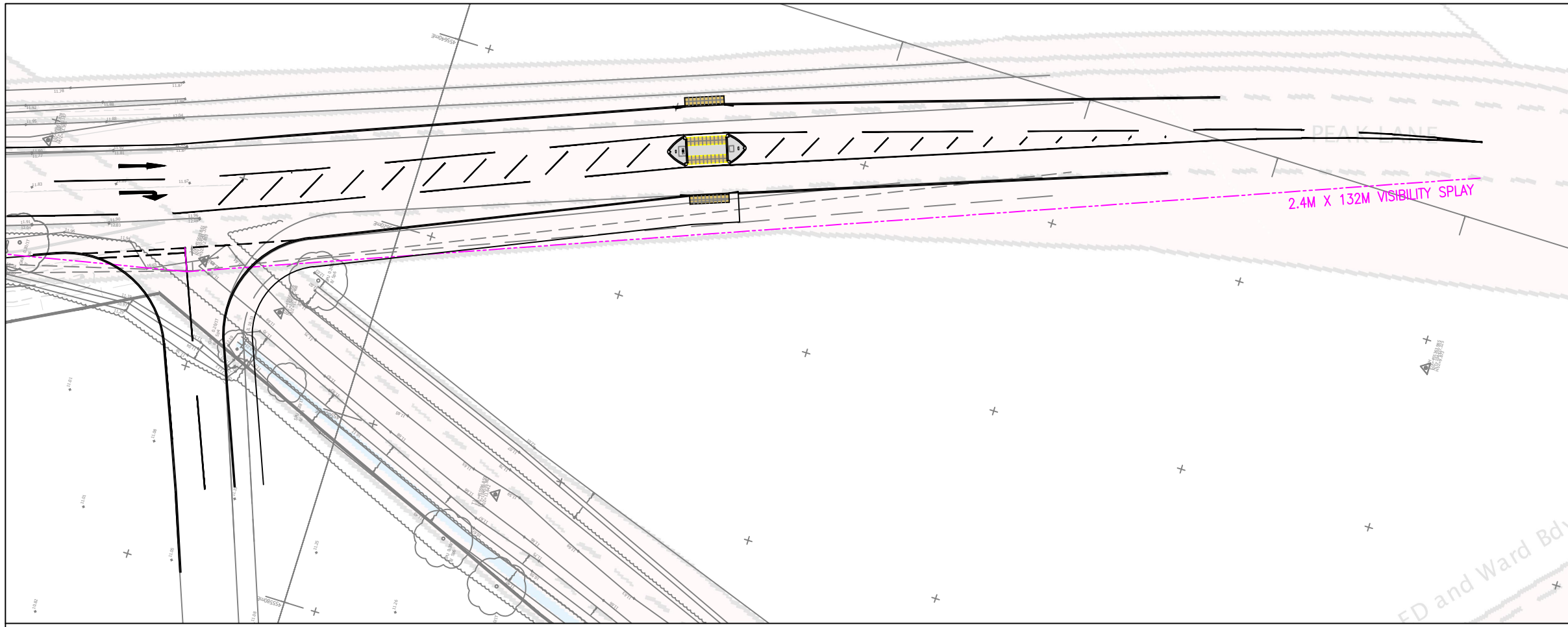
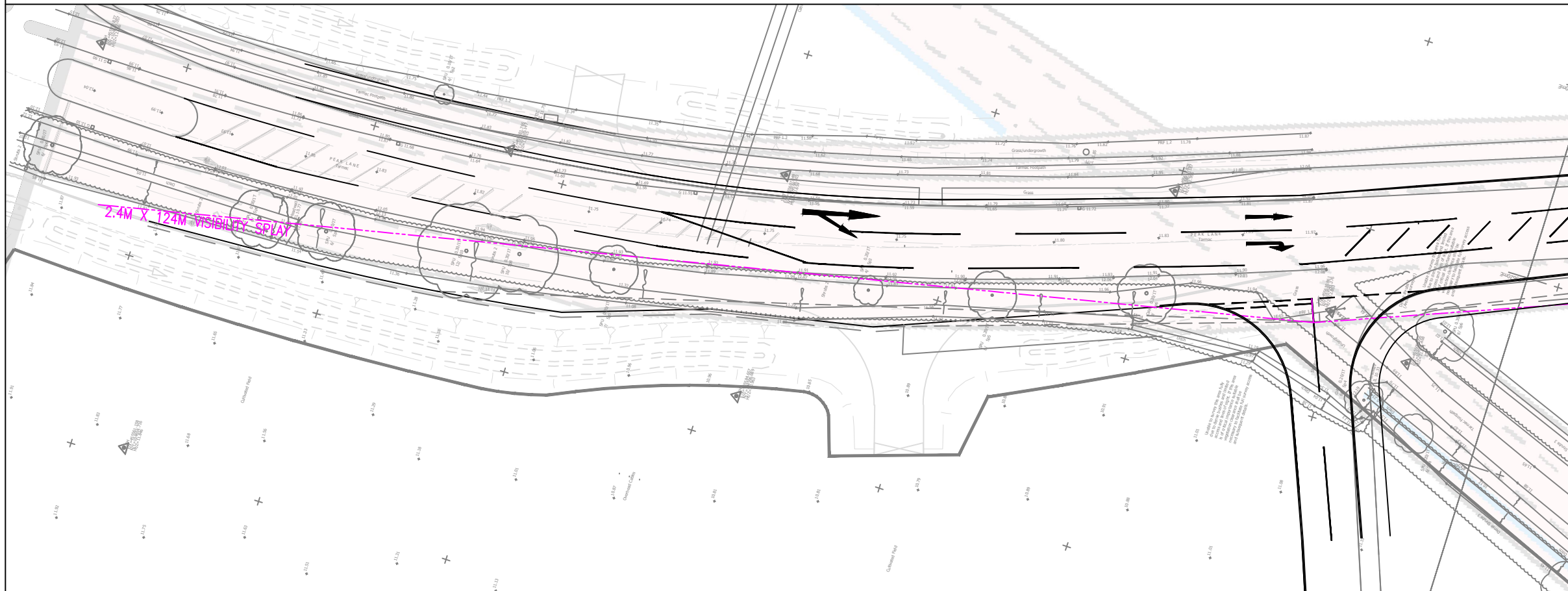


Appendix J



PRIMARY DIRECTION VISIBILITY SPLAY



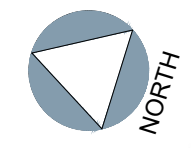
SECONDARY DIRECTION VISIBILITY SPLAY

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VISIBILITY SPLAYS

1. VISIBILITY SPLAYS HAVE BEEN MEASURED IN ACCORDANCE WITH 85TH PERCENTILE SPEEDS OF 46.4MPH NORTHBOUND AND 44.8MPH SOUTHBOUND ON PEAK LANE.



KEY

 INDICATIVE HIGHWAY BOUNDARY

Rev	Description	Date	By	Chkd
D	UPDATED LAYOUT	09.04.19	JL	MS
C	UPDATED LAYOUT	10.03.19	CJ	MS
B	REVISED VISIBILITY SPLAYS	21.03.19	MP	JH
A	HCC COMMENTS	07.02.19	HCH	JH

Project Name
OAKCROFT LANE
STUBBINGTON

Project Phase
PRELIMINARY

Title
ACCESS VISIBILITY SPLAYS



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Client



Checked By
MS

Checked Date
26.10.18

Drawn By
SN

Drawn Date
25.10.18

Scale
1:500

Client Drawing No.
-

PBA Drawing No.
048.0013.002

Revision
D

(AT A3 SIZE)

Appendix K



Road Safety Audit Stage 1

Oakcroft Lane

Stubbington

Fareham

Hampshire

Date: 9th April 2020

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Oakcroft Lane, Stubbington.


Report Title Road Safety Audit Stage 1

Revision

Status Final

Audit Reference PBA/20/048.0013/1/MM

Record of Issue

Document Ref PBA/20/5002/100/3/MM	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		9 th April 2020
Designers Response				
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Jessica Lloyd.	-

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4 Issues identified during the Stage 1 Audit that are outside the terms of reference	10
5 Auditors Statement	11
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Appendix B..... Comment Location Drawing	
Appendix C..... Road Safety Audit Decision Log	
Appendix D..... Design Organisation Statement	
Appendix E..... Overseeing Organisation Statement	

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed highway alterations on Oakcroft Lane in Stubbington consisting of:

- Carriageway widening with a right turn lane into a new priority junction access.
- The provision of a pedestrian refuge and crossing point.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT, on behalf of Hampshire County Council, as the Highway Authority.

1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA– Audit Team Member
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in March 2020 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme during the afternoon of the 1st April 2020 between 17:00 and 18:00. Weather conditions at the time were overcast and the road surface was dry. Traffic flows and free flow speeds were moderate. Pedestrian flows were moderate, low level cyclist movements were observed during the site visit. Note that the site visit was undertaken during the Covid 19 restriction period.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: The proposed scheme.

Summary: Insufficient construction details could lead to overshoot collisions.

No construction details were provided for assessment, in particular, details of tie-ins and carriageway construction. Further the widening is on the outside of a curve where super elevation may be required. Inappropriate construction or significant changes in Polished Stone Values could lead to differential braking or overshoot collisions, particularly under severe braking conditions.

RECOMMENDATION

It is recommended that construction details and carriageway profiles should be supplied at Stage 2 Road Safety Audit.

3.1.2 PROBLEM

Location: The proposed scheme.

Summary: Ponding of surface water could lead to loss of control collisions.

