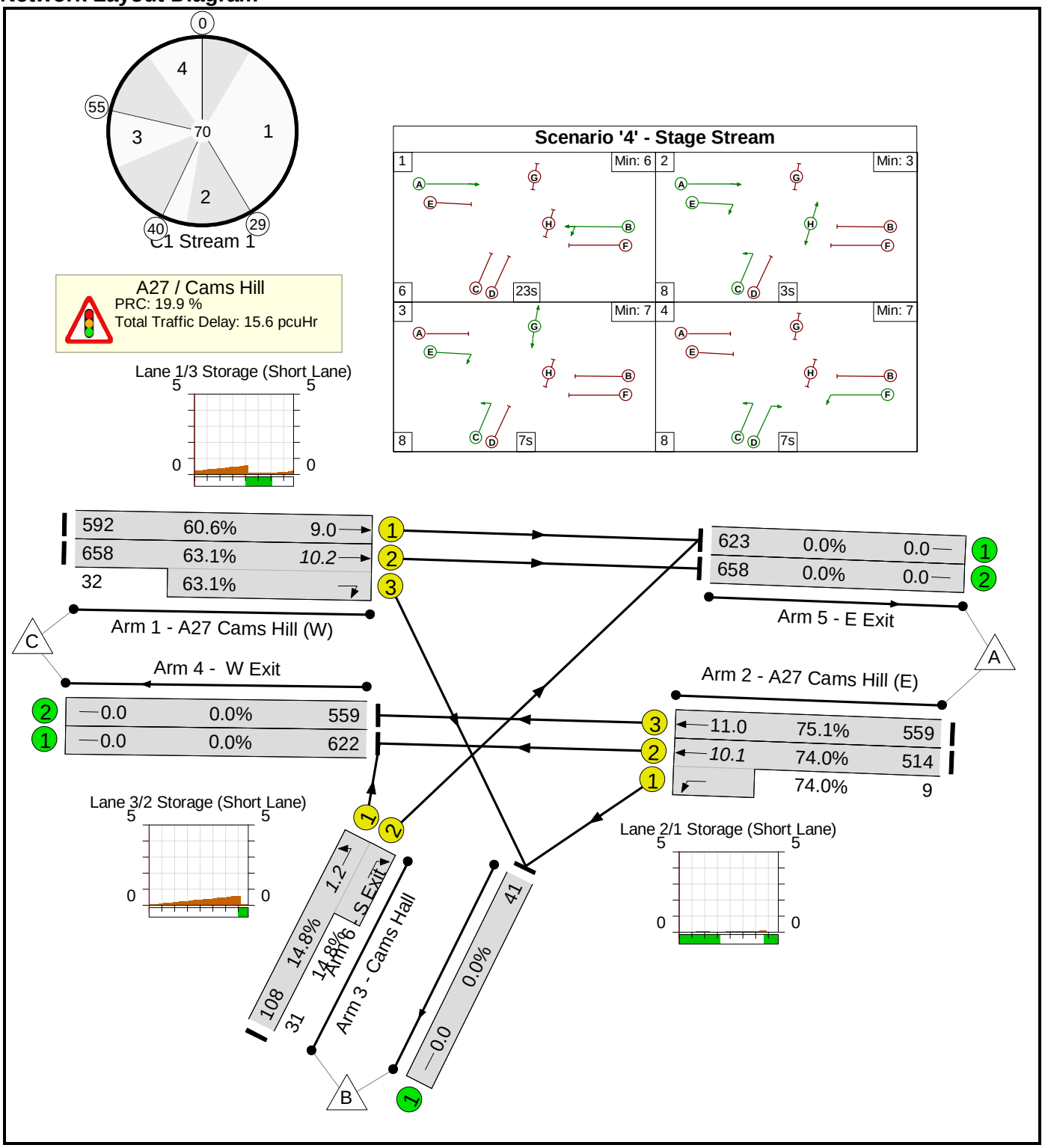
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 23 | 3 | 7 | 7 |
| Change Point | 0 | 29 | 40 | 55 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **75.1%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **75.1%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 34 | - | 592 | 1955 | 978 | 60.6% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 34:19 | - | 690 | 2095:1827 | 1043+51 | 63.1 : 63.1% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 24:39 | 15 | 523 | 1945:1768 | 695+12 | 74.0 : 74.0% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 24 | - | 559 | 2085 | 745 | 75.1% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 139 | 1782:1907 | 727+209 | 14.8 : 14.8% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 622 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 559 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 623 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 658 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 41 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **11.0** | **4.6** | **0.0** | **15.6** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **11.0** | **4.6** | **0.0** | **15.6** | **-** | **-** | **-** | **-** |
| 1/1 | 592 | 592 | - | - | - | 2.1 | 0.8 | - | 2.8 | 17.2 | 8.2 | 0.8 | 9.0 |
| 1/2+1/3 | 690 | 690 | - | - | - | 2.5 | 0.9 | - | 3.3 (3.1+0.2) | 17.4 (17.2:22.7) | 9.3 | 0.9 | 10.2 |
| 2/2+2/1 | 523 | 523 | - | - | - | 2.8 | 1.4 | - | 4.2 (4.2+0.1) | 29.2 (29.3:21.1) | 8.7 | 1.4 | 10.1 |
| 2/3 | 559 | 559 | - | - | - | 3.1 | 1.5 | - | 4.6 | 29.3 | 9.5 | 1.5 | 11.0 |
| 3/1+3/2 | 139 | 139 | - | - | - | 0.5 | 0.1 | - | 0.6 (0.4+0.3) | 16.2 (12.1:30.2) | 1.1 | 0.1 | 1.2 |
| 4/1 | 622 | 622 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 559 | 559 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 623 | 623 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 658 | 658 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 41 | 41 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

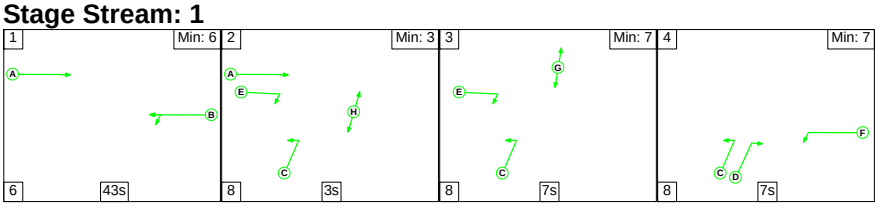
C1 Stream: 1 PRC for Signalled Lanes (%): 19.9 Total Delay for Signalled Lanes (pcuHr): 15.59 Cycle Time (s): 70
PRC Over All Lanes (%): 19.9 Total Delay Over All Lanes(pcuHr): 15.59

Full Input Data And Results

**Scenario 5: '5'** (FG5: '2021 AM with development', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

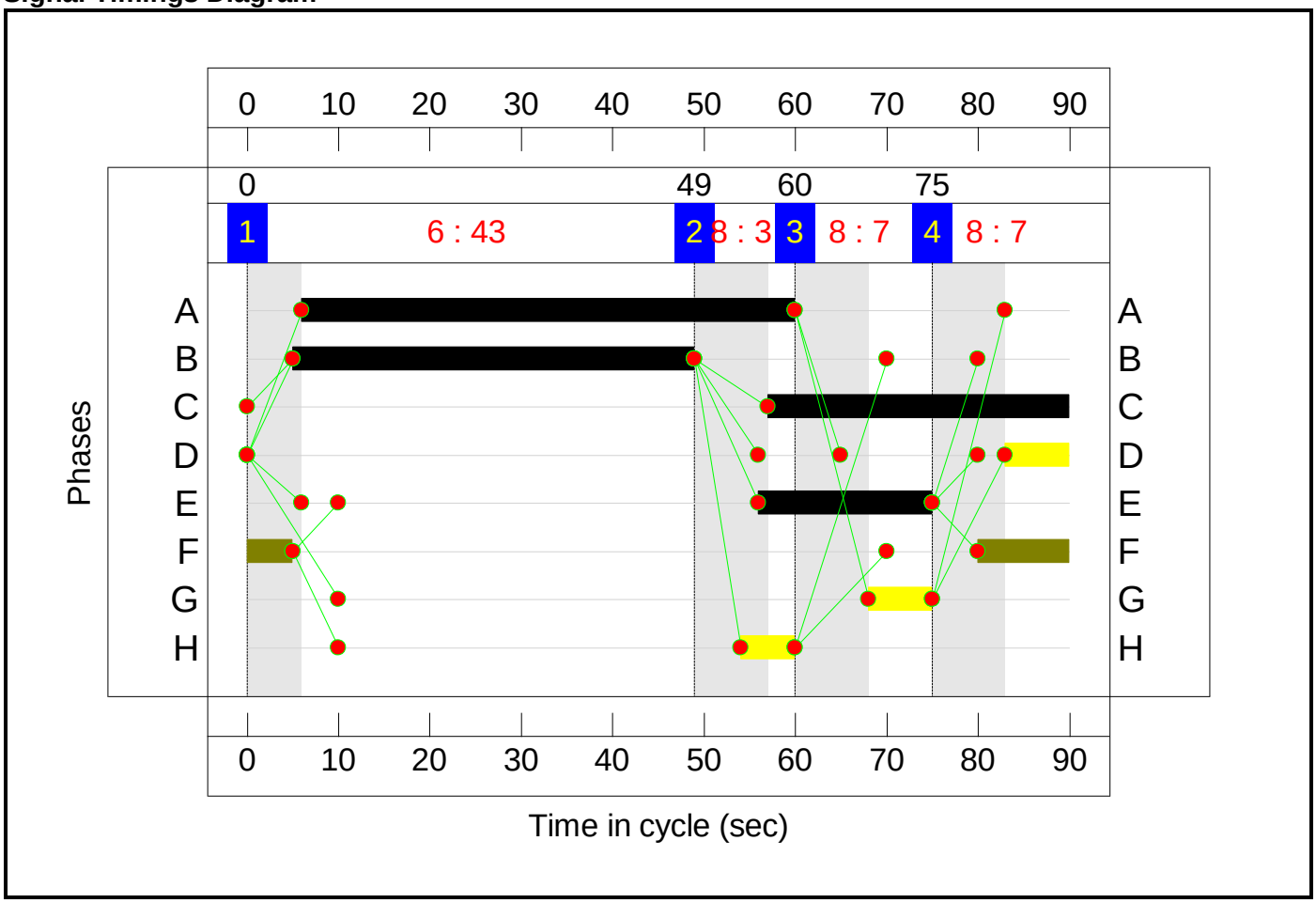



## Stage Timings

### Stage Stream: 1

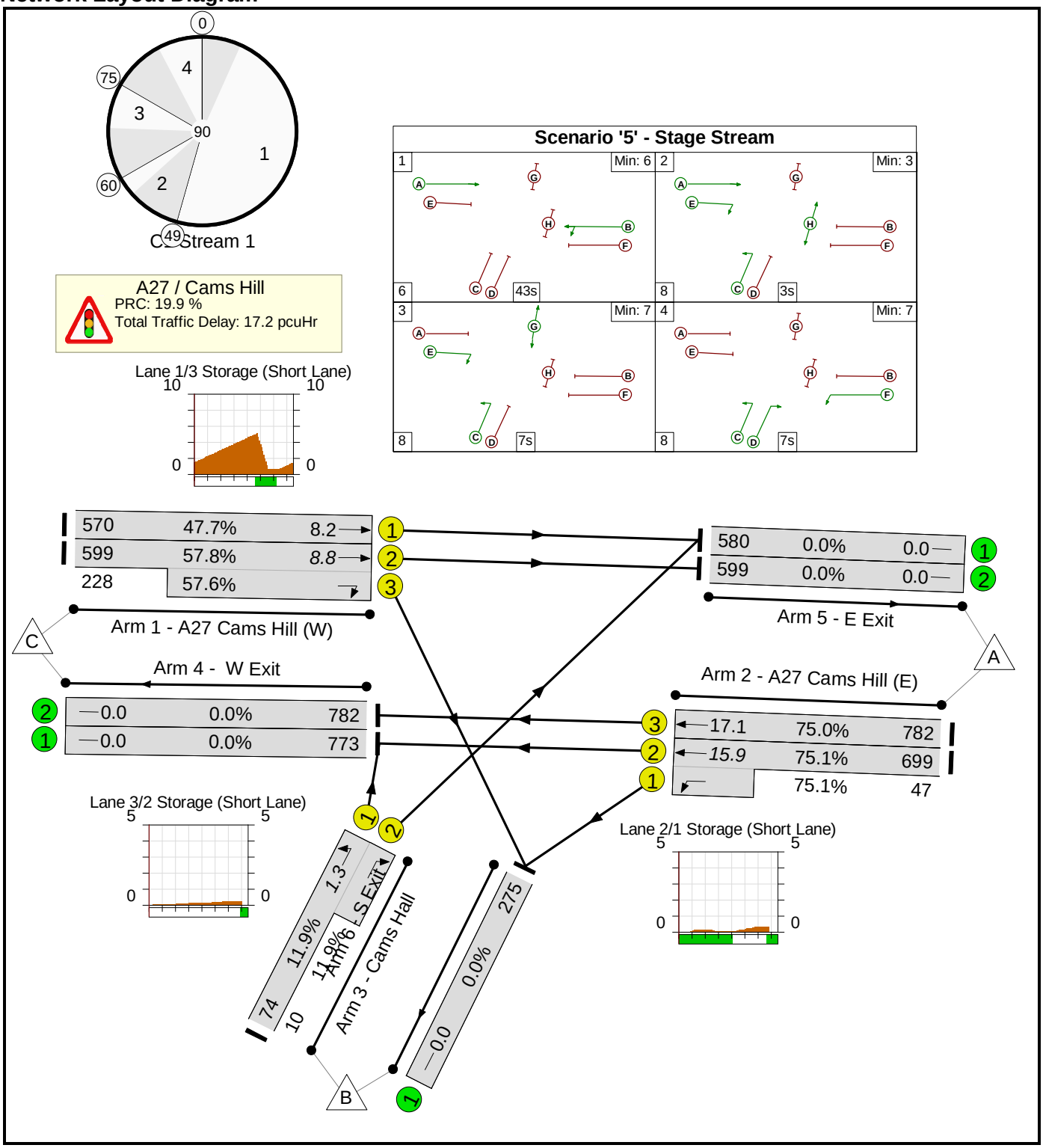
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 43 | 3 | 7 | 7 |
| Change Point | 0 | 49 | 60 | 75 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **75.1%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **75.1%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 54 | - | 570 | 1955 | 1195 | 47.7% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 54:19 | - | 827 | 2095:1827 | 1036+396 | 57.8 : 57.6% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 44:59 | 15 | 746 | 1945:1768 | 931+63 | 75.1 : 75.1% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 44 | - | 782 | 2085 | 1043 | 75.0% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 84 | 1782:1907 | 622+84 | 11.9 : 11.9% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 773 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 782 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 580 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 599 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 275 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **13.1** | **4.2** | **0.0** | **17.2** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **13.1** | **4.2** | **0.0** | **17.2** | **-** | **-** | **-** | **-** |
| 1/1 | 570 | 570 | - | - | - | 1.5 | 0.5 | - | 2.0 | 12.5 | 7.8 | 0.5 | 8.2 |
| 1/2+1/3 | 827 | 827 | - | - | - | 3.6 | 0.7 | - | 4.2 (2.1+2.2) | 18.4 (12.5:34.1) | 8.2 | 0.7 | 8.8 |
| 2/2+2/1 | 746 | 746 | - | - | - | 3.6 | 1.5 | - | 5.1 (4.8+0.3) | 24.5 (24.8:20.3) | 14.4 | 1.5 | 15.9 |
| 2/3 | 782 | 782 | - | - | - | 3.9 | 1.5 | - | 5.4 | 24.8 | 15.6 | 1.5 | 17.1 |
| 3/1+3/2 | 84 | 84 | - | - | - | 0.5 | 0.1 | - | 0.5 (0.4+0.1) | 23.4 (21.1:40.7) | 1.2 | 0.1 | 1.3 |
| 4/1 | 773 | 773 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 782 | 782 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 580 | 580 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 599 | 599 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 275 | 275 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

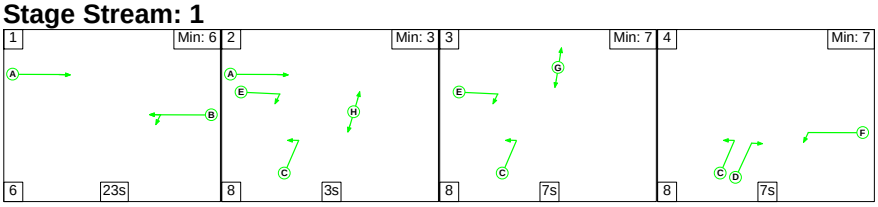
C1 Stream: 1 PRC for Signalled Lanes (%): 19.9 Total Delay for Signalled Lanes (pcuHr): 17.24 Cycle Time (s): 90
PRC Over All Lanes (%): 19.9 Total Delay Over All Lanes(pcuHr): 17.24

Full Input Data And Results

**Scenario 6: '6'** (FG6: '2021 PM with development', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

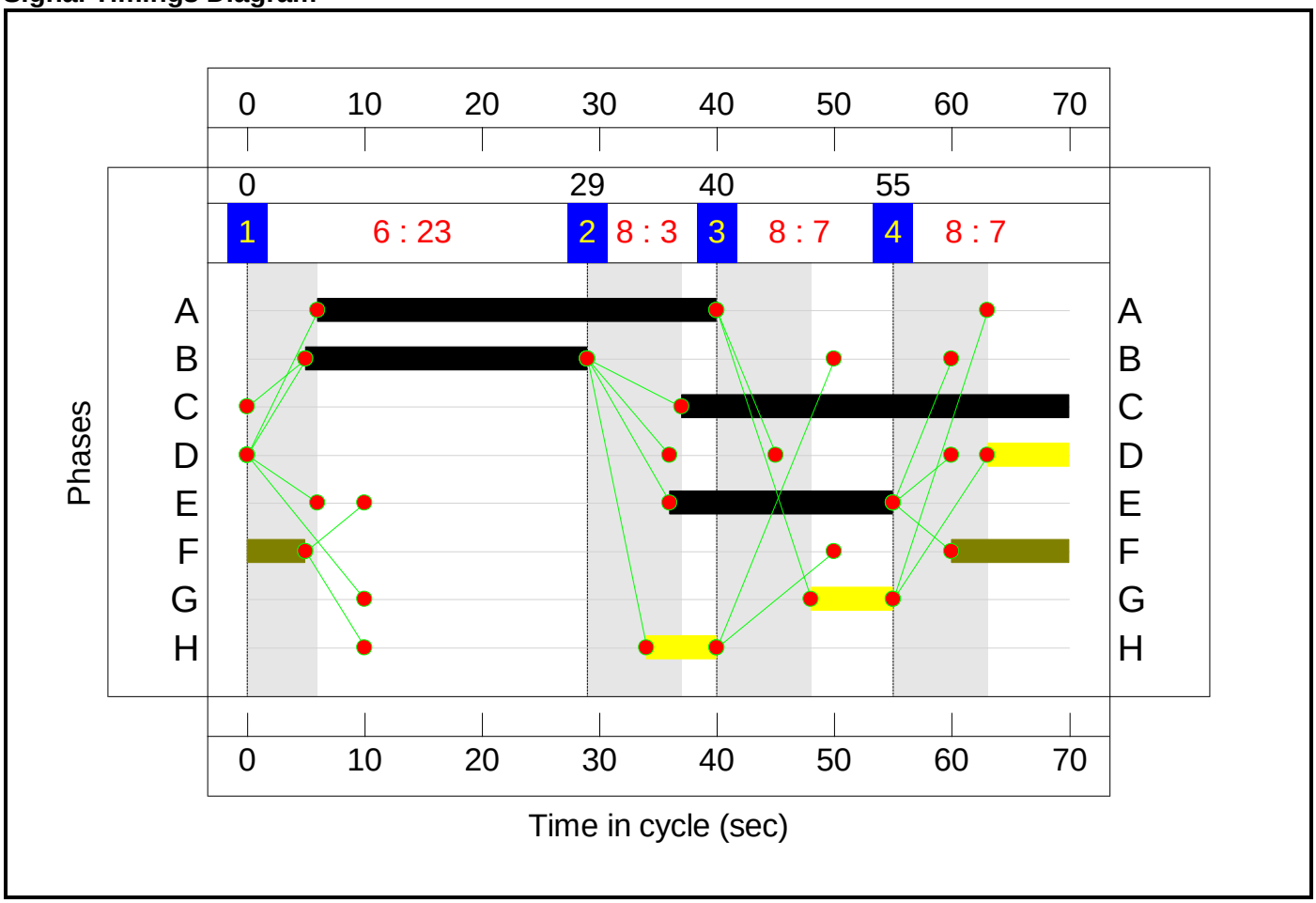



## Stage Timings

### Stage Stream: 1

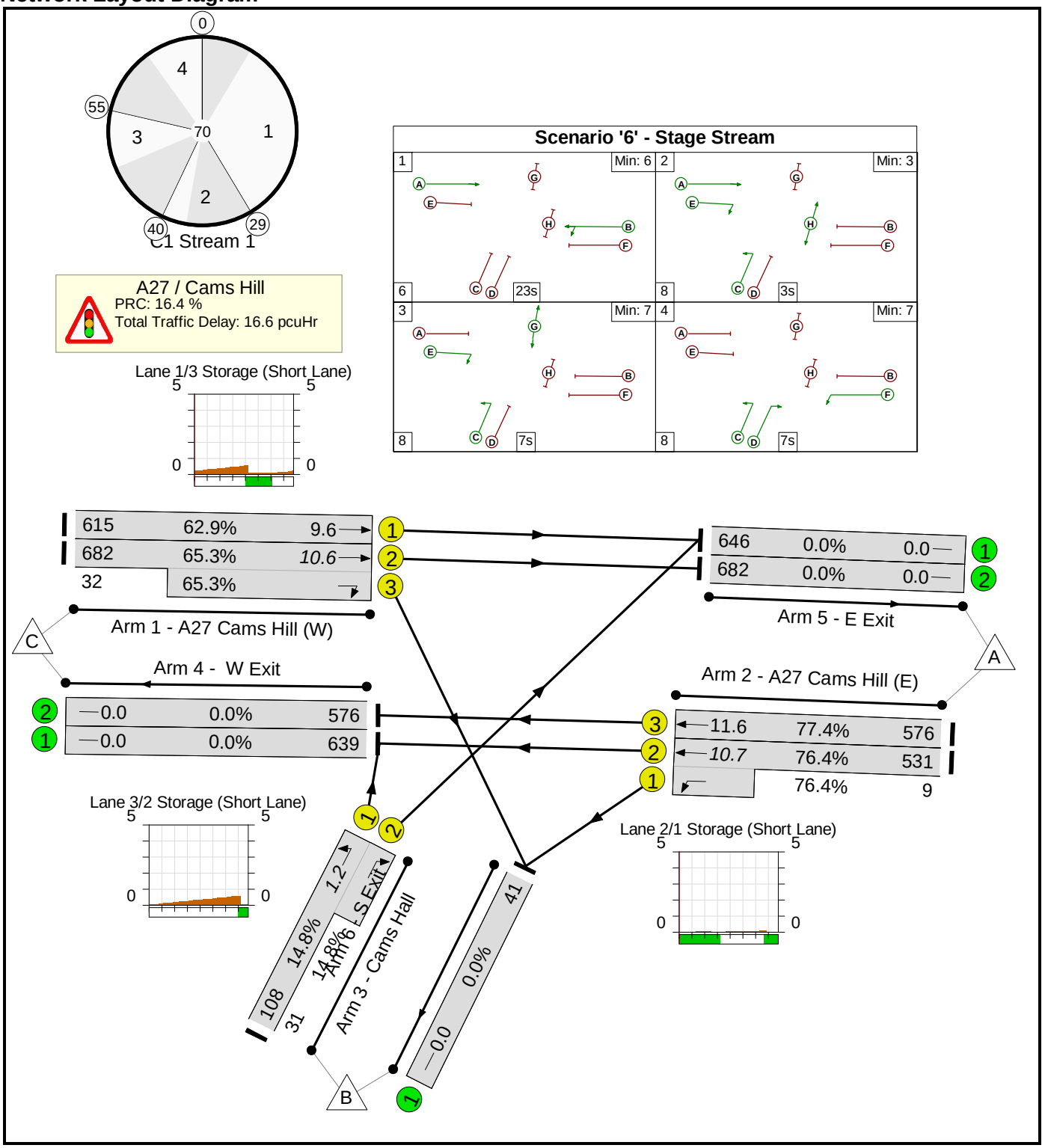
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 23 | 3 | 7 | 7 |
| Change Point | 0 | 29 | 40 | 55 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **77.4%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **77.4%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 34 | - | 615 | 1955 | 978 | 62.9% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 34:19 | - | 714 | 2095:1827 | 1044+49 | 65.3 : 65.3% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 24:39 | 15 | 540 | 1945:1768 | 695+12 | 76.4 : 76.4% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 24 | - | 576 | 2085 | 745 | 77.4% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 139 | 1782:1907 | 727+209 | 14.8 : 14.8% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 639 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 576 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 646 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 682 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 41 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **11.5** | **5.1** | **0.0** | **16.6** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **11.5** | **5.1** | **0.0** | **16.6** | **-** | **-** | **-** | **-** |
| 1/1 | 615 | 615 | - | - | - | 2.2 | 0.8 | - | 3.0 | 17.7 | 8.7 | 0.8 | 9.6 |
| 1/2+1/3 | 714 | 714 | - | - | - | 2.6 | 0.9 | - | 3.6 (3.4+0.2) | 17.9 (17.7:22.9) | 9.7 | 0.9 | 10.6 |
| 2/2+2/1 | 540 | 540 | - | - | - | 3.0 | 1.6 | - | 4.6 (4.5+0.1) | 30.4 (30.5:22.6) | 9.1 | 1.6 | 10.7 |
| 2/3 | 576 | 576 | - | - | - | 3.2 | 1.7 | - | 4.9 | 30.5 | 9.9 | 1.7 | 11.6 |
| 3/1+3/2 | 139 | 139 | - | - | - | 0.5 | 0.1 | - | 0.6 (0.4+0.3) | 16.2 (12.1:30.2) | 1.1 | 0.1 | 1.2 |
| 4/1 | 639 | 639 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 576 | 576 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 646 | 646 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 682 | 682 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 41 | 41 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

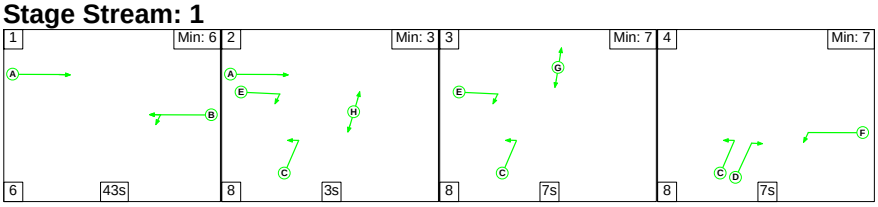
C1 Stream: 1 PRC for Signalled Lanes (%): 16.4 Total Delay for Signalled Lanes (pcuHr): 16.64 Cycle Time (s): 70
PRC Over All Lanes (%): 16.4 Total Delay Over All Lanes(pcuHr): 16.64

Full Input Data And Results

**Scenario 7: '7'** (FG7: '2026 AM without development', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

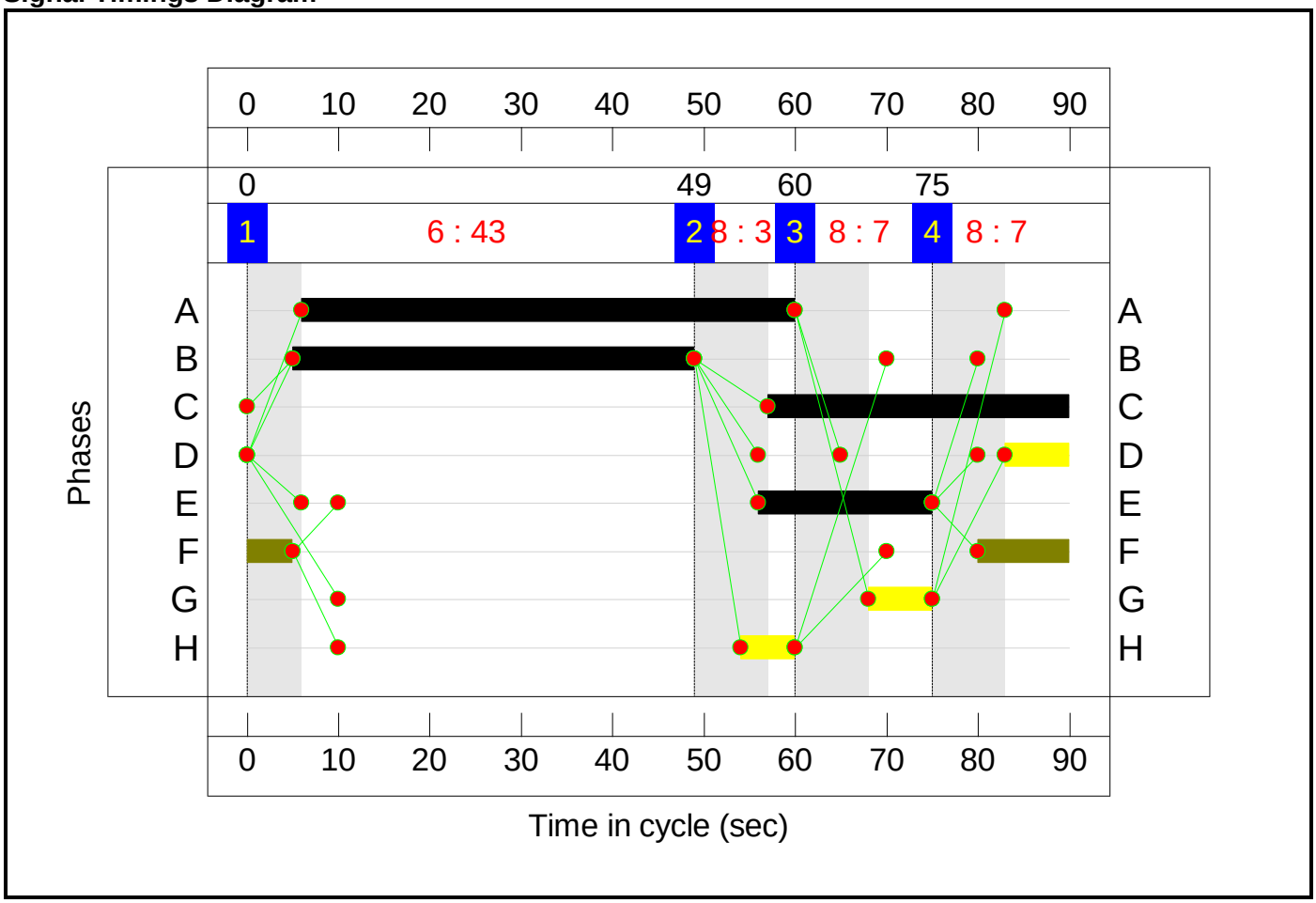



## Stage Timings

### Stage Stream: 1

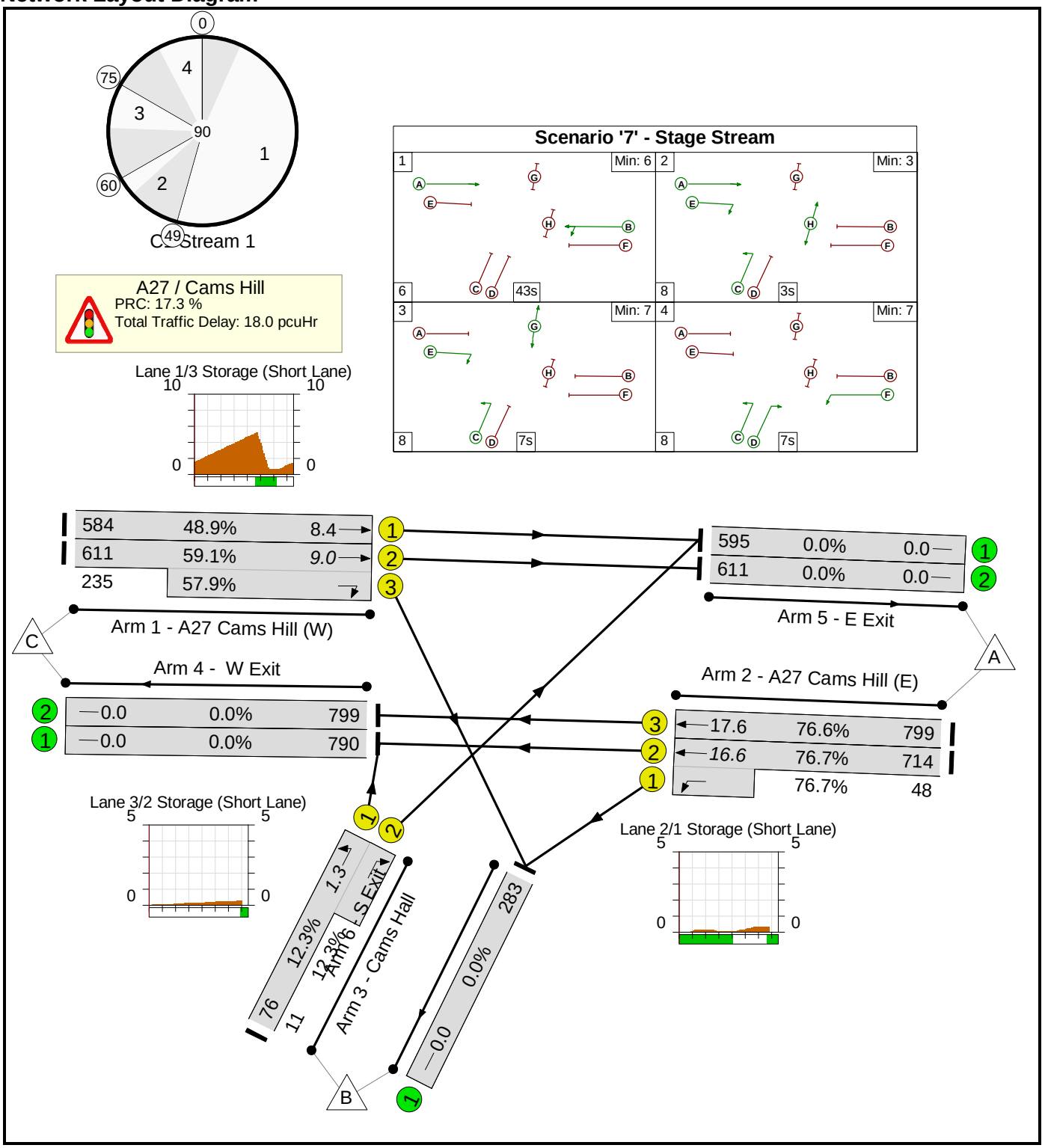
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 43 | 3 | 7 | 7 |
| Change Point | 0 | 49 | 60 | 75 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **76.7%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **76.7%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 54 | - | 584 | 1955 | 1195 | 48.9% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 54:19 | - | 846 | 2095:1827 | 1034+406 | 59.1 : 57.9% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 44:59 | 15 | 762 | 1945:1768 | 931+63 | 76.7 : 76.7% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 44 | - | 799 | 2085 | 1043 | 76.6% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 87 | 1782:1907 | 618+89 | 12.3 : 12.3% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 790 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 799 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 595 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 611 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 283 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **13.5** | **4.5** | **0.0** | **18.0** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **13.5** | **4.5** | **0.0** | **18.0** | **-** | **-** | **-** | **-** |
| 1/1 | 584 | 584 | - | - | - | 1.6 | 0.5 | - | 2.1 | 12.6 | 7.9 | 0.5 | 8.4 |
| 1/2+1/3 | 846 | 846 | - | - | - | 3.7 | 0.7 | - | 4.4 (2.1+2.2) | 18.6 (12.6:34.3) | 8.3 | 0.7 | 9.0 |
| 2/2+2/1 | 762 | 762 | - | - | - | 3.7 | 1.6 | - | 5.3 (5.1+0.3) | 25.3 (25.5:21.1) | 15.0 | 1.6 | 16.6 |
| 2/3 | 799 | 799 | - | - | - | 4.0 | 1.6 | - | 5.7 | 25.5 | 16.0 | 1.6 | 17.6 |
| 3/1+3/2 | 87 | 87 | - | - | - | 0.5 | 0.1 | - | 0.6 (0.4+0.1) | 23.6 (21.1:40.7) | 1.2 | 0.1 | 1.3 |
| 4/1 | 790 | 790 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 799 | 799 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 595 | 595 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 611 | 611 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 283 | 283 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

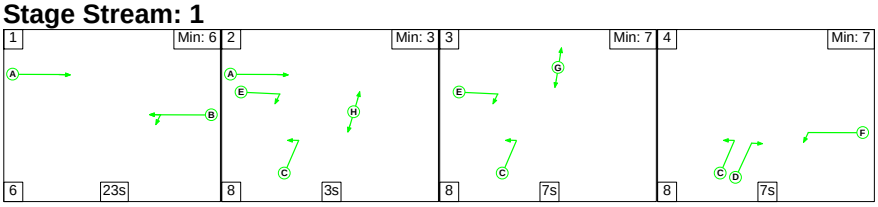
C1 Stream: 1 PRC for Signalled Lanes (%): 17.3 Total Delay for Signalled Lanes (pcuHr): 18.02 Cycle Time (s): 90
PRC Over All Lanes (%): 17.3 Total Delay Over All Lanes(pcuHr): 18.02

Full Input Data And Results

**Scenario 8: '8'** (FG8: '2026 PM without development', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

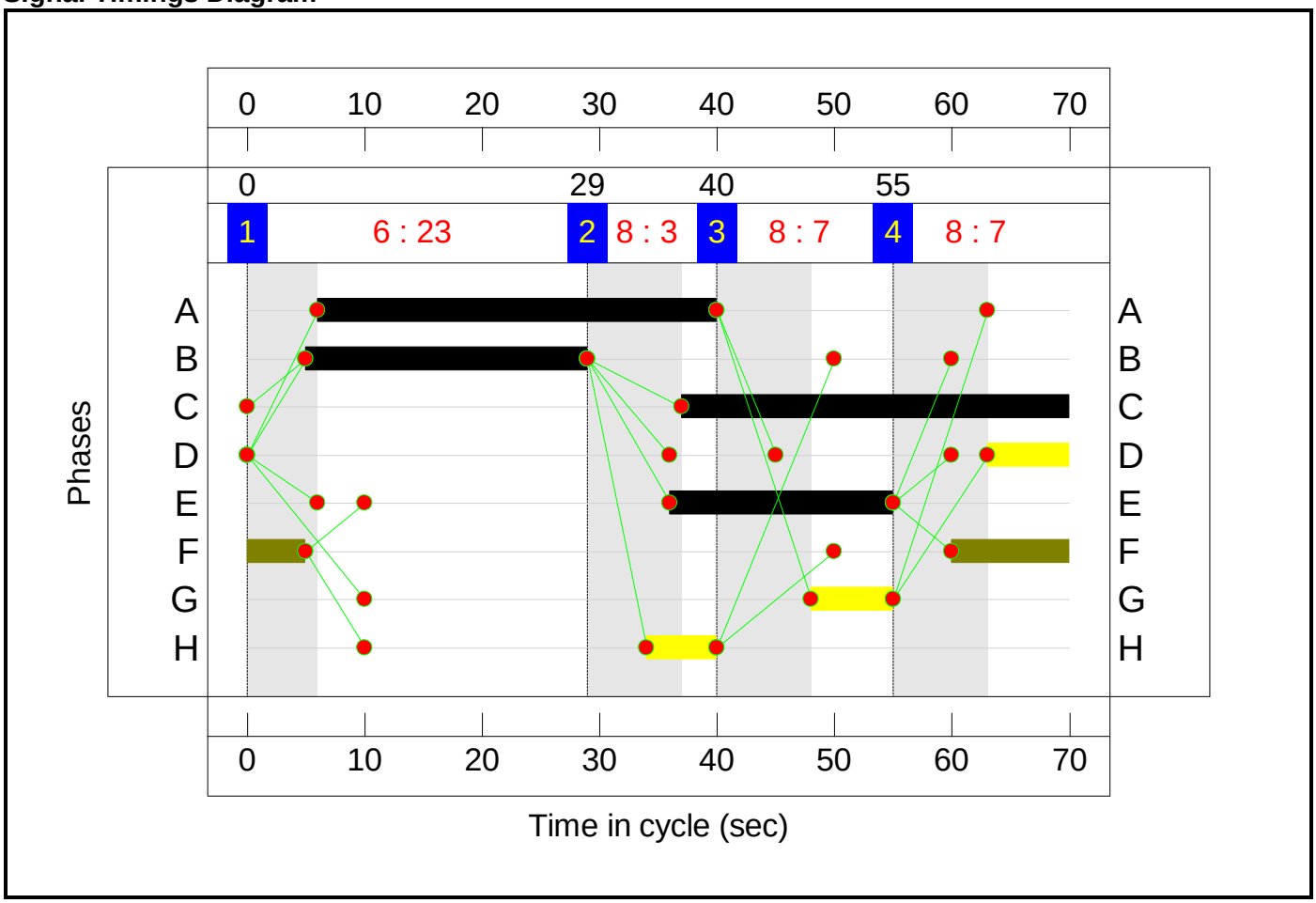



## Stage Timings

### Stage Stream: 1

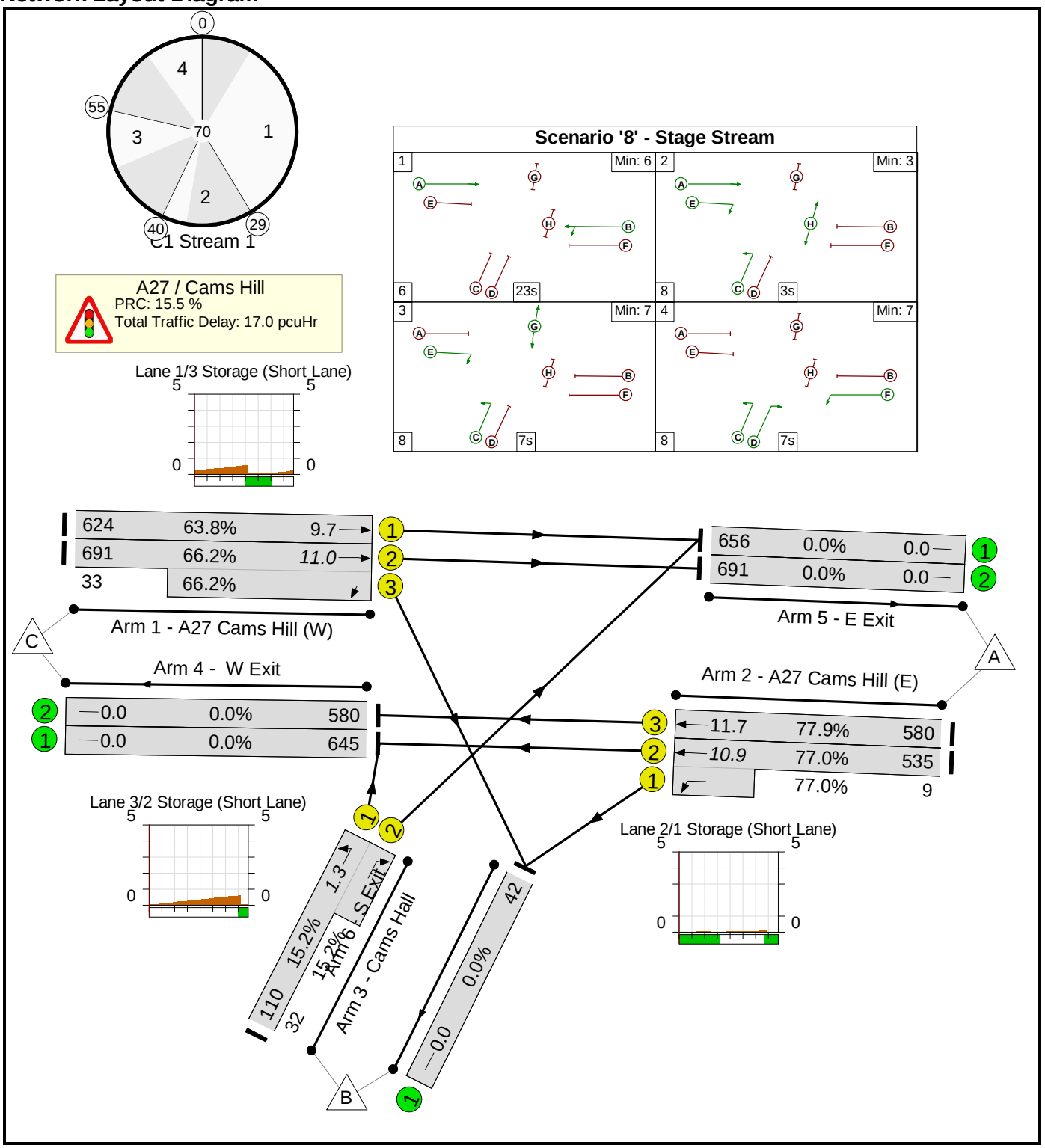
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 23 | 3 | 7 | 7 |
| Change Point | 0 | 29 | 40 | 55 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **77.9%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **77.9%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 34 | - | 624 | 1955 | 978 | 63.8% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 34:19 | - | 724 | 2095:1827 | 1044+50 | 66.2 : 66.2% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 24:39 | 15 | 544 | 1945:1768 | 695+12 | 77.0 : 77.0% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 24 | - | 580 | 2085 | 745 | 77.9% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 142 | 1782:1907 | 723+210 | 15.2 : 15.2% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 645 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 580 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 656 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 691 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 42 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **11.7** | **5.3** | **0.0** | **17.0** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **11.7** | **5.3** | **0.0** | **17.0** | **-** | **-** | **-** | **-** |
| 1/1 | 624 | 624 | - | - | - | 2.2 | 0.9 | - | 3.1 | 17.9 | 8.8 | 0.9 | 9.7 |
| 1/2+1/3 | 724 | 724 | - | - | - | 2.7 | 1.0 | - | 3.6 (3.4+0.2) | 18.1 (17.9:23.1) | 10.0 | 1.0 | 11.0 |
| 2/2+2/1 | 544 | 544 | - | - | - | 3.0 | 1.6 | - | 4.6 (4.6+0.1) | 30.7 (30.8:22.9) | 9.2 | 1.6 | 10.9 |
| 2/3 | 580 | 580 | - | - | - | 3.2 | 1.7 | - | 5.0 | 30.8 | 10.0 | 1.7 | 11.7 |
| 3/1+3/2 | 142 | 142 | - | - | - | 0.6 | 0.1 | - | 0.6 (0.4+0.3) | 16.2 (12.2:30.2) | 1.2 | 0.1 | 1.3 |
| 4/1 | 645 | 645 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 580 | 580 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 656 | 656 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 691 | 691 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 42 | 42 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