The carriageway is being widened and kerblines are being amended as part of these proposals, where no details of carriageway drainage have been provided for assessment; ponding on the carriageway or water moving across the carriageway at junctions or bends could lead to loss of control collisions, particularly in wet / icy conditions.

RECOMMENDATION

It is recommended that drainage details should be provided at Stage 2 Safety Audit.

3.1.3 PROBLEM

Location: Proposed widening of Peak Lane.

Summary: Presence of a ditch may increase severity of loss of control collisions.

There is an existing ditch that runs adjacent to the carriageway near the proposed widening, where no details have been supplied of how the ditch is to be accommodated. Should a headwall system be employed, vehicles that lose control and exit the carriageway may impact with the headwall, which could cause rapid deceleration, where injuries may be severe in nature.

RECOMMENDATION

It is recommended that a road restraints risk assessment for local roads should be undertaken to determine whether protection is needed at detailed design stage.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Proposed northern taper.

Summary: Insufficient protection of right turning traffic could lead to rear end shunt collisions.

The right turn lane is after a left - hand curve and vehicle approach speeds on Peak Lane may be inappropriately high. Whilst it is recognised that an island may be installed as part of another scheme, should the right turn lane be installed first then vehicles waiting to turn right would not be protected and should a vehicle inappropriately enter the hatching this could lead to rear end shunt collisions.

RECOMMENDATION

It is recommended that a traffic island is installed prior to the right turn lane.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed access with Peak Lane.

Summary: Insufficient capacity or queuing could lead to driver frustration and rear end shunt or side impact collisions.

No details of expected flows and the capacity of the junction have been provided for assessment. Insufficient capacity could lead to congestion where excessive queuing could lead to driver frustration and the use of inappropriate gaps which could lead to rear end shunt, head on or side impact collisions.

RECOMMENDATION

It is recommended that the junction should operate without excessive queuing and that a Picady or similar model should be provided for assessment.

3.3.2 **PROBLEM**

Location: Proposed access with Peak Lane.

Summary: Insufficient visibility could lead to lead to rear end shunt or side impact collisions.

A 2.4m “x” distance has been provided for the visibility splay however, this may be on a high speed road and not a simple junction in which case the “x” distance should be in accordance with CD 123 (3.8 and 3.81) where the “x” distance should be 4.5m. . Insufficient visibility could lead to rear end shunt, or side impact collisions.

RECOMMENDATION

It is recommended that the junction visibility splays should be in accordance with CD123 (Geometric design of at-grade priority and signal-controlled junctions).

3.4 **Non-Motorised User Provision**

3.4.1 **PROBLEM**

Location: At the proposed crossing refuge.

Summary: Insufficient intervisibility could lead to lead to rear end shunt or vehicle to pedestrian collisions.

Vegetation on the verges could restrict intervisibility for pedestrians crossing where restricted visibility could lead to rear end shunt, or vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the intervisibility splays should not be obstructed and that a system of maintenance be put in place to ensure splays remain unobstructed.

3.5 **Road Signs, Carriageway Markings and Lighting**

3.5.1 **PROBLEM**

Location: The proposed scheme.

Summary: Excessive vehicle speeds could lead to rear end shunt or side impact collisions.

Peak Lane is currently subject to a temporary 30mph speed limit where historically this section of Peak Lane is subject to national speed. In conjunction with comment 3.3.2 the approach speed to the proposed junction could lead to excessive vehicle speeds and rear end shunt or side impact collisions.

RECOMMENDATION

It is recommended that the 30mph speed limit should be extended northwards to cover the proposed junction.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 9/04/2020

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 9/04/2020

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
1048.0013.001.D	Access Design.
048.0013.002.D	Access Visibility Splays.
048.0013.003.D	Pedestrian Visibility Splays.
048.0013.004.D	Pantehnicon and Fire Tender Tracking.

Supporting Documentation:

- Stubbington By- Pass-meet the contractor event exhibition presentation.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: Oakcroft Lane, Stubbington.

Date Audit Completed: 9th April 2020

This response is to a Stage 1/2 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation response	Agreed RSA action
<p>3.1.1 No construction details were provided for assessment, in particular, details of tie-ins and carriageway construction. Further the widening is on the outside of a curve where super elevation may be required. Inappropriate construction or significant changes in Polished Stone Values could lead to differential braking or overshoot collisions, particularly under severe braking conditions.</p>	<p>It is recommended that construction details and carriageway profiles should be supplied at Stage 2 Road Safety Audit.</p>	<p>Agreed – Will be reviewed at Detailed Design Stage</p>		
<p>3.1.2 The carriageway is being widened and kerblines are being amended as part of these proposals, where no details of carriageway drainage have been provided for assessment; ponding on the</p>	<p>It is recommended that drainage details should be provided at Stage 2 Safety Audit.</p>	<p>Agreed – Will be reviewed at Detailed Design Stage (in coordination with the design of the signal junction to the north where appropriate)</p>		

<p>carriageway or water moving across the carriageway at junctions or bends could lead to loss of control collisions, particularly in wet / icy conditions.</p>				
<p>3.1.3 There is an existing ditch that runs adjacent to the carriageway near the proposed widening, where no details have been supplied of how the ditch is to be accommodated. Should a headwall system be employed, vehicles that lose control and exit the carriageway may impact with the headwall, which could cause rapid deceleration, where injuries may be severe in nature.</p>	<p>It is recommended that a road restraints risk assessment for local roads should be undertaken to determine whether protection is needed at detailed design stage.</p>	<p>The ditch referenced is a proposed ditch associated with the Stubbington Bypass/Peak Lane signalised junction and the proposed access ties into the proposed kerbline of this signalised junction.</p> <p>Any road restraint would therefore be assessed and if required, provided by the Bypass proposals.</p>		
<p>3.2.1 The right turn lane is after a left - hand curve and vehicle approach speeds on Peak Lane may be inappropriately high. Whilst it is recognised that an island may be installed as part of another scheme, should the right turn lane be installed first then vehicles waiting to turn right would not be protected and should a vehicle inappropriately enter the hatching this</p>	<p>It is recommended that a traffic island is installed prior to the right turn lane.</p>	<p>The Stubbington Bypass/Peak Lane signalised junction is very much likely to be in place prior to this access, or certainly prior to any significant levels of occupations thus likely to use the right turn lane.</p> <p>Should this access be implemented prior, a traffic island could be included, albeit likely to be removed after the installation of the signalised junction due to other proposed accesses along this route. This would be considered at the detailed design stage once progress on the bypass construction and planning application</p>		

<p>could lead to rear end shunt collisions.</p>		<p>at this site is more established.</p>		
<p>3.3.1 No details of expected flows and the capacity of the junction have been provided for assessment. Insufficient capacity could lead to congestion where excessive queuing could lead to driver frustration and the use of inappropriate gaps which could lead to rear end shunt, head on or side impact collisions.</p>	<p>It is recommended that the junction should operate without excessive queuing and that a Picady or similar model should be provided for assessment.</p>	<p>The Revised Transport Assessment (document reference: 048.0013/RTA/1) includes Junctions 9 modelling of the site access which confirms low vehicle queues and delays meaning there should be no driver frustration.</p>		
<p>3.3.2 A 2.4m “x” distance has been provided for the visibility splay however, this may be on a high speed road and not a simple junction in which case the “x” distance should be in accordance with CD 123 (3.8 and 3.81) where the “x” distance should be 4.5m. . Insufficient visibility could lead to rear end shunt, or side impact collisions.</p>	<p>It is recommended that the junction visibility splays should be in accordance with CD123 (Geometric design of at-grade priority and signal-controlled junctions).</p>	<p>Agreed through the site’s previous planning application highway response that a 2.4m x-distance is acceptable in this instance due to the low occurrence of HGVs utilising the proposed access and anticipated lower vehicle speeds associated with the signalised junction with the Stubbington Bypass. Recorded 85th percentile speeds at the access location are also much lower than national speed limit at 46.4mph northbound and 44.8mph southbound. The speed limit on Peak Lane is also to be reduced to 50mph as a result of the bypass and speeds are anticipated to be much lower given the presence of the signalised junction circa 115m to the north.</p>		
<p>3.4.1 Vegetation on the verges could restrict intervisibility for</p>	<p>It is recommended that the intervisibility splays should not be</p>	<p>Agreed – As the land associated with the pedestrian visibility splays is only within public highway, it is considered</p>		

<p>pedestrians crossing where restricted visibility could lead to rear end shunt, or vehicle to pedestrian collisions.</p>	<p>obstructed and that a system of maintenance be put in place to ensure splays remain unobstructed.</p>	<p>Hampshire County Council's role to manage and maintain the vegetation here which is presumed to be scheduled into their regular highway maintenance programmes.</p>		
<p>3.5.1 Peak Lane is currently subject to a temporary 30mph speed limit where historically this section of Peak Lane is subject to national speed. In conjunction with comment 3.3.2 the approach speed to the proposed junction could lead to excessive vehicle speeds and rear end shunt or side impact collisions.</p>	<p>It is recommended that the 30mph speed limit should be extended northwards to cover the proposed junction.</p>	<p>See comment above regarding reduction in vehicle speeds.</p>		

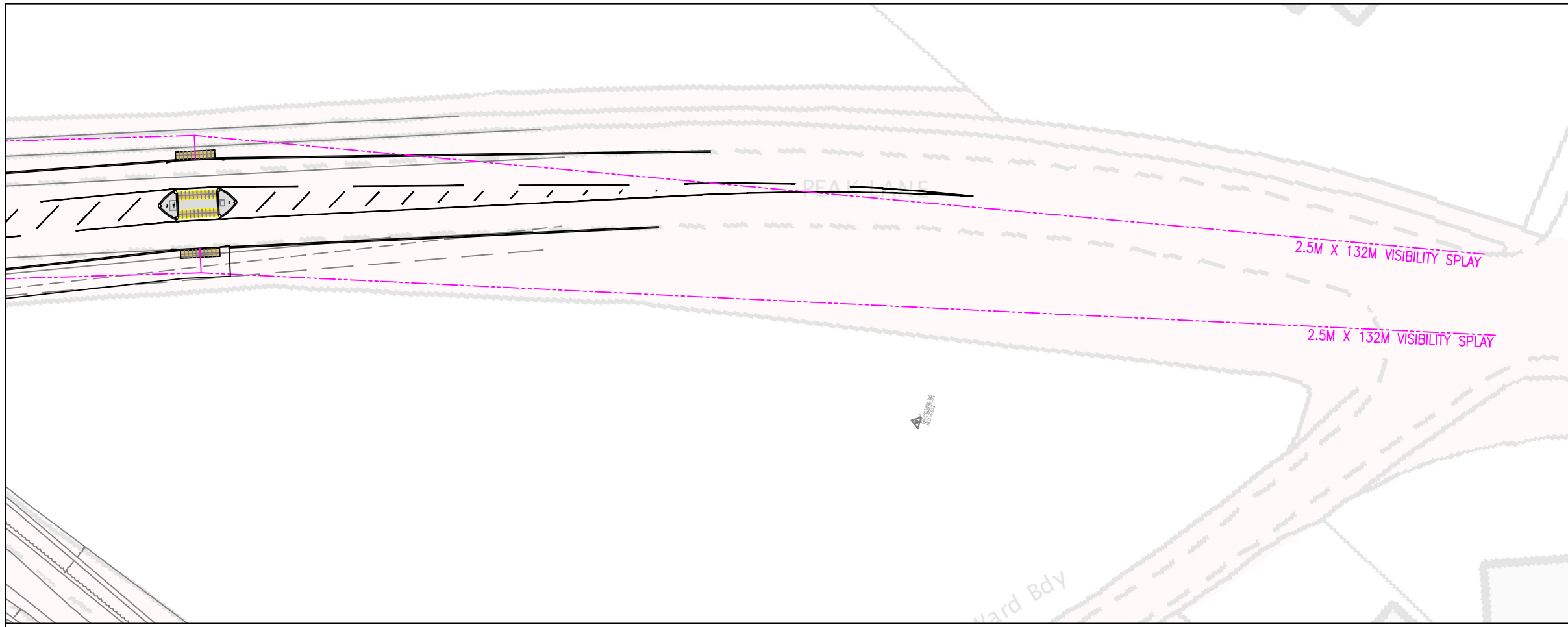
APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Oakcroft Lane, Stubbington.	
On behalf of the Design Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	
Signed	
Position	
Organisation	Paul Basham Associates Ltd
Date	

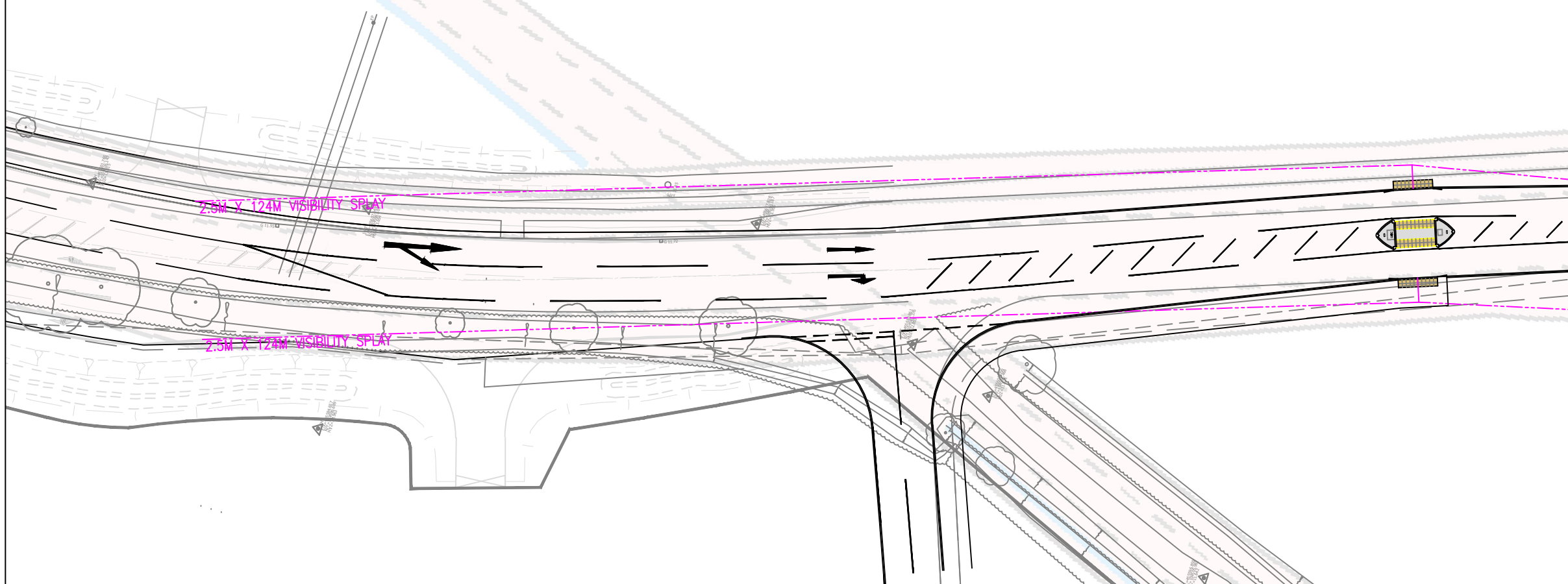
APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Oakcroft Lane, Stubbington.	
On behalf of the Overseeing Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and	
2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

Appendix L



SOUTHERN PEDESTRIAN VISIBILITY SPLAYS



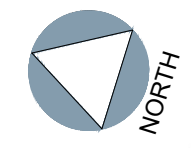
NORTHERN PEDESTRIAN VISIBILITY SPLAYS

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VISIBILITY SPLAYS

1. PEDESTRIAN VISIBILITY SPLAYS HAVE BEEN MEASURED IN ACCORDANCE WITH 85TH PERCENTILE SPEEDS OF 46.4MPH NORTHBOUND AND 44.8MPH SOUTHBOUND ON PEAK LANE.



KEY

 INDICATIVE HIGHWAY BOUNDARY

Rev	Description	Date	By	Chkd
D	UPDATED LAYOUT	09.04.19	JL	MS
C	UPDATED LAYOUT	10.03.19	CJ	MS
B	REVISED VISIBILITY SPLAYS	21.03.19	MP	JH
A	HCC COMMENTS	07.02.19	HCH	JH