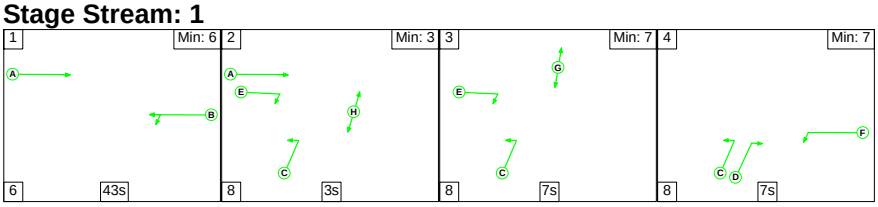
C1 Stream: 1 PRC for Signalled Lanes (%): 15.5 Total Delay for Signalled Lanes (pcuHr): 16.99 Cycle Time (s): 70
PRC Over All Lanes (%): 15.5 Total Delay Over All Lanes(pcuHr): 16.99

Full Input Data And Results

**Scenario 9: '9'** (FG9: '2026 AM with development', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

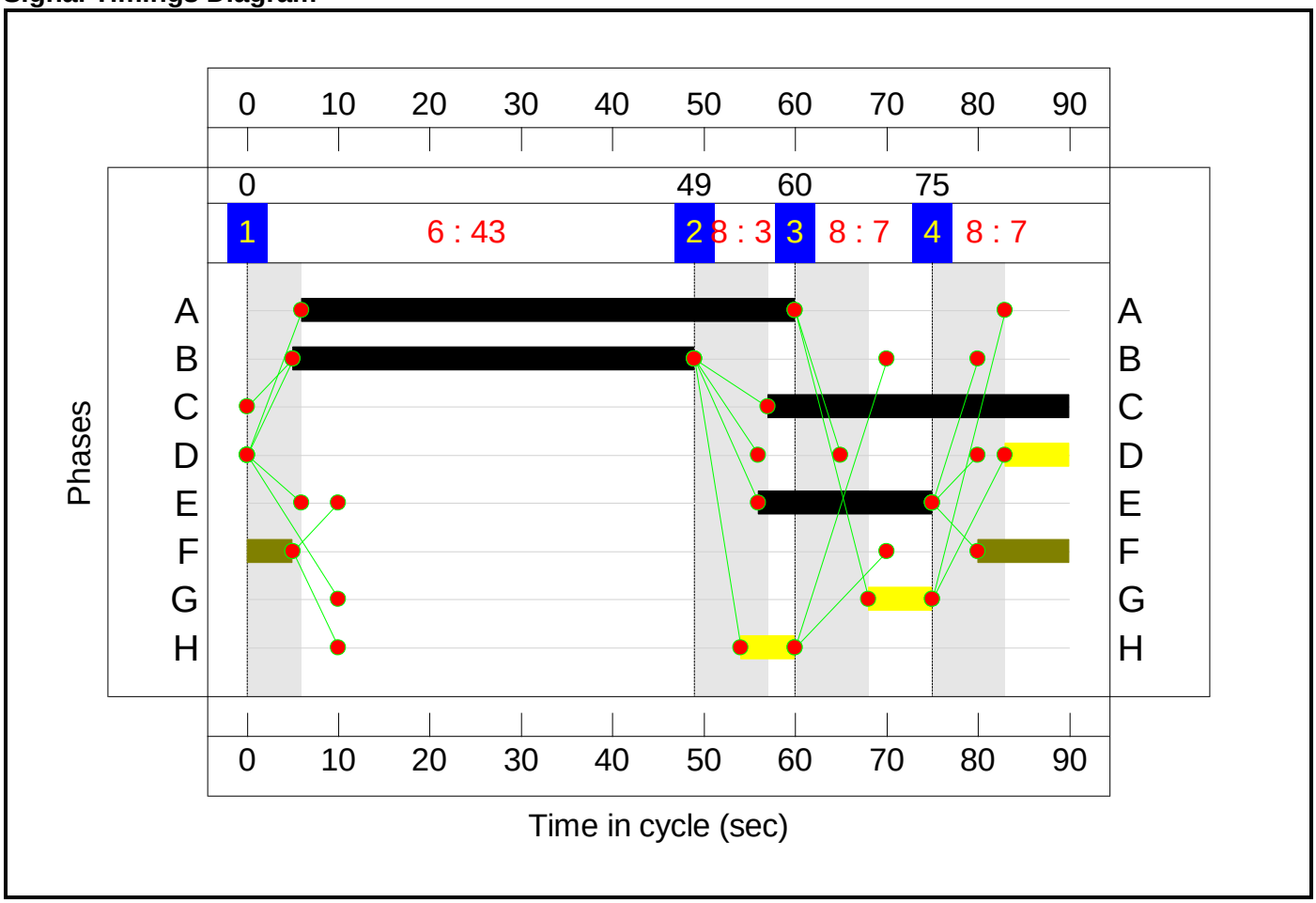



## Stage Timings

### Stage Stream: 1

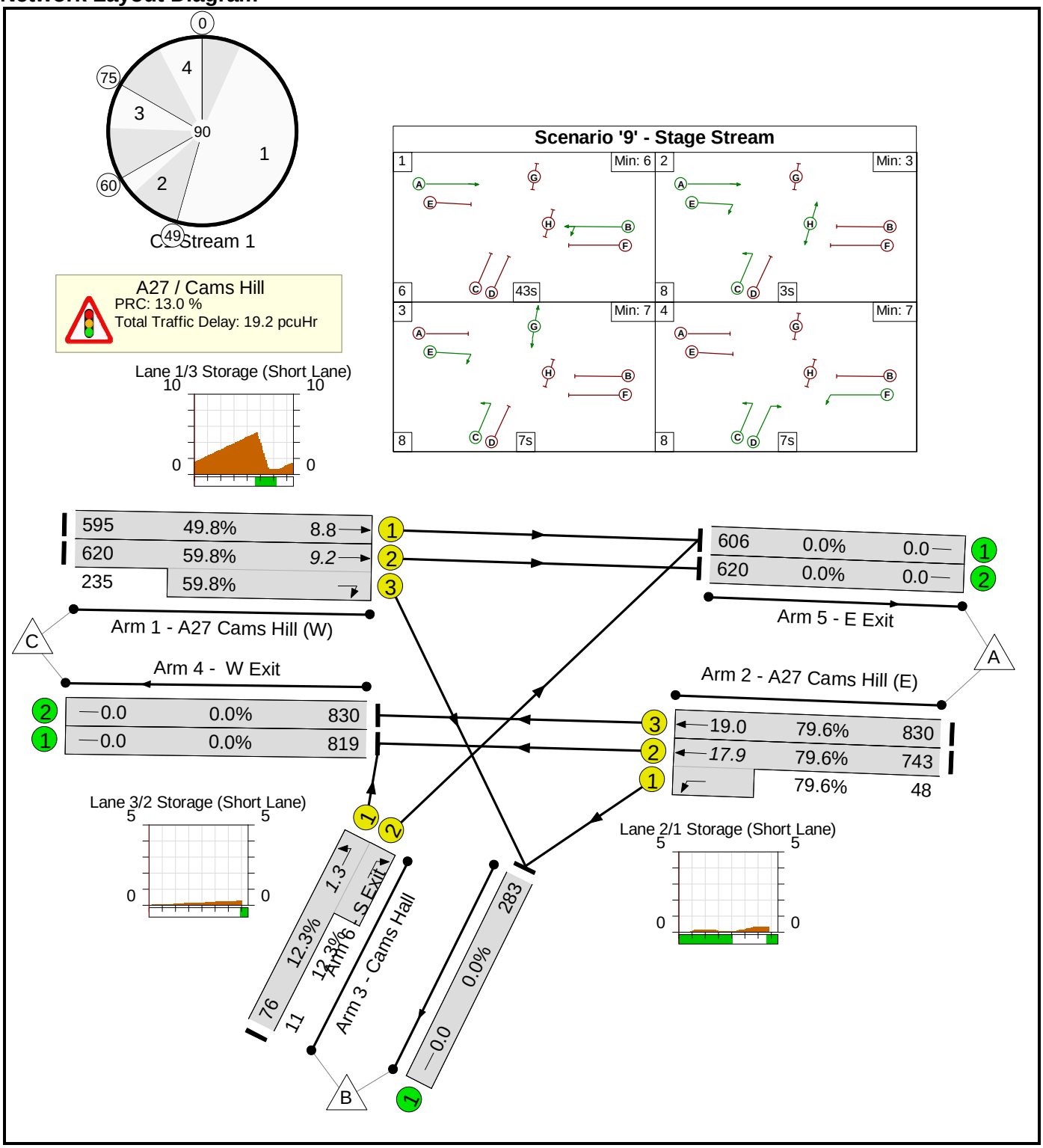
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 43 | 3 | 7 | 7 |
| Change Point | 0 | 49 | 60 | 75 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **79.6%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **79.6%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 54 | - | 595 | 1955 | 1195 | 49.8% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 54:19 | - | 855 | 2095:1827 | 1037+393 | 59.8 : 59.8% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 44:59 | 15 | 791 | 1945:1768 | 933+60 | 79.6 : 79.6% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 44 | - | 830 | 2085 | 1043 | 79.6% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 87 | 1782:1907 | 618+89 | 12.3 : 12.3% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 819 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 830 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 606 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 620 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 283 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **14.1** | **5.1** | **0.0** | **19.2** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **14.1** | **5.1** | **0.0** | **19.2** | **-** | **-** | **-** | **-** |
| 1/1 | 595 | 595 | - | - | - | 1.6 | 0.5 | - | 2.1 | 12.8 | 8.3 | 0.5 | 8.8 |
| 1/2+1/3 | 855 | 855 | - | - | - | 3.7 | 0.7 | - | 4.4 (2.2+2.2) | 18.7 (12.8:34.4) | 8.4 | 0.7 | 9.2 |
| 2/2+2/1 | 791 | 791 | - | - | - | 4.0 | 1.9 | - | 5.9 (5.6+0.3) | 26.8 (27.1:22.8) | 16.0 | 1.9 | 17.9 |
| 2/3 | 830 | 830 | - | - | - | 4.3 | 1.9 | - | 6.2 | 27.0 | 17.1 | 1.9 | 19.0 |
| 3/1+3/2 | 87 | 87 | - | - | - | 0.5 | 0.1 | - | 0.6 (0.4+0.1) | 23.6 (21.1:40.7) | 1.2 | 0.1 | 1.3 |
| 4/1 | 819 | 819 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 830 | 830 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 606 | 606 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 620 | 620 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 283 | 283 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

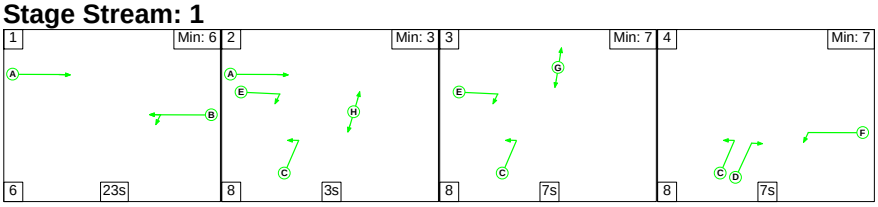
C1 Stream: 1 PRC for Signalled Lanes (%): 13.0 Total Delay for Signalled Lanes (pcuHr): 19.25 Cycle Time (s): 90
PRC Over All Lanes (%): 13.0 Total Delay Over All Lanes(pcuHr): 19.25

Full Input Data And Results

**Scenario 10: '10'** (FG10: '2026 PM with development', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

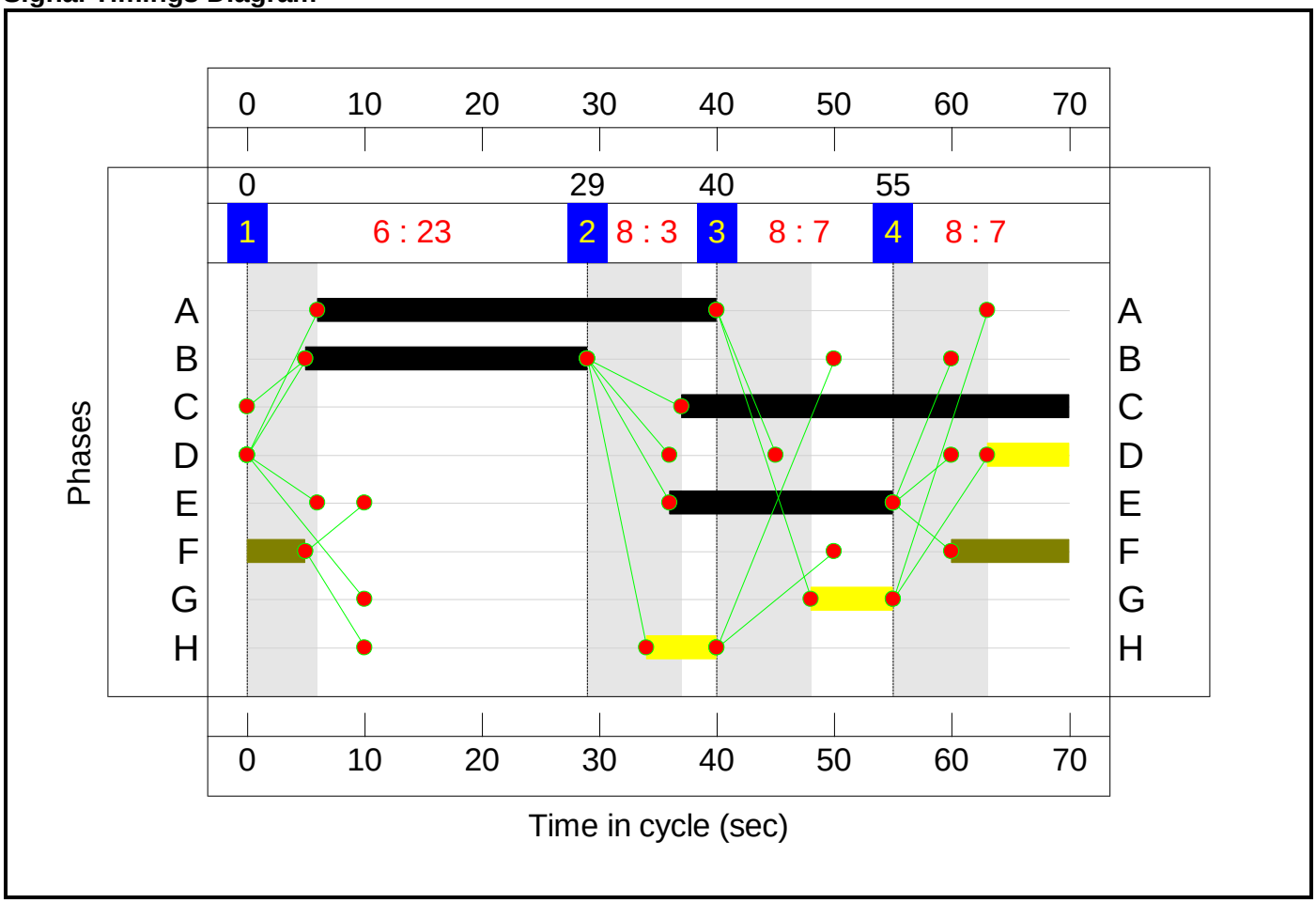



## Stage Timings

### Stage Stream: 1

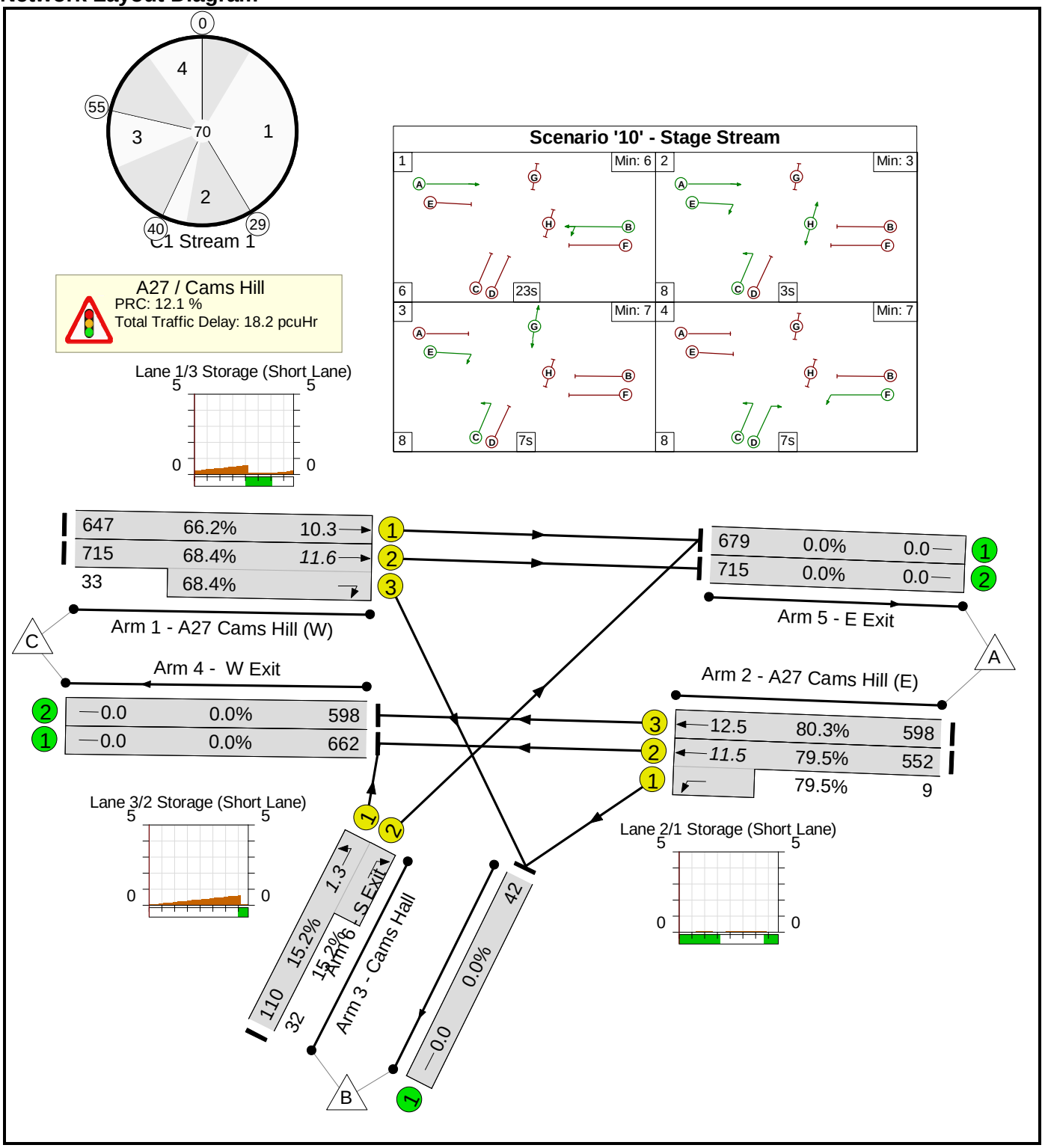
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 23 | 3 | 7 | 7 |
| Change Point | 0 | 29 | 40 | 55 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **80.3%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **80.3%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 34 | - | 647 | 1955 | 978 | 66.2% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 34:19 | - | 748 | 2095:1827 | 1045+48 | 68.4 : 68.4% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 24:39 | 15 | 561 | 1945:1768 | 695+11 | 79.5 : 79.5% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 24 | - | 598 | 2085 | 745 | 80.3% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 142 | 1782:1907 | 723+210 | 15.2 : 15.2% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 662 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 598 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 679 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 715 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 42 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **12.2** | **6.0** | **0.0** | **18.2** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **12.2** | **6.0** | **0.0** | **18.2** | **-** | **-** | **-** | **-** |
| 1/1 | 647 | 647 | - | - | - | 2.4 | 1.0 | - | 3.3 | 18.5 | 9.3 | 1.0 | 10.3 |
| 1/2+1/3 | 748 | 748 | - | - | - | 2.8 | 1.1 | - | 3.9 (3.7+0.2) | 18.7 (18.5:23.4) | 10.5 | 1.1 | 11.6 |
| 2/2+2/1 | 561 | 561 | - | - | - | 3.1 | 1.9 | - | 5.0 (5.0+0.1) | 32.2 (32.3:24.6) | 9.6 | 1.9 | 11.5 |
| 2/3 | 598 | 598 | - | - | - | 3.4 | 2.0 | - | 5.4 | 32.2 | 10.5 | 2.0 | 12.5 |
| 3/1+3/2 | 142 | 142 | - | - | - | 0.6 | 0.1 | - | 0.6 (0.4+0.3) | 16.2 (12.2:30.2) | 1.2 | 0.1 | 1.3 |
| 4/1 | 662 | 662 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 598 | 598 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 679 | 679 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 715 | 715 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 42 | 42 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

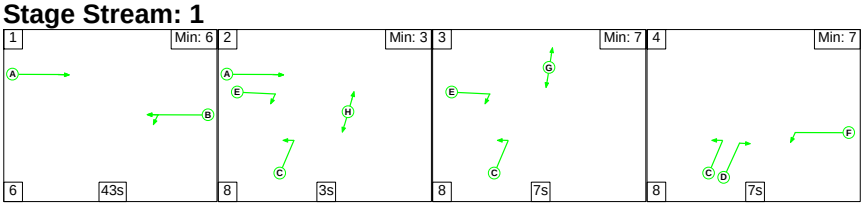
C1 Stream: 1 PRC for Signalled Lanes (%): 12.1 Total Delay for Signalled Lanes (pcuHr): 18.22 Cycle Time (s): 70
PRC Over All Lanes (%): 12.1 Total Delay Over All Lanes(pcuHr): 18.22

Full Input Data And Results

**Scenario 11: '11'** (FG11: '2021 AM with development (Sensitivity)', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

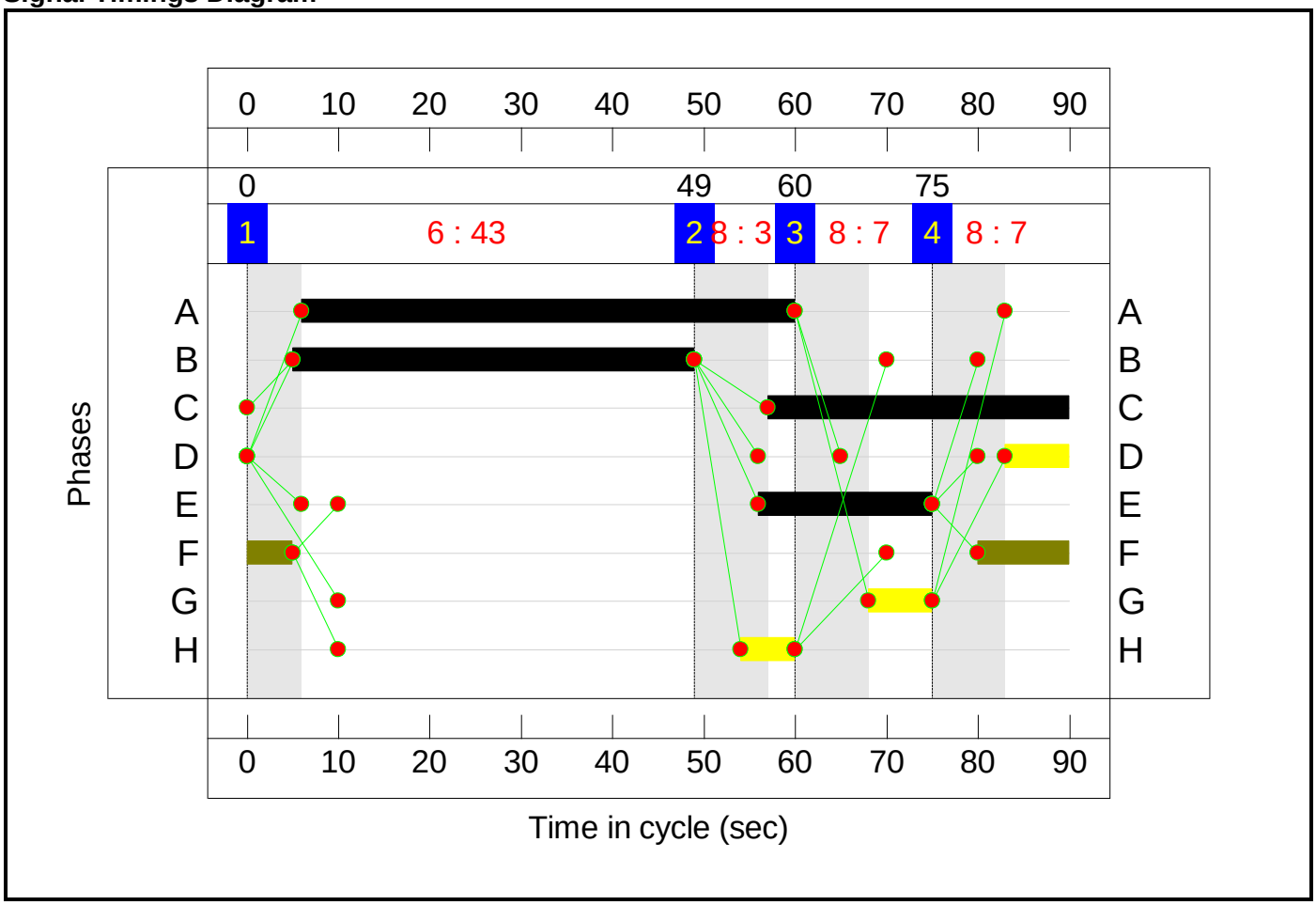



## Stage Timings

### Stage Stream: 1

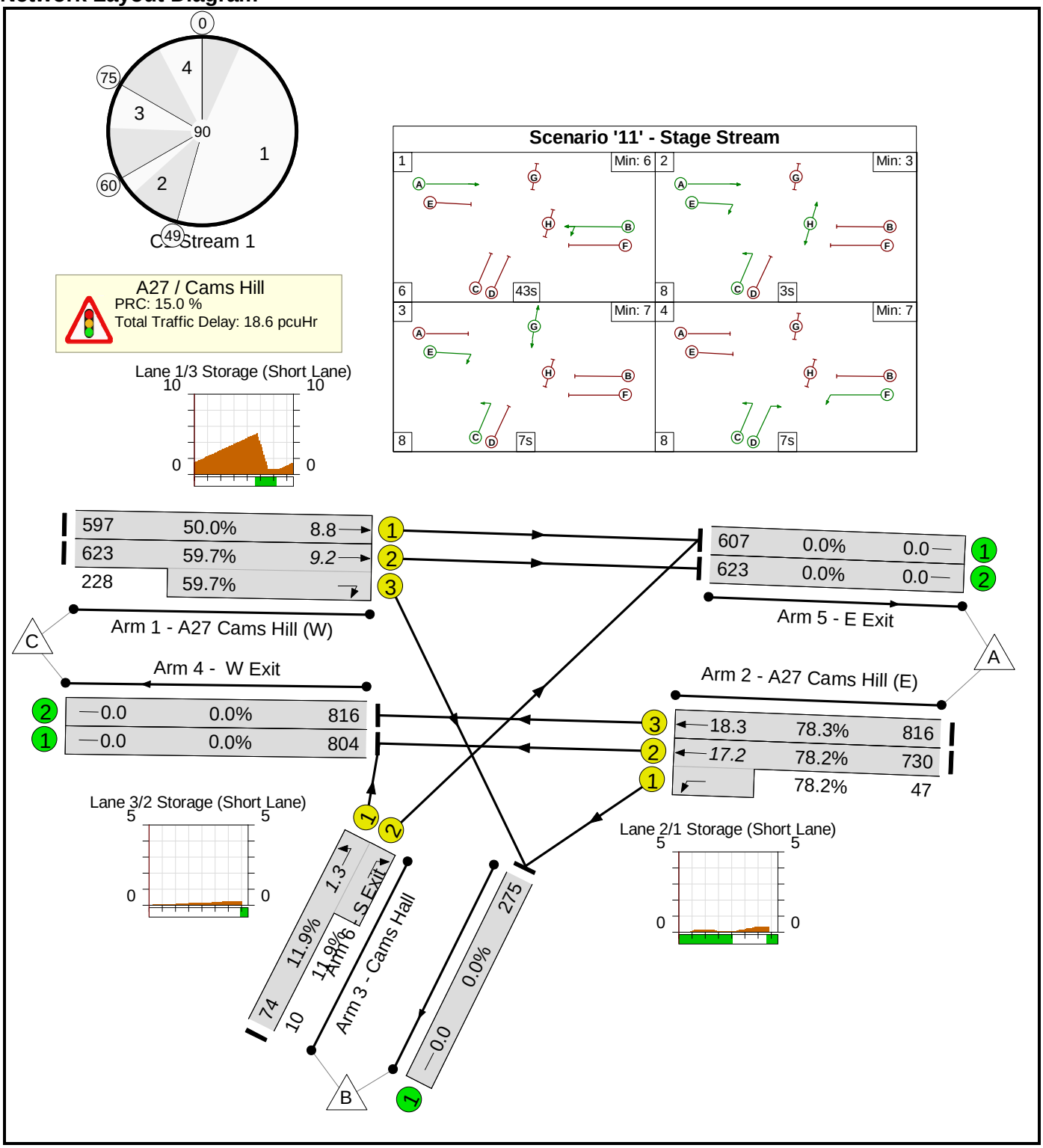
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 43 | 3 | 7 | 7 |
| Change Point | 0 | 49 | 60 | 75 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **78.3%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **78.3%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 54 | - | 597 | 1955 | 1195 | 50.0% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 54:19 | - | 851 | 2095:1827 | 1043+382 | 59.7 : 59.7% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 44:59 | 15 | 777 | 1945:1768 | 933+60 | 78.2 : 78.2% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 44 | - | 816 | 2085 | 1043 | 78.3% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 84 | 1782:1907 | 622+84 | 11.9 : 11.9% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 804 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 816 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 607 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 623 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 275 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **13.8** | **4.8** | **0.0** | **18.6** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **13.8** | **4.8** | **0.0** | **18.6** | **-** | **-** | **-** | **-** |
| 1/1 | 597 | 597 | - | - | - | 1.6 | 0.5 | - | 2.1 | 12.8 | 8.3 | 0.5 | 8.8 |
| 1/2+1/3 | 851 | 851 | - | - | - | 3.6 | 0.7 | - | 4.4 (2.2+2.2) | 18.6 (12.8:34.2) | 8.5 | 0.7 | 9.2 |
| 2/2+2/1 | 777 | 777 | - | - | - | 3.9 | 1.8 | - | 5.6 (5.3+0.3) | 26.0 (26.3:21.9) | 15.5 | 1.8 | 17.2 |
| 2/3 | 816 | 816 | - | - | - | 4.2 | 1.8 | - | 6.0 | 26.3 | 16.5 | 1.8 | 18.3 |
| 3/1+3/2 | 84 | 84 | - | - | - | 0.5 | 0.1 | - | 0.5 (0.4+0.1) | 23.4 (21.1:40.7) | 1.2 | 0.1 | 1.3 |
| 4/1 | 804 | 804 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 816 | 816 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 607 | 607 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 623 | 623 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 275 | 275 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

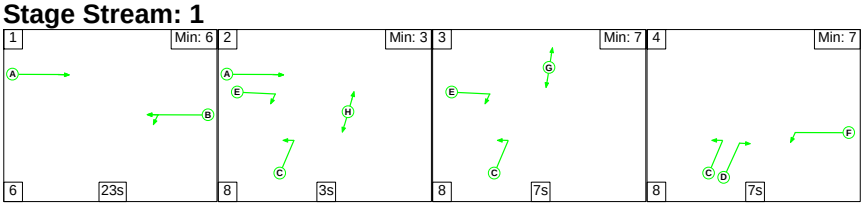
C1 Stream: 1 PRC for Signalled Lanes (%): 15.0 Total Delay for Signalled Lanes (pcuHr): 18.64 Cycle Time (s): 90
PRC Over All Lanes (%): 15.0 Total Delay Over All Lanes(pcuHr): 18.64

Full Input Data And Results

**Scenario 12: '12'** (FG12: '2021 PM with development (Sensitivity)', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

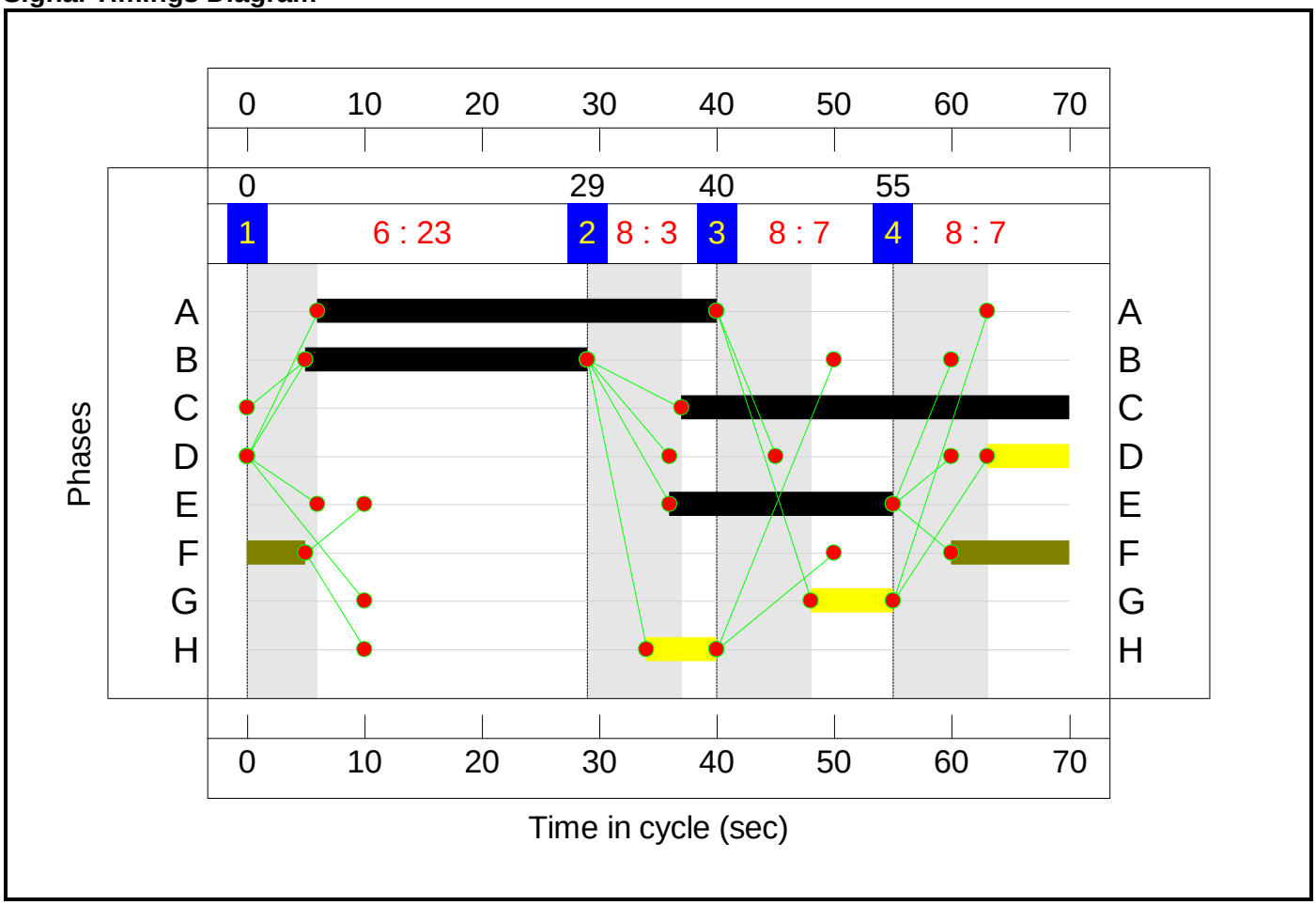



## Stage Timings

### Stage Stream: 1

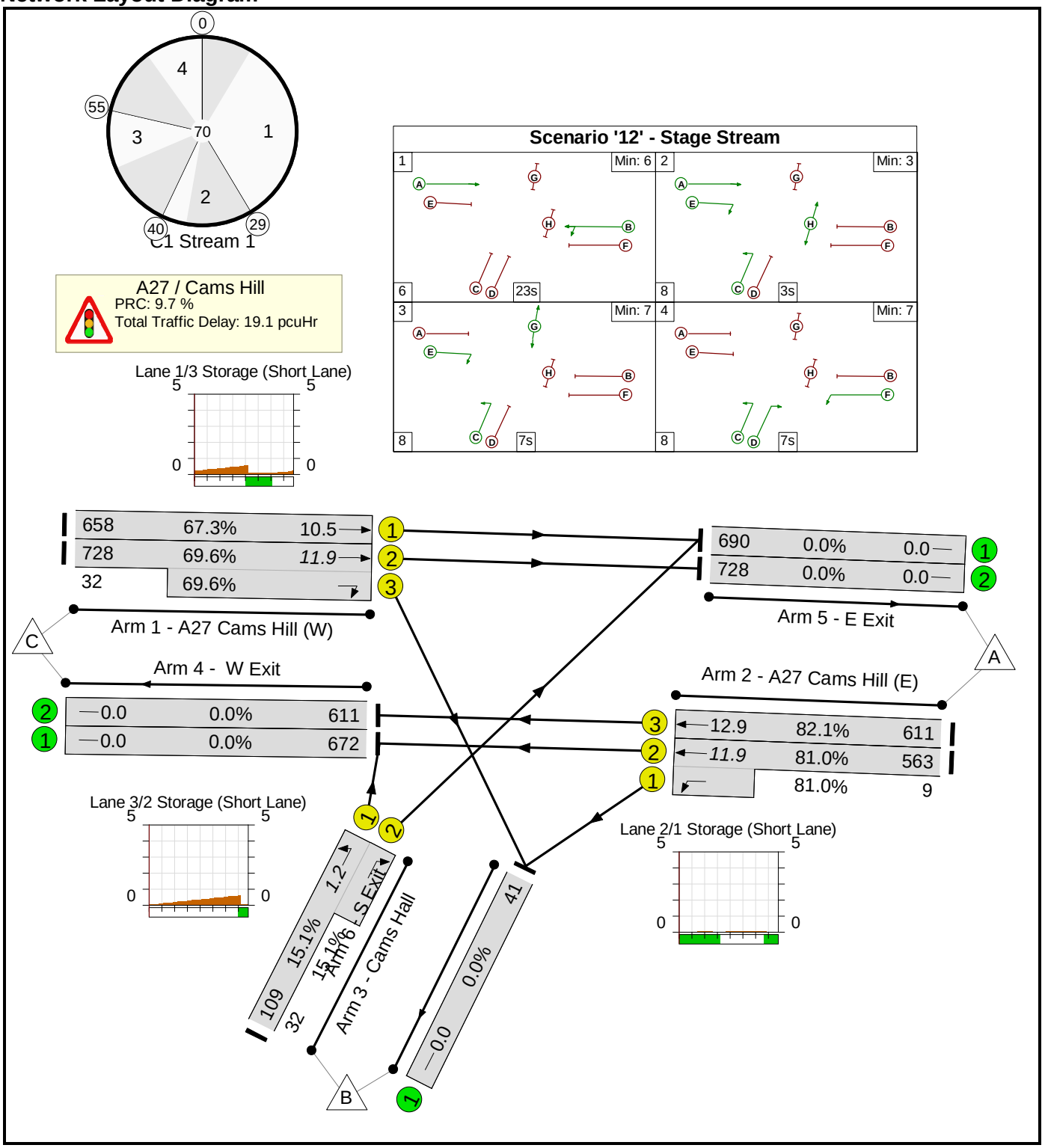
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 23 | 3 | 7 | 7 |
| Change Point | 0 | 29 | 40 | 55 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **82.1%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **82.1%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 34 | - | 658 | 1955 | 978 | 67.3% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 34:19 | - | 760 | 2095:1827 | 1046+46 | 69.6 : 69.6% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 24:39 | 15 | 572 | 1945:1768 | 695+11 | 81.0 : 81.0% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 24 | - | 611 | 2085 | 745 | 82.1% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 141 | 1782:1907 | 720+211 | 15.1 : 15.1% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 672 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 611 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 690 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 728 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 41 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **12.5** | **6.5** | **0.0** | **19.1** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **12.5** | **6.5** | **0.0** | **19.1** | **-** | **-** | **-** | **-** |
| 1/1 | 658 | 658 | - | - | - | 2.4 | 1.0 | - | 3.4 | 18.8 | 9.5 | 1.0 | 10.5 |
| 1/2+1/3 | 760 | 760 | - | - | - | 2.9 | 1.1 | - | 4.0 (3.8+0.2) | 19.0 (18.8:23.6) | 10.7 | 1.1 | 11.9 |
| 2/2+2/1 | 572 | 572 | - | - | - | 3.2 | 2.1 | - | 5.3 (5.2+0.1) | 33.3 (33.4:25.9) | 9.9 | 2.1 | 11.9 |
| 2/3 | 611 | 611 | - | - | - | 3.5 | 2.2 | - | 5.7 | 33.5 | 10.7 | 2.2 | 12.9 |
| 3/1+3/2 | 141 | 141 | - | - | - | 0.5 | 0.1 | - | 0.6 (0.4+0.3) | 16.3 (12.2:30.2) | 1.2 | 0.1 | 1.2 |
| 4/1 | 672 | 672 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 611 | 611 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 690 | 690 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 728 | 728 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 41 | 41 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

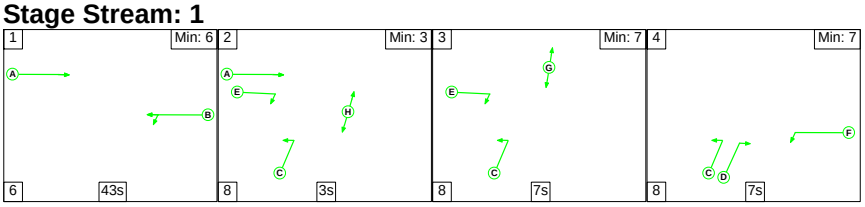
C1 Stream: 1 PRC for Signalled Lanes (%): 9.7 Total Delay for Signalled Lanes (pcuHr): 19.06 Cycle Time (s): 70
PRC Over All Lanes (%): 9.7 Total Delay Over All Lanes(pcuHr): 19.06

Full Input Data And Results

**Scenario 13: '13'** (FG13: '2026 AM with development (Sensitivity)', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