Project Name
OAKCROFT LANE
STUBBINGTON

Project Phase
PRELIMINARY

Title
PEDESTRIAN VISIBILITY SPLAYS



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Client



Checked By
MS

Checked Date
26.10.18

Drawn By
SN

Drawn Date
25.10.18

Scale
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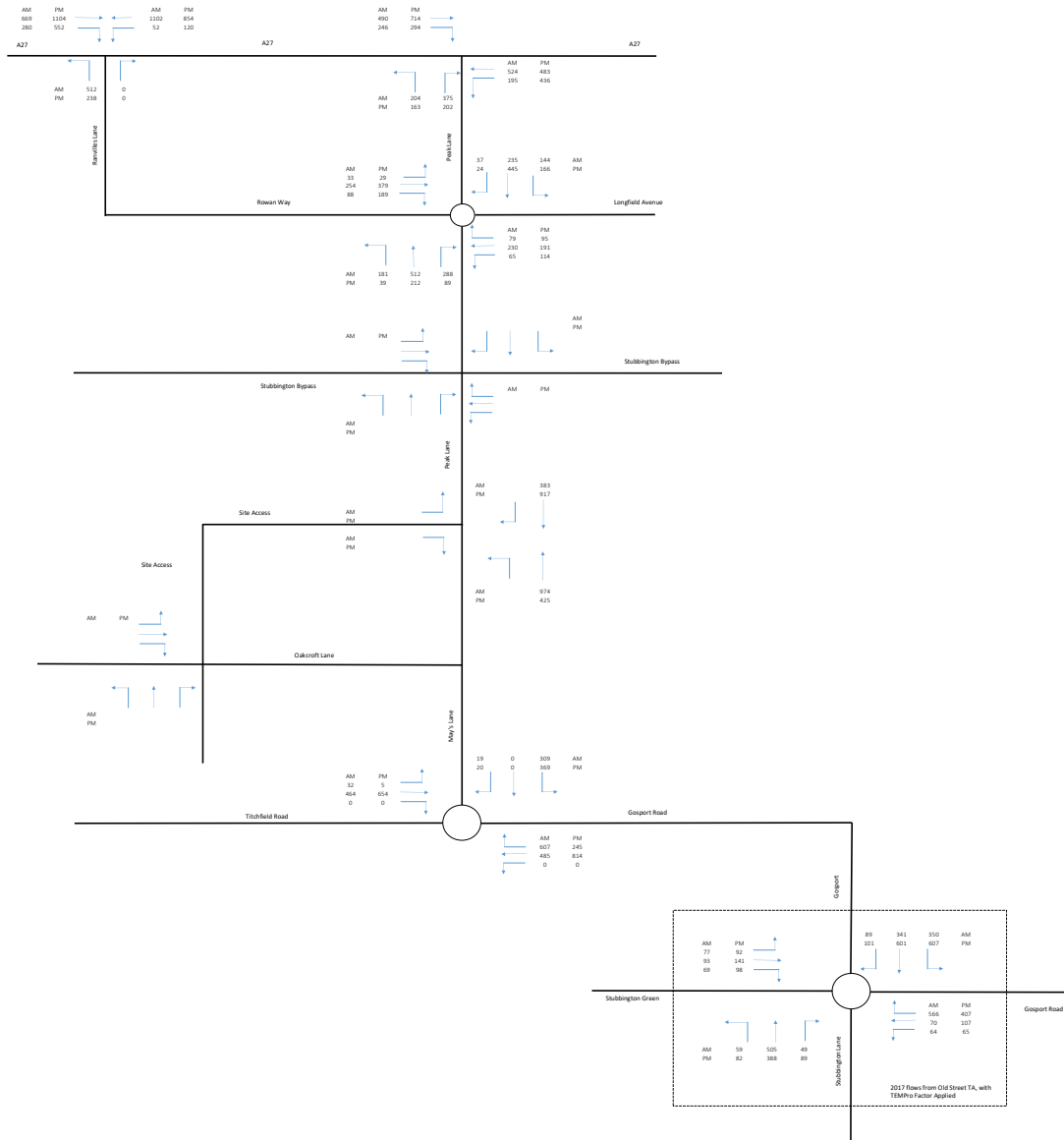
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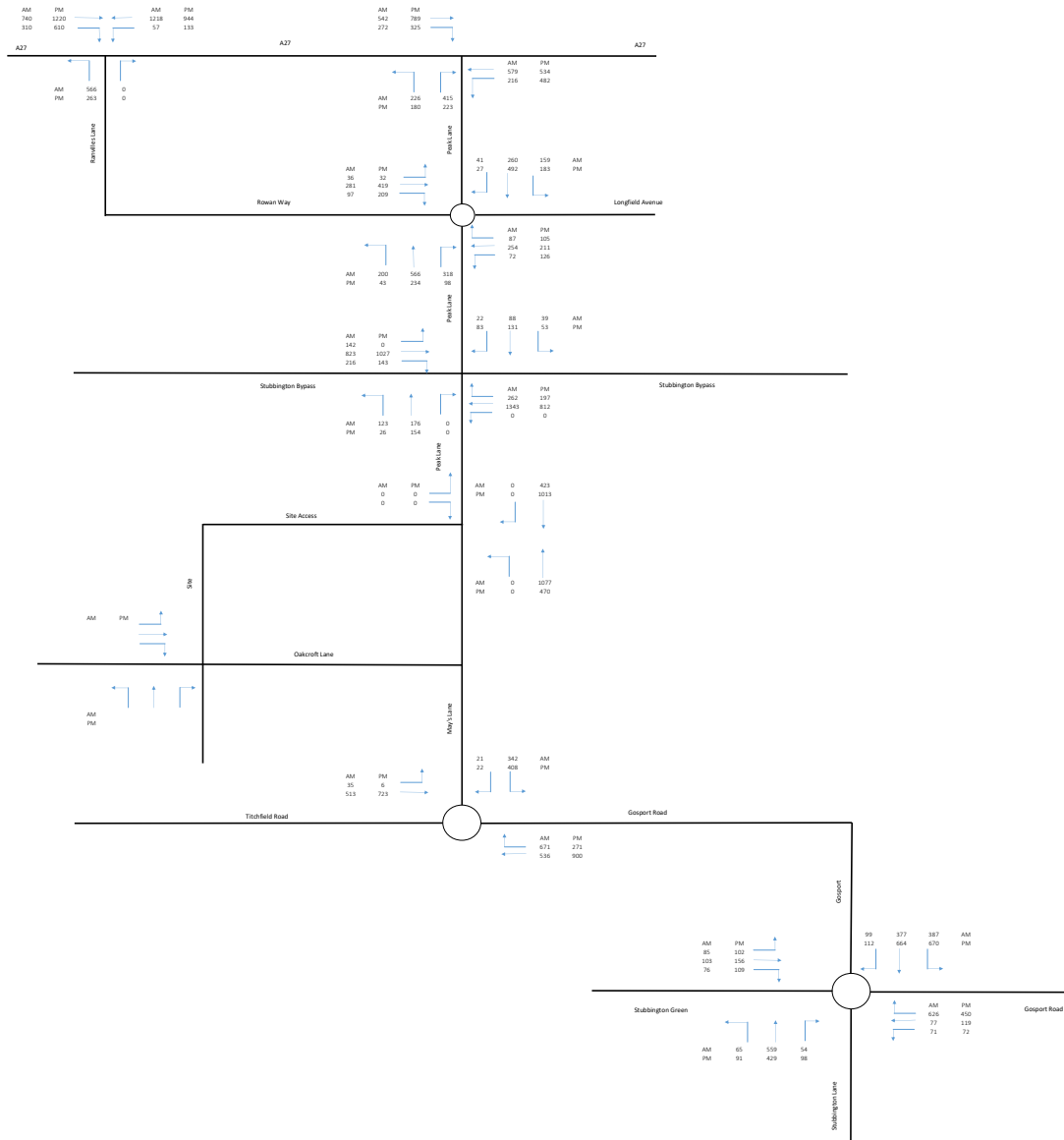
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048.0013.003

Revision
D

(AT A3 SIZE)

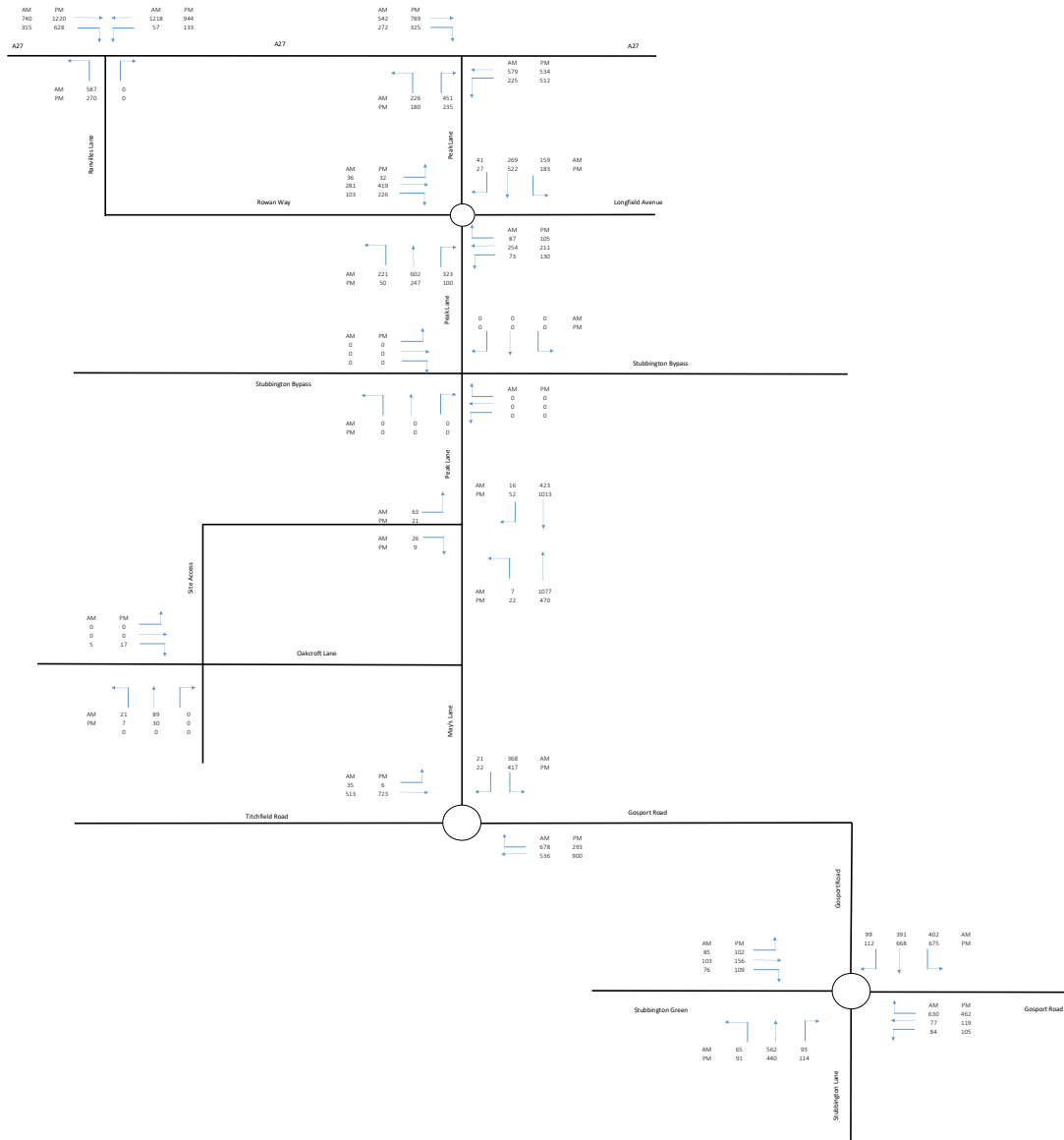
Appendix M



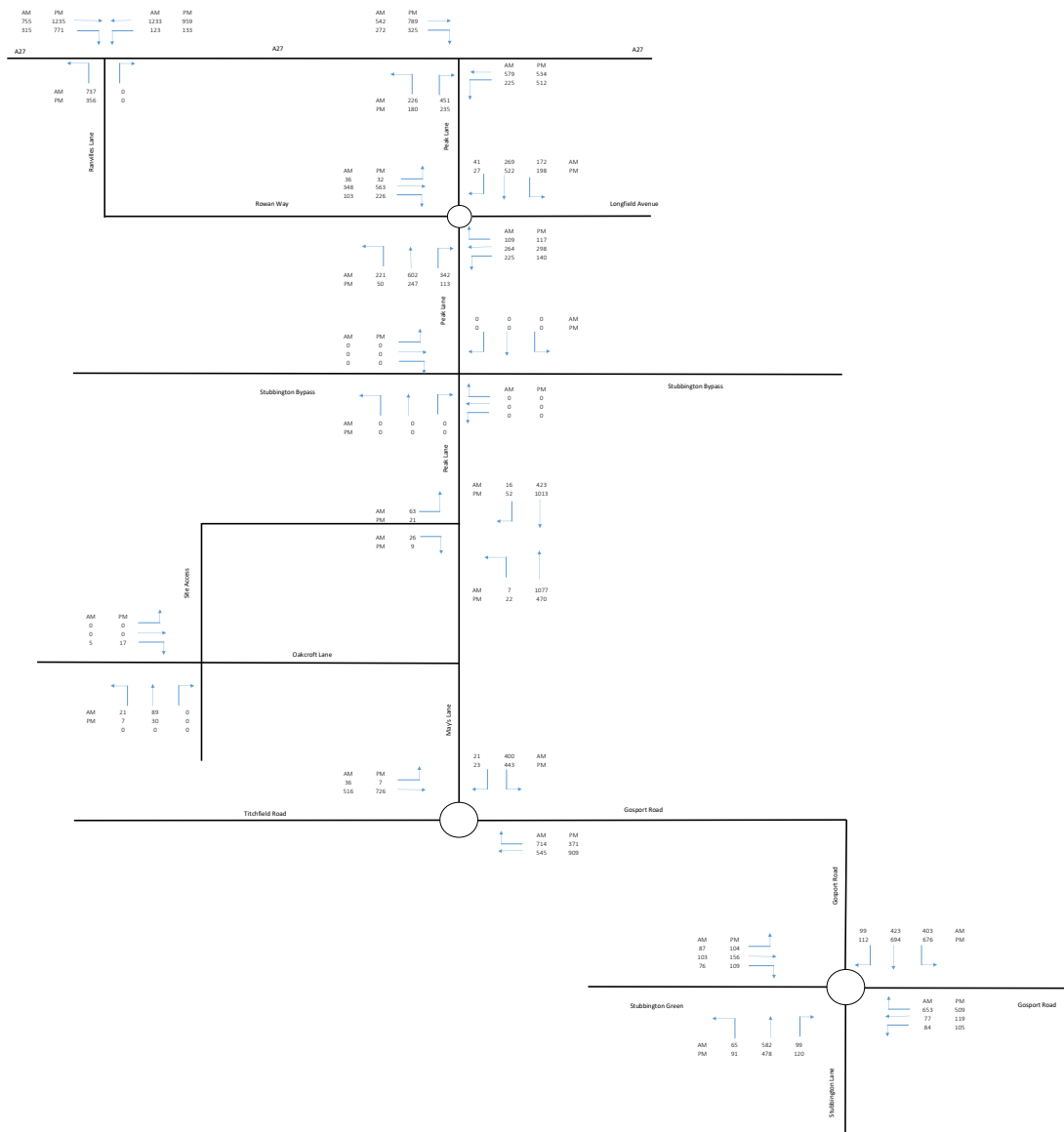


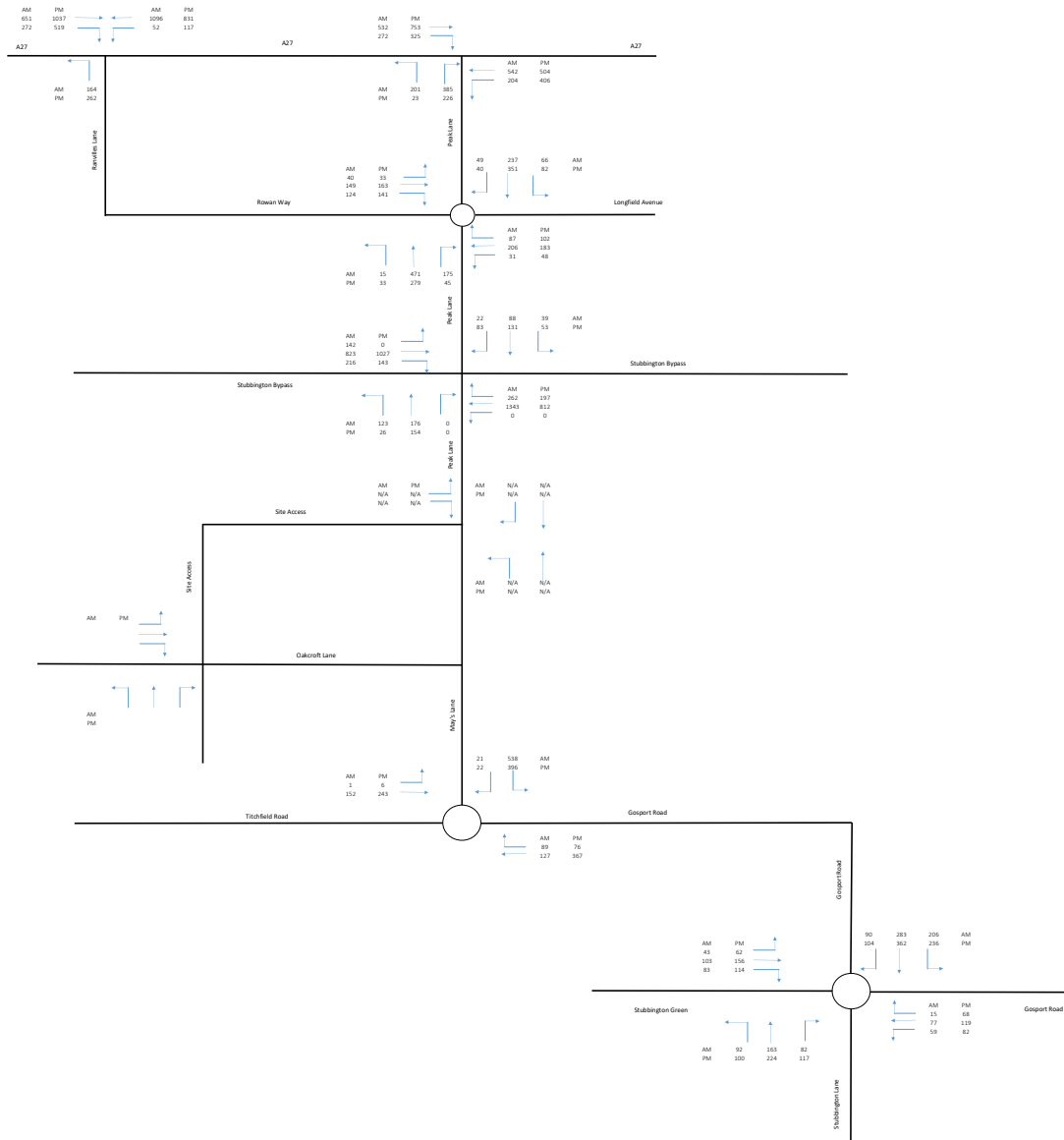
Committed Development only includes Old Street