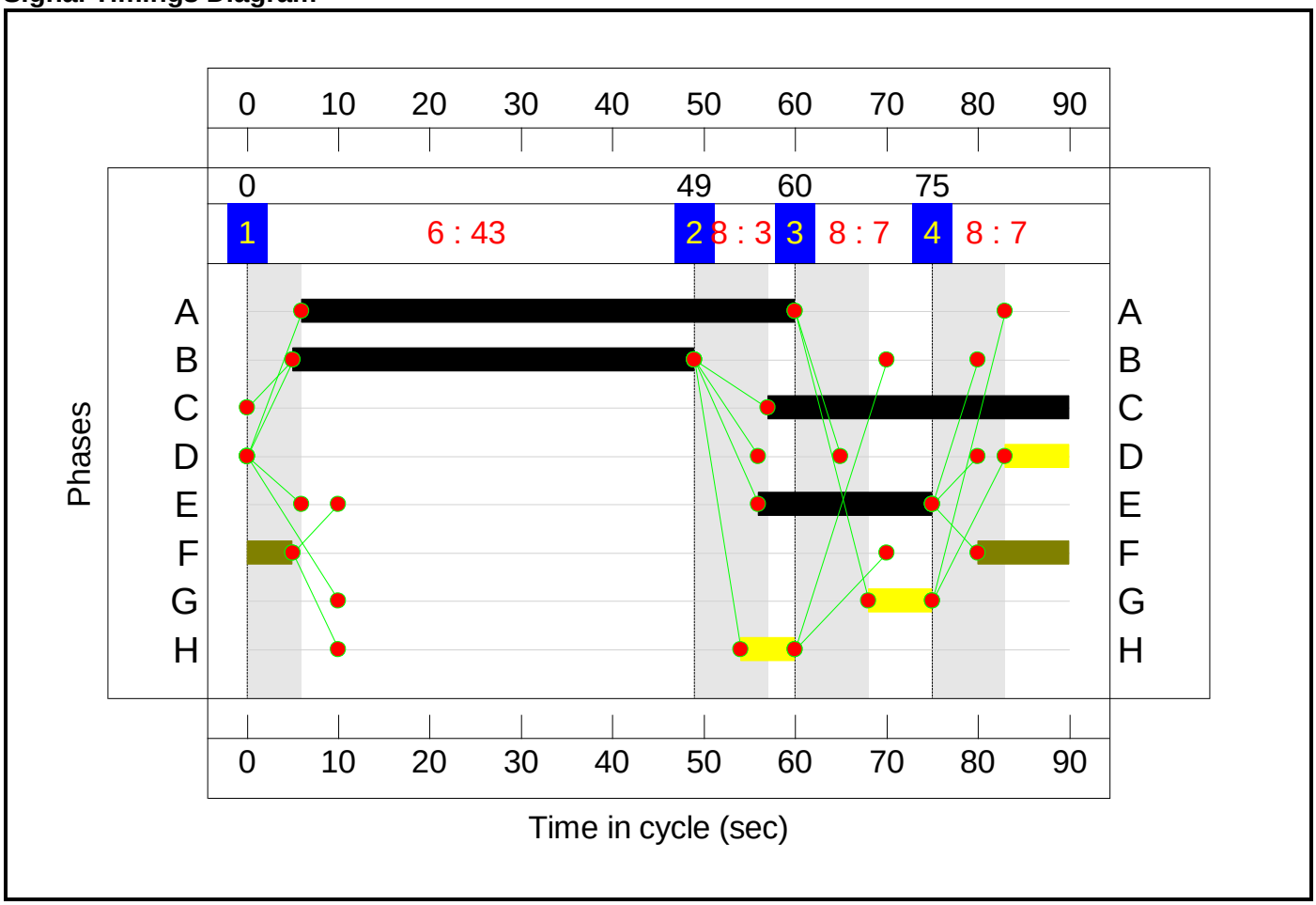



## Stage Timings

### Stage Stream: 1

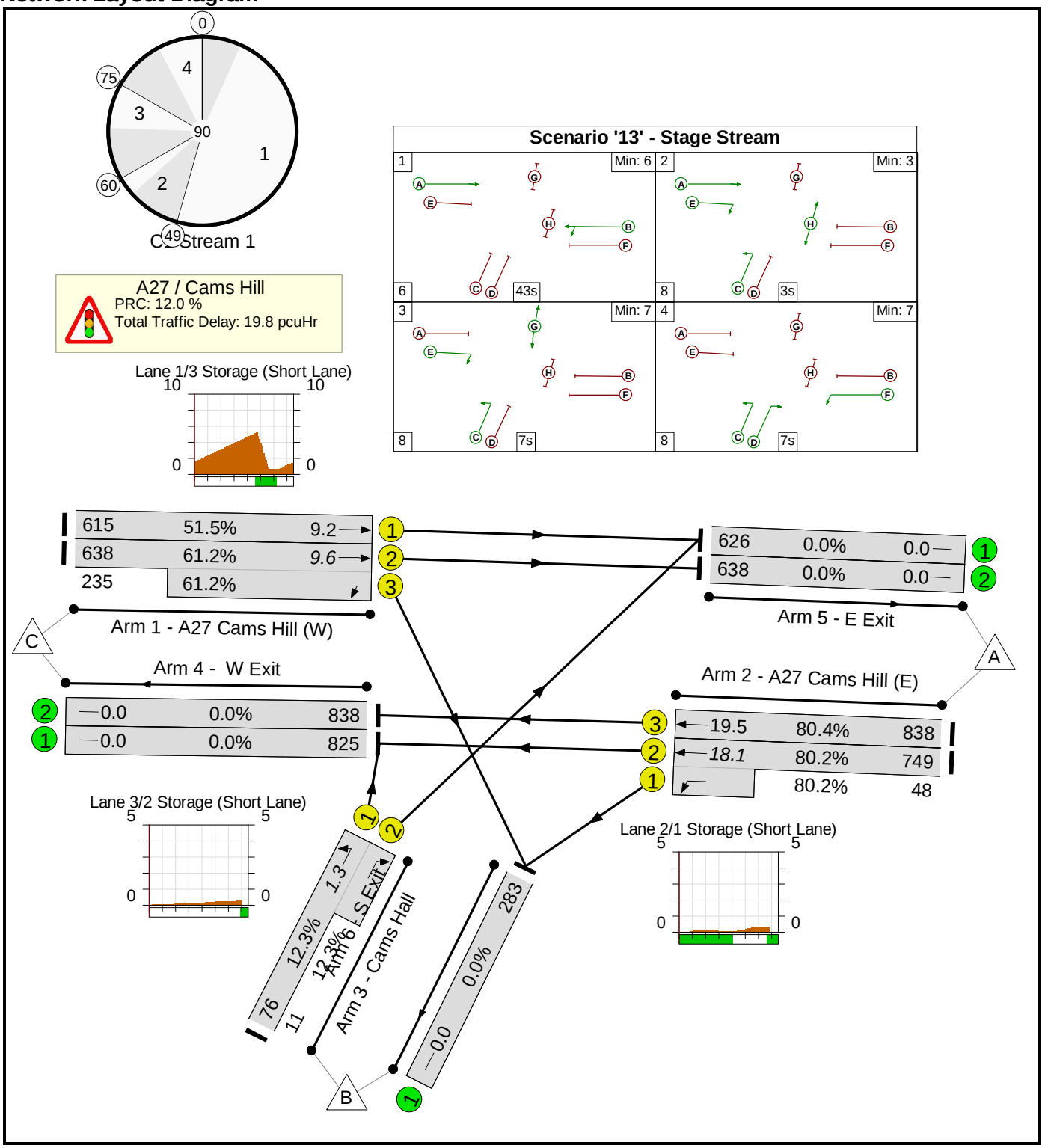
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 43 | 3 | 7 | 7 |
| Change Point | 0 | 49 | 60 | 75 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **80.4%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **80.4%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 54 | - | 615 | 1955 | 1195 | 51.5% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 54:19 | - | 873 | 2095:1827 | 1042+384 | 61.2 : 61.2% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 44:59 | 15 | 797 | 1945:1768 | 933+60 | 80.2 : 80.2% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 44 | - | 838 | 2085 | 1043 | 80.4% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 87 | 1782:1907 | 618+89 | 12.3 : 12.3% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 825 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 838 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 626 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 638 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 283 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **14.4** | **5.4** | **0.0** | **19.8** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **14.4** | **5.4** | **0.0** | **19.8** | **-** | **-** | **-** | **-** |
| 1/1 | 615 | 615 | - | - | - | 1.7 | 0.5 | - | 2.2 | 13.0 | 8.7 | 0.5 | 9.2 |
| 1/2+1/3 | 873 | 873 | - | - | - | 3.8 | 0.8 | - | 4.6 (2.3+2.3) | 18.8 (13.0:34.5) | 8.9 | 0.8 | 9.6 |
| 2/2+2/1 | 797 | 797 | - | - | - | 4.0 | 2.0 | - | 6.0 (5.7+0.3) | 27.2 (27.4:23.2) | 16.1 | 2.0 | 18.1 |
| 2/3 | 838 | 838 | - | - | - | 4.4 | 2.0 | - | 6.4 | 27.4 | 17.5 | 2.0 | 19.5 |
| 3/1+3/2 | 87 | 87 | - | - | - | 0.5 | 0.1 | - | 0.6 (0.4+0.1) | 23.6 (21.1:40.7) | 1.2 | 0.1 | 1.3 |
| 4/1 | 825 | 825 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 838 | 838 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 626 | 626 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 638 | 638 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 283 | 283 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

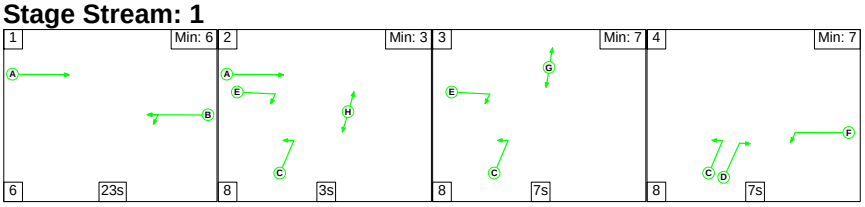
C1 Stream: 1 PRC for Signalled Lanes (%): 12.0 Total Delay for Signalled Lanes (pcuHr): 19.76 Cycle Time (s): 90
PRC Over All Lanes (%): 12.0 Total Delay Over All Lanes(pcuHr): 19.76

Full Input Data And Results

**Scenario 14: '14'** (FG14: '2026 PM with development (Sensitivity)', Plan 1: 'Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

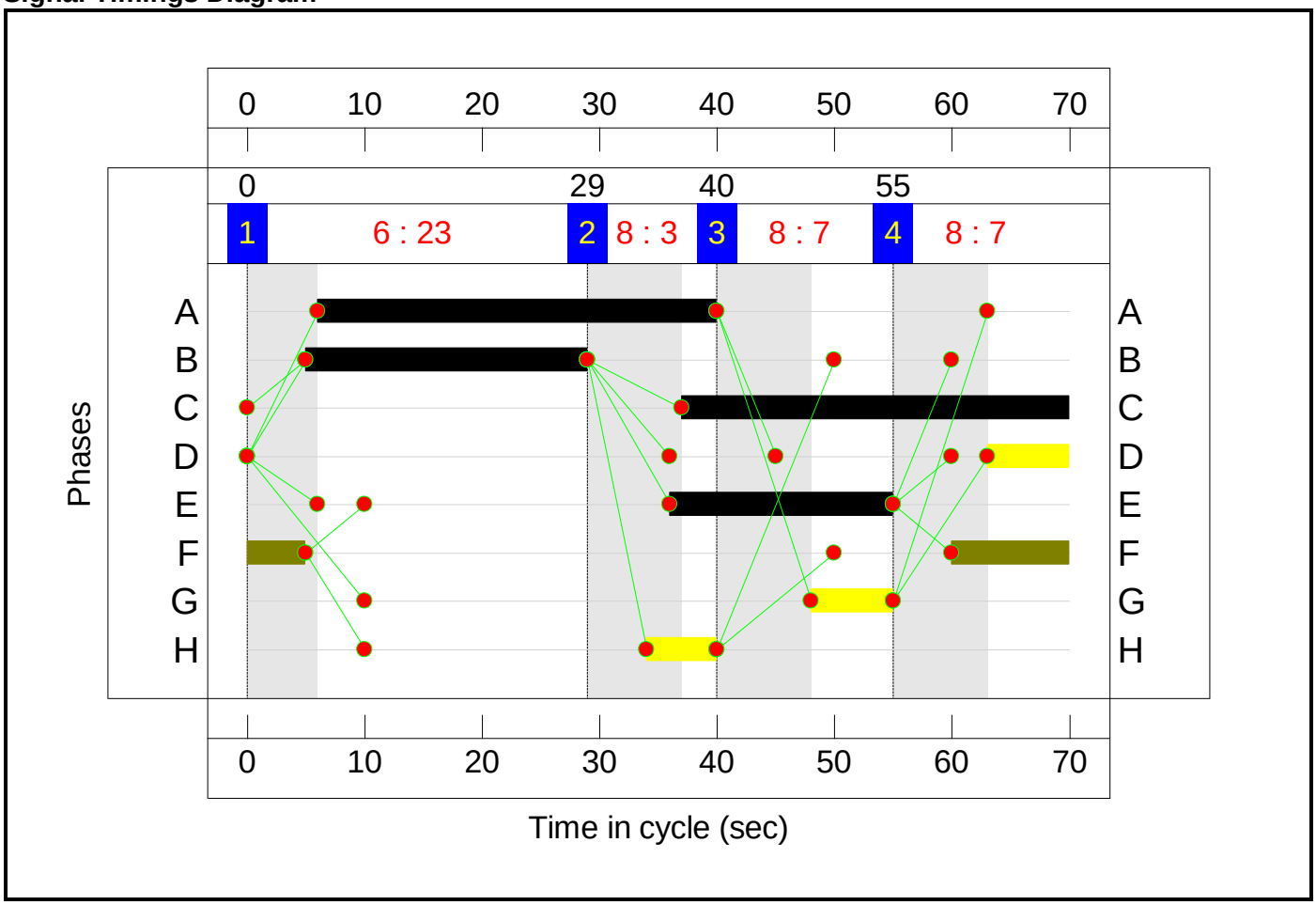



## Stage Timings

### Stage Stream: 1

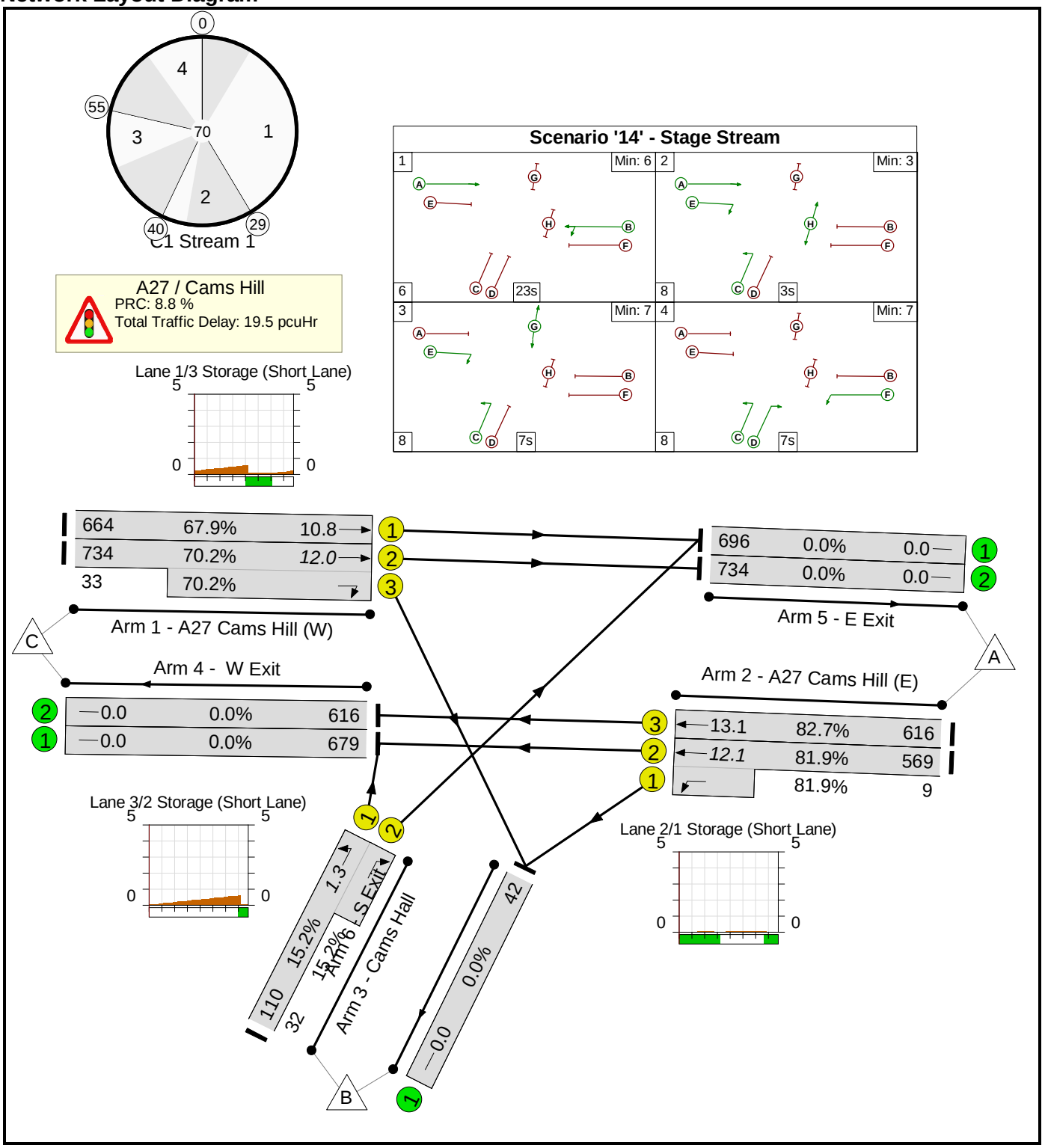
| Stage | 1 | 2 | 3 | 4 |
|---|---|---|---|---|
| Duration | 23 | 3 | 7 | 7 |
| Change Point | 0 | 29 | 40 | 55 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **82.7%** |
| **A27 / Cams Hill** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **82.7%** |
| 1/1 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 34 | - | 664 | 1955 | 978 | 67.9% |
| 1/2+1/3 | A27 Cams Hill (W) Ahead Right | U | 1 | N/A | A E | | 1 | 34:19 | - | 767 | 2095:1827 | 1045+47 | 70.2 : 70.2% |
| 2/2+2/1 | A27 Cams Hill (E) Ahead Left | U | 1 | N/A | B | F | 1 | 24:39 | 15 | 578 | 1945:1768 | 695+11 | 81.9 : 81.9% |
| 2/3 | A27 Cams Hill (E) Ahead | U | 1 | N/A | B | | 1 | 24 | - | 616 | 2085 | 745 | 82.7% |
| 3/1+3/2 | Cams Hall Left Right | U | 1 | N/A | C D | | 1 | 33:7 | - | 142 | 1782:1907 | 723+210 | 15.2 : 15.2% |
| 4/1 | W Exit | U | N/A | N/A | - | | - | - | - | 679 | Inf | Inf | 0.0% |
| 4/2 | W Exit | U | N/A | N/A | - | | - | - | - | 616 | Inf | Inf | 0.0% |
| 5/1 | E Exit | U | N/A | N/A | - | | - | - | - | 696 | Inf | Inf | 0.0% |
| 5/2 | E Exit | U | N/A | N/A | - | | - | - | - | 734 | Inf | Inf | 0.0% |
| 6/1 | S Exit | U | N/A | N/A | - | | - | - | - | 42 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **12.7** | **6.8** | **0.0** | **19.5** | **-** | **-** | **-** | **-** |
| **A27 / Cams Hill** | **-** | **-** | **0** | **0** | **0** | **12.7** | **6.8** | **0.0** | **19.5** | **-** | **-** | **-** | **-** |
| 1/1 | 664 | 664 | - | - | - | 2.4 | 1.1 | - | 3.5 | 19.0 | 9.8 | 1.1 | 10.8 |
| 1/2+1/3 | 767 | 767 | - | - | - | 2.9 | 1.2 | - | 4.1 (3.9+0.2) | 19.2 (19.0:23.7) | 10.8 | 1.2 | 12.0 |
| 2/2+2/1 | 578 | 578 | - | - | - | 3.3 | 2.2 | - | 5.5 (5.4+0.1) | 34.0 (34.1:26.6) | 10.0 | 2.2 | 12.1 |
| 2/3 | 616 | 616 | - | - | - | 3.5 | 2.3 | - | 5.8 | 34.0 | 10.8 | 2.3 | 13.1 |
| 3/1+3/2 | 142 | 142 | - | - | - | 0.6 | 0.1 | - | 0.6 (0.4+0.3) | 16.2 (12.2:30.2) | 1.2 | 0.1 | 1.3 |
| 4/1 | 679 | 679 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/2 | 616 | 616 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/1 | 696 | 696 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 734 | 734 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 42 | 42 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

C1 Stream: 1 PRC for Signalled Lanes (%): 8.8 Total Delay for Signalled Lanes (pcuHr): 19.50 Cycle Time (s): 70
PRC Over All Lanes (%): 8.8 Total Delay Over All Lanes(pcuHr): 19.50

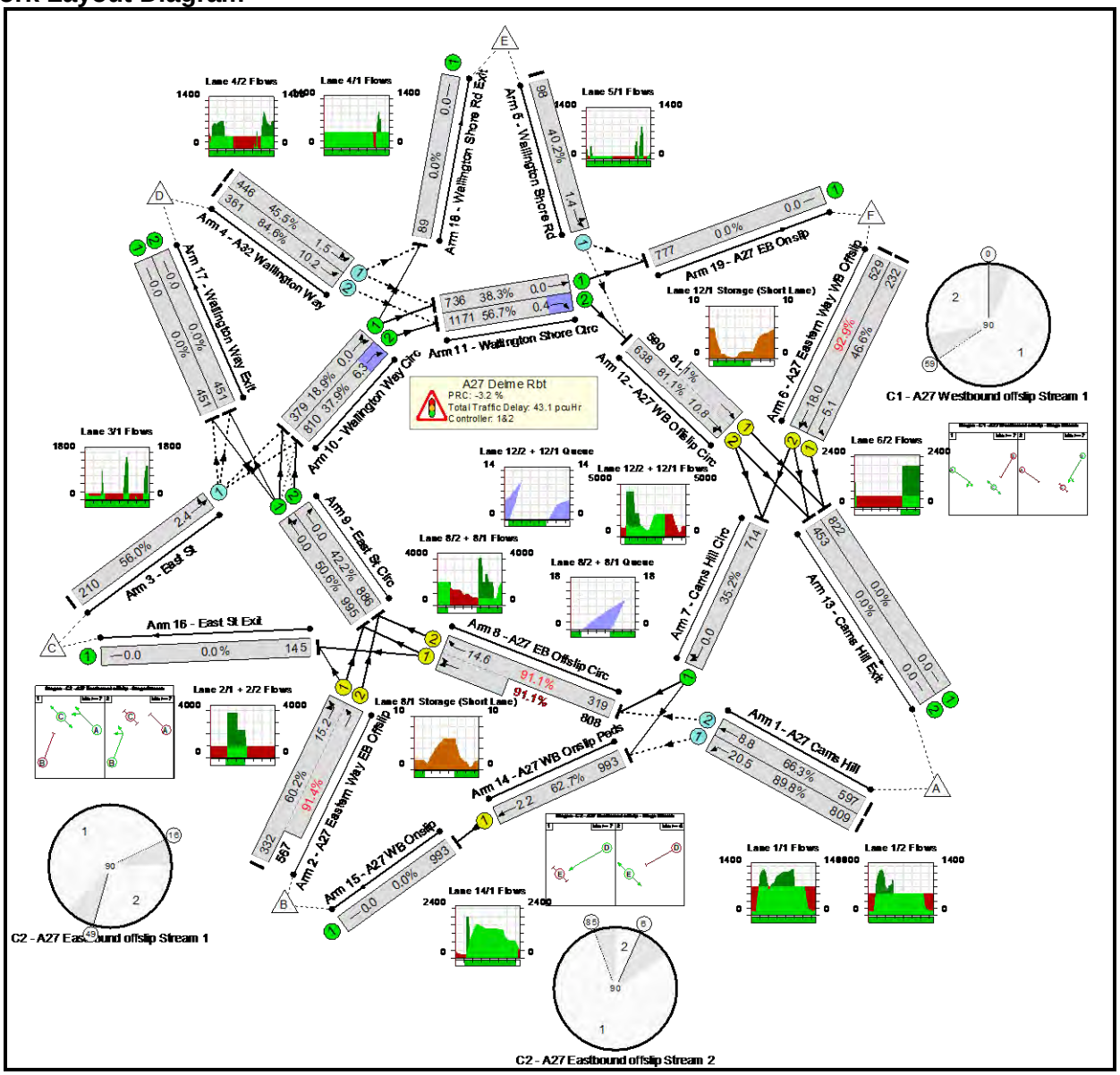
# Basic Results Summary

## User and Project Details

| | |
|---|---|
| **Project:** | **ITB12212 Portchester** |
| **Title:** | **A27/Wallington Way (Delme Rbt)** |
| **Location:** | Portchester |
| **Additional detail:** | |
| **File name:** | A27 Delme Rbt.lsg3x |
| **Author:** | AL |
| **Company:** | |
| **Address:** | |

**Scenario 1: '1'** (FG1: '2016 AM Observed', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **92.9%** | **2521** | **0** | **0** | **43.1** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **92.9%** | **2521** | **0** | **0** | **43.1** | - | - |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 809 | Inf | 901 | 89.8% | 809 | 0 | 0 | 5.9 | 26.1 | 20.5 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 597 | Inf | 901 | 66.3% | 597 | 0 | 0 | 1.6 | 9.7 | 8.8 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 27 | - | 899 | 1842:1995 | 551+621 | 60.2 : 91.4% | - | - | - | 8.7 (3.0+5.7) | 35.0 (32.6:36.4) | 15.2 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 210 | Inf | 375 | 56.0% | 210 | 0 | 0 | 1.1 | 18.7 | 2.4 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 446 | Inf | 981 | 45.5% | 446 | 0 | 0 | 0.4 | 3.6 | 1.5 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 361 | Inf | 426 | 84.6% | 361 | 0 | 0 | 4.1 | 41.1 | 10.2 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 98 | Inf | 244 | 40.2% | 98 | 0 | 0 | 0.6 | 20.4 | 1.4 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 25 | - | 232 | 1722 | 497 | 46.6% | - | - | - | 2.1 | 33.1 | 5.1 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 25 | - | 529 | 1972 | 570 | 92.9% | - | - | - | 9.8 | 66.4 | 18.0 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 714 | 2028 | 2028 | 35.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 50 | - | 1127 | 2071:1965 | 350+887 | 91.1 : 91.1% | - | - | - | 3.7 (1.1+2.6) | 11.7 (12.5:11.4) | 14.6 |

Basic Results Summary

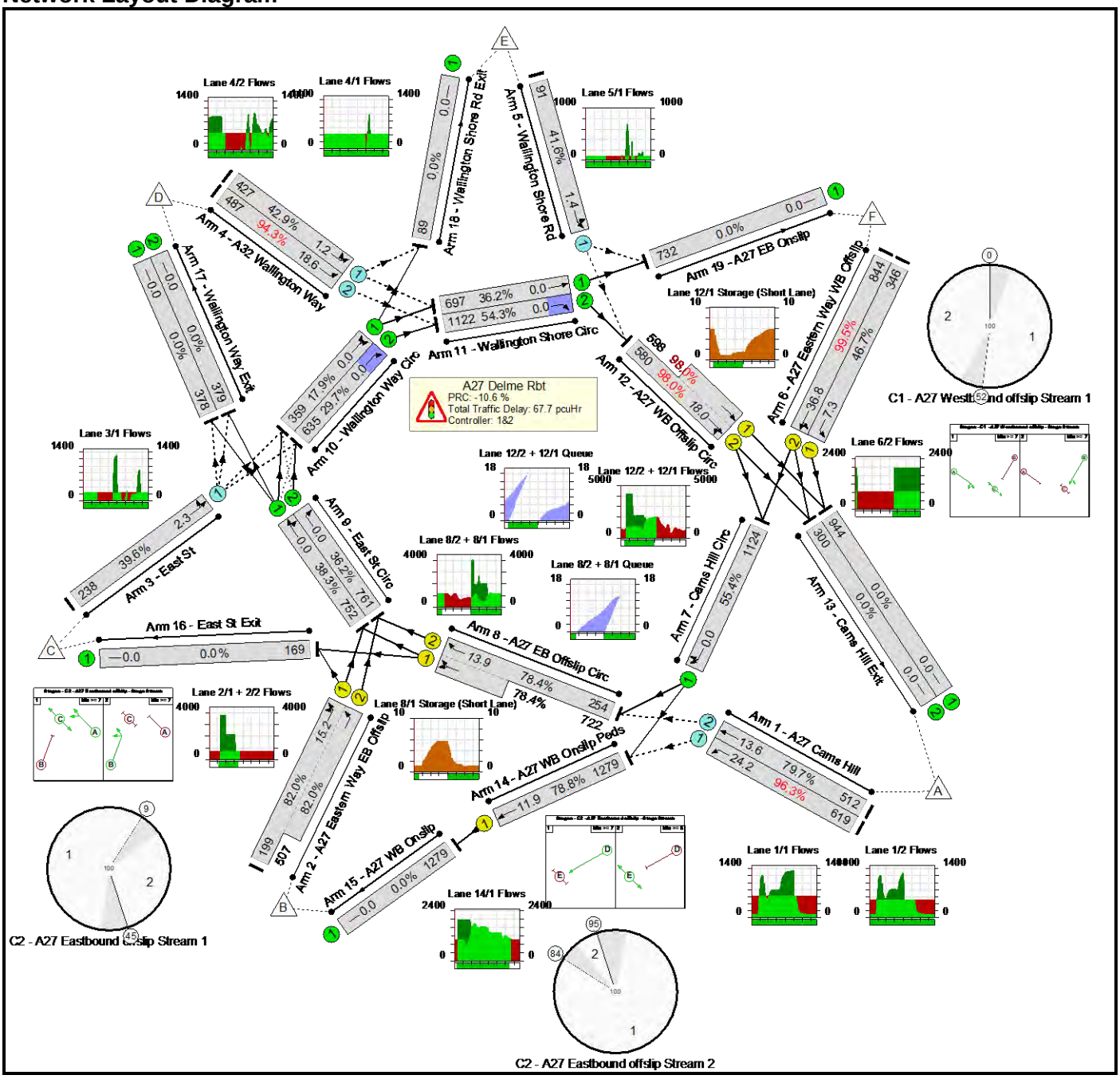
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 995 | 1966 | 1966 | 50.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 886 | 2102 | 2102 | 42.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 379 | 2002 | 2002 | 18.9% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 810 | 2139 | 2139 | 37.9% | - | - | - | 0.2 | 0.8 | 6.3 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 736 | 1923 | 1923 | 38.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1171 | 2066 | 2066 | 56.7% | - | - | - | 0.1 | 0.2 | 0.4 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 53 | - | 1228 | 2175:2065 | 787+727 | 81.1 : 81.1% | - | - | - | 3.9 (1.9+2.0) | 11.5 (10.6:12.4) | 10.8 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 993 | 1980 | 1584 | 62.7% | - | - | - | 1.0 | 3.6 | 2.2 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -3.2 | Total Delay for Signalled Lanes (pcuHr): | 15.80 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -1.5 | Total Delay for Signalled Lanes (pcuHr): | 12.39 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 43.6 | Total Delay for Signalled Lanes (pcuHr): | 0.99 | Cycle Time (s): 90 |
| | PRC Over All Lanes (%): | -3.2 | Total Delay Over All Lanes(pcuHr): | 43.11 | |

Basic Results Summary

**Scenario 2: '2'** (FG2: '2016 PM Observed', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **99.5%** | **2374** | **0** | **0** | **67.7** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **99.5%** | **2374** | **0** | **0** | **67.7** | - | - |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 619 | Inf | 643 | 96.3% | 619 | 0 | 0 | 10.8 | 63.0 | 24.2 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 512 | Inf | 643 | 79.7% | 512 | 0 | 0 | 3.7 | 26.0 | 13.6 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 30 | - | 706 | 1842:1995 | 243+618 | 82.0 : 82.0% | - | - | - | 8.2 (2.1+6.1) | 41.7 (38.0:43.2) | 15.2 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 238 | Inf | 601 | 39.6% | 238 | 0 | 0 | 0.7 | 10.9 | 2.3 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 427 | Inf | 996 | 42.9% | 427 | 0 | 0 | 0.4 | 3.3 | 1.2 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 487 | Inf | 517 | 94.3% | 487 | 0 | 0 | 8.3 | 61.0 | 18.6 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 91 | Inf | 219 | 41.6% | 91 | 0 | 0 | 0.5 | 19.7 | 1.4 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 42 | - | 346 | 1722 | 740 | 46.7% | - | - | - | 2.4 | 24.9 | 7.3 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 42 | - | 844 | 1972 | 848 | 99.5% | - | - | - | 20.2 | 86.3 | 36.8 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 1124 | 2028 | 2028 | 55.4% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 57 | - | 976 | 2071:1969 | 324+921 | 78.4 : 78.4% | - | - | - | 3.7 (1.0+2.7) | 13.5 (13.8:13.4) | 13.9 |

Basic Results Summary

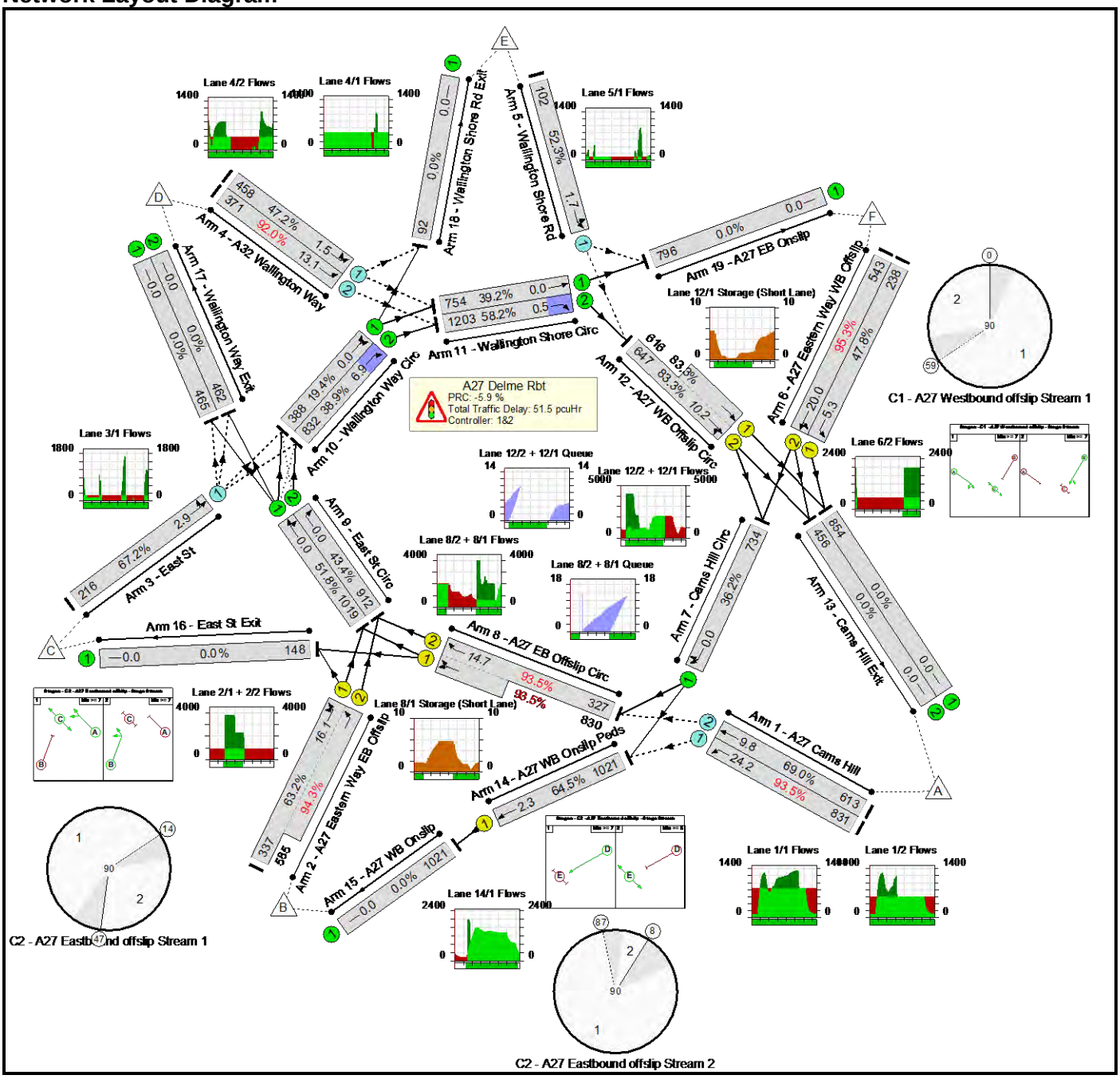
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 752 | 1966 | 1966 | 38.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 761 | 2102 | 2102 | 36.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 359 | 2002 | 2002 | 17.9% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 635 | 2139 | 2139 | 29.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 697 | 1923 | 1923 | 36.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1122 | 2066 | 2066 | 54.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 46 | - | 1178 | 2175:2065 | 592+610 | 98.0 : 98.0% | - | - | - | 6.1 (3.0+3.1) | 18.5 (18.6:18.5) | 18.0 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 81 | - | 1279 | 1980 | 1624 | 78.8% | - | - | - | 2.8 | 7.8 | 11.9 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -10.6 | Total Delay for Signalled Lanes (pcuHr): | 28.68 | Cycle Time (s): 100 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 9.8 | Total Delay for Signalled Lanes (pcuHr): | 11.84 | Cycle Time (s): 100 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 14.2 | Total Delay for Signalled Lanes (pcuHr): | 2.79 | Cycle Time (s): 100 |
| | PRC Over All Lanes (%): | -10.6 | Total Delay Over All Lanes(pcuHr): | 67.69 | |

Basic Results Summary

**Scenario 3: '3'** (FG3: '2021 AM Without Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **95.3%** | **2591** | **0** | **0** | **51.5** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **95.3%** | **2591** | **0** | **0** | **51.5** | - | - |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 831 | Inf | 888 | 93.5% | 831 | 0 | 0 | 8.2 | 35.4 | 24.2 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 613 | Inf | 888 | 69.0% | 613 | 0 | 0 | 1.9 | 11.0 | 9.8 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 27 | - | 922 | 1842:1995 | 534+621 | 63.2 : 94.3% | - | - | - | 9.3 (3.2+6.1) | 36.4 (33.8:37.8) | 16.1 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 216 | Inf | 321 | 67.2% | 216 | 0 | 0 | 1.6 | 26.0 | 2.9 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 458 | Inf | 970 | 47.2% | 458 | 0 | 0 | 0.5 | 3.7 | 1.5 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 371 | Inf | 403 | 92.0% | 371 | 0 | 0 | 6.3 | 61.0 | 13.1 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 102 | Inf | 195 | 52.3% | 102 | 0 | 0 | 0.8 | 28.2 | 1.7 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 25 | - | 238 | 1722 | 497 | 47.8% | - | - | - | 2.2 | 33.3 | 5.3 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 25 | - | 543 | 1972 | 570 | 95.3% | - | - | - | 11.5 | 76.2 | 20.0 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 734 | 2028 | 2028 | 36.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 50 | - | 1157 | 2071:1965 | 350+888 | 93.5 : 93.5% | - | - | - | 4.3 (1.3+3.1) | 13.4 (13.8:13.3) | 14.7 |

Basic Results Summary

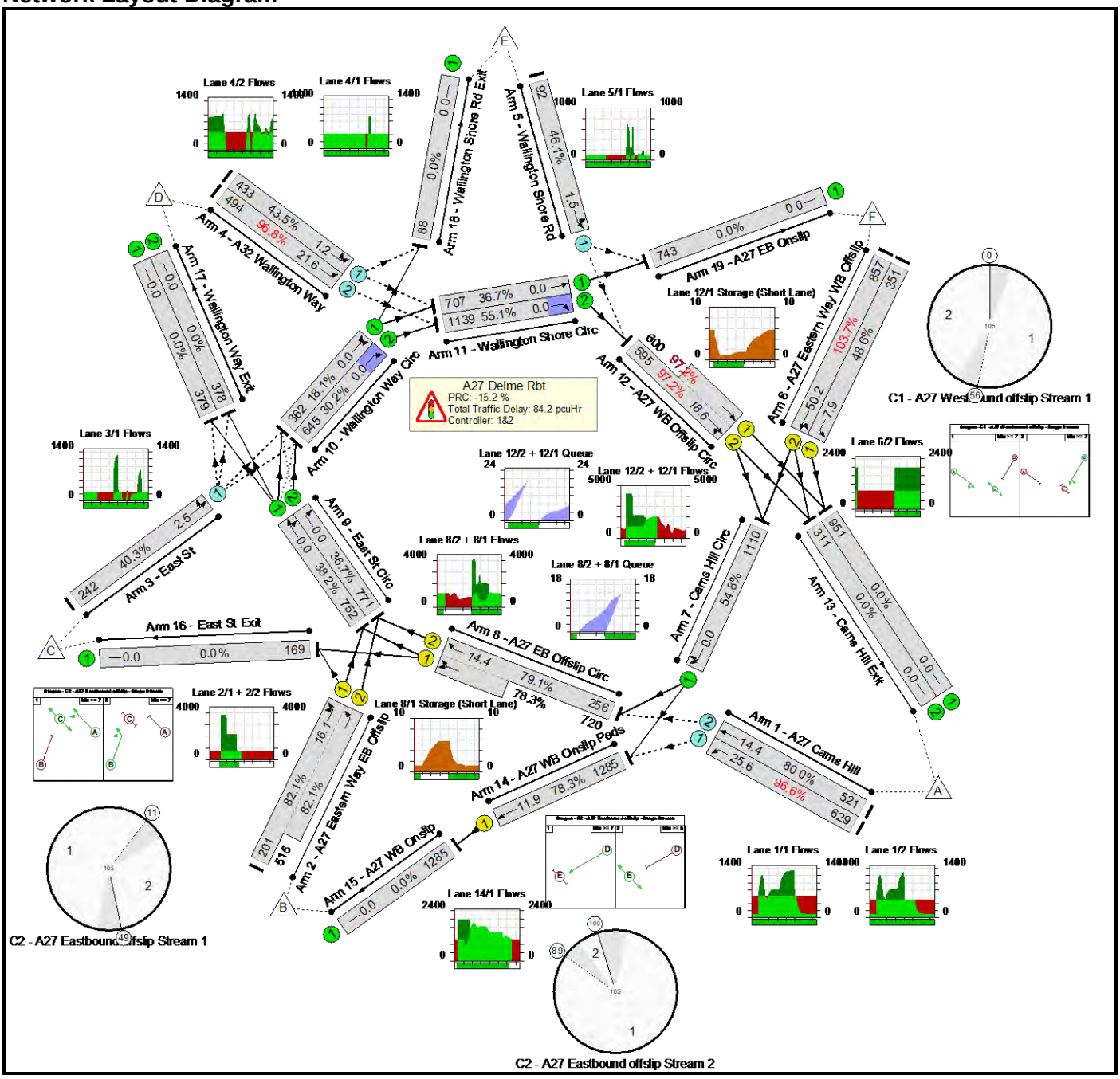
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1019 | 1966 | 1966 | 51.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 912 | 2102 | 2102 | 43.4% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 388 | 2002 | 2002 | 19.4% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 832 | 2139 | 2139 | 38.9% | - | - | - | 0.2 | 0.9 | 6.9 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 754 | 1923 | 1923 | 39.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1203 | 2066 | 2066 | 58.2% | - | - | - | 0.1 | 0.2 | 0.5 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 53 | - | 1263 | 2175:2065 | 777+740 | 83.3 : 83.3% | - | - | - | 3.7 (1.8+2.0) | 10.7 (9.9:11.5) | 10.2 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 1021 | 1980 | 1584 | 64.5% | - | - | - | 1.0 | 3.7 | 2.3 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -5.9 | Total Delay for Signalled Lanes (pcuHr): | 17.43 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -4.7 | Total Delay for Signalled Lanes (pcuHr): | 13.62 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 39.6 | Total Delay for Signalled Lanes (pcuHr): | 1.04 | Cycle Time (s): 90 |
| | PRC Over All Lanes (%): | -5.9 | Total Delay Over All Lanes(pcuHr): | 51.53 | |

Basic Results Summary

**Scenario 4: '4'** (FG4: '2021 PM Without Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **103.7%** | **2411** | **0** | **0** | **84.2** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **103.7%** | **2411** | **0** | **0** | **84.2** | - | - |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 629 | Inf | 651 | 96.6% | 629 | 0 | 0 | 11.3 | 64.9 | 25.6 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 521 | Inf | 651 | 80.0% | 521 | 0 | 0 | 3.9 | 26.8 | 14.4 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 716 | 1842:1995 | 245+627 | 82.1 : 82.1% | - | - | - | 8.5 (2.2+6.4) | 43.0 (39.0:44.5) | 16.1 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 242 | Inf | 600 | 40.3% | 242 | 0 | 0 | 0.8 | 11.2 | 2.5 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 433 | Inf | 995 | 43.5% | 433 | 0 | 0 | 0.4 | 3.3 | 1.2 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 494 | Inf | 510 | 96.8% | 494 | 0 | 0 | 10.4 | 76.0 | 21.6 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 92 | Inf | 199 | 46.1% | 92 | 0 | 0 | 0.6 | 23.1 | 1.5 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 43 | - | 351 | 1722 | 722 | 48.6% | - | - | - | 2.6 | 27.1 | 7.9 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 43 | - | 857 | 1972 | 826 | 103.7% | - | - | - | 33.4 | 140.3 | 50.2 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 1141 | 2028 | 2028 | 54.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 60 | - | 992 | 2071:1969 | 323+919 | 79.1 : 78.3% | - | - | - | 3.7 (1.0+2.7) | 13.6 (14.4:13.3) | 14.4 |

Basic Results Summary

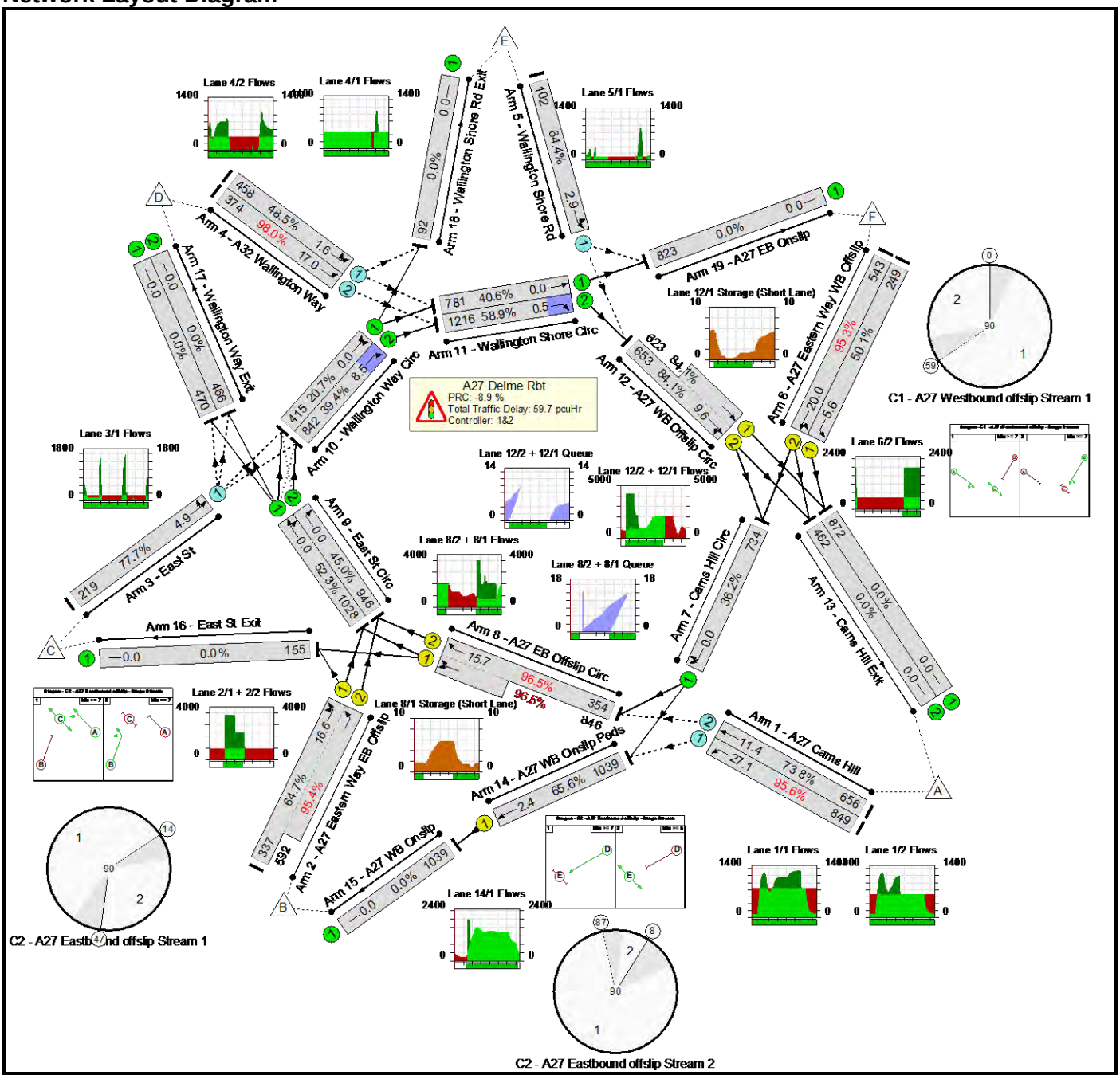
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 763 | 1966 | 1966 | 38.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 773 | 2102 | 2102 | 36.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 364 | 2002 | 2002 | 18.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 645 | 2139 | 2139 | 30.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 708 | 1923 | 1923 | 36.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1139 | 2066 | 2066 | 55.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 50 | - | 1195 | 2175:2065 | 612+617 | 97.2 : 97.2% | - | - | - | 5.9 (3.0+2.9) | 17.7 (18.1:17.4) | 18.6 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 86 | - | 1299 | 1980 | 1641 | 78.3% | - | - | - | 2.7 | 7.5 | 11.9 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -15.2 | Total Delay for Signalled Lanes (pcuHr): | 41.92 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 9.6 | Total Delay for Signalled Lanes (pcuHr): | 12.23 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 14.9 | Total Delay for Signalled Lanes (pcuHr): | 2.69 | Cycle Time (s): 105 |
| | PRC Over All Lanes (%): | -15.2 | Total Delay Over All Lanes(pcuHr): | 84.23 | |

Basic Results Summary

**Scenario 5: '5'** (FG5: '2021 AM With Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **98.0%** | **2658** | **0** | **0** | **59.7** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **98.0%** | **2658** | **0** | **0** | **59.7** | - | - |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 849 | Inf | 888 | 95.6% | 849 | 0 | 0 | 10.1 | 42.8 | 27.1 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 656 | Inf | 888 | 73.8% | 656 | 0 | 0 | 2.4 | 12.9 | 11.4 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 27 | - | 929 | 1842:1995 | 521+621 | 64.7 : 95.4% | - | - | - | 9.6 (3.2+6.4) | 37.1 (34.5:38.7) | 16.6 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 219 | Inf | 282 | 77.7% | 219 | 0 | 0 | 2.4 | 39.9 | 4.9 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 458 | Inf | 944 | 48.5% | 458 | 0 | 0 | 0.5 | 3.9 | 1.6 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 374 | Inf | 381 | 98.0% | 374 | 0 | 0 | 10.0 | 96.5 | 17.0 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 102 | Inf | 158 | 64.4% | 102 | 0 | 0 | 1.2 | 43.5 | 2.9 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 25 | - | 249 | 1722 | 497 | 50.1% | - | - | - | 2.3 | 33.8 | 5.6 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 25 | - | 543 | 1972 | 570 | 95.3% | - | - | - | 11.5 | 76.2 | 20.0 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 734 | 2028 | 2028 | 36.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 50 | - | 1200 | 2071:1965 | 367+877 | 96.5 : 96.5% | - | - | - | 4.5 (1.4+3.2) | 13.6 (14.2:13.4) | 15.7 |

Basic Results Summary

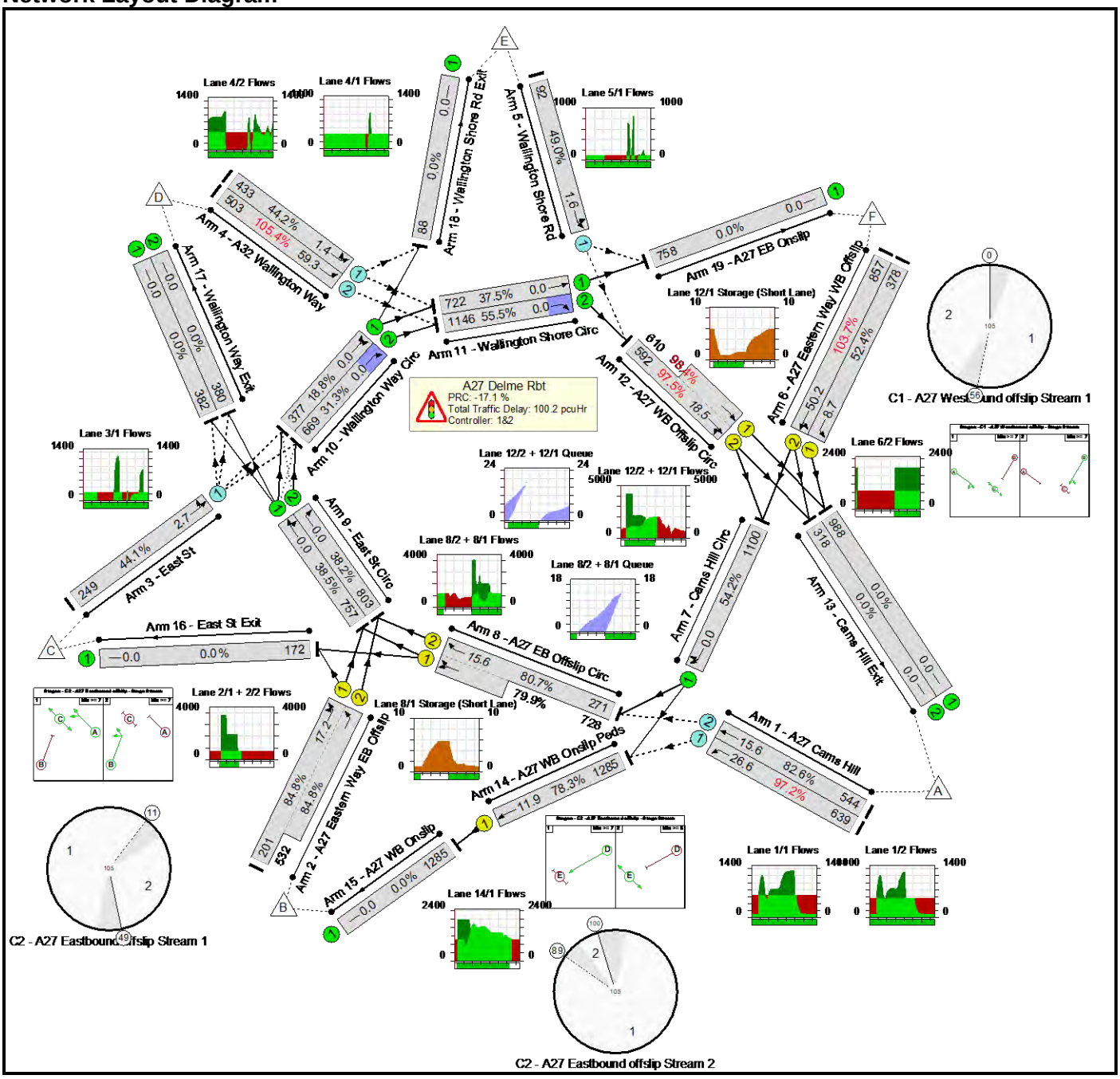
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1028 | 1966 | 1966 | 52.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 946 | 2102 | 2102 | 45.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 415 | 2002 | 2002 | 20.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 842 | 2139 | 2139 | 39.4% | - | - | - | 0.2 | 0.9 | 8.5 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 781 | 1923 | 1923 | 40.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1216 | 2066 | 2066 | 58.9% | - | - | - | 0.1 | 0.2 | 0.5 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 53 | - | 1276 | 2175:2065 | 776+741 | 84.1 : 84.1% | - | - | - | 3.7 (1.7+2.0) | 10.5 (9.5:11.4) | 9.6 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 1039 | 1980 | 1584 | 65.6% | - | - | - | 1.1 | 3.8 | 2.4 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -5.9 | Total Delay for Signalled Lanes (pcuHr): | 17.53 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -7.2 | Total Delay for Signalled Lanes (pcuHr): | 14.13 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 37.2 | Total Delay for Signalled Lanes (pcuHr): | 1.08 | Cycle Time (s): 90 |
| | PRC Over All Lanes (%): | -8.9 | Total Delay Over All Lanes(pcuHr): | 59.66 | |

Basic Results Summary

**Scenario 6: '6'** (FG6: '2021 PM With Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **105.4%** | **2434** | **0** | **0** | **100.2** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **105.4%** | **2434** | **0** | **0** | **100.2** | - | - |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 639 | Inf | 658 | 97.2% | 639 | 0 | 0 | 12.0 | 67.8 | 26.6 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 544 | Inf | 659 | 82.6% | 544 | 0 | 0 | 4.4 | 29.0 | 15.6 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 733 | 1842:1995 | 237+627 | 84.8 : 84.8% | - | - | - | 9.2 (2.3+6.9) | 45.2 (40.9:46.9) | 17.2 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 249 | Inf | 564 | 44.1% | 249 | 0 | 0 | 0.9 | 12.9 | 2.7 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 433 | Inf | 980 | 44.2% | 433 | 0 | 0 | 0.4 | 3.4 | 1.4 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 503 | Inf | 477 | 105.4% | 477 | 0 | 0 | 23.9 | 171.2 | 59.3 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 92 | Inf | 188 | 49.0% | 92 | 0 | 0 | 0.7 | 26.6 | 1.6 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 43 | - | 378 | 1722 | 722 | 52.4% | - | - | - | 2.9 | 27.9 | 8.7 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 43 | - | 857 | 1972 | 826 | 103.7% | - | - | - | 33.4 | 140.3 | 50.2 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 1141 | 2028 | 2028 | 54.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 60 | - | 1015 | 2071:1969 | 335+911 | 80.7 : 79.9% | - | - | - | 3.8 (1.1+2.7) | 13.8 (14.6:13.4) | 15.6 |

Basic Results Summary

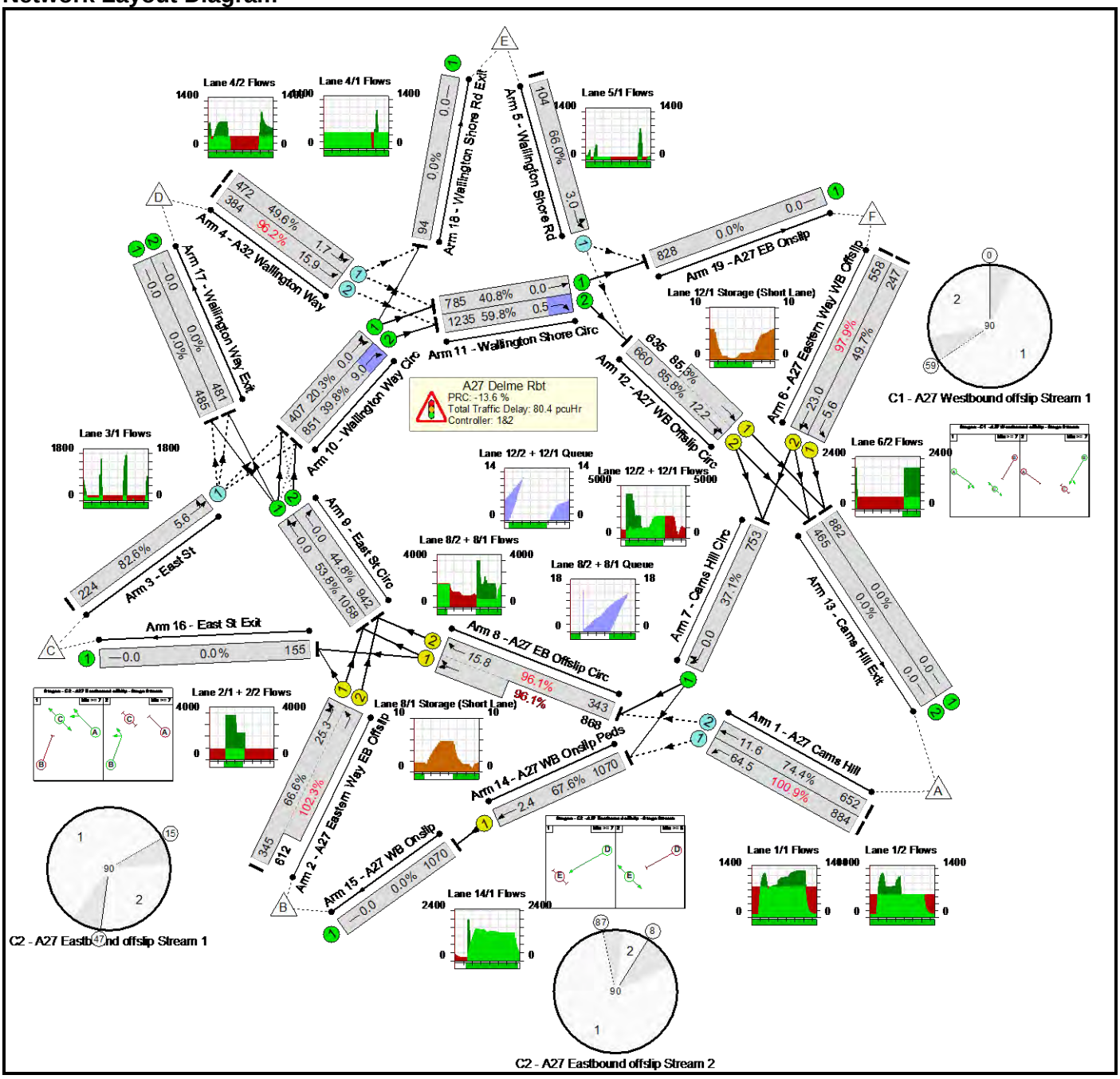
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 768 | 1966 | 1966 | 38.5% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 805 | 2102 | 2102 | 38.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 379 | 2002 | 2002 | 18.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 669 | 2139 | 2139 | 31.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 723 | 1923 | 1923 | 37.5% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1172 | 2066 | 2066 | 55.5% | - | - | - | 0.0 | 0.0 | 0.0 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 50 | - | 1228 | 2175:2065 | 608+620 | 97.5 : 98.4% | - | - | - | 5.9 (2.9+3.0) | 17.5 (17.5:17.6) | 18.5 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 86 | - | 1309 | 1980 | 1641 | 78.3% | - | - | - | 2.7 | 7.5 | 11.9 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -15.2 | Total Delay for Signalled Lanes (pcuHr): | 42.19 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 6.1 | Total Delay for Signalled Lanes (pcuHr): | 13.03 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 14.9 | Total Delay for Signalled Lanes (pcuHr): | 2.69 | Cycle Time (s): 105 |
| | PRC Over All Lanes (%): | -17.1 | Total Delay Over All Lanes(pcuHr): | 100.23 | |

Basic Results Summary

**Scenario 7: '7'** (FG7: '2026 AM Without Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **102.3%** | **2712** | **0** | **0** | **80.4** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **102.3%** | **2712** | **0** | **0** | **80.4** | - | - |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 884 | Inf | 876 | 100.9% | 876 | 0 | 0 | 20.0 | 81.4 | 64.5 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 652 | Inf | 876 | 74.4% | 652 | 0 | 0 | 2.4 | 13.4 | 11.6 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 26 | - | 957 | 1842:1995 | 518+599 | 66.6 : 102.3% | - | - | - | 18.1 (3.6+14.5) | 68.2 (38.0:85.3) | 25.3 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 224 | Inf | 271 | 82.6% | 224 | 0 | 0 | 3.0 | 47.6 | 5.6 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 472 | Inf | 952 | 49.6% | 472 | 0 | 0 | 0.5 | 4.0 | 1.7 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 384 | Inf | 399 | 96.2% | 384 | 0 | 0 | 8.7 | 81.5 | 15.9 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 104 | Inf | 158 | 66.0% | 104 | 0 | 0 | 1.3 | 45.1 | 3.0 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 25 | - | 247 | 1722 | 497 | 49.7% | - | - | - | 2.3 | 33.7 | 5.6 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 25 | - | 558 | 1972 | 570 | 97.9% | - | - | - | 14.2 | 91.4 | 23.0 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 753 | 2028 | 2028 | 37.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 51 | - | 1211 | 2071:1965 | 357+903 | 96.1 : 96.1% | - | - | - | 4.3 (1.3+3.1) | 12.9 (13.4:12.7) | 15.8 |

Basic Results Summary

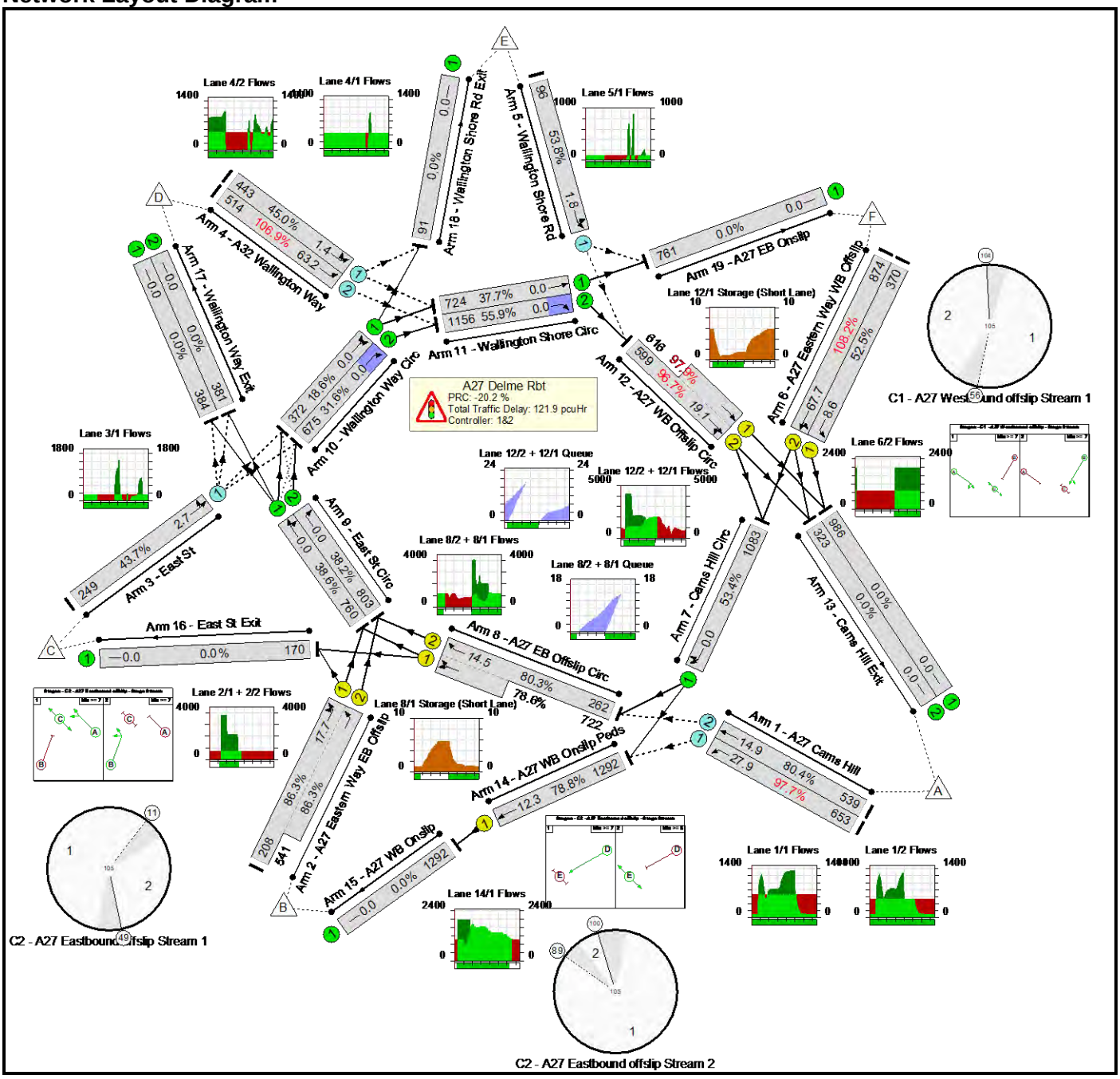
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1058 | 1966 | 1966 | 53.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 955 | 2102 | 2102 | 44.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 407 | 2002 | 2002 | 20.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 864 | 2139 | 2139 | 39.8% | - | - | - | 0.2 | 0.9 | 9.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 785 | 1923 | 1923 | 40.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1248 | 2066 | 2066 | 59.8% | - | - | - | 0.1 | 0.2 | 0.5 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 53 | - | 1309 | 2175:2065 | 769+745 | 85.8 : 85.3% | - | - | - | 4.1 (1.9+2.2) | 11.4 (10.2:12.5) | 12.2 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 1078 | 1980 | 1584 | 67.6% | - | - | - | 1.2 | 3.9 | 2.4 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -8.8 | Total Delay for Signalled Lanes (pcuHr): | 20.57 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -13.6 | Total Delay for Signalled Lanes (pcuHr): | 22.48 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 33.2 | Total Delay for Signalled Lanes (pcuHr): | 1.17 | Cycle Time (s): 90 |
| | PRC Over All Lanes (%): | -13.6 | Total Delay Over All Lanes(pcuHr): | 80.40 | |

Basic Results Summary

**Scenario 8: '8'** (FG8: '2026 PM Without Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **108.2%** | **2461** | **0** | **0** | **121.9** | **-** | **-** |
| **A27 Delme Rbt** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **108.2%** | **2461** | **0** | **0** | **121.9** | **-** | **-** |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 653 | Inf | 668 | 97.7% | 653 | 0 | 0 | 12.8 | 70.5 | 27.9 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 539 | Inf | 670 | 80.4% | 539 | 0 | 0 | 3.9 | 26.2 | 14.9 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 749 | 1842:1995 | 241+627 | 86.3 : 86.3% | - | - | - | 9.7 (2.4+7.3) | 46.6 (42.2:48.3) | 17.7 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 249 | Inf | 570 | 43.7% | 249 | 0 | 0 | 0.9 | 12.7 | 2.7 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 443 | Inf | 985 | 45.0% | 443 | 0 | 0 | 0.4 | 3.5 | 1.4 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 514 | Inf | 481 | 106.9% | 481 | 0 | 0 | 27.5 | 192.5 | 63.2 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 96 | Inf | 179 | 53.8% | 96 | 0 | 0 | 0.8 | 30.1 | 1.8 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 42 | - | 370 | 1722 | 705 | 52.5% | - | - | - | 2.9 | 28.7 | 8.6 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 42 | - | 874 | 1972 | 808 | 108.2% | - | - | - | 50.6 | 208.4 | 67.7 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 1163 | 2028 | 2028 | 53.4% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 60 | - | 1019 | 2071:1969 | 326+917 | 80.3 : 78.6% | - | - | - | 3.7 (1.1+2.7) | 13.7 (14.7:13.3) | 14.5 |

Basic Results Summary

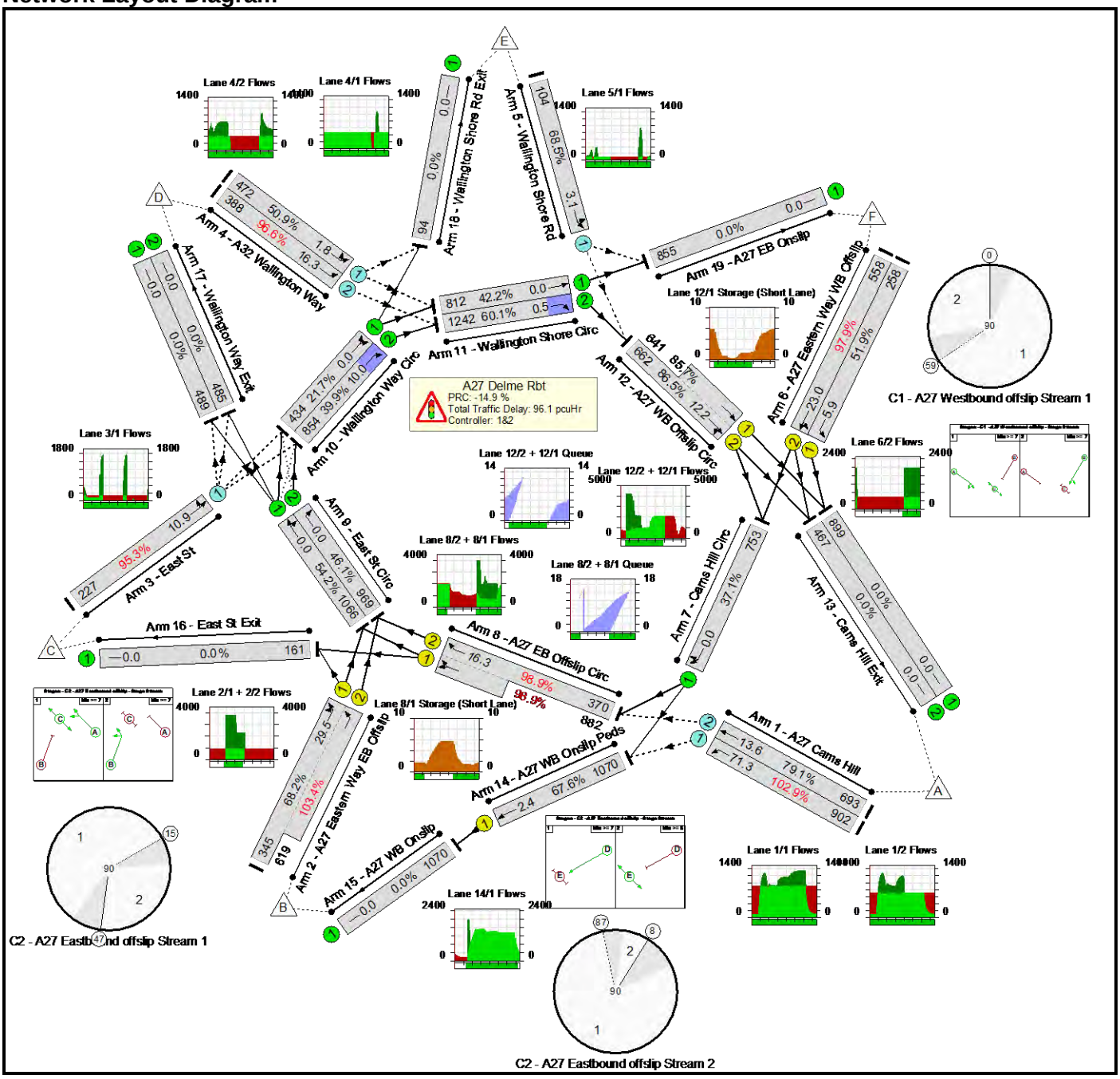
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 784 | 1966 | 1966 | 38.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 808 | 2102 | 2102 | 38.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 377 | 2002 | 2002 | 18.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 675 | 2139 | 2139 | 31.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 727 | 1923 | 1923 | 37.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1189 | 2066 | 2066 | 55.9% | - | - | - | 0.0 | 0.0 | 0.0 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 51 | - | 1248 | 2175:2065 | 619+629 | 96.7 : 97.9% | - | - | - | 5.8 (2.8+3.0) | 17.3 (17.0:17.5) | 19.1 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 86 | - | 1336 | 1980 | 1641 | 78.8% | - | - | - | 2.7 | 7.6 | 12.3 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -20.2 | Total Delay for Signalled Lanes (pcuHr): | 59.38 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 4.3 | Total Delay for Signalled Lanes (pcuHr): | 13.43 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 14.3 | Total Delay for Signalled Lanes (pcuHr): | 2.74 | Cycle Time (s): 105 |
| | PRC Over All Lanes (%): | -20.2 | Total Delay Over All Lanes(pcuHr): | 121.86 | |

Basic Results Summary

**Scenario 9: '9'** (FG9: '2026 AM With Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **103.4%** | **2760** | **0** | **0** | **96.1** | **-** | **-** |
| **A27 Delme Rbt** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **103.4%** | **2760** | **0** | **0** | **96.1** | **-** | **-** |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 902 | Inf | 876 | 102.9% | 876 | 0 | 0 | 26.5 | 105.9 | 71.3 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 693 | Inf | 876 | 79.1% | 693 | 0 | 0 | 3.0 | 15.8 | 13.6 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 26 | - | 964 | 1842:1995 | 506+599 | 68.2 : 103.4% | - | - | - | 22.4 (3.8+18.6) | 83.5 (39.4:108.1) | 29.5 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 227 | Inf | 238 | 95.3% | 227 | 0 | 0 | 6.4 | 100.8 | 10.9 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 472 | Inf | 927 | 50.9% | 472 | 0 | 0 | 0.6 | 4.2 | 1.8 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 388 | Inf | 402 | 96.6% | 388 | 0 | 0 | 9.1 | 84.4 | 16.3 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 104 | Inf | 152 | 68.5% | 104 | 0 | 0 | 1.4 | 49.3 | 3.1 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 25 | - | 258 | 1722 | 497 | 51.9% | - | - | - | 2.5 | 34.3 | 5.9 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 25 | - | 558 | 1972 | 570 | 97.9% | - | - | - | 14.2 | 91.4 | 23.0 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 753 | 2028 | 2028 | 37.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 51 | - | 1252 | 2071:1965 | 374+892 | 98.9 : 98.9% | - | - | - | 4.6 (1.4+3.1) | 13.1 (13.7:12.8) | 16.3 |

Basic Results Summary

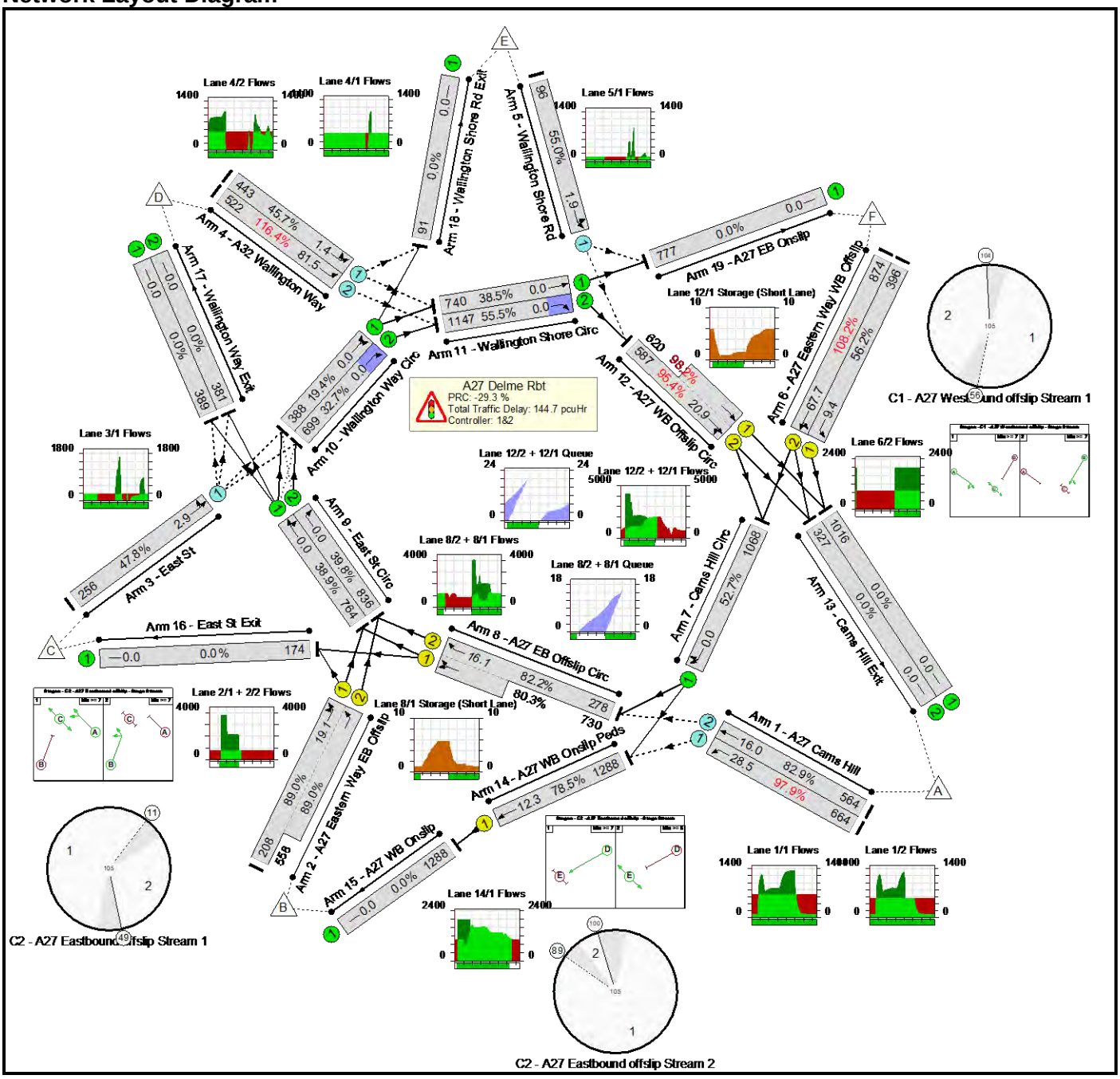
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1066 | 1966 | 1966 | 54.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 989 | 2102 | 2102 | 46.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 434 | 2002 | 2002 | 21.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 874 | 2139 | 2139 | 39.9% | - | - | - | 0.2 | 1.1 | 10.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 812 | 1923 | 1923 | 42.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1262 | 2066 | 2066 | 60.1% | - | - | - | 0.1 | 0.3 | 0.5 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 53 | - | 1323 | 2175:2065 | 765+748 | 86.5 : 85.7% | - | - | - | 4.1 (1.9+2.3) | 11.4 (10.1:12.6) | 12.2 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 1096 | 1980 | 1584 | 67.6% | - | - | - | 1.2 | 3.9 | 2.4 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -8.8 | Total Delay for Signalled Lanes (pcuHr): | 20.74 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -14.9 | Total Delay for Signalled Lanes (pcuHr): | 26.91 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 33.2 | Total Delay for Signalled Lanes (pcuHr): | 1.17 | Cycle Time (s): 90 |
| | PRC Over All Lanes (%): | -14.9 | Total Delay Over All Lanes(pcuHr): | 96.15 | |

Basic Results Summary

**Scenario 10: '10'** (FG10: '2026 PM With Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **116.4%** | **2471** | **0** | **0** | **144.7** | **-** | **-** |
| **A27 Delme Rbt** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **116.4%** | **2471** | **0** | **0** | **144.7** | **-** | **-** |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 664 | Inf | 678 | 97.9% | 664 | 0 | 0 | 13.1 | 71.2 | 28.5 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 564 | Inf | 680 | 82.9% | 564 | 0 | 0 | 4.4 | 28.3 | 16.0 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 766 | 1842:1995 | 234+627 | 89.0 : 89.0% | - | - | - | 10.7 (2.6+8.0) | 50.1 (45.4:51.9) | 19.1 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 256 | Inf | 536 | 47.8% | 256 | 0 | 0 | 1.0 | 14.5 | 2.9 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 443 | Inf | 970 | 45.7% | 443 | 0 | 0 | 0.4 | 3.6 | 1.4 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 522 | Inf | 448 | 116.4% | 448 | 0 | 0 | 47.8 | 329.5 | 81.5 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 96 | Inf | 175 | 55.0% | 96 | 0 | 0 | 0.8 | 31.7 | 1.9 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 42 | - | 396 | 1722 | 705 | 56.2% | - | - | - | 3.3 | 29.6 | 9.4 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 42 | - | 874 | 1972 | 808 | 108.2% | - | - | - | 50.6 | 208.4 | 67.7 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 1163 | 2028 | 2028 | 52.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 60 | - | 1044 | 2071:1969 | 338+909 | 82.2 : 80.3% | - | - | - | 3.9 (1.2+2.7) | 14.0 (15.1:13.5) | 16.1 |

Basic Results Summary

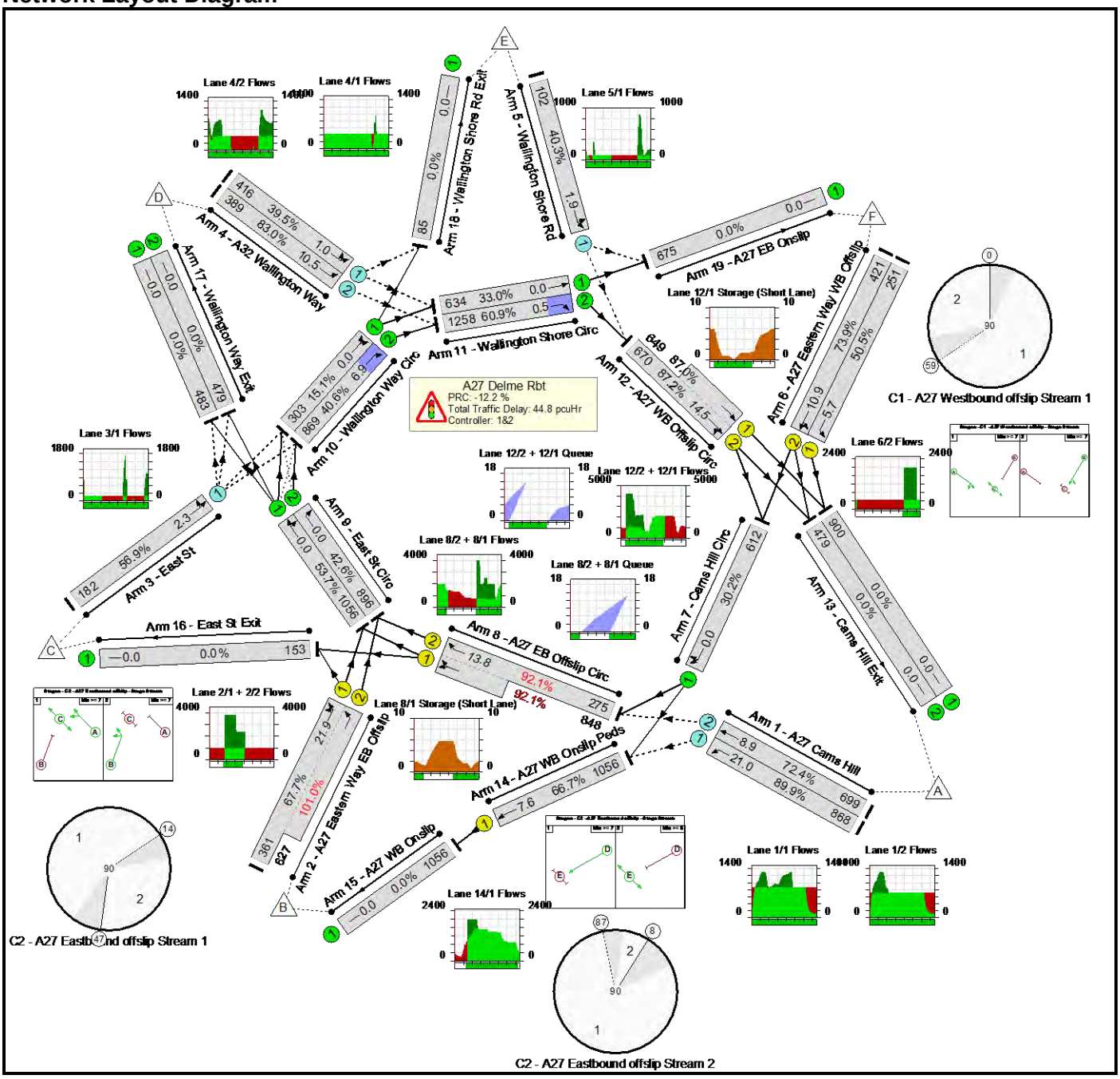
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 789 | 1966 | 1966 | 38.9% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 841 | 2102 | 2102 | 39.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 393 | 2002 | 2002 | 19.4% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 699 | 2139 | 2139 | 32.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 743 | 1923 | 1923 | 38.5% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1221 | 2066 | 2066 | 55.5% | - | - | - | 0.0 | 0.0 | 0.0 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 51 | - | 1280 | 2175:2065 | 615+631 | 95.4 : 98.2% | - | - | - | 5.9 (2.8+3.1) | 17.7 (17.2:18.1) | 20.9 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 86 | - | 1347 | 1980 | 1641 | 78.5% | - | - | - | 2.7 | 7.6 | 12.3 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -20.2 | Total Delay for Signalled Lanes (pcuHr): | 59.78 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 1.1 | Total Delay for Signalled Lanes (pcuHr): | 14.57 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 14.7 | Total Delay for Signalled Lanes (pcuHr): | 2.71 | Cycle Time (s): 105 |
| | PRC Over All Lanes (%): | -29.3 | Total Delay Over All Lanes(pcuHr): | 144.72 | |