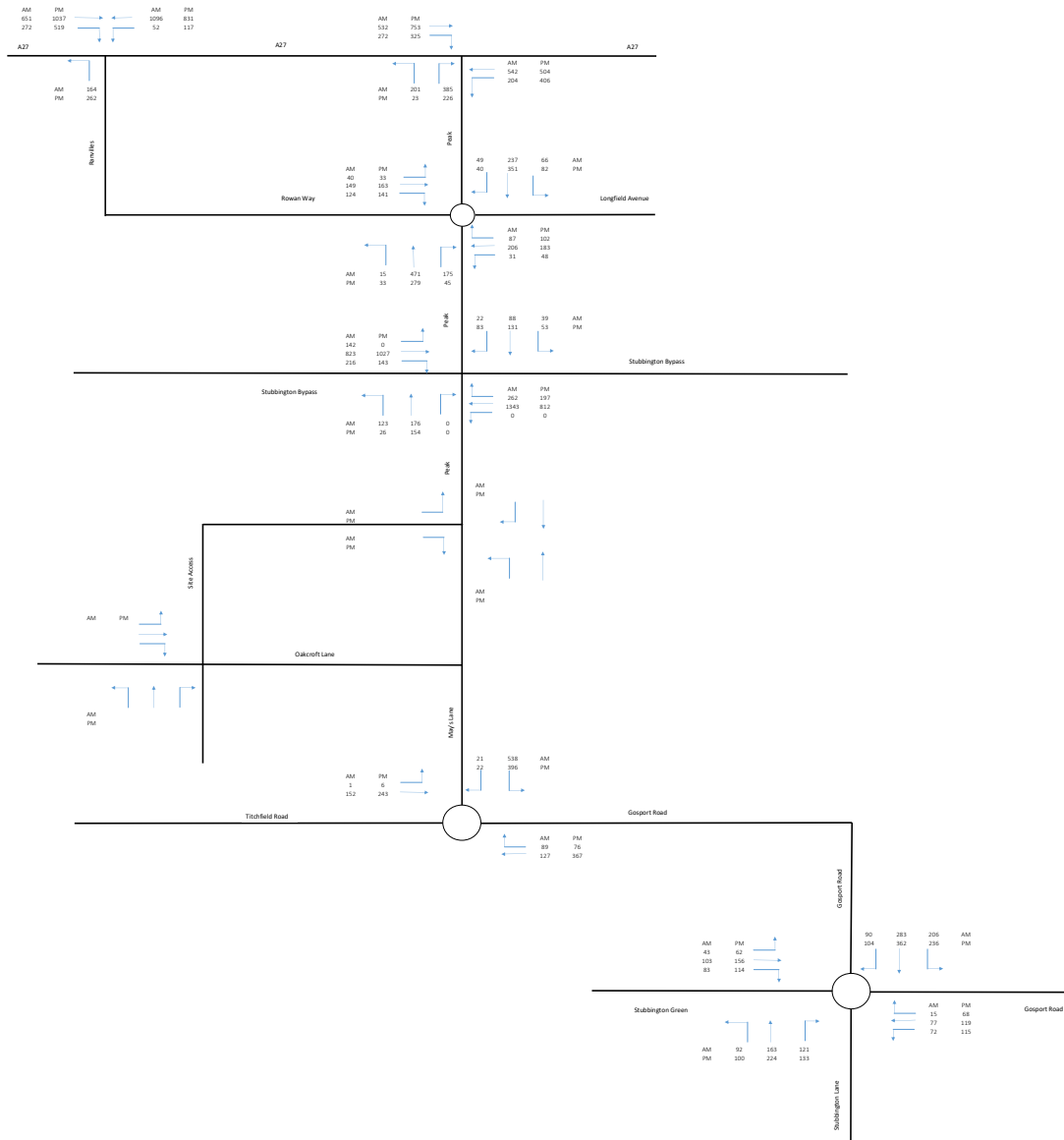


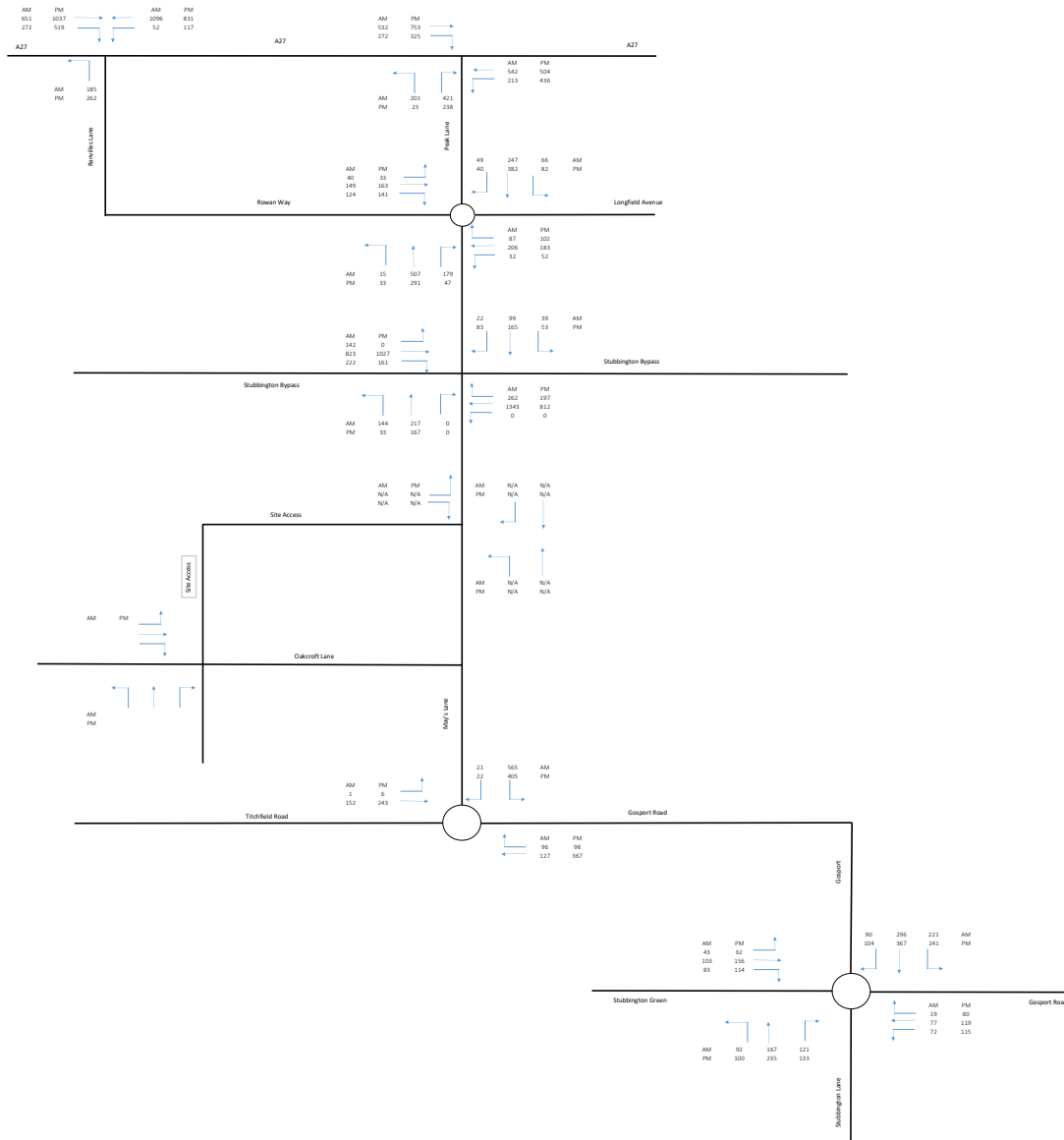


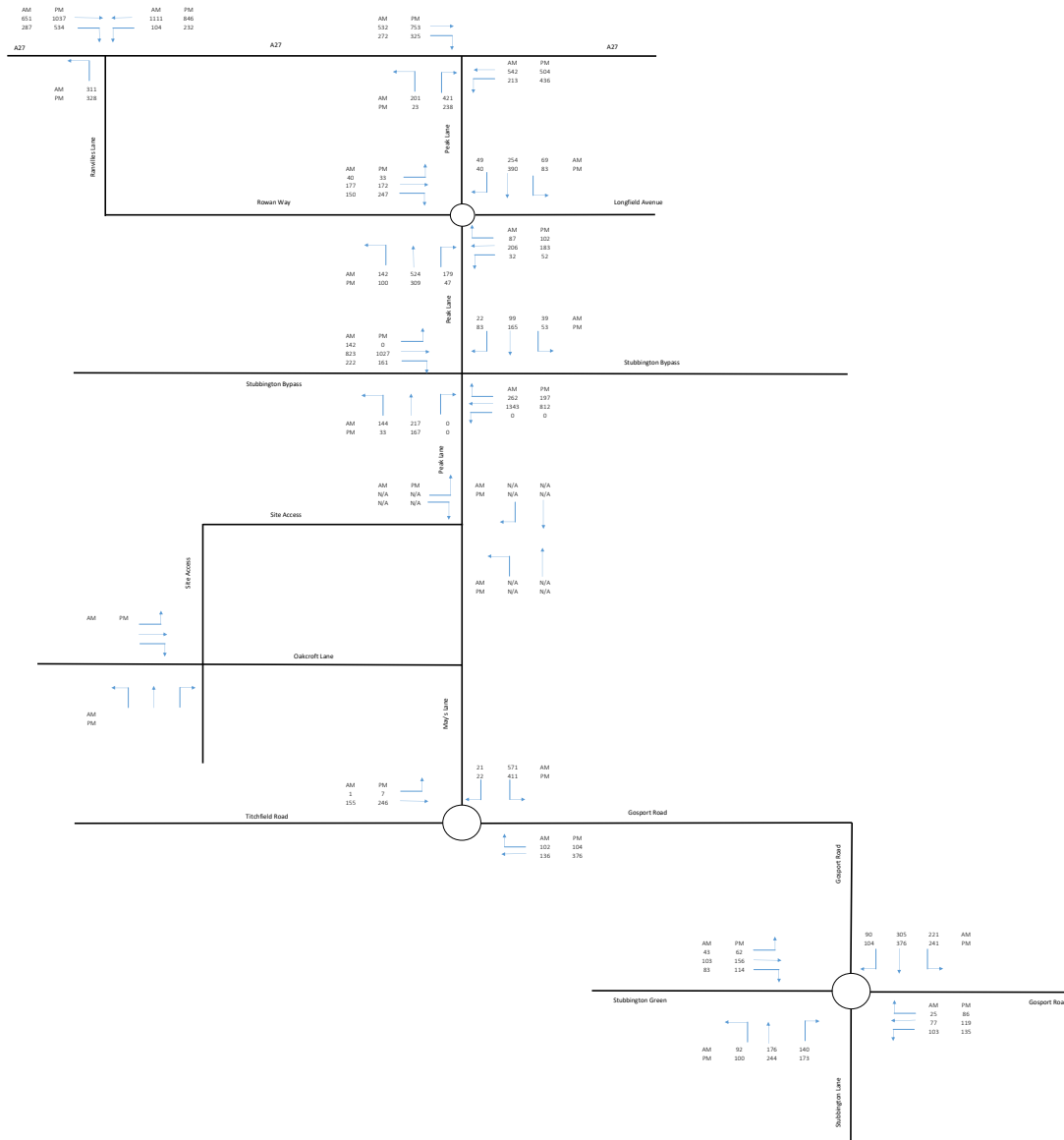
Project Name: Oakcroft Lane, Stubbington
Project Number: 048.0013
Drawn By: Paul Basha Associates
Approved By: JH
Scenario: 2025 Baseline Plus CD Plus PD Plus Newlands Farm without Bypass