Basic Results Summary

**Scenario 11: '11'** (FG11: '2021 AM With Development (SENS)', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **101.0%** | **2656** | **0** | **0** | **44.8** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **101.0%** | **2656** | **0** | **0** | **44.8** | - | - |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 868 | Inf | 965 | 89.9% | 868 | 0 | 0 | 5.5 | 22.7 | 21.0 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 699 | Inf | 965 | 72.4% | 699 | 0 | 0 | 1.8 | 9.3 | 8.9 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 27 | - | 988 | 1842:1995 | 533+621 | 67.7 : 101.0% | - | - | - | 14.4 (3.7+10.6) | 52.3 (37.1:61.1) | 21.9 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 182 | Inf | 320 | 56.9% | 182 | 0 | 0 | 1.1 | 21.9 | 2.3 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 416 | Inf | 1053 | 39.5% | 416 | 0 | 0 | 0.3 | 2.9 | 1.0 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 389 | Inf | 469 | 83.0% | 389 | 0 | 0 | 4.0 | 36.7 | 10.5 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 102 | Inf | 253 | 40.3% | 102 | 0 | 0 | 0.6 | 21.3 | 1.9 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 25 | - | 251 | 1722 | 497 | 50.5% | - | - | - | 2.4 | 33.9 | 5.7 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 25 | - | 421 | 1972 | 570 | 73.9% | - | - | - | 4.8 | 40.8 | 10.9 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 612 | 2028 | 2028 | 30.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 50 | - | 1123 | 2071:1965 | 299+921 | 92.1 : 92.1% | - | - | - | 4.1 (1.1+3.0) | 13.0 (13.8:12.7) | 13.8 |

Basic Results Summary

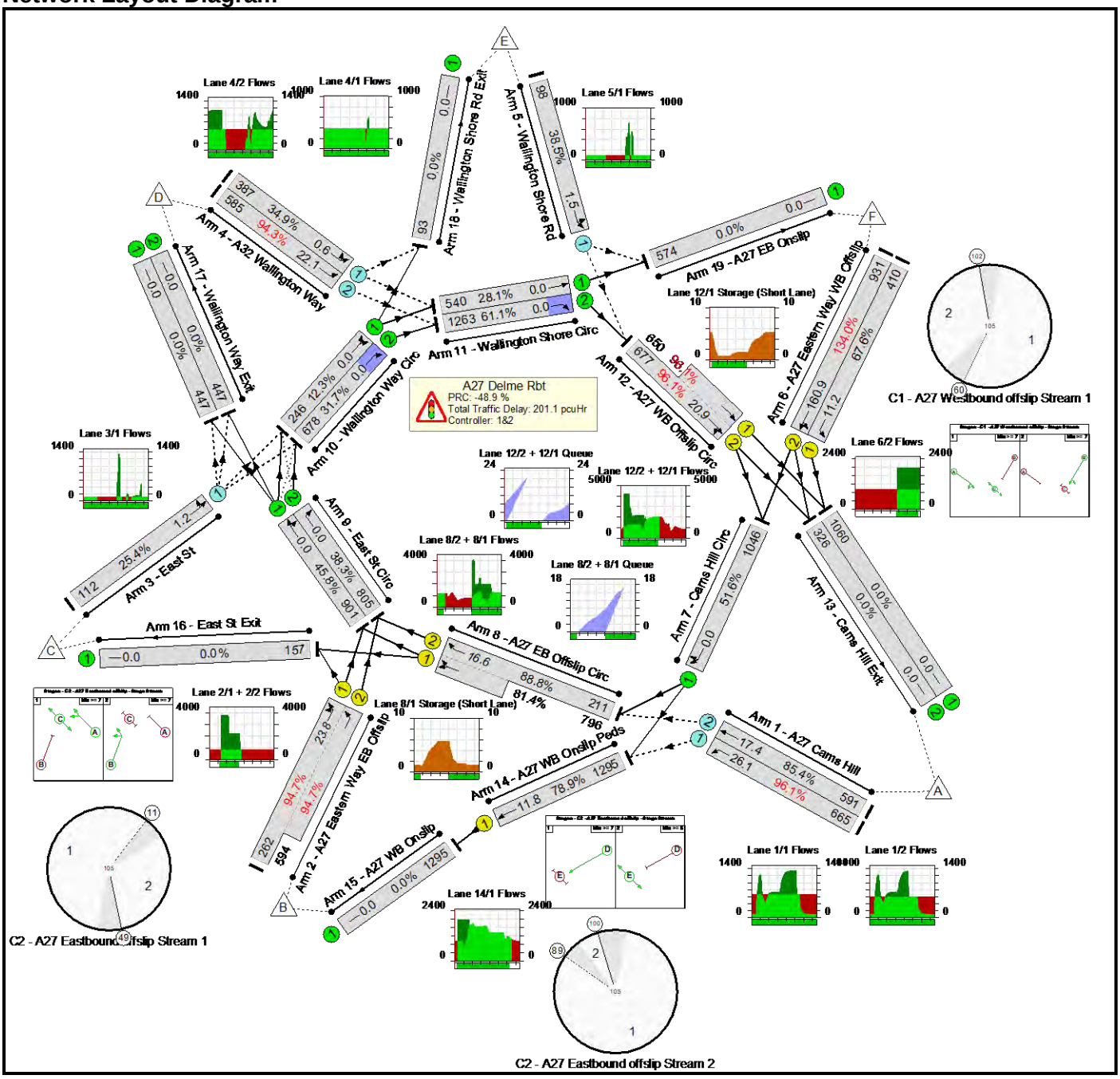
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1056 | 1966 | 1966 | 53.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 902 | 2102 | 2102 | 42.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 303 | 2002 | 2002 | 15.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 875 | 2139 | 2139 | 40.6% | - | - | - | 0.2 | 0.9 | 6.9 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 634 | 1923 | 1923 | 33.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1264 | 2066 | 2066 | 60.9% | - | - | - | 0.1 | 0.2 | 0.5 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 53 | - | 1325 | 2175:2065 | 768+746 | 87.2 : 87.0% | - | - | - | 4.4 (2.1+2.3) | 12.1 (11.3:12.8) | 14.5 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 1056 | 1980 | 1584 | 66.7% | - | - | - | 1.3 | 4.4 | 7.6 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 3.2 | Total Delay for Signalled Lanes (pcuHr): | 11.56 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -12.2 | Total Delay for Signalled Lanes (pcuHr): | 18.42 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 35.0 | Total Delay for Signalled Lanes (pcuHr): | 1.29 | Cycle Time (s): 90 |
| | PRC Over All Lanes (%): | -12.2 | Total Delay Over All Lanes(pcuHr): | 44.83 | |

Basic Results Summary

**Scenario 12: '12'** (FG12: '2021 PM With Development (SENS)', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **134.0%** | **2438** | **0** | **0** | **201.1** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **134.0%** | **2438** | **0** | **0** | **201.1** | - | - |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 665 | Inf | 692 | 96.1% | 665 | 0 | 0 | 10.9 | 58.8 | 26.1 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 591 | Inf | 692 | 85.4% | 591 | 0 | 0 | 4.9 | 30.1 | 17.4 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 856 | 1842:1995 | 277+627 | 94.7 : 94.7% | - | - | - | 14.9 (4.2+10.6) | 62.5 (58.1:64.4) | 23.8 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 112 | Inf | 440 | 25.4% | 112 | 0 | 0 | 0.4 | 12.4 | 1.2 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 387 | Inf | 1109 | 34.9% | 387 | 0 | 0 | 0.3 | 2.5 | 0.6 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 585 | Inf | 620 | 94.3% | 585 | 0 | 0 | 9.3 | 57.0 | 22.1 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 98 | Inf | 255 | 38.5% | 98 | 0 | 0 | 0.5 | 17.6 | 1.5 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 36 | - | 410 | 1722 | 607 | 67.6% | - | - | - | 4.3 | 38.0 | 11.2 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 36 | - | 931 | 1972 | 695 | 134.0% | - | - | - | 143.8 | 556.1 | 160.9 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 1282 | 2028 | 2028 | 51.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 60 | - | 1141 | 2071:1966 | 238+978 | 88.8 : 81.4% | - | - | - | 3.8 (0.9+2.9) | 13.4 (14.5:13.1) | 16.6 |

Basic Results Summary

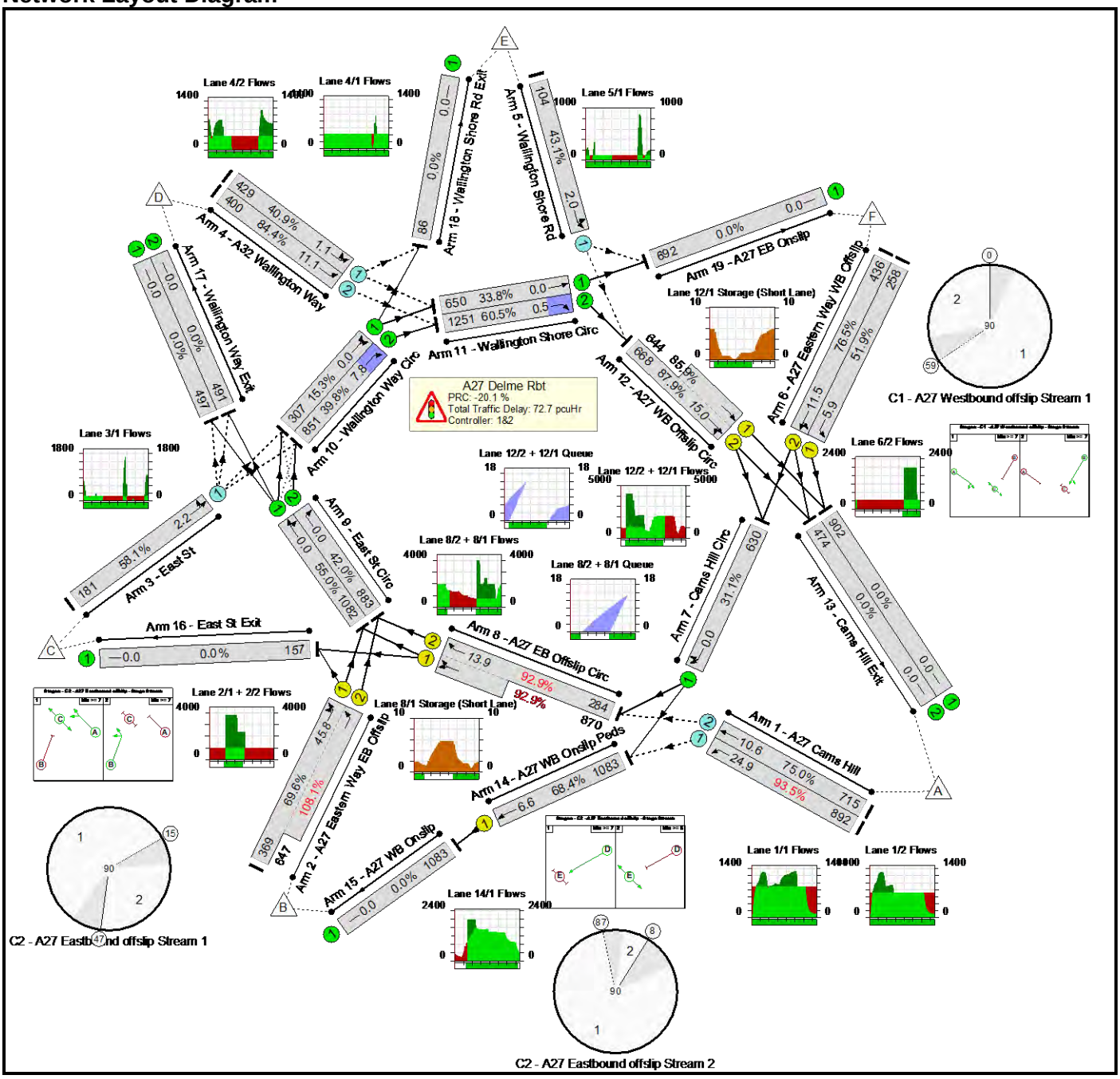
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1003 | 1966 | 1966 | 45.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 817 | 2102 | 2102 | 38.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 258 | 2002 | 2002 | 12.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 678 | 2139 | 2139 | 31.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 547 | 1923 | 1923 | 28.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1263 | 2066 | 2066 | 61.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 57 | - | 1327 | 2175:2065 | 704+676 | 96.1 : 96.1% | - | - | - | 5.5 (2.9+2.5) | 14.9 (15.6:14.1) | 20.9 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 86 | - | 1397 | 1980 | 1641 | 78.9% | - | - | - | 2.7 | 7.4 | 11.8 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -48.9 | Total Delay for Signalled Lanes (pcuHr): | 153.60 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -5.3 | Total Delay for Signalled Lanes (pcuHr): | 18.61 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 14.0 | Total Delay for Signalled Lanes (pcuHr): | 2.67 | Cycle Time (s): 105 |
| | PRC Over All Lanes (%): | -48.9 | Total Delay Over All Lanes(pcuHr): | 201.06 | |

Basic Results Summary

**Scenario 13: '13'** (FG13: '2026 AM With Development (SENS)', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **108.1%** | **2721** | **0** | **0** | **72.7** | **-** | **-** |
| **A27 Delme Rbt** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **108.1%** | **2721** | **0** | **0** | **72.7** | **-** | **-** |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 892 | Inf | 954 | 93.5% | 892 | 0 | 0 | 7.7 | 31.2 | 24.9 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 715 | Inf | 954 | 75.0% | 715 | 0 | 0 | 2.1 | 10.5 | 10.6 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 26 | - | 1016 | 1842:1995 | 530+599 | 69.6 : 108.1% | - | - | - | 38.9 (4.3+34.5) | 137.7 (42.4:192.1) | 45.8 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 181 | Inf | 312 | 58.1% | 181 | 0 | 0 | 1.1 | 22.5 | 2.2 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 429 | Inf | 1049 | 40.9% | 429 | 0 | 0 | 0.4 | 3.0 | 1.1 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 400 | Inf | 474 | 84.4% | 400 | 0 | 0 | 4.2 | 38.0 | 11.1 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 104 | Inf | 241 | 43.1% | 104 | 0 | 0 | 0.6 | 22.5 | 2.0 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 25 | - | 258 | 1722 | 497 | 51.9% | - | - | - | 2.5 | 34.3 | 5.9 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 25 | - | 436 | 1972 | 570 | 76.5% | - | - | - | 5.1 | 42.4 | 11.5 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 631 | 2028 | 2028 | 31.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 51 | - | 1154 | 2071:1965 | 306+936 | 92.9 : 92.9% | - | - | - | 4.0 (1.0+2.9) | 12.4 (13.2:12.2) | 13.9 |

Basic Results Summary

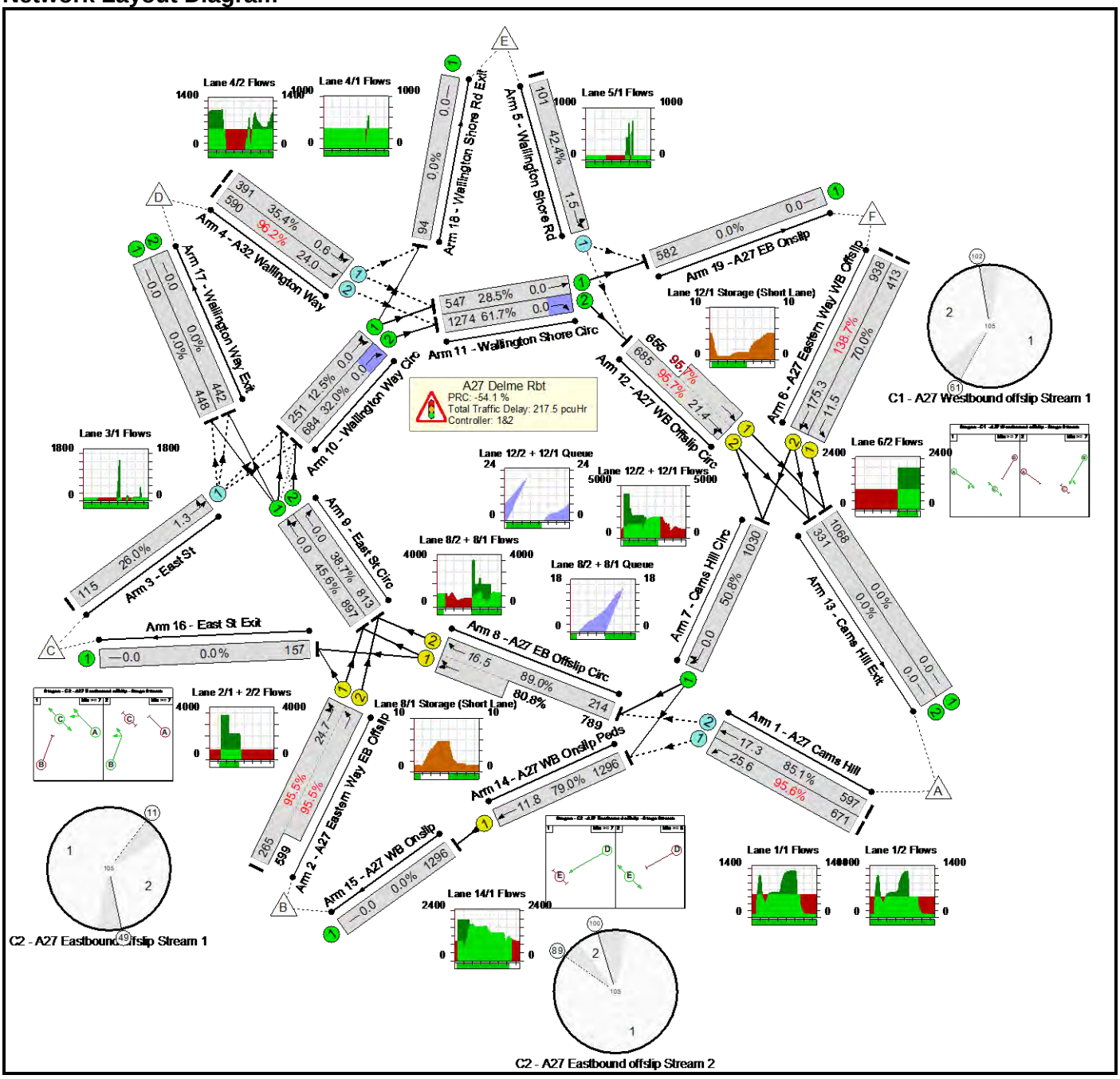
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1082 | 1966 | 1966 | 55.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 931 | 2102 | 2102 | 42.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 307 | 2002 | 2002 | 15.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 899 | 2139 | 2139 | 39.8% | - | - | - | 0.2 | 0.9 | 7.8 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 650 | 1923 | 1923 | 33.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1299 | 2066 | 2066 | 60.5% | - | - | - | 0.1 | 0.2 | 0.5 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 53 | - | 1361 | 2175:2065 | 760+750 | 87.9 : 85.9% | - | - | - | 4.4 (2.1+2.3) | 12.1 (11.3:13.0) | 15.0 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 1084 | 1980 | 1584 | 68.4% | - | - | - | 1.3 | 4.4 | 6.6 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 2.4 | Total Delay for Signalled Lanes (pcuHr): | 12.01 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -20.1 | Total Delay for Signalled Lanes (pcuHr): | 42.85 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 31.6 | Total Delay for Signalled Lanes (pcuHr): | 1.33 | Cycle Time (s): 90 |
| | PRC Over All Lanes (%): | -20.1 | Total Delay Over All Lanes(pcuHr): | 72.66 | |

Basic Results Summary

**Scenario 14: '14'** (FG14: '2026 PM With Development (SENS)', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **138.7%** | **2465** | **0** | **0** | **217.5** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **138.7%** | **2465** | **0** | **0** | **217.5** | - | - |
| 1/1 | A27 Cams Hill Left | O | - | | - | - | - | 671 | Inf | 702 | 95.6% | 671 | 0 | 0 | 10.4 | 55.6 | 25.6 |
| 1/2 | A27 Cams Hill Ahead | O | - | | - | - | - | 597 | Inf | 702 | 85.1% | 597 | 0 | 0 | 4.8 | 29.2 | 17.3 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 864 | 1842:1995 | 277+627 | 95.5 : 95.5% | - | - | - | 15.7 (4.5+11.2) | 65.5 (61.1:67.5) | 24.7 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 115 | Inf | 443 | 26.0% | 115 | 0 | 0 | 0.4 | 12.5 | 1.3 |
| 4/1 | A32 Wallington Way Left Left2 | O | - | | - | - | - | 391 | Inf | 1104 | 35.4% | 391 | 0 | 0 | 0.3 | 2.5 | 0.6 |
| 4/2 | A32 Wallington Way Left | O | - | | - | - | - | 590 | Inf | 614 | 96.2% | 590 | 0 | 0 | 10.9 | 66.3 | 24.0 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 101 | Inf | 238 | 42.4% | 101 | 0 | 0 | 0.5 | 19.5 | 1.5 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 35 | - | 413 | 1722 | 590 | 70.0% | - | - | - | 4.6 | 39.8 | 11.5 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 35 | - | 938 | 1972 | 676 | 138.7% | - | - | - | 158.3 | 607.6 | 175.3 |
| 7/1 | Cams Hill Circ Right Ahead | U | - | | - | - | - | 1292 | 2028 | 2028 | 50.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 60 | - | 1151 | 2071:1966 | 240+977 | 89.0 : 80.8% | - | - | - | 3.7 (0.9+2.9) | 13.4 (14.4:13.2) | 16.5 |

Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1011 | 1966 | 1966 | 45.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 826 | 2102 | 2102 | 38.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | - | | - | - | - | 264 | 2002 | 2002 | 12.5% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/2 | Wallington Way Circ Ahead | U | - | | - | - | - | 684 | 2139 | 2139 | 32.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 555 | 1923 | 1923 | 28.5% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1274 | 2066 | 2066 | 61.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 58 | - | 1340 | 2175:2065 | 716+685 | 95.7 : 95.7% | - | - | - | 5.2 (2.8+2.3) | 13.9 (14.8:12.9) | 21.4 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 86 | - | 1409 | 1980 | 1641 | 79.0% | - | - | - | 2.7 | 7.4 | 11.8 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -54.1 | Total Delay for Signalled Lanes (pcuHr): | 168.06 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -6.1 | Total Delay for Signalled Lanes (pcuHr): | 19.46 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 14.0 | Total Delay for Signalled Lanes (pcuHr): | 2.68 | Cycle Time (s): 105 |
| | PRC Over All Lanes (%): | -54.1 | Total Delay Over All Lanes(pcuHr): | 217.48 | |

# Junctions 9

## PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** Swivelton Lane Updated Vis.j9
**Path:** T:\Projects\12000 Series Project Numbers\12212ITB Downend Road, Portchester\Tech\Assessments\Picady\Swivelton Ln_Portsdown Hill Rd Jct
**Report generation date:** 07/09/2017 14:49:37

---

«2026 'Without Development', PM
- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

### Summary of junction performance

| | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|
| | Queue (Veh) | Delay (s) | RFC | LOS | Queue (Veh) | Delay (s) | RFC | LOS |
| | 2016 Observed | | | | | | | |
| Stream B-AC | 2.9 | 25.85 | 0.77 | D | 0.8 | 11.19 | 0.45 | B |
| Stream C-AB | 1.1 | 8.76 | 0.46 | A | 3.0 | 15.10 | 0.71 | C |
| | 2021 'Without Development' | | | | | | | |
| Stream B-AC | 3.3 | 28.53 | 0.79 | D | 0.9 | 11.51 | 0.47 | B |
| Stream C-AB | 1.2 | 8.95 | 0.47 | A | 3.4 | 16.22 | 0.73 | C |
| | 2021 'With Development' | | | | | | | |
| Stream B-AC | 3.6 | 30.69 | 0.81 | D | 1.2 | 14.56 | 0.55 | B |
| Stream C-AB | 1.3 | 9.49 | 0.49 | A | 3.6 | 17.00 | 0.74 | C |
| | 2026 'Without Development' | | | | | | | |
| Stream B-AC | 3.8 | 31.76 | 0.82 | D | 0.9 | 11.52 | 0.47 | B |
| Stream C-AB | 1.3 | 9.28 | 0.49 | A | 3.5 | 16.86 | 0.74 | C |
| | 2026 'With Development' | | | | | | | |
| Stream B-AC | 4.5 | 36.89 | 0.85 | E | 1.1 | 13.92 | 0.53 | B |
| Stream C-AB | 1.4 | 9.53 | 0.50 | A | 3.9 | 17.86 | 0.76 | C |
| | 2021 + Sensitivity Test | | | | | | | |
| Stream B-AC | 3.9 | 32.70 | 0.82 | D | 1.1 | 13.88 | 0.53 | B |
| Stream C-AB | 1.2 | 9.14 | 0.48 | A | 3.7 | 17.16 | 0.75 | C |
| | 2026 + Sensitivity Test | | | | | | | |
| Stream B-AC | 4.5 | 36.87 | 0.85 | E | 1.1 | 13.92 | 0.53 | B |
| Stream C-AB | 1.4 | 9.53 | 0.50 | A | 3.9 | 17.86 | 0.76 | C |

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

## File summary

### File Description

| | |
|---|---|
| **Title** | Swivelton Lane / Downend Road |
| **Location** | Portchester |
| **Site number** | |
| **Date** | 06/12/2016 |
| **Version** | |
| **Status** | |
| **Identifier** | |
| **Client** | Miller Homes |
| **Jobnumber** | ITB12212 |
| **Enumerator** | I-TRANSPORT\Hotdesk |
| **Description** | |

## Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|---|---|---|---|---|---|---|---|
| m | kph | Veh | Veh | perTimeSegment | s | -Min | perMin |

## Analysis Options

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

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|---|---|
| A1 | 100.000 |

## Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) |
|---|---|---|---|---|---|---|---|
| D8 | 2026 'Without Development' | PM | DIRECT | 16:00 | 17:00 | 60 | 15 |

# 2026 'Without Development', PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | 10.72 | B |

### Junction Network Options

| Driving side | Lighting |
|---|---|
| Left | Normal/unknown |

## Arms

### Arms

| Arm | Name | Description | Arm type |
|---|---|---|---|
| A | untitled | | Major |
| B | untitled | | Minor |
| C | untitled | | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C | 7.35 | | | 178.0 | ✓ | 0.00 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B | One lane | 3.48 | 73 | 50 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (Veh/TS) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|---|
| 1 | B-A | 137.868 | 0.095 | 0.239 | 0.150 | 0.341 |
| 1 | B-C | 171.727 | 0.099 | 0.251 | - | - |
| 1 | C-B | 169.261 | 0.247 | 0.247 | - | - |

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

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

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

## Traffic Demand

| Vehicle mix source | PCU Factor for a HV (PCU) | O-D data varies over time |
|---|---|---|
| HV Percentages | 2.00 | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Scaling Factor (%) |
|---|---|---|---|
| A | | ✓ | 100.000 |
| B | | ✓ | 100.000 |
| C | | ✓ | 100.000 |

## Origin-Destination Data

**16:00 - 16:15**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 1.00 | 56.00 |
| | B | 1.00 | 0.00 | 47.00 |
| | C | 76.00 | 71.00 | 0.00 |

**16:15 - 16:30**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 7.00 | 41.00 |
| | B | 5.00 | 0.00 | 63.00 |
| | C | 94.00 | 91.00 | 0.00 |

**16:30 - 16:45**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 54.00 |
| | B | 2.00 | 0.00 | 66.00 |
| | C | 77.00 | 93.00 | 0.00 |

**16:45 - 17:00**

Demand (Veh/TS)

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0.00 | 5.00 | 52.00 |
| | B | 7.00 | 0.00 | 51.00 |
| | C | 50.00 | 76.00 | 0.00 |

## Vehicle Mix

### Heavy Vehicle Percentages

| | | To | | |
|---|---|---|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 7 | 0 | 3 |
| | C | 2 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (Veh) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.47 | 11.52 | 0.9 | B |
| C-AB | 0.74 | 16.86 | 3.5 | C |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:00 - 16:15

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 48.00 | 150.59 | 0.319 | 47.54 | 0.5 | 8.695 | A |
| C-AB | 113.08 | 204.22 | 0.554 | 111.50 | 1.6 | 9.626 | A |
| C-A | 33.92 | | | 33.92 | | | |
| A-B | 1.00 | | | 1.00 | | | |
| A-C | 56.00 | | | 56.00 | | | |

### 16:15 - 16:30

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 68.00 | 145.21 | 0.468 | 67.60 | 0.9 | 11.520 | B |
| C-AB | 161.06 | 218.02 | 0.739 | 159.14 | 3.5 | 15.182 | C |
| C-A | 23.94 | | | 23.94 | | | |
| A-B | 7.00 | | | 7.00 | | | |
| A-C | 41.00 | | | 41.00 | | | |

### 16:30 - 16:45

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 68.00 | 148.69 | 0.457 | 68.01 | 0.9 | 11.176 | B |
| C-AB | 150.62 | 205.44 | 0.733 | 150.61 | 3.5 | 16.862 | C |
| C-A | 19.38 | | | 19.38 | | | |
| A-B | 5.00 | | | 5.00 | | | |
| A-C | 54.00 | | | 54.00 | | | |

### 16:45 - 17:00

| Stream | Total Demand (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | End queue (Veh) | Delay (s) | LOS |
|---|---|---|---|---|---|---|---|
| B-AC | 58.00 | 140.16 | 0.414 | 58.14 | 0.7 | 10.959 | B |
| C-AB | 104.54 | 188.26 | 0.555 | 106.49 | 1.6 | 11.370 | B |
| C-A | 21.46 | | | 21.46 | | | |
| A-B | 5.00 | | | 5.00 | | | |
| A-C | 52.00 | | | 52.00 | | | |

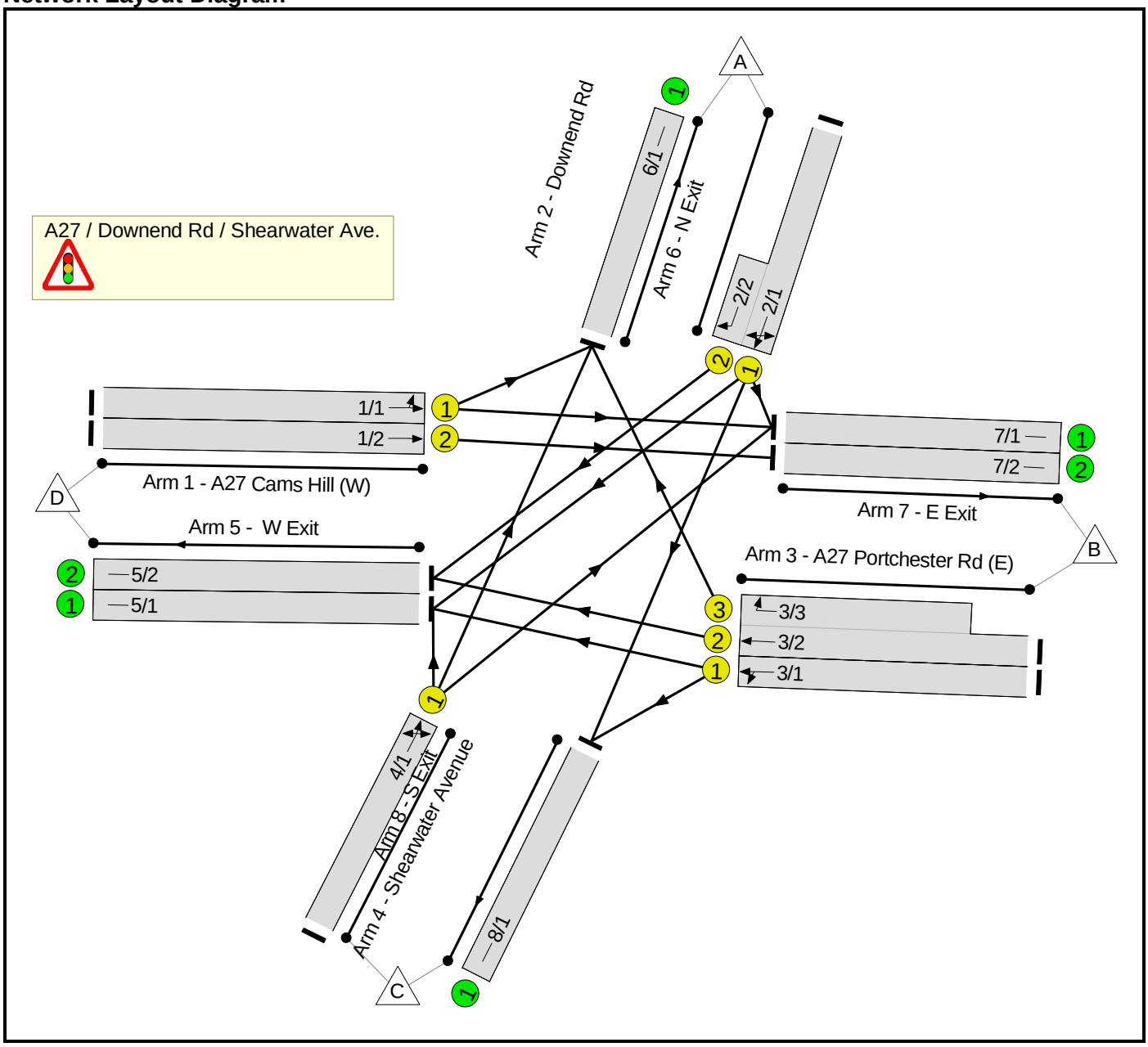
# **APPENDIX V.** Junction Assessments – Mitigation Schemes

# Full Input Data And Results

## User and Project Details

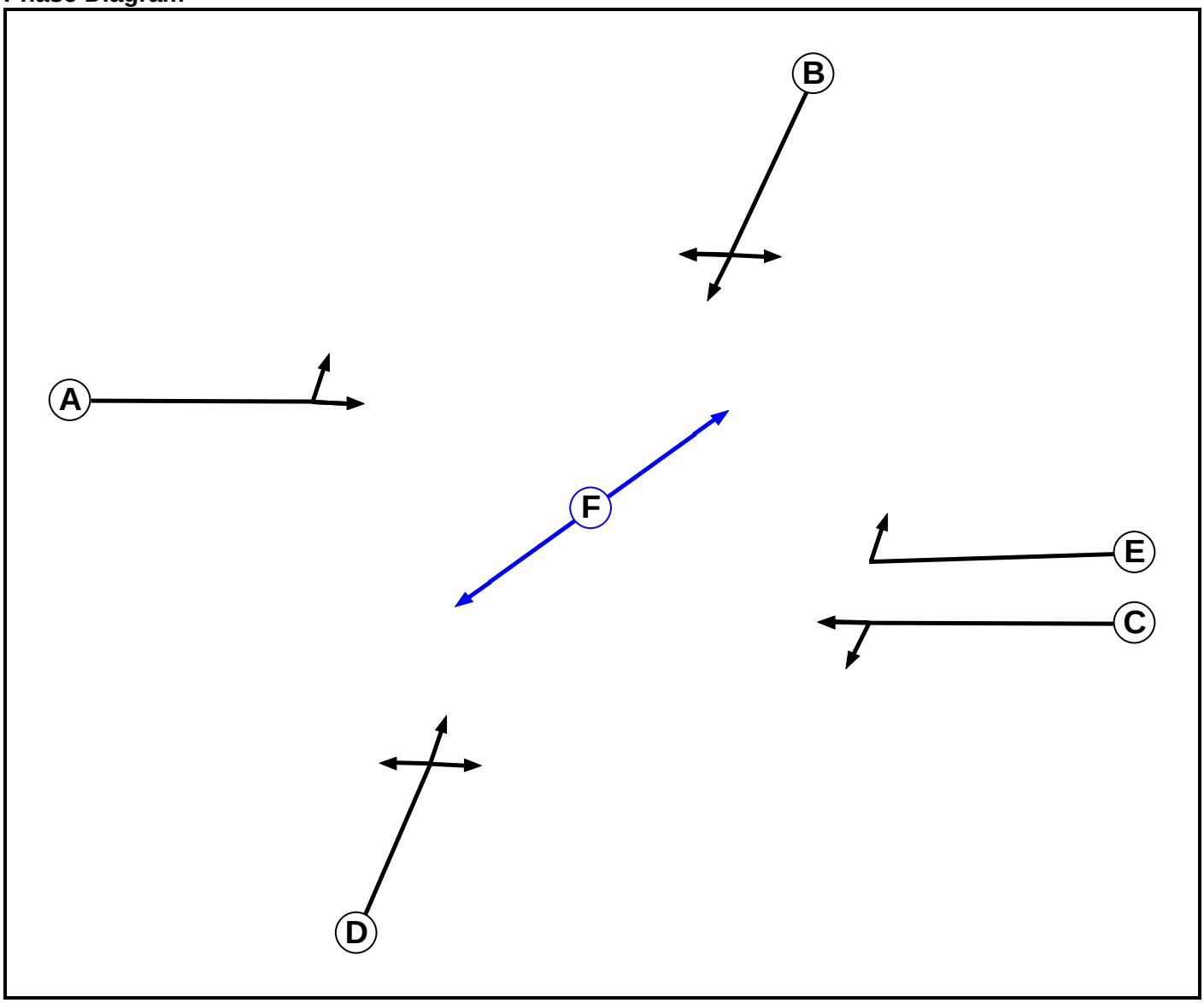
| | |
|---|---|
| **Project:** | **ITB12212 Downend Rd Porchester** |
| **Title:** | **A27 / Downend Rd / Shearwater Ave.** |
| **Location:** | |
| **File name:** | A27_Downend Rd_Shearwater Ave v3 Existing +MOVA and DR widening - 180704.lsg3x |
| **Author:** | |
| **Company:** | i-T |
| **Address:** | |
| **Notes:** | with MOVA sat flow adjustment and Downend Rd widening |

## Network Layout Diagram



Full Input Data And Results

## Phase Diagram




## Phase Input Data

| Phase Name | Phase Type | Stage Stream | Assoc. Phase | Street Min | Cont Min |
|---|---|---|---|---|---|
| A | Traffic | 1 | | -9999 | 7 |
| B | Traffic | 1 | | -9999 | 7 |
| C | Traffic | 1 | | -9999 | 7 |
| D | Traffic | 1 | | -9999 | 7 |
| E | Traffic | 1 | | -9999 | 7 |
| F | Pedestrian | 1 | | -9999 | 15 |

Full Input Data And Results

## Phase Intergreens Matrix

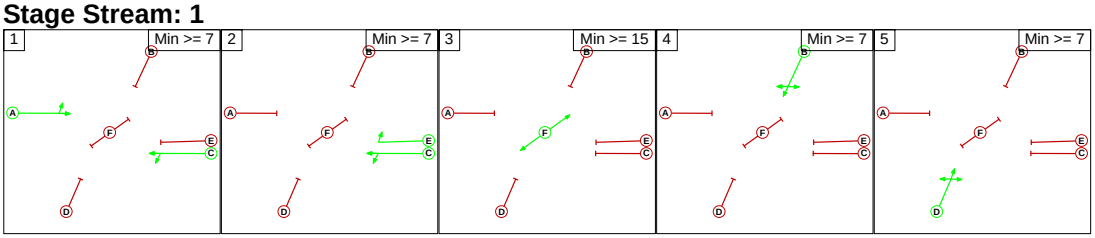
| Terminating Phase | Starting Phase | | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | F |
| | A | | 7 | - | 6 | 6 | 10 |
| | B | 7 | | 7 | 8 | 7 | 12 |
| | C | - | 6 | | 6 | - | 10 |
| | D | 7 | 8 | 7 | | 7 | 12 |
| | E | 6 | 6 | - | 6 | | 11 |
| | F | 12 | 12 | 12 | 12 | 12 | |

## Phases in Stage

| Stream | Stage No. | Phases in Stage |
|---|---|---|
| 1 | 1 | A C |
| 1 | 2 | C E |
| 1 | 3 | F |
| 1 | 4 | B |
| 1 | 5 | D |

## Stage Diagram

### Stage Stream: 1




## Phase Delays

### Stage Stream: 1

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

## Prohibited Stage Change

### Stage Stream: 1

| From Stage | To Stage | | | | | |
|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 |
| | 1 | | 6 | 10 | 7 | 6 |
| | 2 | 6 | | 11 | 6 | 6 |
| | 3 | 12 | 12 | | 12 | 12 |
| | 4 | 7 | 7 | 12 | | 8 |
| | 5 | 7 | 7 | 12 | 8 | |

Full Input Data And Results

## Give-Way Lane Input Data

| Junction: A27 / Downend Rd / Shearwater Ave. |
| --- |
| There are no Opposed Lanes in this Junction |

Full Input Data And Results

## Lane Input Data

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Type** | **Phases** | **Start Disp.** | **End Disp.** | **Physical Length (PCU)** | **Sat Flow Type** | **Def User Saturation Flow (PCU/Hr)** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Turns** | **Turning Radius (m)** |
| 1/1 (A27 Cams Hill (W)) | U | A | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 1/2 (A27 Cams Hill (W)) | U | A | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 2/1 (Downend Rd) | U | B | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 2/2 (Downend Rd) | U | B | 2 | 3 | 4.2 | User | 1900 | - | - | - | - | - |
| 3/1 (A27 Portchester Rd (E)) | U | C | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 3/2 (A27 Portchester Rd (E)) | U | C | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 3/3 (A27 Portchester Rd (E)) | U | E | 2 | 3 | 11.7 | User | 1900 | - | - | - | - | - |
| 4/1 (Shearwater Avenue) | U | D | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 5/1 ( W Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 5/2 ( W Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 6/1 (N Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 7/1 (E Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 7/2 (E Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 8/1 (S Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

## Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|---|---|---|---|---|
| 1: '2021 AM with development' | 07:30 | 08:30 | 01:00 | |
| 2: '2021 PM with development' | 16:00 | 17:00 | 01:00 | |
| 3: '2026 AM with development' | 07:30 | 08:30 | 01:00 | |
| 4: '2026 PM with development' | 16:00 | 17:00 | 01:00 | |

**Scenario 1: '1'** (FG1: '2021 AM with development', Plan 1: 'AM Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 39 | 34 | 419 | 492 |
| | B | 73 | 0 | 149 | 1119 | 1341 |
| | C | 24 | 50 | 0 | 77 | 151 |
| | D | 289 | 688 | 0 | 0 | 977 |
| | Tot. | 386 | 777 | 183 | 1615 | 2961 |

## Traffic Lane Flows

| Lane | Scenario 1: 1 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 455 |
| 1/2 | 522 |
| 2/1 (with short) | 492(In)<br>245(Out) |
| 2/2 (short) | 247 |
| 3/1 | 622 |
| 3/2 (with short) | 719(In)<br>646(Out) |
| 3/3 (short) | 73 |
| 4/1 | 151 |
| 5/1 | 722 |
| 5/2 | 893 |
| 6/1 | 386 |
| 7/1 | 255 |
| 7/2 | 522 |
| 8/1 | 183 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1913 | 1913 |
| 1/2 (A27 Cams Hill (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2179 | 2179 |
| 2/1 (Downend Rd Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1930 | 1930 |
| 2/2 (Downend Rd Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1930 | 1930 |
| 3/1 (A27 Portchester Rd (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1940 | 1940 |
| 3/2 (A27 Portchester Rd (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2133 | 2133 |
| 3/3 (A27 Portchester Rd (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1854 | 1854 |
| 4/1 (Shearwater Avenue Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1960 | 1960 |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 2: '2'** (FG1: '2021 AM with development', Plan 2: 'AM No Peds')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 39 | 34 | 419 | 492 |
| | B | 73 | 0 | 149 | 1119 | 1341 |
| | C | 24 | 50 | 0 | 77 | 151 |
| | D | 289 | 688 | 0 | 0 | 977 |
| | Tot. | 386 | 777 | 183 | 1615 | 2961 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 2: 2 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 451 |
| 1/2 | 526 |
| 2/1 (with short) | 492(In)<br>245(Out) |
| 2/2 (short) | 247 |
| 3/1 | 607 |
| 3/2 (with short) | 734(In)<br>661(Out) |
| 3/3 (short) | 73 |
| 4/1 | 151 |
| 5/1 | 707 |
| 5/2 | 908 |
| 6/1 | 386 |
| 7/1 | 251 |
| 7/2 | 526 |
| 8/1 | 183 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1913 | 1913 |
| 1/2 (A27 Cams Hill (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2179 | 2179 |
| 2/1 (Downend Rd Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1930 | 1930 |
| 2/2 (Downend Rd Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1930 | 1930 |
| 3/1 (A27 Portchester Rd (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1940 | 1940 |
| 3/2 (A27 Portchester Rd (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2133 | 2133 |
| 3/3 (A27 Portchester Rd (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1854 | 1854 |
| 4/1 (Shearwater Avenue Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1960 | 1960 |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 3: '3'** (FG2: '2021 PM with development', Plan 3: 'PM No Peds Shearwater Alt')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 35 | 24 | 341 | 400 |
| | B | 49 | 0 | 46 | 736 | 831 |
| | C | 13 | 22 | 0 | 18 | 53 |
| | D | 206 | 971 | 0 | 0 | 1177 |
| | Tot. | 268 | 1028 | 70 | 1095 | 2461 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 3: 3 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 551 |
| 1/2 | 626 |
| 2/1 (with short) | 400(In) 199(Out) |
| 2/2 (short) | 201 |
| 3/1 | 363 |
| 3/2 (with short) | 468(In) 419(Out) |
| 3/3 (short) | 49 |
| 4/1 | 53 |
| 5/1 | 475 |
| 5/2 | 620 |
| 6/1 | 268 |
| 7/1 | 402 |
| 7/2 | 626 |
| 8/1 | 70 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1962 | 1962 |
| 1/2 (A27 Cams Hill (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2179 | 2179 |
| 2/1 (Downend Rd Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1928 | 1928 |
| 2/2 (Downend Rd Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1928 | 1928 |
| 3/1 (A27 Portchester Rd (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1965 | 1965 |
| 3/2 (A27 Portchester Rd (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2133 | 2133 |
| 3/3 (A27 Portchester Rd (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1854 | 1854 |
| 4/1 (Shearwater Avenue Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1983 | 1983 |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 4: '4'** (FG3: '2026 AM with development', Plan 1: 'AM Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 40 | 35 | 430 | 505 |
| | B | 75 | 0 | 153 | 1202 | 1430 |
| | C | 24 | 52 | 0 | 80 | 156 |
| | D | 296 | 721 | 0 | 0 | 1017 |
| | Tot. | 395 | 813 | 188 | 1712 | 3108 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 4: 4 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 475 |
| 1/2 | 542 |
| 2/1 (with short) | 505(In) 252(Out) |
| 2/2 (short) | 253 |
| 3/1 | 666 |
| 3/2 (with short) | 764(In) 689(Out) |
| 3/3 (short) | 75 |
| 4/1 | 156 |
| 5/1 | 770 |
| 5/2 | 942 |
| 6/1 | 395 |
| 7/1 | 271 |
| 7/2 | 542 |
| 8/1 | 188 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1913 | 1913 |
| 1/2 (A27 Cams Hill (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2179 | 2179 |
| 2/1 (Downend Rd Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1930 | 1930 |
| 2/2 (Downend Rd Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1930 | 1930 |
| 3/1 (A27 Portchester Rd (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1940 | 1940 |
| 3/2 (A27 Portchester Rd (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2133 | 2133 |
| 3/3 (A27 Portchester Rd (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1854 | 1854 |
| 4/1 (Shearwater Avenue Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1960 | 1960 |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 5: '5'** (FG3: '2026 AM with development', Plan 2: 'AM No Peds')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 40 | 35 | 430 | 505 |
| | B | 75 | 0 | 153 | 1202 | 1430 |
| | C | 24 | 52 | 0 | 80 | 156 |
| | D | 296 | 721 | 0 | 0 | 1017 |
| | Tot. | 395 | 813 | 188 | 1712 | 3108 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 5: 5 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 471 |
| 1/2 | 546 |
| 2/1 (with short) | 505(In) 252(Out) |
| 2/2 (short) | 253 |
| 3/1 | 652 |
| 3/2 (with short) | 778(In) 703(Out) |
| 3/3 (short) | 75 |
| 4/1 | 156 |
| 5/1 | 756 |
| 5/2 | 956 |
| 6/1 | 395 |
| 7/1 | 267 |
| 7/2 | 546 |
| 8/1 | 188 |

Full Input Data And Results

## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1913 | 1913 |
| 1/2 (A27 Cams Hill (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2179 | 2179 |
| 2/1 (Downend Rd Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1930 | 1930 |
| 2/2 (Downend Rd Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1930 | 1930 |
| 3/1 (A27 Portchester Rd (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1940 | 1940 |
| 3/2 (A27 Portchester Rd (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2133 | 2133 |
| 3/3 (A27 Portchester Rd (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1854 | 1854 |
| 4/1 (Shearwater Avenue Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1960 | 1960 |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 6: '6'** (FG4: '2026 PM with development', Plan 3: 'PM No Peds Shearwater Alt')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 36 | 25 | 348 | 409 |
| | B | 50 | 0 | 47 | 771 | 868 |
| | C | 13 | 23 | 0 | 19 | 55 |
| | D | 209 | 1030 | 0 | 0 | 1239 |
| | Tot. | 272 | 1089 | 72 | 1138 | 2571 |

Full Input Data And Results

## Traffic Lane Flows

| Lane | Scenario 6: 6 |
|---|---|
| **Junction: A27 / Downend Rd / Shearwater Ave.** | |
| 1/1 | 582 |
| 1/2 | 657 |
| 2/1 (with short) | 409(In) 203(Out) |
| 2/2 (short) | 206 |
| 3/1 | 380 |
| 3/2 (with short) | 488(In) 438(Out) |
| 3/3 (short) | 50 |
| 4/1 | 55 |
| 5/1 | 494 |
| 5/2 | 644 |
| 6/1 | 272 |
| 7/1 | 432 |
| 7/2 | 657 |
| 8/1 | 72 |

Full Input Data And Results

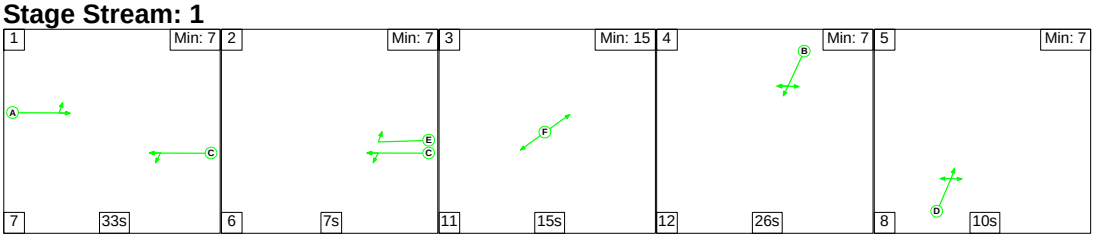
## Lane Saturation Flows

| Junction: A27 / Downend Rd / Shearwater Ave. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A27 Cams Hill (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1962 | 1962 |
| 1/2 (A27 Cams Hill (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2179 | 2179 |
| 2/1 (Downend Rd Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1928 | 1928 |
| 2/2 (Downend Rd Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1928 | 1928 |
| 3/1 (A27 Portchester Rd (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1965 | 1965 |
| 3/2 (A27 Portchester Rd (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 2133 | 2133 |
| 3/3 (A27 Portchester Rd (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1854 | 1854 |
| 4/1 (Shearwater Avenue Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1983 | 1983 |
| 5/1 ( W Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 ( W Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (E Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/2 (E Exit Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 1: '1'** (FG1: '2021 AM with development', Plan 1: 'AM Peds every')

## Stage Sequence Diagram

### Stage Stream: 1



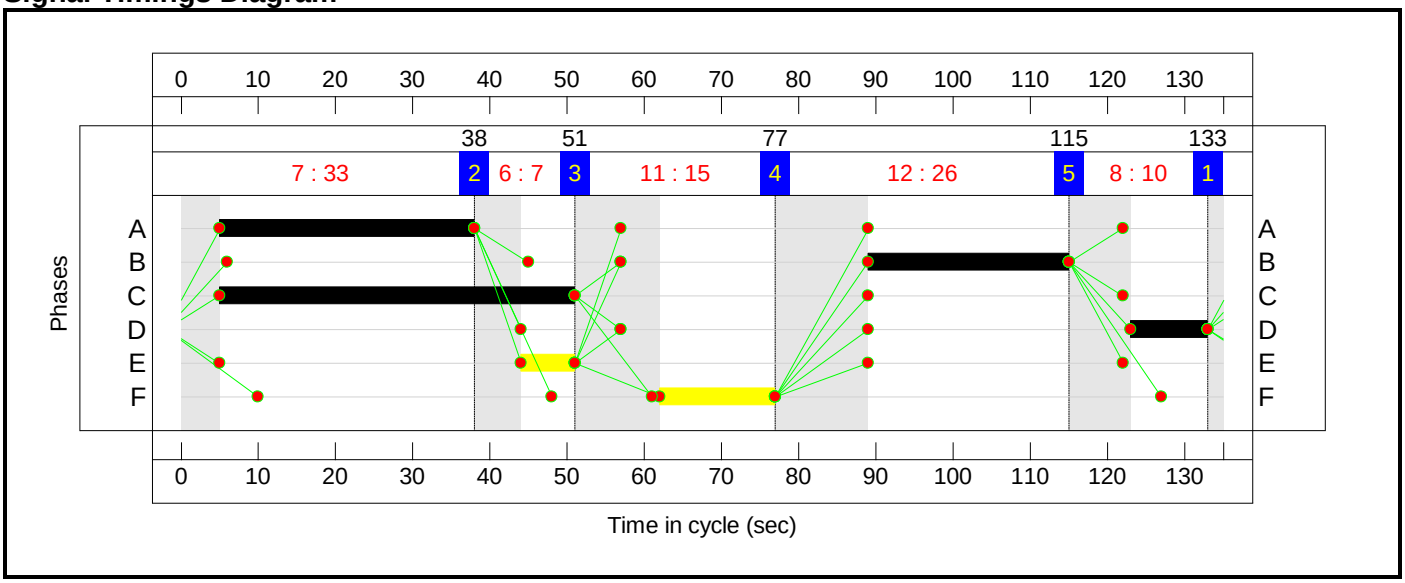

## Stage Timings

### Stage Stream: 1

| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| **Duration** | 33 | 7 | 15 | 26 | 10 |
| **Change Point** | 133 | 38 | 51 | 77 | 115 |

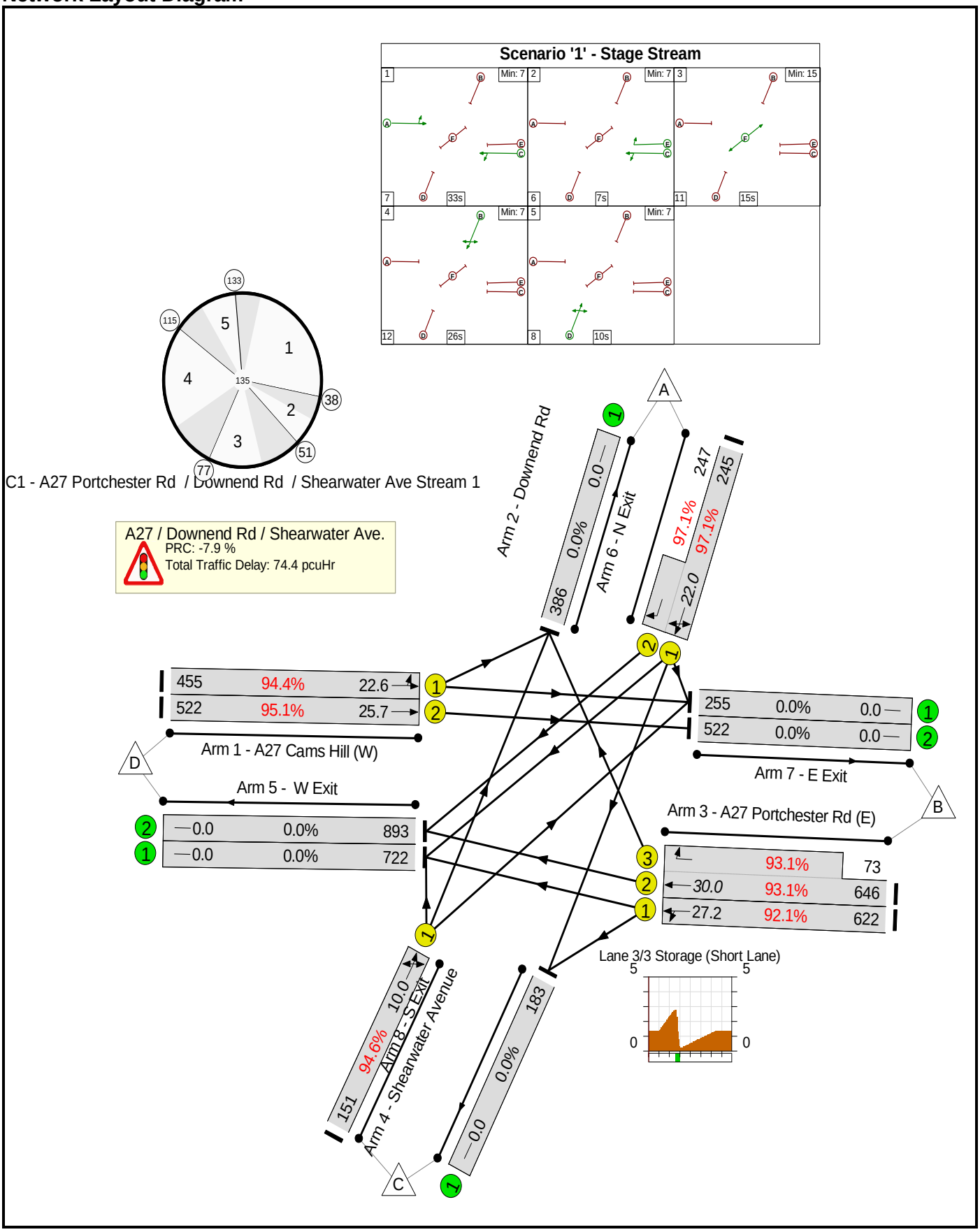
Full Input Data And Results

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **97.1%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **97.1%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 33 | - | 455 | 1913 | 482 | 94.4% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 33 | - | 522 | 2179 | 549 | 95.1% |
| 2/1+2/2 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 26 | - | 492 | 1930:1930 | 252+254 | 97.1 : 97.1% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 46 | - | 622 | 1940 | 675 | 92.1% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 46:7 | - | 719 | 2133:1854 | 694+78 | 93.1 : 93.1% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 10 | - | 151 | 1960 | 160 | 94.6% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 722 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 893 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 386 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 255 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 522 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 183 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **39.1** | **35.3** | **0.0** | **74.4** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **39.1** | **35.3** | **0.0** | **74.4** | **-** | **-** | **-** | **-** |
| 1/1 | 455 | 455 | - | - | - | 6.3 | 5.9 | - | 12.2 | 96.2 | 16.7 | 5.9 | 22.6 |
| 1/2 | 522 | 522 | - | - | - | 7.2 | 6.5 | - | 13.7 | 94.8 | 19.1 | 6.5 | 25.7 |
| 2/1+2/2 | 492 | 492 | - | - | - | 7.0 | 8.0 | - | 15.0 (7.5+7.5) | 109.8 (109.8:109.8) | 14.0 | 8.0 | 22.0 |
| 3/1 | 622 | 622 | - | - | - | 7.3 | 4.9 | - | 12.2 | 70.7 | 22.3 | 4.9 | 27.2 |
| 3/2+3/3 | 719 | 719 | - | - | - | 8.7 | 5.6 | - | 14.3 (12.5+1.8) | 71.6 (69.5:90.0) | 24.4 | 5.6 | 30.0 |
| 4/1 | 151 | 151 | - | - | - | 2.6 | 4.3 | - | 6.9 | 165.2 | 5.6 | 4.3 | 10.0 |
| 5/1 | 722 | 722 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 893 | 893 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 386 | 386 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 255 | 255 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 522 | 522 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 183 | 183 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

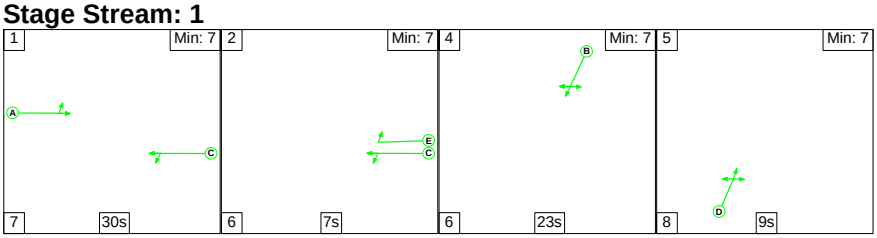
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -7.9 Total Delay for Signalled Lanes (pcuHr): 74.36 Cycle Time (s): 135
PRC Over All Lanes (%): -7.9 Total Delay Over All Lanes(pcuHr): 74.36

Full Input Data And Results

**Scenario 2: '2'** (FG1: '2021 AM with development', Plan 2: 'AM No Peds')

## Stage Sequence Diagram

### Stage Stream: 1

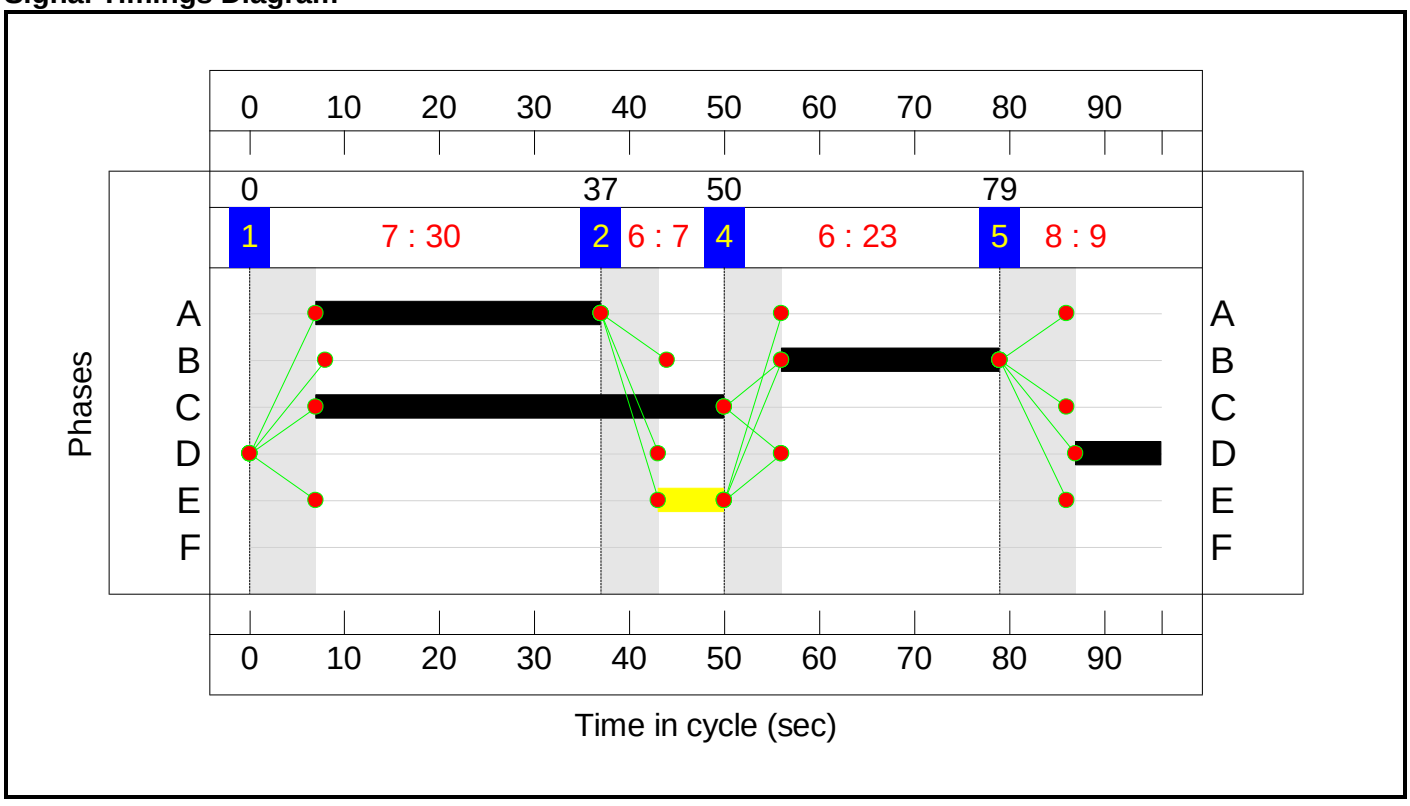



## Stage Timings

### Stage Stream: 1

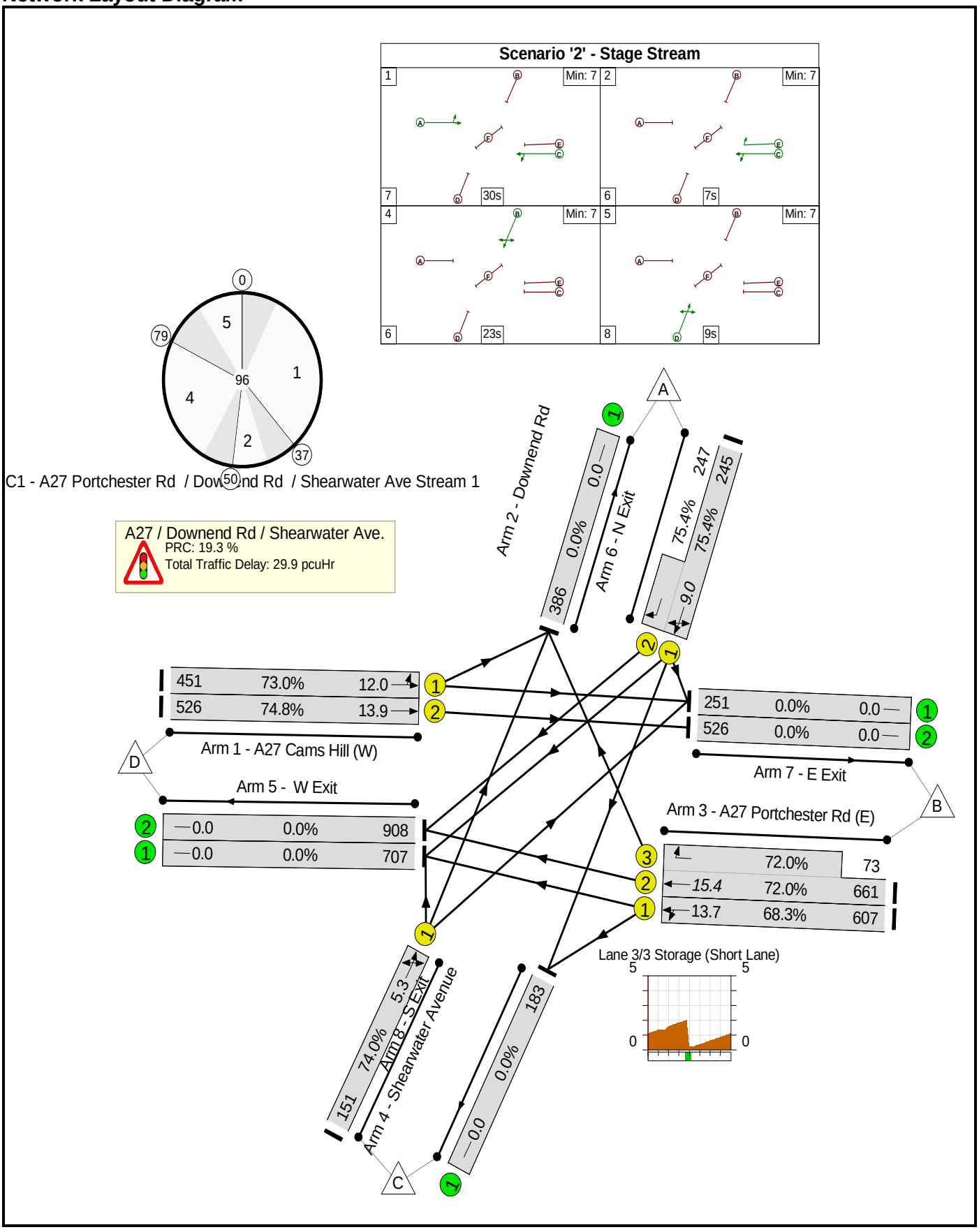
| Stage | 1 | 2 | 4 | 5 |
|---|---|---|---|---|
| Duration | 30 | 7 | 23 | 9 |
| Change Point | 0 | 37 | 50 | 79 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **75.4%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **75.4%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 30 | - | 451 | 1913 | 618 | 73.0% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 30 | - | 526 | 2179 | 704 | 74.8% |
| 2/1+2/2 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 23 | - | 492 | 1930:1930 | 325+328 | 75.4 : 75.4% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 43 | - | 607 | 1940 | 889 | 68.3% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 43:7 | - | 734 | 2133:1854 | 918+101 | 72.0 : 72.0% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 9 | - | 151 | 1960 | 204 | 74.0% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 707 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 908 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 386 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 251 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 526 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 183 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **21.9** | **8.0** | **0.0** | **29.9** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **21.9** | **8.0** | **0.0** | **29.9** | **-** | **-** | **-** | **-** |
| 1/1 | 451 | 451 | - | - | - | 3.6 | 1.3 | - | 4.9 | 39.4 | 10.6 | 1.3 | 12.0 |
| 1/2 | 526 | 526 | - | - | - | 4.2 | 1.5 | - | 5.7 | 39.0 | 12.4 | 1.5 | 13.9 |
| 2/1+2/2 | 492 | 492 | - | - | - | 4.3 | 1.5 | - | 5.8 (2.9+2.9) | 42.2 (42.2:42.2) | 7.5 | 1.5 | 9.0 |
| 3/1 | 607 | 607 | - | - | - | 3.5 | 1.1 | - | 4.5 | 26.8 | 12.6 | 1.1 | 13.7 |
| 3/2+3/3 | 734 | 734 | - | - | - | 4.6 | 1.3 | - | 5.9 (4.9+1.0) | 28.8 (26.7:48.3) | 14.1 | 1.3 | 15.4 |
| 4/1 | 151 | 151 | - | - | - | 1.8 | 1.4 | - | 3.1 | 74.0 | 3.9 | 1.4 | 5.3 |
| 5/1 | 707 | 707 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 908 | 908 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 386 | 386 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 251 | 251 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 526 | 526 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 183 | 183 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 19.3 Total Delay for Signalled Lanes (pcuHr): 29.90 Cycle Time (s): 96

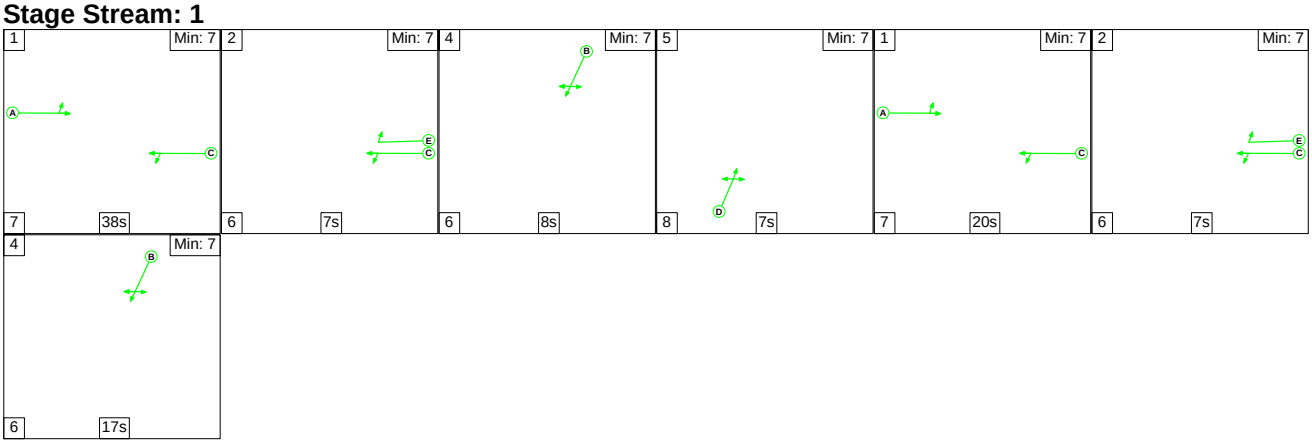
PRC Over All Lanes (%): 19.3 Total Delay Over All Lanes(pcuHr): 29.90

Full Input Data And Results

**Scenario 3: '3'** (FG2: '2021 PM with development', Plan 3: 'PM No Peds Shearwater Alt')

## Stage Sequence Diagram

### Stage Stream: 1

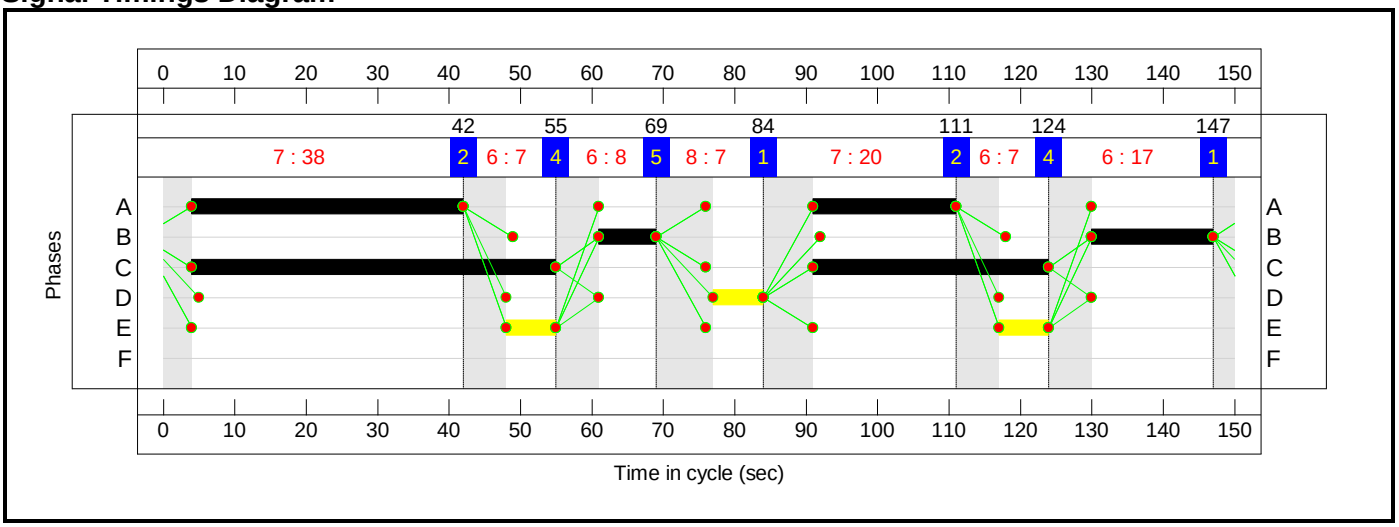



## Stage Timings

### Stage Stream: 1

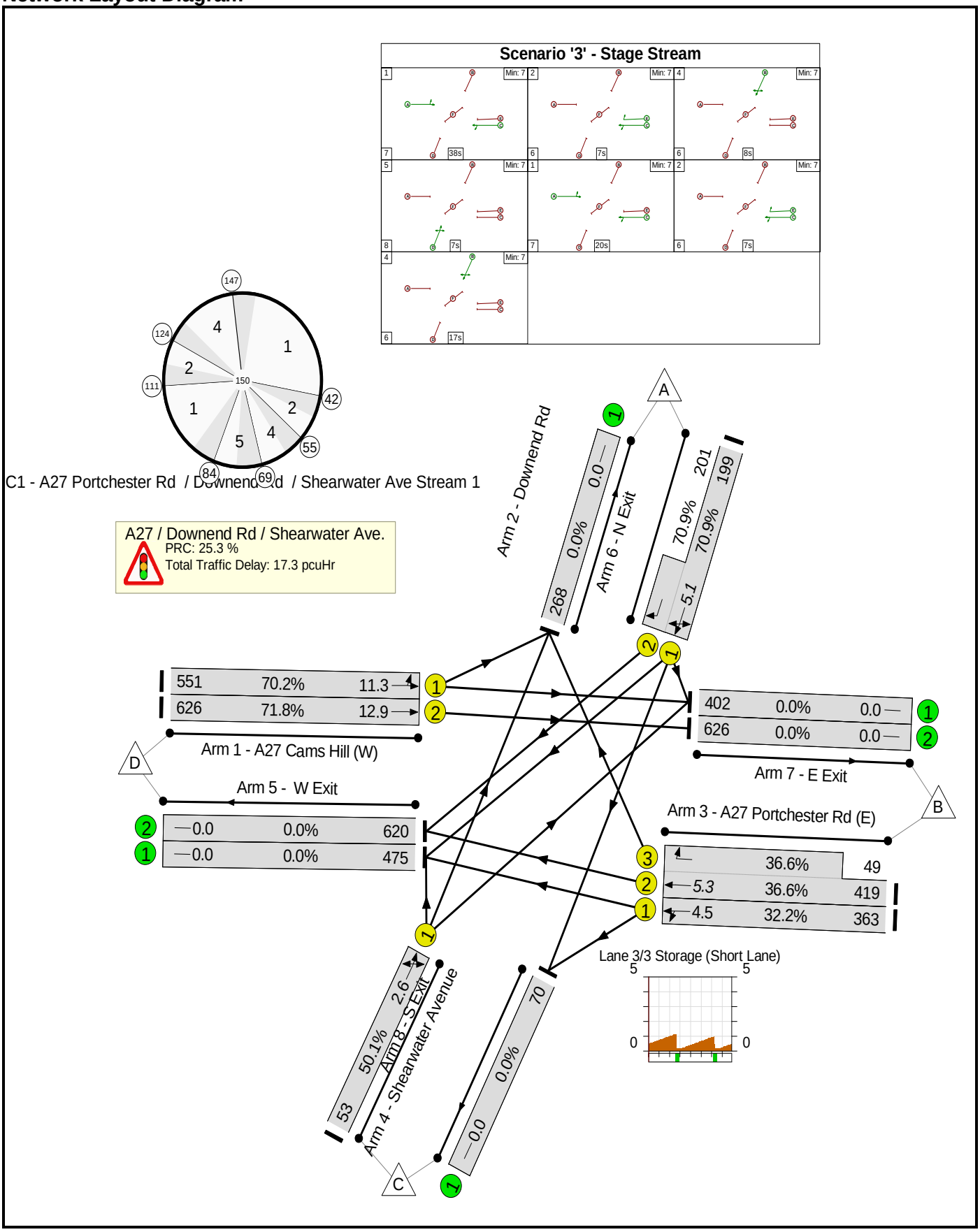
| Stage | 1 | 2 | 4 | 5 | 1 | 2 | 4 |
|---|---|---|---|---|---|---|---|
| Duration | 38 | 7 | 8 | 7 | 20 | 7 | 17 |
| Change Point | 147 | 42 | 55 | 69 | 84 | 111 | 124 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **71.8%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **71.8%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 2 | 58 | - | 551 | 1962 | 785 | 70.2% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 2 | 58 | - | 626 | 2179 | 872 | 71.8% |
| 2/1+2/2 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 2 | 25 | - | 400 | 1928:1928 | 281+284 | 70.9 : 70.9% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 2 | 84 | - | 363 | 1965 | 1127 | 32.2% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 2 | 84:14 | - | 468 | 2133:1854 | 1146+134 | 36.6 : 36.6% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 7 | - | 53 | 1983 | 106 | 50.1% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 475 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 620 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 268 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 402 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 626 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 70 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **12.6** | **4.6** | **0.0** | **17.3** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **12.6** | **4.6** | **0.0** | **17.3** | **-** | **-** | **-** | **-** |
| 1/1 | 551 | 551 | - | - | - | 2.9 | 1.2 | - | 4.1 | 26.5 | 10.1 | 1.2 | 11.3 |
| 1/2 | 626 | 626 | - | - | - | 3.3 | 1.3 | - | 4.6 | 26.3 | 11.7 | 1.3 | 12.9 |
| 2/1+2/2 | 400 | 400 | - | - | - | 3.1 | 1.2 | - | 4.3 (2.2+2.2) | 38.9 (38.9:39.0) | 3.9 | 1.2 | 5.1 |
| 3/1 | 363 | 363 | - | - | - | 0.9 | 0.2 | - | 1.1 | 10.8 | 4.2 | 0.2 | 4.5 |
| 3/2+3/3 | 468 | 468 | - | - | - | 1.4 | 0.3 | - | 1.7 (1.3+0.5) | 13.1 (10.8:33.2) | 5.0 | 0.3 | 5.3 |
| 4/1 | 53 | 53 | - | - | - | 1.0 | 0.5 | - | 1.5 | 102.6 | 2.1 | 0.5 | 2.6 |
| 5/1 | 475 | 475 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 620 | 620 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 268 | 268 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 402 | 402 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 626 | 626 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 70 | 70 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

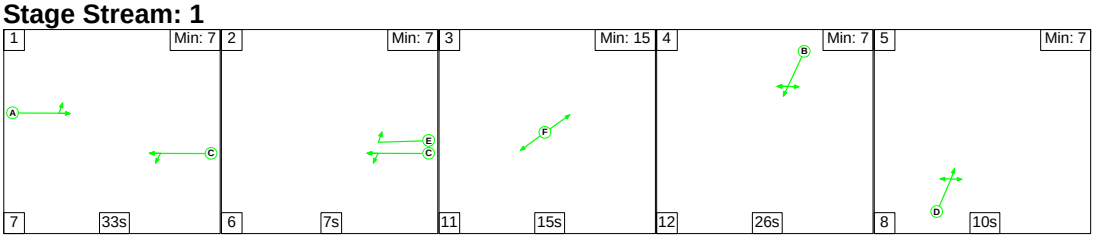
C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 25.3 Total Delay for Signalled Lanes (pcuHr): 17.26 Cycle Time (s): 150
PRC Over All Lanes (%): 25.3 Total Delay Over All Lanes(pcuHr): 17.26

Full Input Data And Results

**Scenario 4: '4'** (FG3: '2026 AM with development', Plan 1: 'AM Peds every')

## Stage Sequence Diagram

### Stage Stream: 1

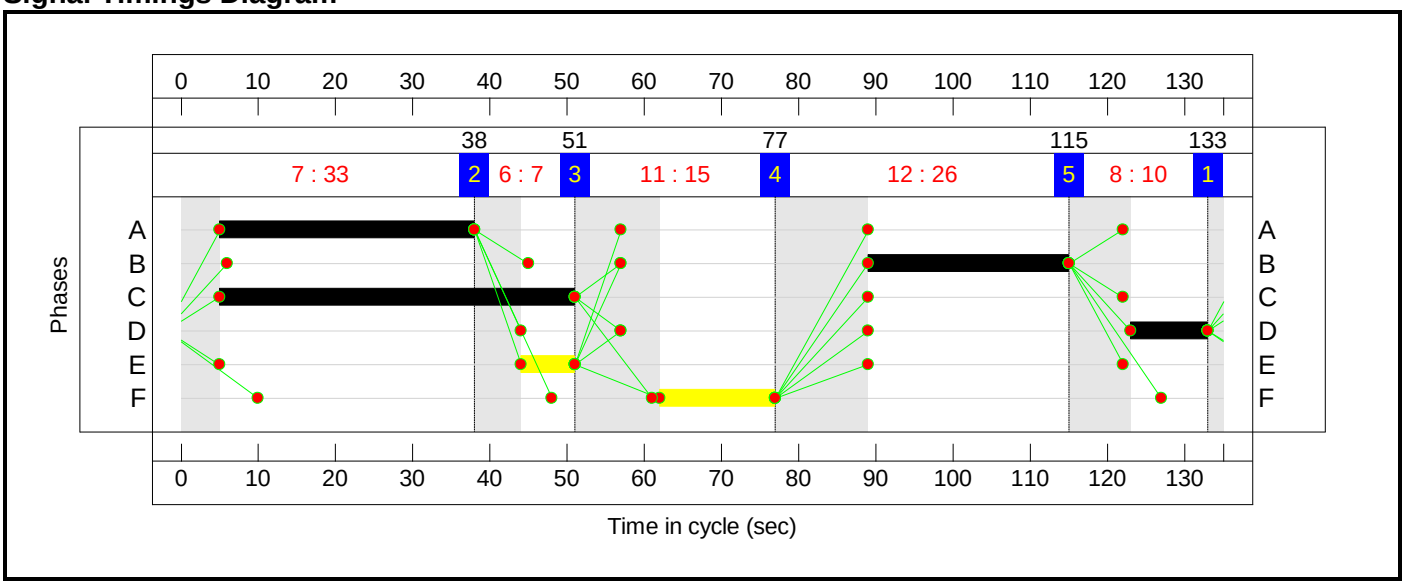



## Stage Timings

### Stage Stream: 1

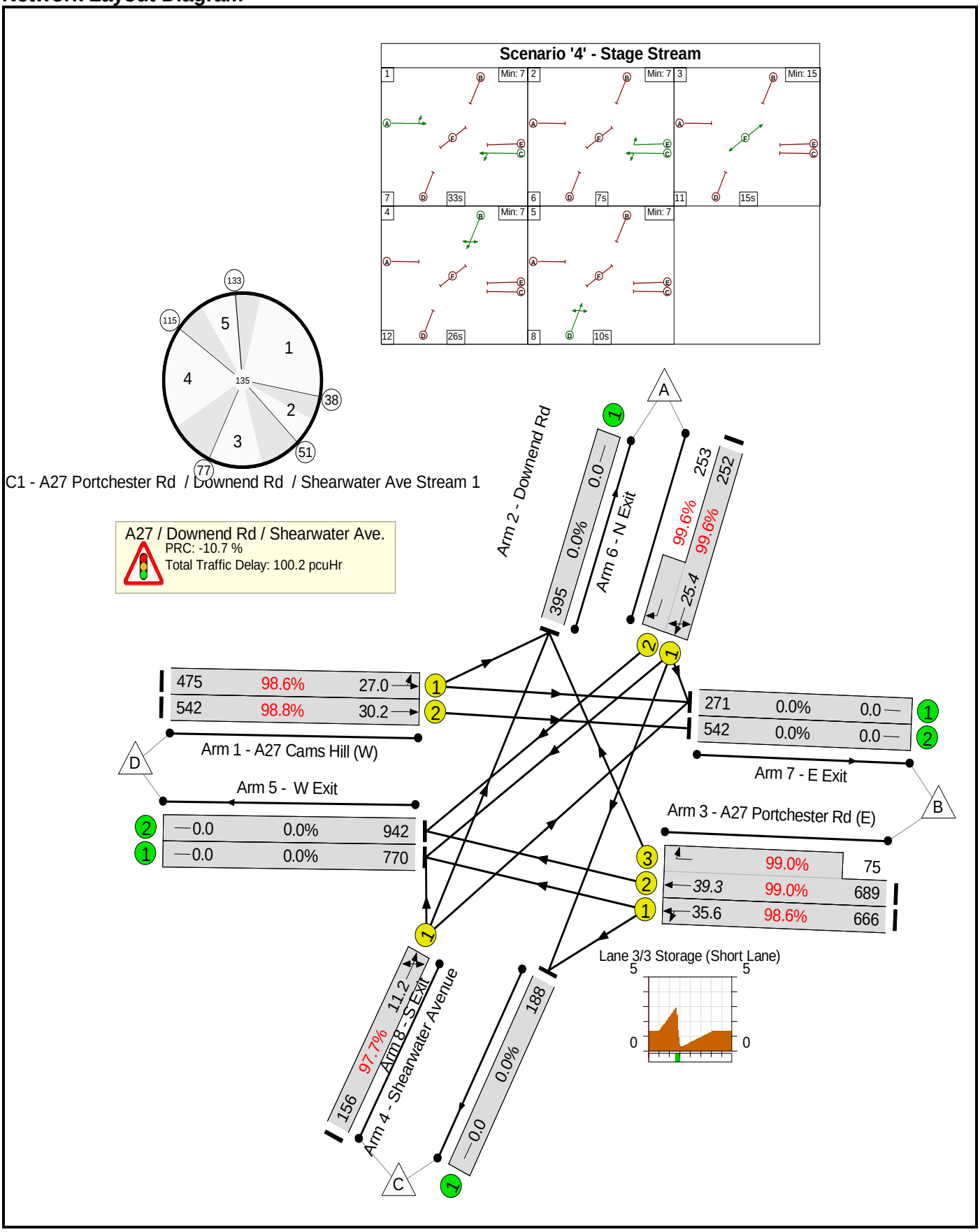
| Stage | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|
| Duration | 33 | 7 | 15 | 26 | 10 |
| Change Point | 133 | 38 | 51 | 77 | 115 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **99.6%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **99.6%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 33 | - | 475 | 1913 | 482 | 98.6% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 33 | - | 542 | 2179 | 549 | 98.8% |
| 2/1+2/2 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 26 | - | 505 | 1930:1930 | 253+254 | 99.6 : 99.6% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 46 | - | 666 | 1940 | 675 | 98.6% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 46:7 | - | 764 | 2133:1854 | 696+76 | 99.0 : 99.0% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 10 | - | 156 | 1960 | 160 | 97.7% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 770 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 942 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 395 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 271 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 542 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 188 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **41.8** | **58.4** | **0.0** | **100.2** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **41.8** | **58.4** | **0.0** | **100.2** | **-** | **-** | **-** | **-** |
| 1/1 | 475 | 475 | - | - | - | 6.6 | 9.3 | - | 16.0 | 121.0 | 17.7 | 9.3 | 27.0 |
| 1/2 | 542 | 542 | - | - | - | 7.6 | 10.1 | - | 17.6 | 117.2 | 20.2 | 10.1 | 30.2 |
| 2/1+2/2 | 505 | 505 | - | - | - | 7.3 | 10.8 | - | 18.0 (9.0+9.0) | 128.4 (128.4:128.4) | 14.6 | 10.8 | 25.4 |
| 3/1 | 666 | 666 | - | - | - | 8.1 | 10.8 | - | 18.8 | 101.9 | 24.8 | 10.8 | 35.6 |
| 3/2+3/3 | 764 | 764 | - | - | - | 9.6 | 12.1 | - | 21.7 (19.1+2.5) | 102.2 (100.1:121.5) | 27.2 | 12.1 | 39.3 |
| 4/1 | 156 | 156 | - | - | - | 2.7 | 5.4 | - | 8.1 | 186.2 | 5.8 | 5.4 | 11.2 |
| 5/1 | 770 | 770 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 942 | 942 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 395 | 395 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 271 | 271 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 542 | 542 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 188 | 188 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): -10.7 Total Delay for Signalled Lanes (pcuHr): 100.21 Cycle Time (s): 135