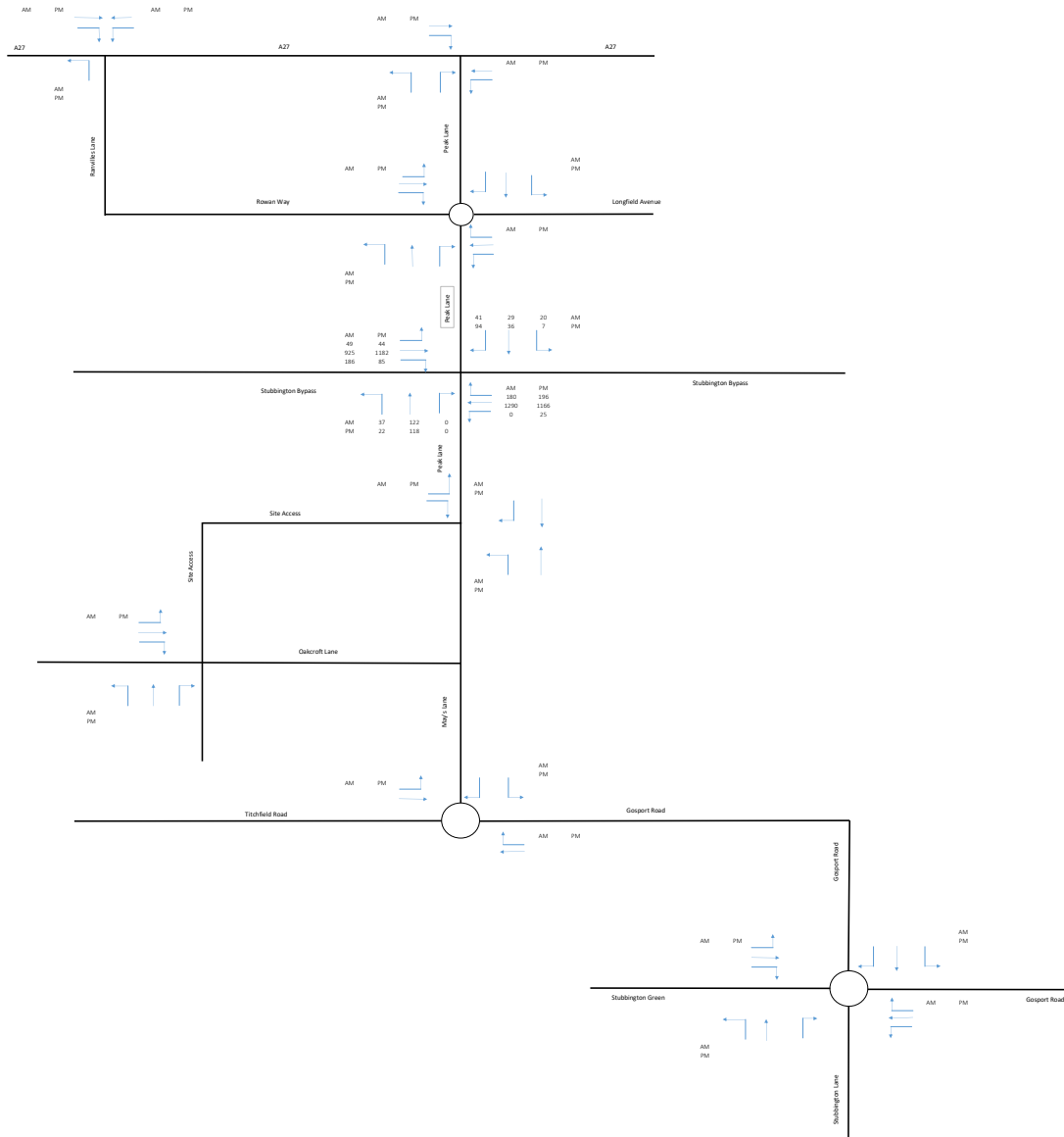


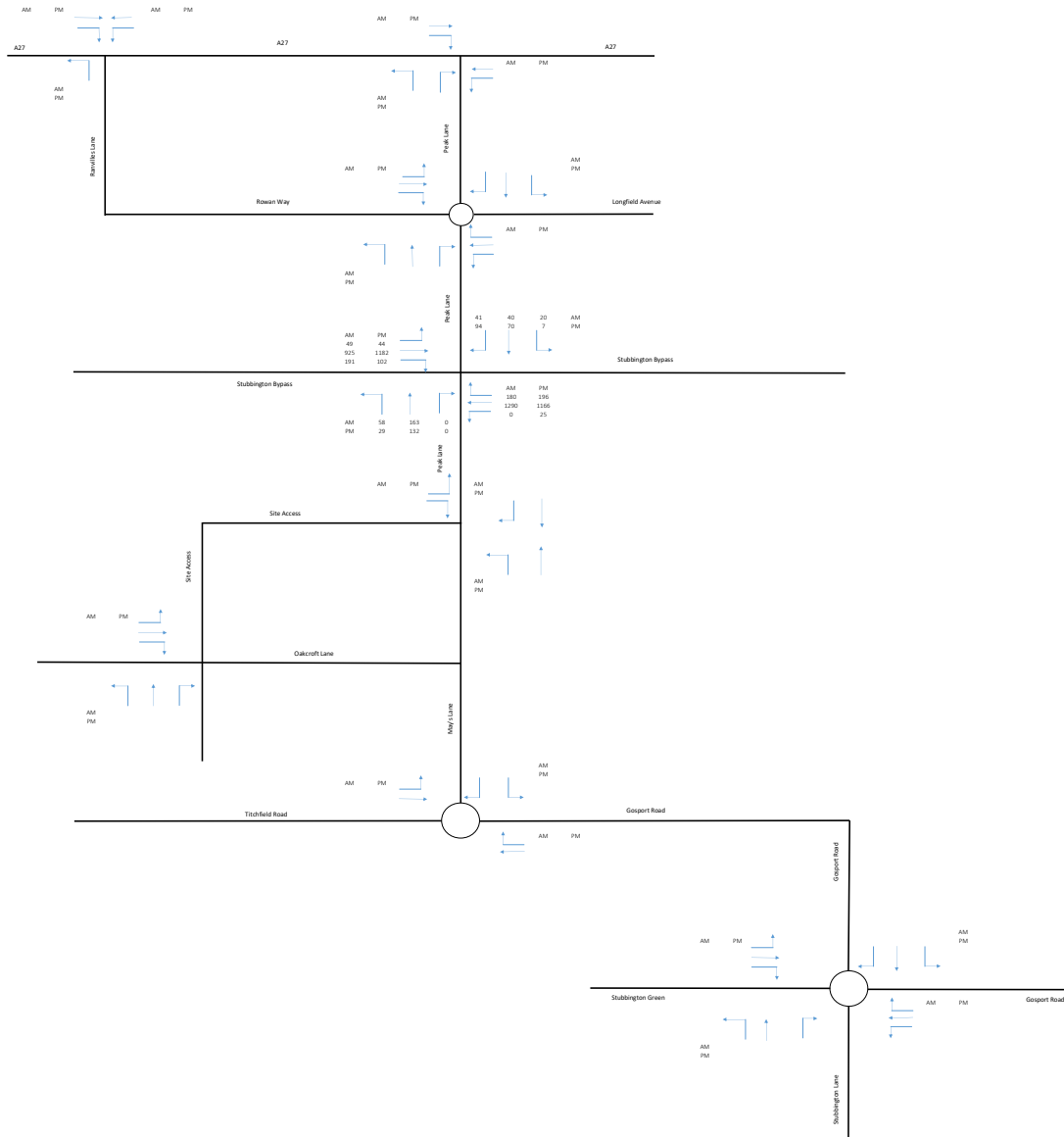












Appendix N

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: +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: 048.0013 Site Access 2024 - One lane entry.j9

Path: W:\Projects\040-049\048 Persimmon Charles Church\048.0013 Oakcroft Lane, Stubbington\Modelling\209 Units - Revised App\1. Site Access Peak Lane Junction

Report generation date: 23/04/2020 18:03:11

»2025 + Committed Development + Proposed Development, AM

»2025 + Committed Development + Proposed Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2025 + Committed Development + Proposed Development								
Stream B-AC	0.6	22.98	0.39	C	0.1	10.88	0.09	B
Stream C-B	0.1	10.33	0.05	B	0.1	6.49	0.09	A