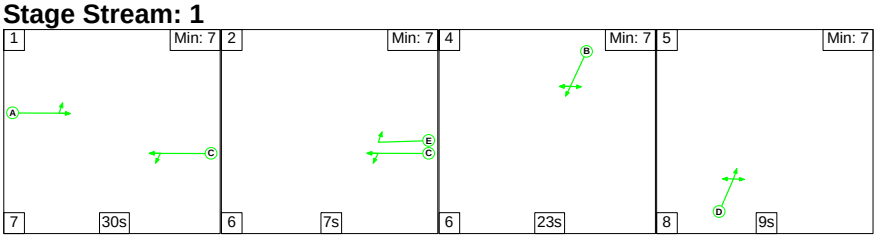
PRC Over All Lanes (%): -10.7 Total Delay Over All Lanes(pcuHr): 100.21

Full Input Data And Results

**Scenario 5: '5'** (FG3: '2026 AM with development', Plan 2: 'AM No Peds')

## Stage Sequence Diagram

### Stage Stream: 1

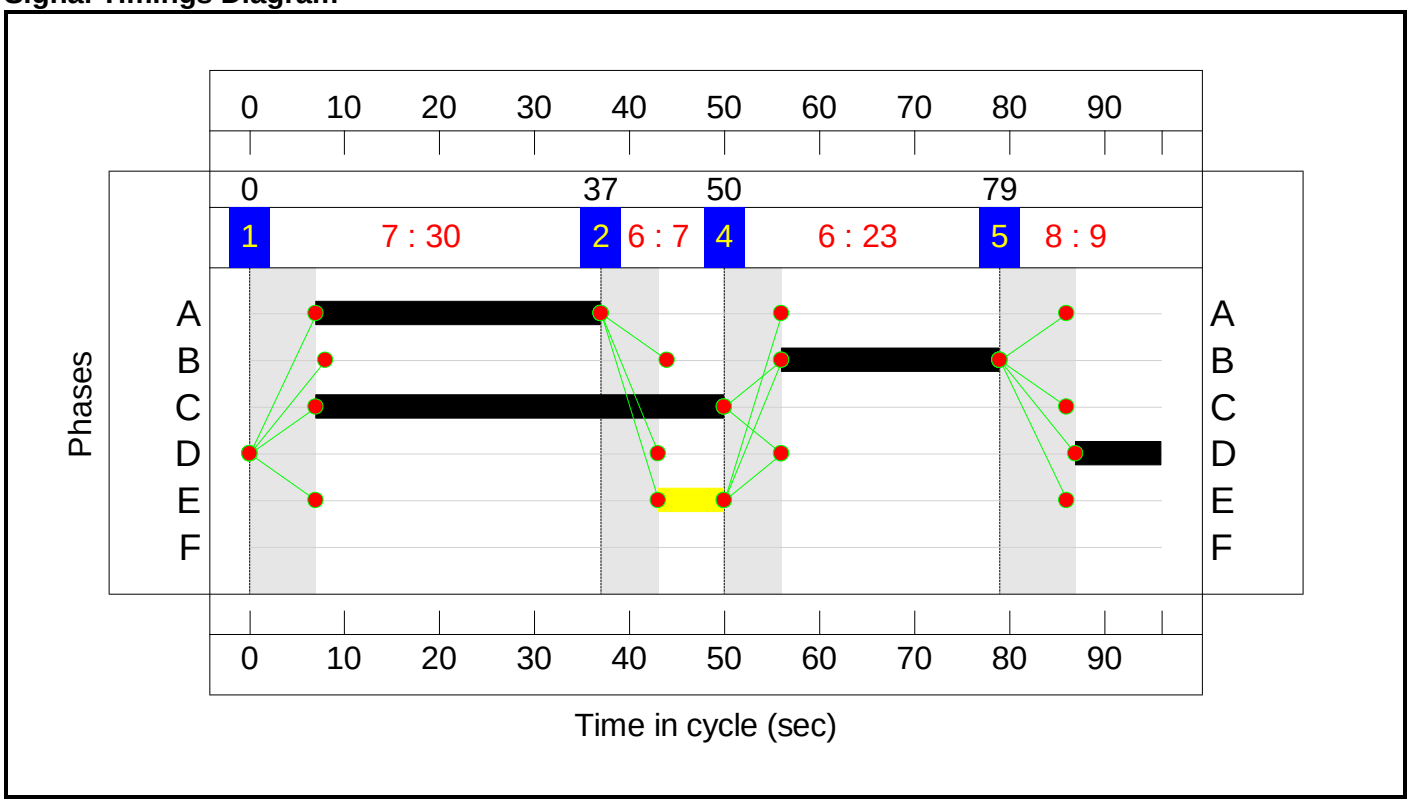



## Stage Timings

### Stage Stream: 1

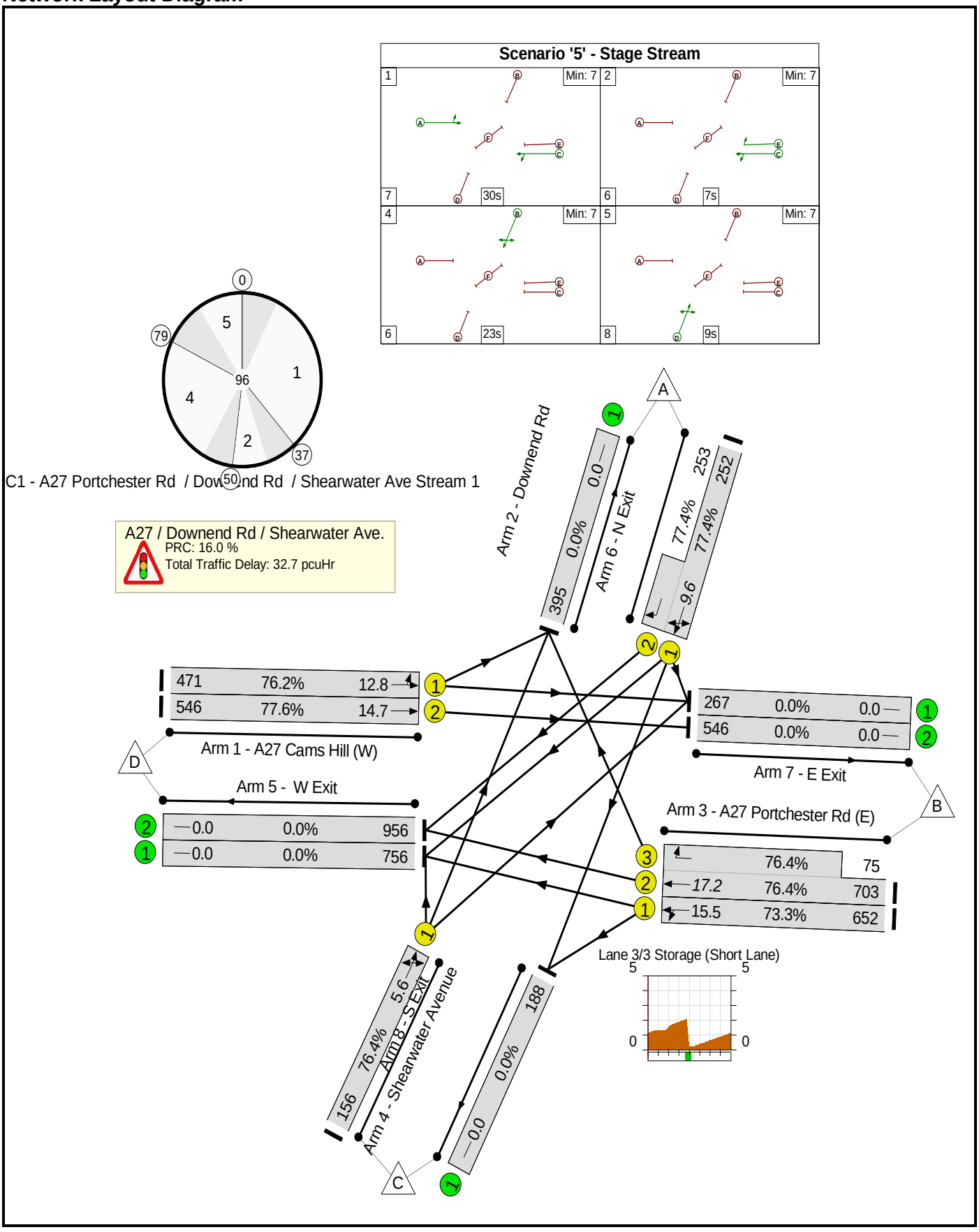
| Stage | 1 | 2 | 4 | 5 |
|---|---|---|---|---|
| Duration | 30 | 7 | 23 | 9 |
| Change Point | 0 | 37 | 50 | 79 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **77.6%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **77.6%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 1 | 30 | - | 471 | 1913 | 618 | 76.2% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 1 | 30 | - | 546 | 2179 | 704 | 77.6% |
| 2/1+2/2 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 1 | 23 | - | 505 | 1930:1930 | 326+327 | 77.4 : 77.4% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 1 | 43 | - | 652 | 1940 | 889 | 73.3% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 1 | 43:7 | - | 778 | 2133:1854 | 920+98 | 76.4 : 76.4% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 9 | - | 156 | 1960 | 204 | 76.4% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 756 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 956 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 395 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 267 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 546 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 188 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **23.3** | **9.4** | **0.0** | **32.7** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **23.3** | **9.4** | **0.0** | **32.7** | **-** | **-** | **-** | **-** |
| 1/1 | 471 | 471 | - | - | - | 3.8 | 1.6 | - | 5.4 | 41.2 | 11.3 | 1.6 | 12.8 |
| 1/2 | 546 | 546 | - | - | - | 4.5 | 1.7 | - | 6.1 | 40.5 | 13.0 | 1.7 | 14.7 |
| 2/1+2/2 | 505 | 505 | - | - | - | 4.4 | 1.7 | - | 6.1 (3.0+3.0) | 43.3 (43.3:43.3) | 7.9 | 1.7 | 9.6 |
| 3/1 | 652 | 652 | - | - | - | 3.8 | 1.4 | - | 5.2 | 28.7 | 14.1 | 1.4 | 15.5 |
| 3/2+3/3 | 778 | 778 | - | - | - | 5.0 | 1.6 | - | 6.6 (5.6+1.0) | 30.5 (28.5:49.5) | 15.6 | 1.6 | 17.2 |
| 4/1 | 156 | 156 | - | - | - | 1.8 | 1.5 | - | 3.3 | 77.0 | 4.0 | 1.5 | 5.6 |
| 5/1 | 756 | 756 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 956 | 956 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 395 | 395 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 267 | 267 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 546 | 546 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 188 | 188 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 16.0 Total Delay for Signalled Lanes (pcuHr): 32.73 Cycle Time (s): 96

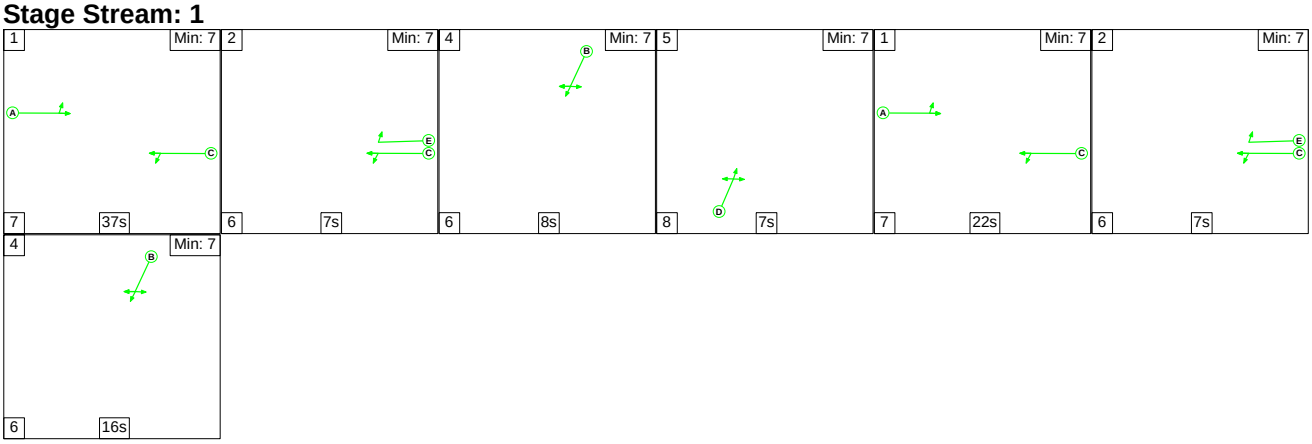
PRC Over All Lanes (%): 16.0 Total Delay Over All Lanes(pcuHr): 32.73

Full Input Data And Results

**Scenario 6: '6'** (FG4: '2026 PM with development', Plan 3: 'PM No Peds Shearwater Alt')

## Stage Sequence Diagram

### Stage Stream: 1

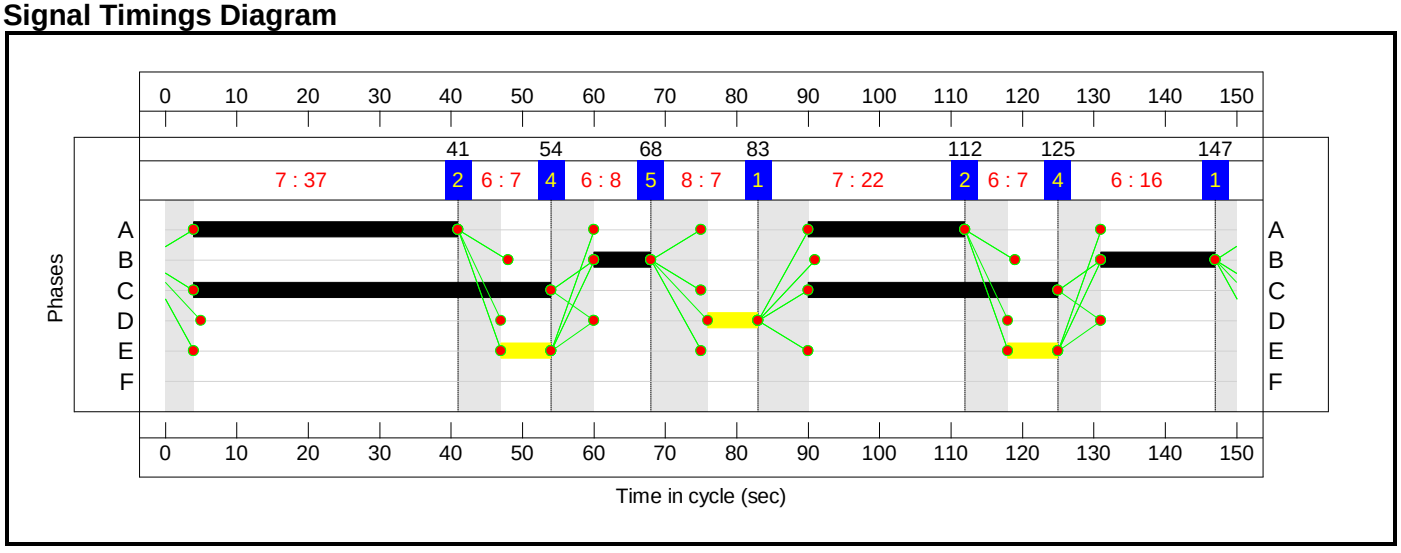



## Stage Timings

### Stage Stream: 1

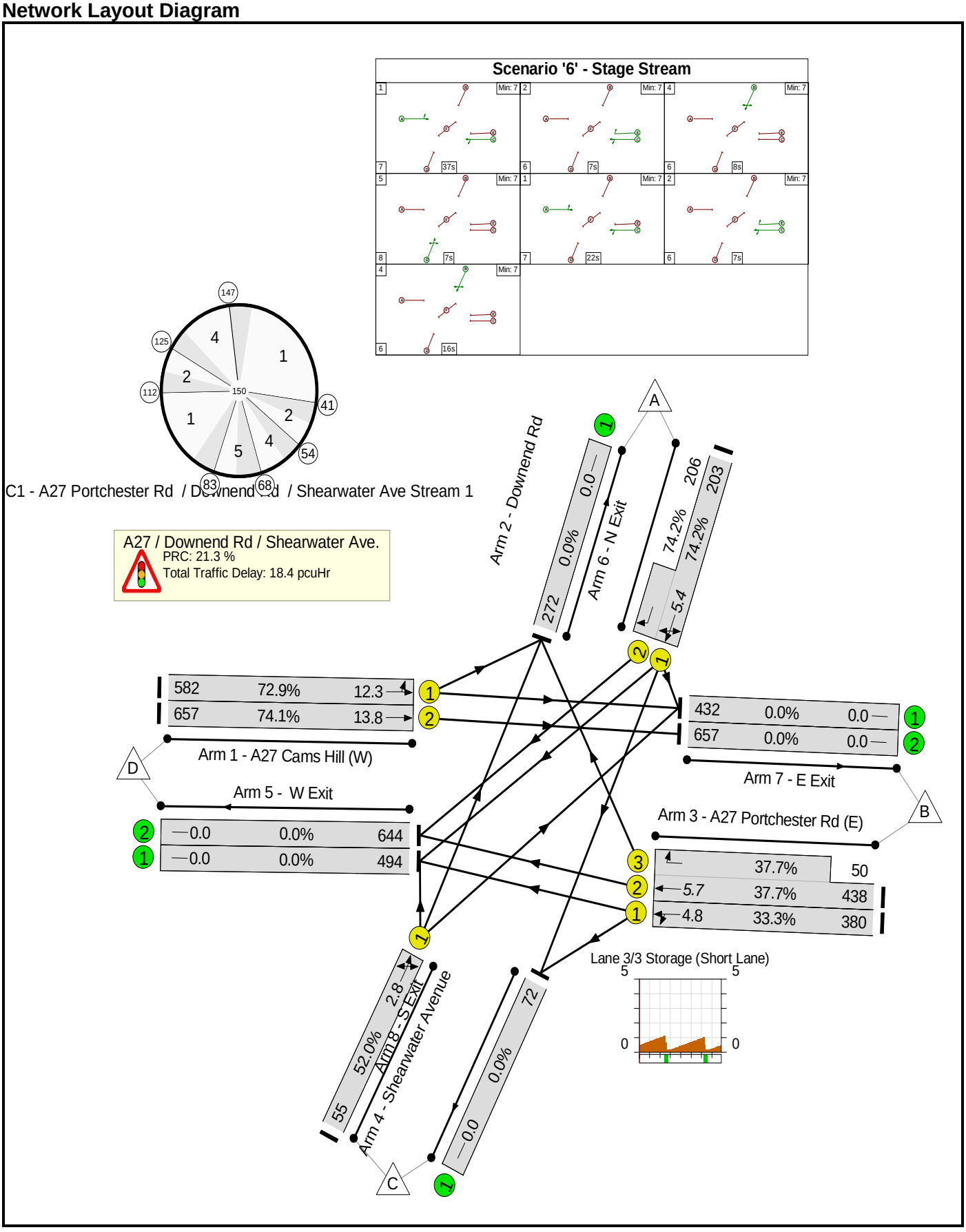
| Stage | 1 | 2 | 4 | 5 | 1 | 2 | 4 |
|---|---|---|---|---|---|---|---|
| Duration | 37 | 7 | 8 | 7 | 22 | 7 | 16 |
| Change Point | 147 | 41 | 54 | 68 | 83 | 112 | 125 |

## Signal Timings Diagram



Full Input Data And Results

## Network Layout Diagram



Full Input Data And Results

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **74.2%** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **74.2%** |
| 1/1 | A27 Cams Hill (W) Left Ahead | U | 1 | N/A | A | | 2 | 59 | - | 582 | 1962 | 798 | 72.9% |
| 1/2 | A27 Cams Hill (W) Ahead | U | 1 | N/A | A | | 2 | 59 | - | 657 | 2179 | 886 | 74.1% |
| 2/1+2/2 | Downend Rd Right Left Ahead | U | 1 | N/A | B | | 2 | 24 | - | 409 | 1928:1928 | 274+278 | 74.2 : 74.2% |
| 3/1 | A27 Portchester Rd (E) Ahead Left | U | 1 | N/A | C | | 2 | 85 | - | 380 | 1965 | 1140 | 33.3% |
| 3/2+3/3 | A27 Portchester Rd (E) Ahead Right | U | 1 | N/A | C E | | 2 | 85:14 | - | 488 | 2133:1854 | 1161+132 | 37.7 : 37.7% |
| 4/1 | Shearwater Avenue Left Ahead Right | U | 1 | N/A | D | | 1 | 7 | - | 55 | 1983 | 106 | 52.0% |
| 5/1 | W Exit | U | N/A | N/A | - | | - | - | - | 494 | Inf | Inf | 0.0% |
| 5/2 | W Exit | U | N/A | N/A | - | | - | - | - | 644 | Inf | Inf | 0.0% |
| 6/1 | N Exit | U | N/A | N/A | - | | - | - | - | 272 | Inf | Inf | 0.0% |
| 7/1 | E Exit | U | N/A | N/A | - | | - | - | - | 432 | Inf | Inf | 0.0% |
| 7/2 | E Exit | U | N/A | N/A | - | | - | - | - | 657 | Inf | Inf | 0.0% |
| 8/1 | S Exit | U | N/A | N/A | - | | - | - | - | 72 | Inf | Inf | 0.0% |

Full Input Data And Results

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **13.2** | **5.2** | **0.0** | **18.4** | **-** | **-** | **-** | **-** |
| **A27 / Downend Rd / Shearwater Ave.** | **-** | **-** | **0** | **0** | **0** | **13.2** | **5.2** | **0.0** | **18.4** | **-** | **-** | **-** | **-** |
| 1/1 | 582 | 582 | - | - | - | 3.1 | 1.3 | - | 4.4 | 27.1 | 11.0 | 1.3 | 12.3 |
| 1/2 | 657 | 657 | - | - | - | 3.5 | 1.4 | - | 4.9 | 26.8 | 12.4 | 1.4 | 13.8 |
| 2/1+2/2 | 409 | 409 | - | - | - | 3.3 | 1.4 | - | 4.7 (2.3+2.4) | 41.1 (41.1:41.1) | 3.9 | 1.4 | 5.4 |
| 3/1 | 380 | 380 | - | - | - | 0.9 | 0.2 | - | 1.1 | 10.7 | 4.5 | 0.2 | 4.8 |
| 3/2+3/3 | 488 | 488 | - | - | - | 1.5 | 0.3 | - | 1.8 (1.3+0.5) | 13.0 (10.7:33.1) | 5.4 | 0.3 | 5.7 |
| 4/1 | 55 | 55 | - | - | - | 1.1 | 0.5 | - | 1.6 | 103.9 | 2.2 | 0.5 | 2.8 |
| 5/1 | 494 | 494 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 5/2 | 644 | 644 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 6/1 | 272 | 272 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/1 | 432 | 432 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 657 | 657 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 72 | 72 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

C1 - A27 Portchester Rd / Downend Rd / Shearwater AveStream: 1 PRC for Signalled Lanes (%): 21.3 Total Delay for Signalled Lanes (pcuHr): 18.41 Cycle Time (s): 150
PRC Over All Lanes (%): 21.3 Total Delay Over All Lanes(pcuHr): 18.41

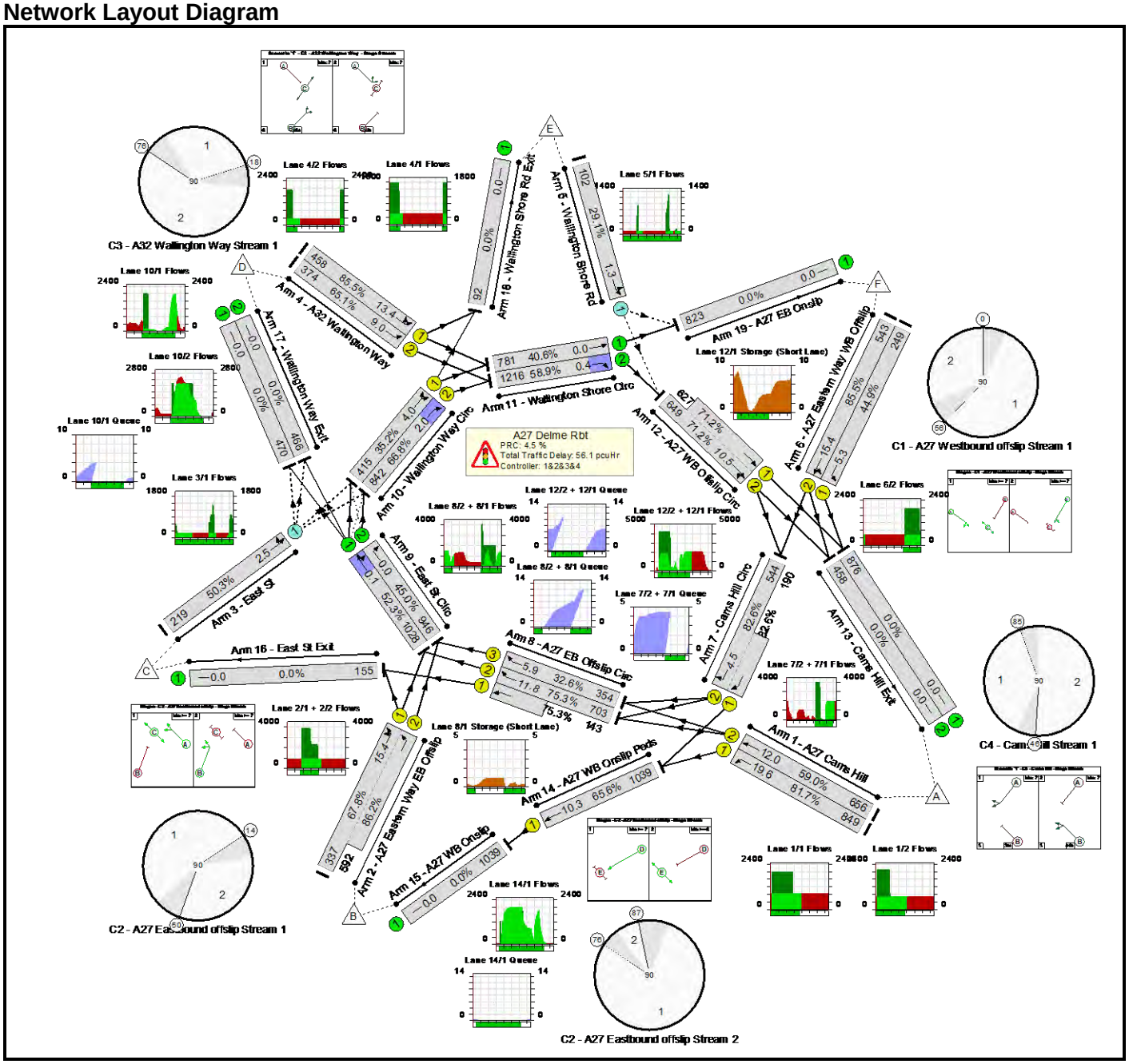
# Basic Results Summary

## User and Project Details

| | |
|---|---|
| **Project:** | **ITB12212 Portchester** |
| **Title:** | **A27/Wallington Way (Delme Rbt)** |
| **Location:** | Portchester |
| **Additional detail:** | Option B and C and D and E mitigation |
| **File name:** | A27 Delme Rbt - Option BCDE.lsg3x |
| **Author:** | AL |
| **Company:** | |
| **Address:** | |

**Scenario 1: '1'** (FG1: '2021 AM With Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **86.2%** | **321** | **0** | **0** | **56.1** | **-** | **-** |
| **A27 Delme Rbt** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **86.2%** | **321** | **0** | **0** | **56.1** | **-** | **-** |
| 1/1 | A27 Cams Hill Left | U | C4:B | | 1 | 46 | - | 849 | 1990 | 1039 | 81.7% | - | - | - | 6.4 | 27.2 | 19.6 |
| 1/2 | A27 Cams Hill Ahead | U | C4:B | | 1 | 46 | - | 656 | 2130 | 1112 | 59.0% | - | - | - | 3.4 | 18.8 | 12.0 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 30 | - | 929 | 1842:1995 | 497+687 | 67.8 : 86.2% | - | - | - | 8.5 (2.9+5.7) | 33.1 (30.6:34.5) | 15.4 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 219 | Inf | 435 | 50.3% | 219 | 0 | 0 | 1.0 | 16.1 | 2.5 |
| 4/1 | A32 Wallington Way Left Left2 | U | C3:B | | 1 | 26 | - | 458 | 1786 | 536 | 85.5% | - | - | - | 6.5 | 51.3 | 13.4 |
| 4/2 | A32 Wallington Way Left | U | C3:B | | 1 | 26 | - | 374 | 1914 | 574 | 65.1% | - | - | - | 3.8 | 36.3 | 9.0 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 102 | Inf | 350 | 29.1% | 102 | 0 | 0 | 0.5 | 18.0 | 1.3 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 28 | - | 249 | 1722 | 555 | 44.9% | - | - | - | 2.1 | 30.0 | 5.3 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 28 | - | 543 | 1972 | 635 | 85.5% | - | - | - | 7.1 | 46.9 | 15.4 |
| 7/2+7/1 | Cams Hill Circ Right Ahead | U | C4:A | | 1 | 34 | - | 734 | 2086:1951 | 658+230 | 82.6 : 82.6% | - | - | - | 3.9 (2.6+1.3) | 19.1 (16.9:25.5) | 4.5 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 47 | - | 846 | 2047:1995 | 934+190 | 75.3 : 75.3% | - | - | - | 3.6 (3.1+0.5) | 15.3 (15.7:13.6) | 11.8 |

Basic Results Summary

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/3 | A27 EB Offslip Circ Ahead | U | C2:A | | 1 | 47 | - | 354 | 2033 | 1084 | 32.6% | - | - | - | 1.9 | 18.9 | 5.9 |
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1028 | 1966 | 1966 | 52.3% | - | - | - | 0.0 | 0.0 | 0.1 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 946 | 2102 | 2102 | 45.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | C3:A | | 1 | 52 | - | 415 | 2002 | 1179 | 35.2% | - | - | - | 0.9 | 7.5 | 4.0 |
| 10/2 | Wallington Way Circ Ahead | U | C3:A | | 1 | 52 | - | 842 | 2139 | 1260 | 66.8% | - | - | - | 0.6 | 2.5 | 2.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 781 | 1923 | 1923 | 40.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1216 | 2066 | 2066 | 58.9% | - | - | - | 0.1 | 0.2 | 0.4 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 50 | - | 1276 | 2175:2065 | 911+881 | 71.2 : 71.2% | - | - | - | 4.9 (2.1+2.8) | 13.8 (11.5:16.2) | 10.5 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 1039 | 1980 | 1584 | 65.6% | - | - | - | 1.0 | 3.4 | 10.3 |

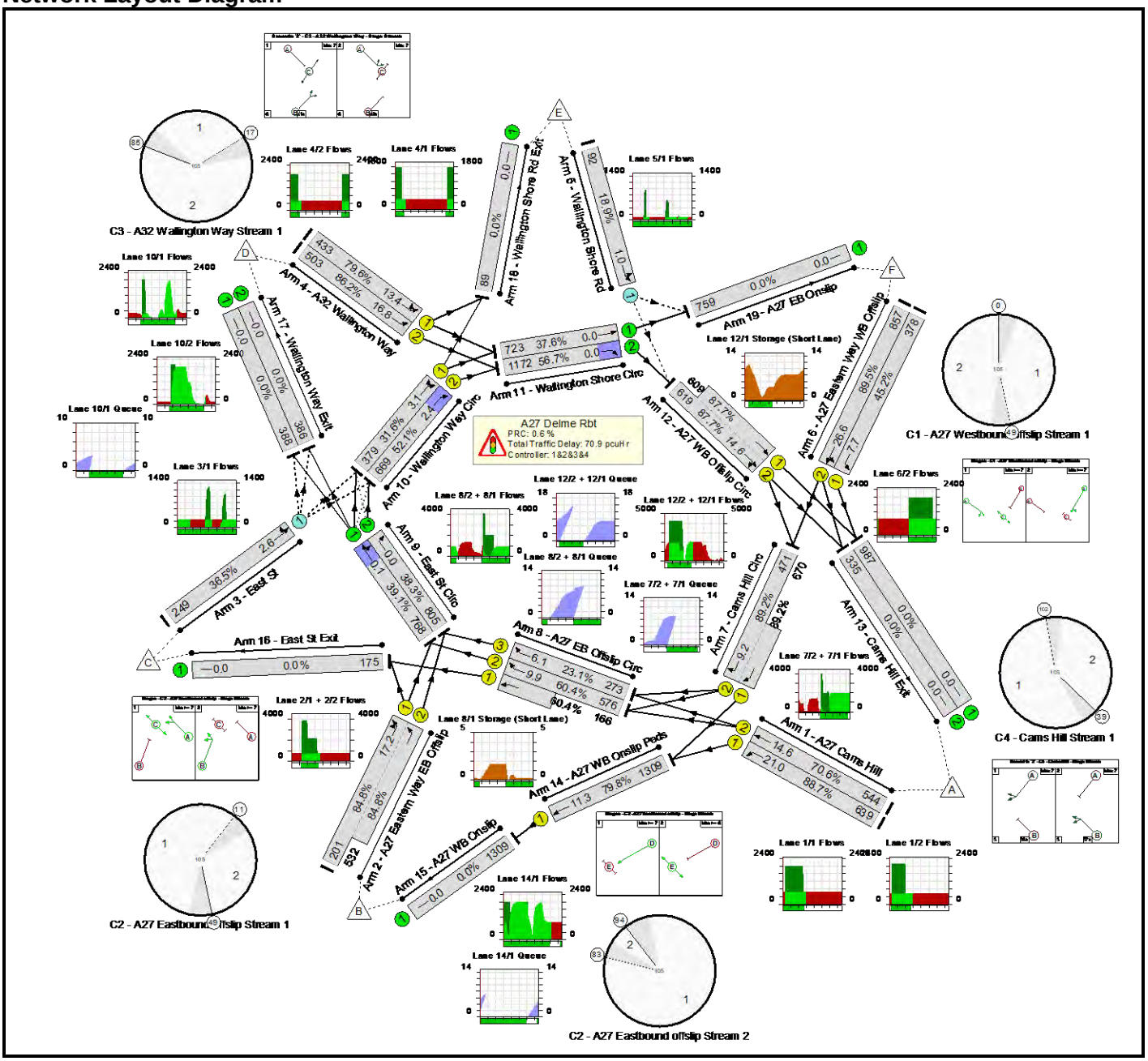
| | | | | |
|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 5.3 | Total Delay for Signalled Lanes (pcuHr): | 14.04 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 4.5 | Total Delay for Signalled Lanes (pcuHr): | 14.00 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 37.2 | Total Delay for Signalled Lanes (pcuHr): | 0.99 |
| C3 - A32 Wallington Way | Stream: 1 PRC for Signalled Lanes (%): | 5.3 | Total Delay for Signalled Lanes (pcuHr): | 11.75 |
| C4 - Cams Hill | Stream: 1 PRC for Signalled Lanes (%): | 8.9 | Total Delay for Signalled Lanes (pcuHr): | 13.73 |
| | PRC Over All Lanes (%): | 4.5 | Total Delay Over All Lanes(pcuHr): | 56.07 |

| | |
|---|---|
| Cycle Time (s): | 90 |
| Cycle Time (s): | 90 |
| Cycle Time (s): | 90 |
| Cycle Time (s): | 90 |
| Cycle Time (s): | 90 |

Basic Results Summary

**Scenario 2: '2'** (FG2: '2021 PM With Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **89.5%** | **341** | **0** | **0** | **70.9** | **-** | **-** |
| **A27 Delme Rbt** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **89.5%** | **341** | **0** | **0** | **70.9** | **-** | **-** |
| 1/1 | A27 Cams Hill Left | U | C4:B | | 1 | 37 | - | 639 | 1990 | 720 | 88.7% | - | - | - | 9.2 | 51.8 | 21.0 |
| 1/2 | A27 Cams Hill Ahead | U | C4:B | | 1 | 37 | - | 544 | 2130 | 771 | 70.6% | - | - | - | 5.5 | 36.6 | 14.6 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 733 | 1842:1995 | 237+627 | 84.8 : 84.8% | - | - | - | 9.2 (2.3+6.9) | 45.2 (40.9:46.9) | 17.2 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 249 | Inf | 682 | 36.5% | 249 | 0 | 0 | 0.7 | 10.4 | 2.6 |
| 4/1 | A32 Wallington Way Left Left2 | U | C3:B | | 1 | 31 | - | 433 | 1786 | 544 | 79.6% | - | - | - | 5.9 | 49.1 | 13.4 |
| 4/2 | A32 Wallington Way Left | U | C3:B | | 1 | 31 | - | 503 | 1914 | 583 | 86.2% | - | - | - | 7.7 | 55.3 | 16.8 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 92 | Inf | 487 | 18.9% | 92 | 0 | 0 | 0.3 | 12.7 | 1.0 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 50 | - | 378 | 1722 | 836 | 45.2% | - | - | - | 2.3 | 21.7 | 7.7 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 50 | - | 857 | 1972 | 958 | 89.5% | - | - | - | 9.8 | 41.1 | 26.6 |
| 7/2+7/1 | Cams Hill Circ Right Ahead | U | C4:A | | 1 | 58 | - | 1141 | 2086:1951 | 528+751 | 89.2 : 89.2% | - | - | - | 2.9 (0.6+2.3) | 9.1 (4.7:12.2) | 9.2 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 60 | - | 742 | 2047:1995 | 954+275 | 60.4 : 60.4% | - | - | - | 3.5 (2.6+0.8) | 16.8 (16.5:17.8) | 9.9 |

Basic Results Summary

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/3 | A27 EB Offslip Circ Ahead | U | C2:A | | 1 | 60 | - | 273 | 2033 | 1181 | 23.1% | - | - | - | 1.9 | 24.8 | 6.1 |
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 768 | 1966 | 1966 | 39.1% | - | - | - | 0.0 | 0.0 | 0.1 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 805 | 2102 | 2102 | 38.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | C3:A | | 1 | 62 | - | 379 | 2002 | 1201 | 31.6% | - | - | - | 0.7 | 6.8 | 3.1 |
| 10/2 | Wallington Way Circ Ahead | U | C3:A | | 1 | 62 | - | 669 | 2139 | 1283 | 52.1% | - | - | - | 0.5 | 2.8 | 2.4 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 723 | 1923 | 1923 | 37.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1172 | 2066 | 2066 | 56.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 43 | - | 1228 | 2175:2065 | 706+694 | 87.7 : 87.7% | - | - | - | 8.1 (3.2+4.9) | 23.8 (18.6:29.1) | 14.6 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 86 | - | 1309 | 1980 | 1641 | 79.8% | - | - | - | 2.7 | 7.3 | 11.3 |

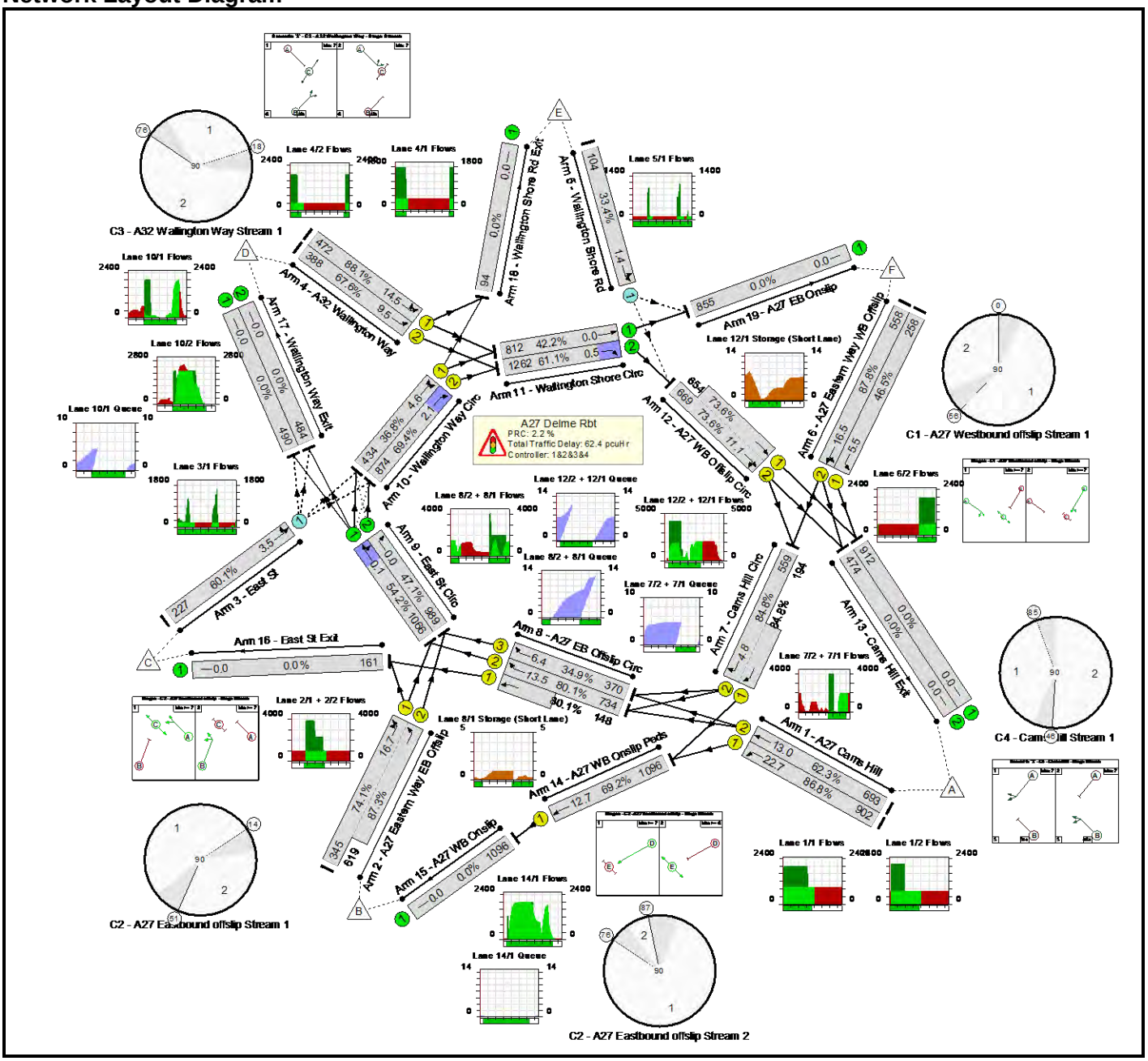
| | | | | |
|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 0.6 | Total Delay for Signalled Lanes (pcuHr): | 20.19 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 6.1 | Total Delay for Signalled Lanes (pcuHr): | 14.55 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 12.8 | Total Delay for Signalled Lanes (pcuHr): | 2.66 |
| C3 - A32 Wallington Way | Stream: 1 PRC for Signalled Lanes (%): | 4.4 | Total Delay for Signalled Lanes (pcuHr): | 14.88 |
| C4 - Cams Hill | Stream: 1 PRC for Signalled Lanes (%): | 0.9 | Total Delay for Signalled Lanes (pcuHr): | 17.62 |
| | PRC Over All Lanes (%): | 0.6 | Total Delay Over All Lanes(pcuHr): | 70.94 |

| | |
|---|---|
| Cycle Time (s): | 105 |
| Cycle Time (s): | 105 |
| Cycle Time (s): | 105 |
| Cycle Time (s): | 105 |
| Cycle Time (s): | 105 |

Basic Results Summary

**Scenario 3: '3'** (FG3: '2026 AM With Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **88.1%** | **331** | **0** | **0** | **62.4** | **-** | **-** |
| **A27 Delme Rbt** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **88.1%** | **331** | **0** | **0** | **62.4** | **-** | **-** |
| 1/1 | A27 Cams Hill Left | U | C4:B | | 1 | 46 | - | 902 | 1990 | 1039 | 86.8% | - | - | - | 7.9 | 31.3 | 22.7 |
| 1/2 | A27 Cams Hill Ahead | U | C4:B | | 1 | 46 | - | 693 | 2130 | 1112 | 62.3% | - | - | - | 3.8 | 19.5 | 13.0 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 31 | - | 964 | 1842:1995 | 466+709 | 74.1 : 87.3% | - | - | - | 9.1 (3.0+6.1) | 34.0 (31.4:35.5) | 16.7 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 227 | Inf | 378 | 60.1% | 227 | 0 | 0 | 1.5 | 23.8 | 3.5 |
| 4/1 | A32 Wallington Way Left Left2 | U | C3:B | | 1 | 26 | - | 472 | 1786 | 536 | 88.1% | - | - | - | 7.3 | 55.5 | 14.5 |
| 4/2 | A32 Wallington Way Left | U | C3:B | | 1 | 26 | - | 388 | 1914 | 574 | 67.6% | - | - | - | 4.0 | 37.2 | 9.5 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 104 | Inf | 311 | 33.4% | 104 | 0 | 0 | 0.6 | 20.5 | 1.4 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 28 | - | 258 | 1722 | 555 | 46.5% | - | - | - | 2.2 | 30.4 | 5.5 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 28 | - | 558 | 1972 | 635 | 87.8% | - | - | - | 7.8 | 50.2 | 16.5 |
| 7/2+7/1 | Cams Hill Circ Right Ahead | U | C4:A | | 1 | 34 | - | 753 | 2086:1951 | 659+229 | 84.8 : 84.8% | - | - | - | 4.2 (2.8+1.4) | 19.9 (17.9:25.4) | 4.8 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 46 | - | 882 | 2047:1995 | 916+185 | 80.1 : 80.1% | - | - | - | 4.1 (3.5+0.6) | 16.6 (17.0:14.9) | 13.5 |

Basic Results Summary

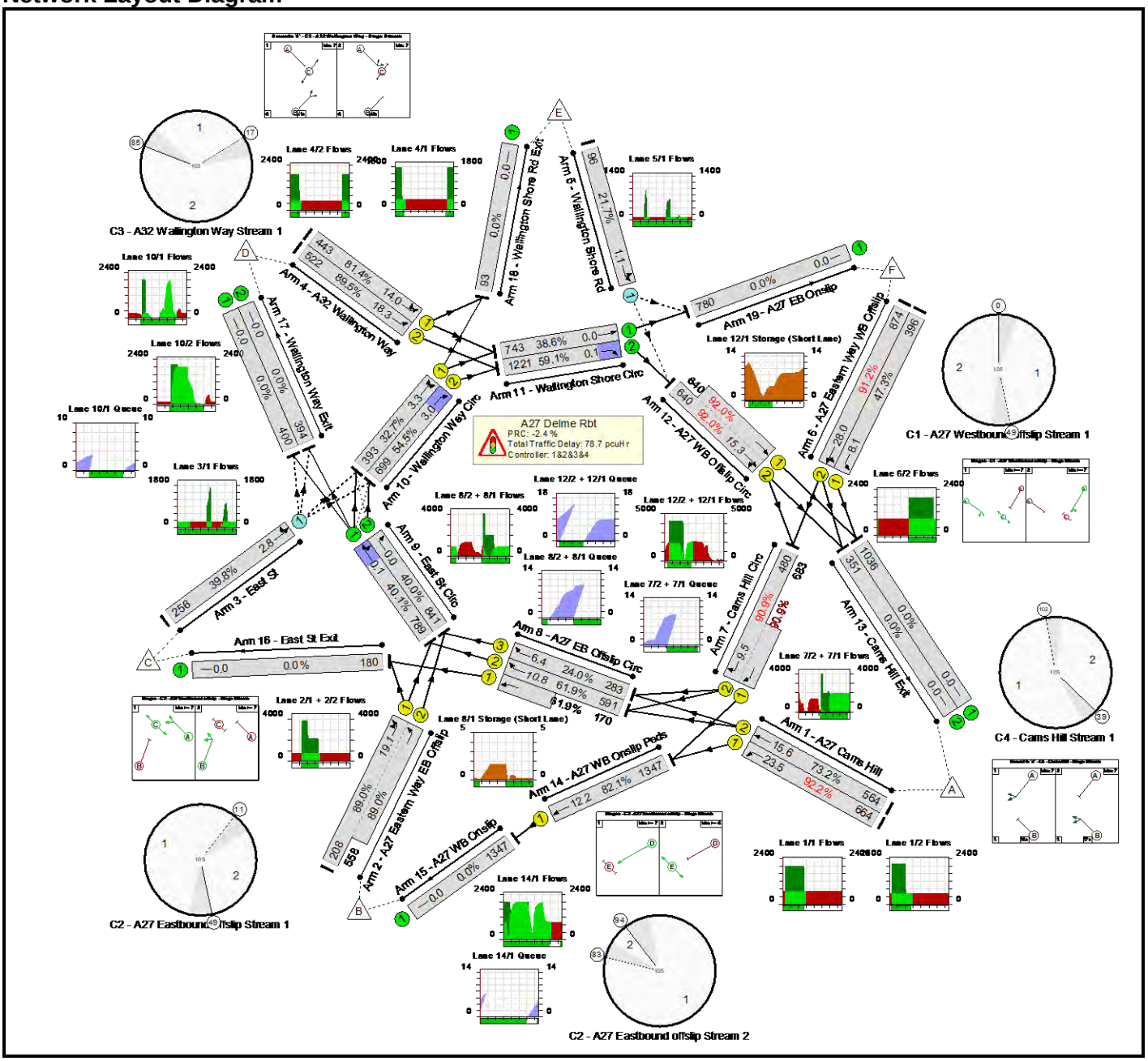
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/3 | A27 EB Offslip Circ Ahead | U | C2:A | | 1 | 46 | - | 370 | 2033 | 1062 | 34.9% | - | - | - | 2.0 | 19.9 | 6.4 |
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1066 | 1966 | 1966 | 54.2% | - | - | - | 0.0 | 0.0 | 0.1 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 989 | 2102 | 2102 | 47.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | C3:A | | 1 | 52 | - | 434 | 2002 | 1179 | 36.8% | - | - | - | 1.1 | 9.1 | 4.6 |
| 10/2 | Wallington Way Circ Ahead | U | C3:A | | 1 | 52 | - | 874 | 2139 | 1260 | 69.4% | - | - | - | 0.5 | 2.0 | 2.1 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 812 | 1923 | 1923 | 42.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1262 | 2066 | 2066 | 61.1% | - | - | - | 0.1 | 0.2 | 0.5 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 50 | - | 1323 | 2175:2065 | 910+889 | 73.6 : 73.6% | - | - | - | 5.2 (2.2+3.0) | 14.2 (11.7:16.7) | 11.1 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 1096 | 1980 | 1584 | 69.2% | - | - | - | 1.2 | 3.8 | 12.7 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 2.5 | Total Delay for Signalled Lanes (pcuHr): | 15.17 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 3.1 | Total Delay for Signalled Lanes (pcuHr): | 15.22 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 30.1 | Total Delay for Signalled Lanes (pcuHr): | 1.16 | Cycle Time (s): 90 |
| C3 - A32 Wallington Way | Stream: 1 PRC for Signalled Lanes (%): | 2.2 | Total Delay for Signalled Lanes (pcuHr): | 12.87 | Cycle Time (s): 90 |
| C4 - Cams Hill | Stream: 1 PRC for Signalled Lanes (%): | 3.7 | Total Delay for Signalled Lanes (pcuHr): | 15.76 | Cycle Time (s): 90 |
| | PRC Over All Lanes (%): | 2.2 | Total Delay Over All Lanes(pcuHr): | 62.35 | |

Basic Results Summary

**Scenario 4: '4'** (FG4: '2026 PM With Development', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **92.2%** | **352** | **0** | **0** | **78.7** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **92.2%** | **352** | **0** | **0** | **78.7** | - | - |
| 1/1 | A27 Cams Hill Left | U | C4:B | | 1 | 37 | - | 664 | 1990 | 720 | 92.2% | - | - | - | 10.9 | 59.3 | 23.5 |
| 1/2 | A27 Cams Hill Ahead | U | C4:B | | 1 | 37 | - | 564 | 2130 | 771 | 73.2% | - | - | - | 5.9 | 37.7 | 15.6 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 766 | 1842:1995 | 234+627 | 89.0 : 89.0% | - | - | - | 10.7 (2.6+8.0) | 50.1 (45.4:51.9) | 19.1 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 256 | Inf | 643 | 39.8% | 256 | 0 | 0 | 0.8 | 11.8 | 2.8 |
| 4/1 | A32 Wallington Way Left Left2 | U | C3:B | | 1 | 31 | - | 443 | 1786 | 544 | 81.4% | - | - | - | 6.3 | 50.8 | 14.0 |
| 4/2 | A32 Wallington Way Left | U | C3:B | | 1 | 31 | - | 522 | 1914 | 583 | 89.5% | - | - | - | 8.8 | 61.0 | 18.3 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 96 | Inf | 443 | 21.7% | 96 | 0 | 0 | 0.4 | 14.5 | 1.1 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 50 | - | 396 | 1722 | 836 | 47.3% | - | - | - | 2.4 | 22.1 | 8.1 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 50 | - | 874 | 1972 | 958 | 91.2% | - | - | - | 10.7 | 44.3 | 28.0 |
| 7/2+7/1 | Cams Hill Circ Right Ahead | U | C4:A | | 1 | 58 | - | 1163 | 2086:1951 | 528+752 | 90.9 : 90.9% | - | - | - | 3.1 (0.7+2.4) | 9.6 (5.3:12.6) | 9.5 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 60 | - | 761 | 2047:1995 | 954+274 | 61.9 : 61.9% | - | - | - | 3.6 (2.7+0.9) | 17.1 (16.7:18.1) | 10.8 |

Basic Results Summary

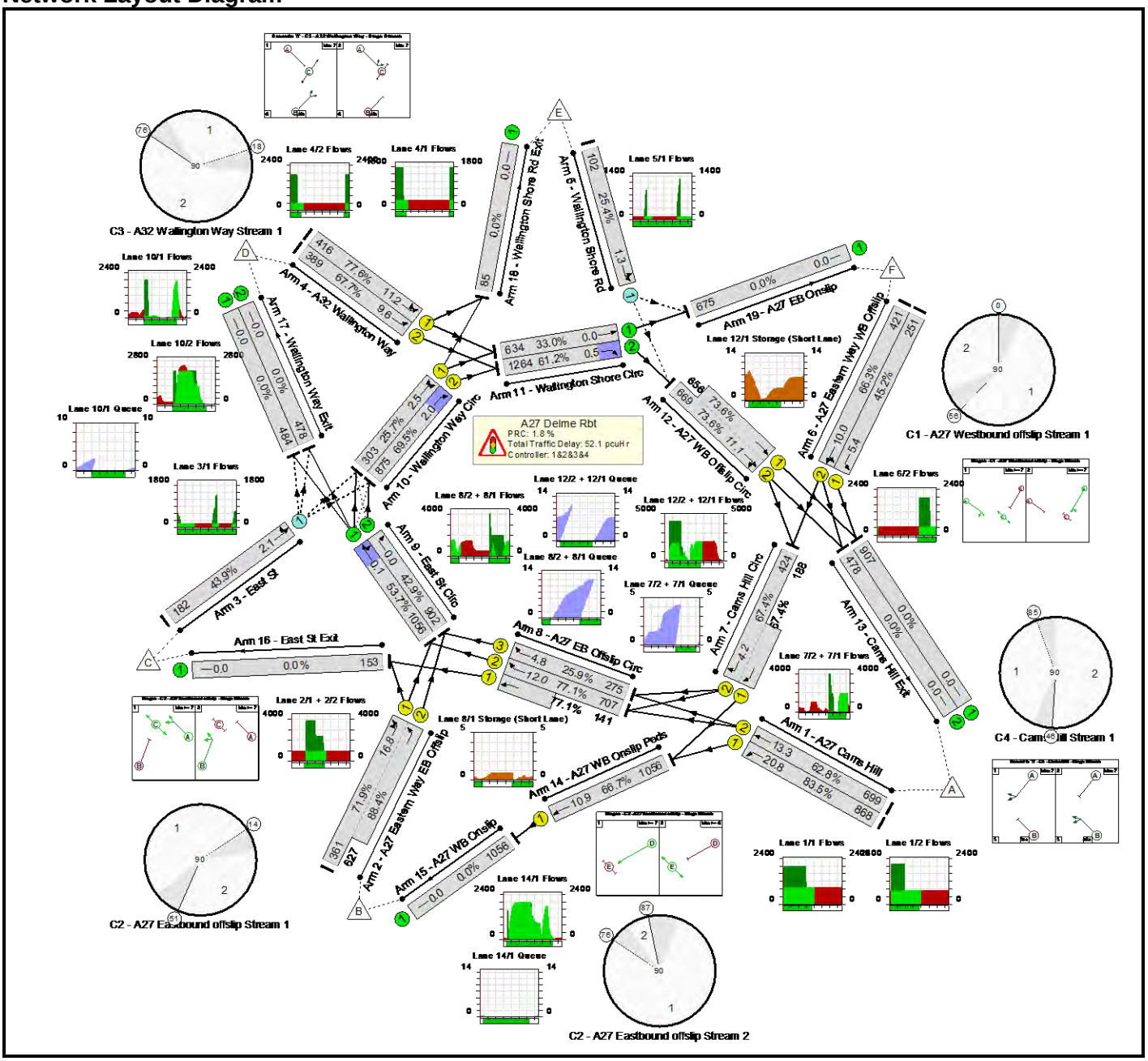
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/3 | A27 EB Offslip Circ Ahead | U | C2:A | | 1 | 60 | - | 283 | 2033 | 1181 | 24.0% | - | - | - | 1.9 | 24.8 | 6.4 |
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 789 | 1966 | 1966 | 40.1% | - | - | - | 0.0 | 0.0 | 0.1 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 841 | 2102 | 2102 | 40.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | C3:A | | 1 | 62 | - | 393 | 2002 | 1201 | 32.7% | - | - | - | 0.8 | 7.0 | 3.3 |
| 10/2 | Wallington Way Circ Ahead | U | C3:A | | 1 | 62 | - | 699 | 2139 | 1283 | 54.5% | - | - | - | 0.6 | 3.1 | 3.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 743 | 1923 | 1923 | 38.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1221 | 2066 | 2066 | 59.1% | - | - | - | 0.0 | 0.0 | 0.1 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 43 | - | 1280 | 2175:2065 | 696+696 | 92.0 : 92.0% | - | - | - | 8.7 (3.3+5.4) | 24.4 (18.7:30.1) | 15.3 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 86 | - | 1347 | 1980 | 1641 | 82.1% | - | - | - | 3.0 | 7.9 | 12.2 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -2.2 | Total Delay for Signalled Lanes (pcuHr): | 21.85 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 1.1 | Total Delay for Signalled Lanes (pcuHr): | 16.22 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 9.6 | Total Delay for Signalled Lanes (pcuHr): | 2.97 | Cycle Time (s): 105 |
| C3 - A32 Wallington Way | Stream: 1 PRC for Signalled Lanes (%): | 0.6 | Total Delay for Signalled Lanes (pcuHr): | 16.47 | Cycle Time (s): 105 |
| C4 - Cams Hill | Stream: 1 PRC for Signalled Lanes (%): | -2.4 | Total Delay for Signalled Lanes (pcuHr): | 19.92 | Cycle Time (s): 105 |
| | PRC Over All Lanes (%): | -2.4 | Total Delay Over All Lanes(pcuHr): | 78.68 | |

Basic Results Summary

**Scenario 5: '5'** (FG5: '2021 AM With Development (SENS)', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **88.4%** | **284** | **0** | **0** | **52.1** | **-** | **-** |
| **A27 Delme Rbt** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **88.4%** | **284** | **0** | **0** | **52.1** | **-** | **-** |
| 1/1 | A27 Cams Hill Left | U | C4:B | | 1 | 46 | - | 868 | 1990 | 1039 | 83.5% | - | - | - | 6.9 | 28.4 | 20.8 |
| 1/2 | A27 Cams Hill Ahead | U | C4:B | | 1 | 46 | - | 699 | 2130 | 1112 | 62.8% | - | - | - | 3.8 | 19.6 | 13.3 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 31 | - | 988 | 1842:1995 | 502+709 | 71.9 : 88.4% | - | - | - | 9.2 (3.1+6.1) | 33.7 (31.1:35.2) | 16.8 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 182 | Inf | 414 | 43.9% | 182 | 0 | 0 | 0.8 | 16.3 | 2.1 |
| 4/1 | A32 Wallington Way Left Left2 | U | C3:B | | 1 | 26 | - | 416 | 1786 | 536 | 77.6% | - | - | - | 5.0 | 43.4 | 11.2 |
| 4/2 | A32 Wallington Way Left | U | C3:B | | 1 | 26 | - | 389 | 1914 | 574 | 67.7% | - | - | - | 4.0 | 37.3 | 9.6 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 102 | Inf | 402 | 25.4% | 102 | 0 | 0 | 0.5 | 16.7 | 1.3 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 28 | - | 251 | 1722 | 555 | 45.2% | - | - | - | 2.1 | 30.1 | 5.4 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 28 | - | 421 | 1972 | 635 | 66.3% | - | - | - | 4.0 | 34.6 | 10.0 |
| 7/2+7/1 | Cams Hill Circ Right Ahead | U | C4:A | | 1 | 34 | - | 612 | 2086:1951 | 629+279 | 67.4 : 67.4% | - | - | - | 2.2 (1.0+1.3) | 13.0 (8.1:24.1) | 4.2 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 46 | - | 848 | 2047:1995 | 917+183 | 77.1 : 77.1% | - | - | - | 4.5 (3.9+0.6) | 19.2 (19.9:15.4) | 12.0 |

Basic Results Summary

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/3 | A27 EB Offslip Circ Ahead | U | C2:A | | 1 | 46 | - | 275 | 2033 | 1062 | 25.9% | - | - | - | 1.6 | 20.6 | 4.8 |
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1056 | 1966 | 1966 | 53.7% | - | - | - | 0.0 | 0.0 | 0.1 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 902 | 2102 | 2102 | 42.9% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | C3:A | | 1 | 52 | - | 303 | 2002 | 1179 | 25.7% | - | - | - | 0.5 | 5.6 | 2.5 |
| 10/2 | Wallington Way Circ Ahead | U | C3:A | | 1 | 52 | - | 875 | 2139 | 1260 | 69.5% | - | - | - | 0.6 | 2.3 | 2.0 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 634 | 1923 | 1923 | 33.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1264 | 2066 | 2066 | 61.2% | - | - | - | 0.1 | 0.2 | 0.5 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 50 | - | 1325 | 2175:2065 | 909+891 | 73.6 : 73.6% | - | - | - | 5.3 (2.2+3.1) | 14.3 (11.9:16.8) | 11.1 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 1056 | 1980 | 1584 | 66.7% | - | - | - | 1.0 | 3.6 | 10.9 |

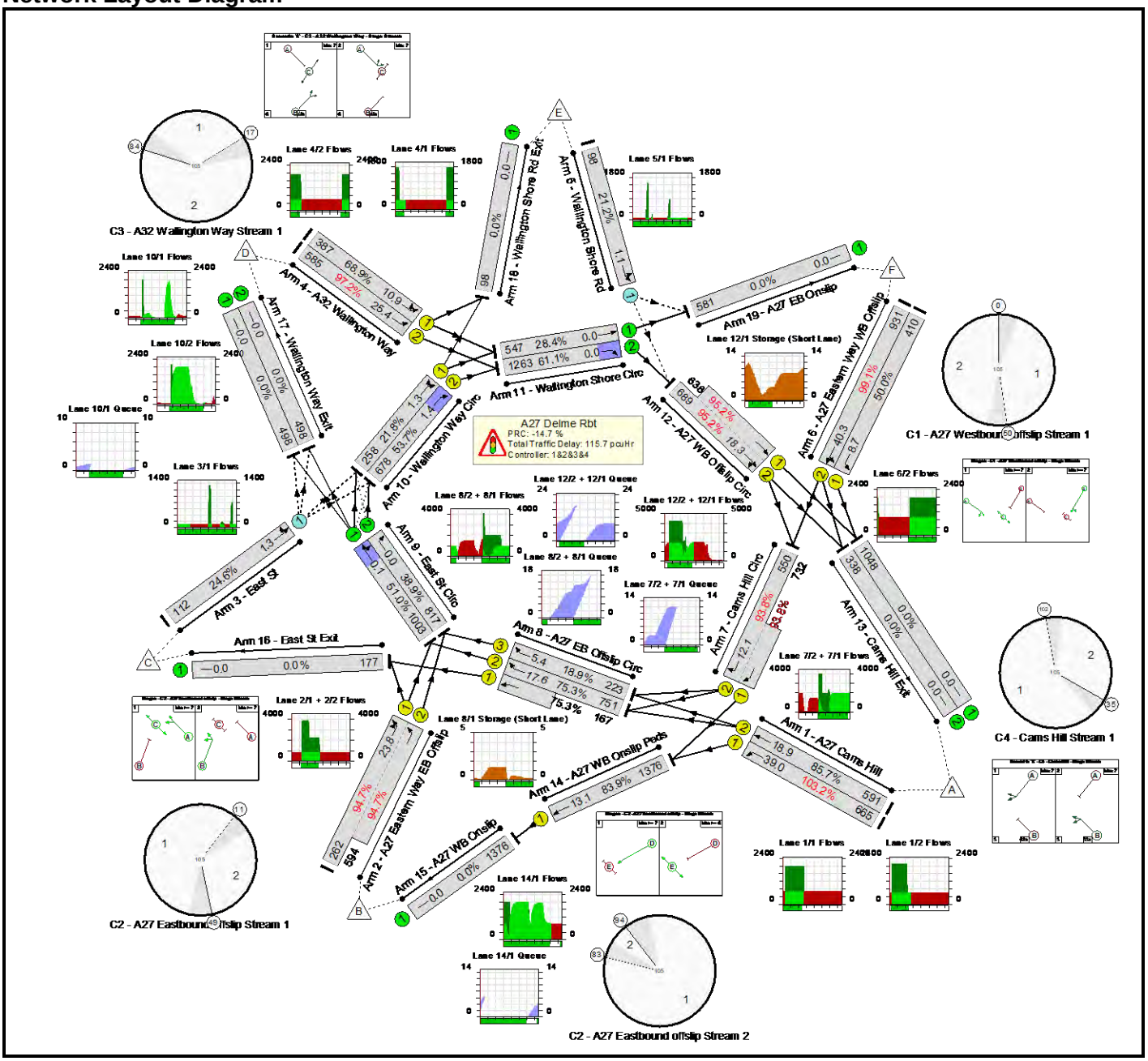
| | | | | |
|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 22.3 | Total Delay for Signalled Lanes (pcuHr): | 11.42 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 1.8 | Total Delay for Signalled Lanes (pcuHr): | 15.34 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 35.0 | Total Delay for Signalled Lanes (pcuHr): | 1.05 |
| C3 - A32 Wallington Way | Stream: 1 PRC for Signalled Lanes (%): | 15.9 | Total Delay for Signalled Lanes (pcuHr): | 10.08 |
| C4 - Cams Hill | Stream: 1 PRC for Signalled Lanes (%): | 7.8 | Total Delay for Signalled Lanes (pcuHr): | 12.88 |
| | PRC Over All Lanes (%): | 1.8 | Total Delay Over All Lanes(pcuHr): | 52.13 |

| | |
|---|---|
| Cycle Time (s): | 90 |
| Cycle Time (s): | 90 |
| Cycle Time (s): | 90 |
| Cycle Time (s): | 90 |
| Cycle Time (s): | 90 |

Basic Results Summary

**Scenario 6: '6'** (FG6: '2021 PM With Development (SENS)', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **103.2%** | **210** | **0** | **0** | **115.7** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **103.2%** | **210** | **0** | **0** | **115.7** | - | - |
| 1/1 | A27 Cams Hill Left | U | C4:B | | 1 | 33 | - | 665 | 1990 | 644 | 103.2% | - | - | - | 26.7 | 144.5 | 39.0 |
| 1/2 | A27 Cams Hill Ahead | U | C4:B | | 1 | 33 | - | 591 | 2130 | 690 | 85.7% | - | - | - | 8.3 | 50.5 | 18.9 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 856 | 1842:1995 | 277+627 | 94.7 : 94.7% | - | - | - | 14.9 (4.2+10.6) | 62.5 (58.1:64.4) | 23.8 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 112 | Inf | 456 | 24.6% | 112 | 0 | 0 | 0.4 | 14.1 | 1.3 |
| 4/1 | A32 Wallington Way Left Left2 | U | C3:B | | 1 | 32 | - | 387 | 1786 | 561 | 68.9% | - | - | - | 4.5 | 41.7 | 10.9 |
| 4/2 | A32 Wallington Way Left | U | C3:B | | 1 | 32 | - | 585 | 1914 | 602 | 97.2% | - | - | - | 14.4 | 88.8 | 25.4 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 98 | Inf | 462 | 21.2% | 98 | 0 | 0 | 0.4 | 13.9 | 1.1 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 49 | - | 410 | 1722 | 820 | 50.0% | - | - | - | 2.7 | 23.3 | 8.7 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 49 | - | 931 | 1972 | 939 | 99.1% | - | - | - | 20.4 | 79.0 | 40.3 |
| 7/2+7/1 | Cams Hill Circ Right Ahead | U | C4:A | | 1 | 62 | - | 1282 | 2086:1951 | 586+780 | 93.8 : 93.8% | - | - | - | 4.0 (1.2+2.8) | 11.3 (8.0:13.8) | 12.1 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 60 | - | 918 | 2047:1995 | 997+222 | 75.3 : 75.3% | - | - | - | 5.0 (4.0+1.0) | 19.7 (19.4:21.0) | 17.6 |

Basic Results Summary

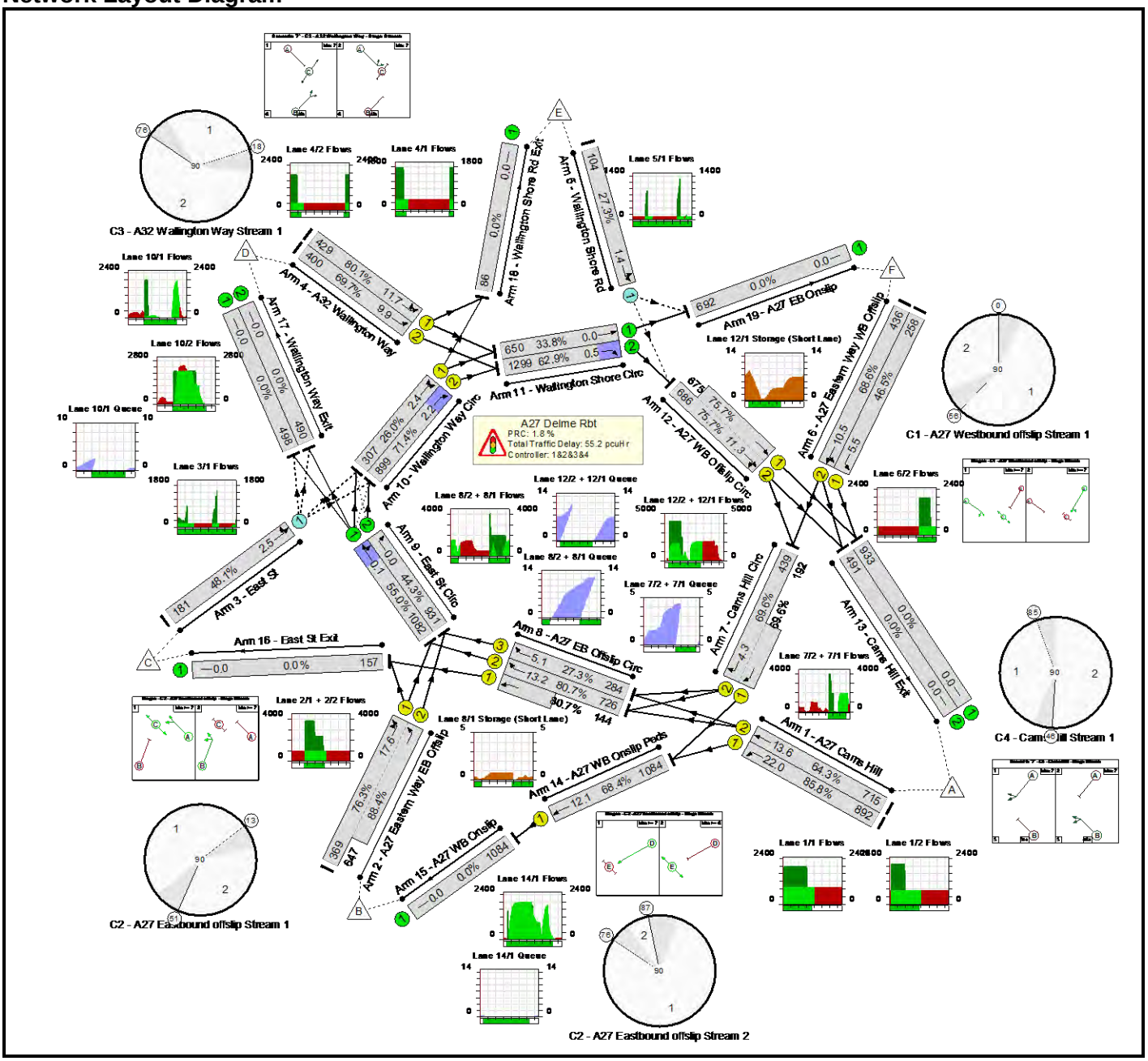
| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/3 | A27 EB Offslip Circ Ahead | U | C2:A | | 1 | 60 | - | 223 | 2033 | 1181 | 18.9% | - | - | - | 1.6 | 25.2 | 5.4 |
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1003 | 1966 | 1966 | 51.0% | - | - | - | 0.0 | 0.0 | 0.1 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 817 | 2102 | 2102 | 38.9% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | C3:A | | 1 | 61 | - | 258 | 2002 | 1182 | 21.8% | - | - | - | 0.3 | 4.3 | 1.3 |
| 10/2 | Wallington Way Circ Ahead | U | C3:A | | 1 | 61 | - | 678 | 2139 | 1263 | 53.7% | - | - | - | 0.3 | 1.5 | 1.4 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 547 | 1923 | 1923 | 28.4% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1263 | 2066 | 2066 | 61.1% | - | - | - | 0.0 | 0.0 | 0.0 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 44 | - | 1327 | 2175:2065 | 724+670 | 95.2 : 95.2% | - | - | - | 8.6 (3.4+5.2) | 23.5 (17.9:29.5) | 18.3 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 86 | - | 1397 | 1980 | 1641 | 83.9% | - | - | - | 3.2 | 8.3 | 13.1 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -10.2 | Total Delay for Signalled Lanes (pcuHr): | 31.73 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -5.3 | Total Delay for Signalled Lanes (pcuHr): | 21.43 | Cycle Time (s): 105 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 7.3 | Total Delay for Signalled Lanes (pcuHr): | 3.19 | Cycle Time (s): 105 |
| C3 - A32 Wallington Way | Stream: 1 PRC for Signalled Lanes (%): | -8.1 | Total Delay for Signalled Lanes (pcuHr): | 19.49 | Cycle Time (s): 105 |
| C4 - Cams Hill | Stream: 1 PRC for Signalled Lanes (%): | -14.7 | Total Delay for Signalled Lanes (pcuHr): | 39.00 | Cycle Time (s): 105 |
| | PRC Over All Lanes (%): | -14.7 | Total Delay Over All Lanes(pcuHr): | 115.67 | |

Basic Results Summary

**Scenario 7: '7'** (FG7: '2026 AM With Development (SENS)', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **88.4%** | **285** | **0** | **0** | **55.2** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **88.4%** | **285** | **0** | **0** | **55.2** | - | - |
| 1/1 | A27 Cams Hill Left | U | C4:B | | 1 | 46 | - | 892 | 1990 | 1039 | 85.8% | - | - | - | 7.5 | 30.4 | 22.0 |
| 1/2 | A27 Cams Hill Ahead | U | C4:B | | 1 | 46 | - | 715 | 2130 | 1112 | 64.3% | - | - | - | 4.0 | 20.0 | 13.6 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 1016 | 1842:1995 | 484+732 | 76.3 : 88.4% | - | - | - | 9.6 (3.2+6.4) | 34.0 (31.4:35.5) | 17.6 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 181 | Inf | 376 | 48.1% | 181 | 0 | 0 | 1.0 | 20.1 | 2.5 |
| 4/1 | A32 Wallington Way Left Left2 | U | C3:B | | 1 | 26 | - | 429 | 1786 | 536 | 80.1% | - | - | - | 5.4 | 45.3 | 11.7 |
| 4/2 | A32 Wallington Way Left | U | C3:B | | 1 | 26 | - | 400 | 1914 | 574 | 69.7% | - | - | - | 4.2 | 38.1 | 9.9 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 104 | Inf | 381 | 27.3% | 104 | 0 | 0 | 0.5 | 17.5 | 1.4 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 28 | - | 258 | 1722 | 555 | 46.5% | - | - | - | 2.2 | 30.4 | 5.5 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 28 | - | 436 | 1972 | 635 | 68.6% | - | - | - | 4.3 | 35.5 | 10.5 |
| 7/2+7/1 | Cams Hill Circ Right Ahead | U | C4:A | | 1 | 34 | - | 631 | 2086:1951 | 631+276 | 69.6 : 69.6% | - | - | - | 2.3 (1.0+1.3) | 13.3 (8.5:24.2) | 4.3 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 45 | - | 870 | 2047:1995 | 899+178 | 80.7 : 80.7% | - | - | - | 4.9 (4.3+0.7) | 20.4 (21.2:16.4) | 13.2 |

Basic Results Summary

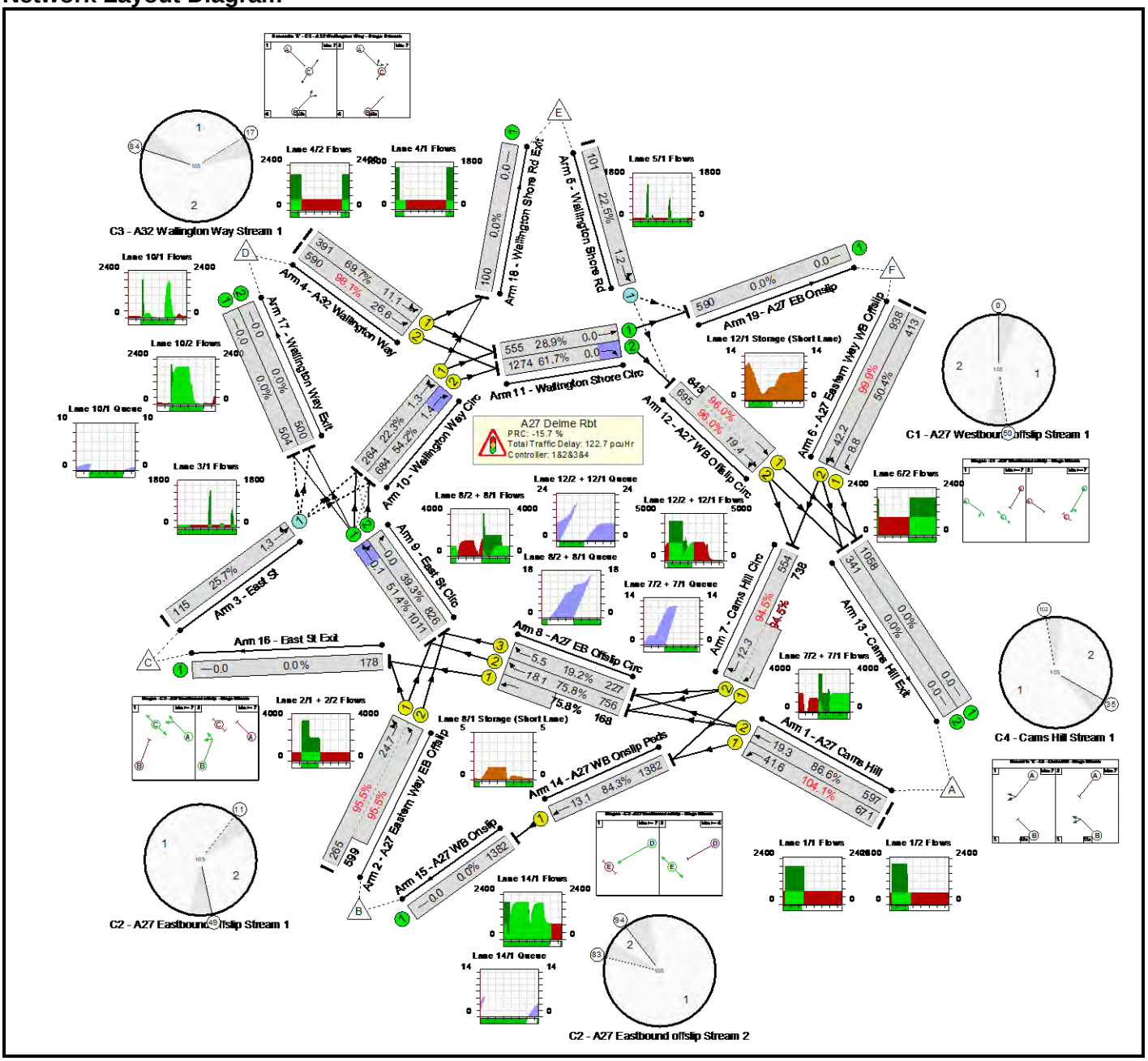
| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/3 | A27 EB Offslip Circ Ahead | U | C2:A | | 1 | 45 | - | 284 | 2033 | 1039 | 27.3% | - | - | - | 1.7 | 21.7 | 5.1 |
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1082 | 1966 | 1966 | 55.0% | - | - | - | 0.0 | 0.0 | 0.1 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 931 | 2102 | 2102 | 44.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | C3:A | | 1 | 52 | - | 307 | 2002 | 1179 | 26.0% | - | - | - | 0.5 | 5.8 | 2.4 |
| 10/2 | Wallington Way Circ Ahead | U | C3:A | | 1 | 52 | - | 899 | 2139 | 1260 | 71.4% | - | - | - | 0.5 | 2.2 | 2.2 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 650 | 1923 | 1923 | 33.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1299 | 2066 | 2066 | 62.9% | - | - | - | 0.1 | 0.2 | 0.5 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 50 | - | 1361 | 2175:2065 | 906+892 | 75.7 : 75.7% | - | - | - | 5.3 (2.2+3.1) | 14.0 (11.6:16.4) | 11.3 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 71 | - | 1084 | 1980 | 1584 | 68.4% | - | - | - | 1.1 | 3.8 | 12.1 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 18.9 | Total Delay for Signalled Lanes (pcuHr): | 11.76 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | 1.8 | Total Delay for Signalled Lanes (pcuHr): | 16.25 | Cycle Time (s): 90 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 31.5 | Total Delay for Signalled Lanes (pcuHr): | 1.13 | Cycle Time (s): 90 |
| C3 - A32 Wallington Way | Stream: 1 PRC for Signalled Lanes (%): | 12.4 | Total Delay for Signalled Lanes (pcuHr): | 10.66 | Cycle Time (s): 90 |
| C4 - Cams Hill | Stream: 1 PRC for Signalled Lanes (%): | 4.9 | Total Delay for Signalled Lanes (pcuHr): | 13.82 | Cycle Time (s): 90 |
| | PRC Over All Lanes (%): | 1.8 | Total Delay Over All Lanes(pcuHr): | 55.22 | |

Basic Results Summary

**Scenario 8: '8'** (FG8: '2026 PM With Development (SENS)', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## 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) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A27/Wallington Way (Delme Rbt)** | - | - | - | | - | - | - | - | - | - | **104.1%** | **216** | **0** | **0** | **122.7** | - | - |
| **A27 Delme Rbt** | - | - | - | | - | - | - | - | - | - | **104.1%** | **216** | **0** | **0** | **122.7** | - | - |
| 1/1 | A27 Cams Hill Left | U | C4:B | | 1 | 33 | - | 671 | 1990 | 644 | 104.1% | - | - | - | 29.2 | 156.8 | 41.6 |
| 1/2 | A27 Cams Hill Ahead | U | C4:B | | 1 | 33 | - | 597 | 2130 | 690 | 86.6% | - | - | - | 8.6 | 51.6 | 19.3 |
| 2/1+2/2 | A27 Eastern Way EB Offslip Left Left2 | U | C2:B | | 1 | 32 | - | 864 | 1842:1995 | 277+627 | 95.5 : 95.5% | - | - | - | 15.7 (4.5+11.2) | 65.5 (61.1:67.5) | 24.7 |
| 3/1 | East St Ahead Left | O | - | | - | - | - | 115 | Inf | 448 | 25.7% | 115 | 0 | 0 | 0.5 | 14.6 | 1.3 |
| 4/1 | A32 Wallington Way Left Left2 | U | C3:B | | 1 | 32 | - | 391 | 1786 | 561 | 69.7% | - | - | - | 4.6 | 42.0 | 11.1 |
| 4/2 | A32 Wallington Way Left | U | C3:B | | 1 | 32 | - | 590 | 1914 | 602 | 98.1% | - | - | - | 15.4 | 94.2 | 26.6 |
| 5/1 | Wallington Shore Rd Ahead Left | O | - | | - | - | - | 101 | Inf | 450 | 22.5% | 101 | 0 | 0 | 0.4 | 14.5 | 1.2 |
| 6/1 | A27 Eastern Way WB Offslip Left | U | C1:B | | 1 | 49 | - | 413 | 1722 | 820 | 50.4% | - | - | - | 2.7 | 23.4 | 8.8 |
| 6/2 | A27 Eastern Way WB Offslip Ahead Left | U | C1:B | | 1 | 49 | - | 938 | 1972 | 939 | 99.9% | - | - | - | 22.2 | 85.2 | 42.2 |
| 7/2+7/1 | Cams Hill Circ Right Ahead | U | C4:A | | 1 | 62 | - | 1292 | 2086:1951 | 586+781 | 94.5 : 94.5% | - | - | - | 4.1 (1.3+2.9) | 11.5 (8.2:14.0) | 12.3 |
| 8/2+8/1 | A27 EB Offslip Circ Ahead Ahead2 | U | C2:A | | 1 | 60 | - | 924 | 2047:1995 | 997+222 | 75.8 : 75.8% | - | - | - | 5.1 (4.1+1.0) | 19.8 (19.5:21.2) | 18.1 |

Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/3 | A27 EB Offslip Circ Ahead | U | C2:A | | 1 | 60 | - | 227 | 2033 | 1181 | 19.2% | - | - | - | 1.6 | 25.2 | 5.5 |
| 9/1 | East St Circ Right Ahead | U | - | | - | - | - | 1011 | 1966 | 1966 | 51.4% | - | - | - | 0.0 | 0.0 | 0.1 |
| 9/2 | East St Circ Right | U | - | | - | - | - | 826 | 2102 | 2102 | 39.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 10/1 | Wallington Way Circ Ahead Ahead2 | U | C3:A | | 1 | 61 | - | 264 | 2002 | 1182 | 22.3% | - | - | - | 0.3 | 4.3 | 1.3 |
| 10/2 | Wallington Way Circ Ahead | U | C3:A | | 1 | 61 | - | 684 | 2139 | 1263 | 54.2% | - | - | - | 0.3 | 1.5 | 1.4 |
| 11/1 | Wallington Shore Circ Ahead | U | - | | - | - | - | 555 | 1923 | 1923 | 28.9% | - | - | - | 0.0 | 0.0 | 0.0 |
| 11/2 | Wallington Shore Circ Right | U | - | | - | - | - | 1274 | 2066 | 2066 | 61.7% | - | - | - | 0.0 | 0.0 | 0.0 |
| 12/2+12/1 | A27 WB Offslip Circ Right Ahead | U | C1:A | | 1 | 44 | - | 1340 | 2175:2065 | 724+672 | 96.0 : 96.0% | - | - | - | 8.8 (3.5+5.3) | 23.5 (18.0:29.6) | 19.4 |
| 14/1 | A27 WB Onslip Peds Ahead | U | C2:D | | 1 | 86 | - | 1409 | 1980 | 1641 | 84.3% | - | - | - | 3.3 | 8.5 | 13.1 |

| | | | | |
|---|---|---|---|---|
| C1 - A27 Westbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -11.0 | Total Delay for Signalled Lanes (pcuHr): | 33.66 |
| C2 - A27 Eastbound offslip | Stream: 1 PRC for Signalled Lanes (%): | -6.1 | Total Delay for Signalled Lanes (pcuHr): | 22.39 |
| C2 - A27 Eastbound offslip | Stream: 2 PRC for Signalled Lanes (%): | 6.8 | Total Delay for Signalled Lanes (pcuHr): | 3.26 |
| C3 - A32 Wallington Way | Stream: 1 PRC for Signalled Lanes (%): | -9.0 | Total Delay for Signalled Lanes (pcuHr): | 20.60 |
| C4 - Cams Hill | Stream: 1 PRC for Signalled Lanes (%): | -15.7 | Total Delay for Signalled Lanes (pcuHr): | 41.92 |
| | PRC Over All Lanes (%): | -15.7 | Total Delay Over All Lanes(pcuHr): | 122.70 |

| | |
|---|---|
| Cycle Time (s): | 105 |
| Cycle Time (s): | 105 |
| Cycle Time (s): | 105 |
| Cycle Time (s): | 105 |
| Cycle Time (s): | 105 |

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