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

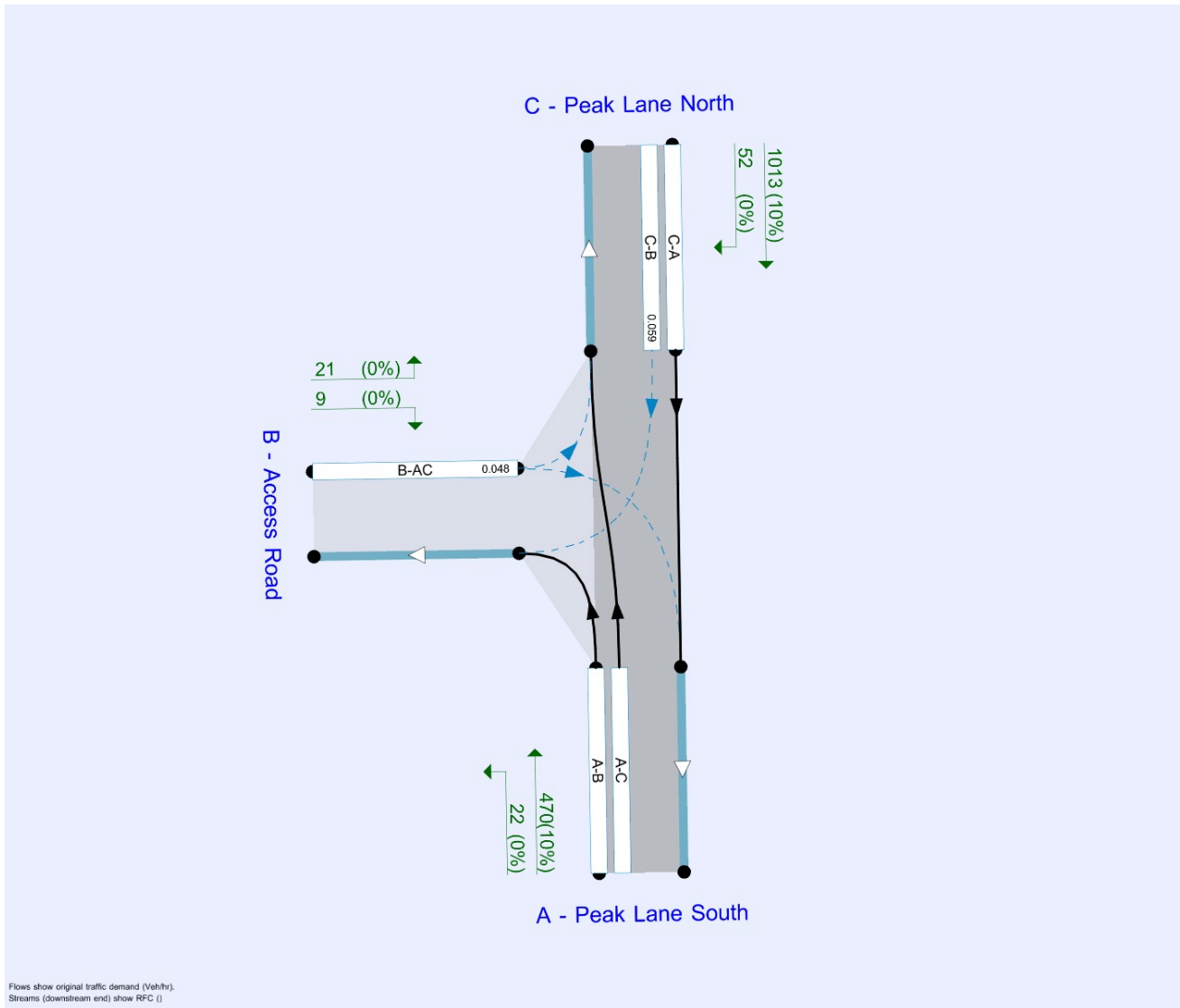
File summary

File Description

Title	Peak Lane Access
Location	Stubbington
Site number	
Date	09/09/2019
Version	
Status	
Identifier	
Client	
Jobnumber	048.0013
Enumerator	PC-PBASH-MODEL\Cad PC
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



The junction diagram reflects the last run of Junctions.

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 segment length (min)
D1	2025 + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15
D2	2025 + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 + Committed Development + Proposed 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	Peak Lane Access	T-Junction	Two-way	1.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Peak Lane South		Major
B	Access Road		Minor
C	Peak Lane North		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 - Peak Lane North	7.00		✓	3.50	195.0		-

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 - Access Road	One lane	3.00	100	100

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	561	0.098	0.247	0.155	0.353
1	B-C	687	0.101	0.255	-	-
1	C-B	784	0.291	0.291	-	-

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	2025 + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	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 - Peak Lane South		✓	1084	100.000
B - Access Road		✓	89	100.000
C - Peak Lane North		✓	439	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Peak Lane South	B - Access Road	C - Peak Lane North	
From	A - Peak Lane South	0	7	1077
	B - Access Road	26	0	63
	C - Peak Lane North	423	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A - Peak Lane South	B - Access Road	C - Peak Lane North	
From	A - Peak Lane South	10	10	10
	B - Access Road	0	0	0
	C - Peak Lane North	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.39	22.98	0.6	C
C-A				
C-B	0.05	10.33	0.1	B
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	67	387	0.173	66	0.2	11.181	B
C-A	318			318			
C-B	12	476	0.025	12	0.0	7.761	A
A-B	5			5			
A-C	811			811			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	80	334	0.240	80	0.3	14.135	B
C-A	380			380			
C-B	14	430	0.033	14	0.0	8.669	A
A-B	6			6			
A-C	968			968			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	98	254	0.385	97	0.6	22.664	C
C-A	466			466			
C-B	18	366	0.048	18	0.0	10.331	B
A-B	8			8			
A-C	1186			1186			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	98	254	0.385	98	0.6	22.982	C
C-A	466			466			
C-B	18	366	0.048	18	0.1	10.333	B
A-B	8			8			
A-C	1186			1186			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	80	334	0.240	81	0.3	14.310	B
C-A	380			380			
C-B	14	430	0.033	14	0.0	8.673	A
A-B	6			6			
A-C	968			968			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	67	387	0.173	67	0.2	11.267	B
C-A	318			318			
C-B	12	476	0.025	12	0.0	7.766	A
A-B	5			5			
A-C	811			811			

2025 + Committed Development + Proposed 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	Peak Lane Access	T-Junction	Two-way	0.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	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 - Peak Lane South		✓	492	100.000
B - Access Road		✓	30	100.000
C - Peak Lane North		✓	1065	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Peak Lane South	B - Access Road	C - Peak Lane North
From	A - Peak Lane South	0	22	470
	B - Access Road	9	0	21
	C - Peak Lane North	1013	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Peak Lane South	B - Access Road	C - Peak Lane North
From	A - Peak Lane South	0	0	10
	B - Access Road	0	0	0
	C - Peak Lane North	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	10.88	0.1	B
C-A				
C-B	0.09	6.49	0.1	A
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	23	468	0.048	22	0.1	8.068	A
C-A	763			763			
C-B	39	666	0.059	39	0.1	5.735	A
A-B	17			17			
A-C	354			354			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	27	428	0.063	27	0.1	8.985	A
C-A	911			911			
C-B	47	643	0.073	47	0.1	6.034	A
A-B	20			20			
A-C	423			423			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	33	364	0.091	33	0.1	10.872	B
C-A	1115			1115			
C-B	57	612	0.094	57	0.1	6.492	A
A-B	24			24			
A-C	517			517			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	33	364	0.091	33	0.1	10.876	B
C-A	1115			1115			
C-B	57	612	0.094	57	0.1	6.492	A
A-B	24			24			
A-C	517			517			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	27	427	0.063	27	0.1	8.995	A
C-A	911			911			
C-B	47	643	0.073	47	0.1	6.038	A
A-B	20			20			
A-C	423			423			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-AC	23	468	0.048	23	0.1	8.078	A
C-A	763			763			
C-B	39	666	0.059	39	0.1	5.742	A
A-B	17			17			
A-C	354			354			

Appendix O

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: Peak Lane Rowan Way Longfield Avenue Roundabout.j9

Path: W:\Projects\040-049\048 Persimmon Charles Church\048.0013 Oakcroft Lane, Stubbington\Modelling\209 Units - Revised App\3. Longfield Ave Peak Lane Rowan Way Roundabout

Report generation date: 03/04/2020 15:04:47

-
- »2018, AM
 - »2018, PM
 - »2025, AM
 - »2025, PM
 - »2025 + CD, AM
 - »2025 + CD, PM
 - »2025 + CD + PD, AM
 - »2025 + CD + PD, PM
 - »2025 + CD + Newlands Farm + PD, AM
 - »2025 + CD + Newlands Farm + PD, PM
 - »2025 with Bypass, AM
 - »2025 with Bypass, PM
 - »2025 with Bypass + CD, AM
 - »2025 with Bypass + CD, PM
 - »2025 with Bypass + CD + PD, AM
 - »2025 with Bypass + CD + PD, PM
 - »2025 with Bypass + CD + Newlands Farm + PD, AM
 - »2025 with Bypass + CD + Newlands Farm + PD, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2018								
2 - Longfield Avenue	1.3	11.52	0.57	B	2.2	18.27	0.69	C
3 - Peak Lane S	5.1	17.59	0.84	C	0.4	3.84	0.29	A
4 - Rowan Way	0.9	8.21	0.49	A	1.2	6.68	0.55	A
1 - Peak Lane North	7.0	56.63	0.90	F	103.0	630.64	1.35	F
2025								
2 - Longfield Avenue	1.7	13.58	0.63	B	3.0	23.44	0.76	C
3 - Peak Lane S	13.1	42.18	0.95	E	0.5	4.10	0.32	A
4 - Rowan Way	1.3	10.77	0.58	B	1.6	8.18	0.62	A
1 - Peak Lane North	17.7	125.65	1.02	F	195.1	1195.63	1.61	F
2025 + CD								
2 - Longfield Avenue	1.7	13.58	0.63	B	3.0	23.44	0.76	C
3 - Peak Lane S	13.1	42.18	0.95	E	0.5	4.10	0.32	A
4 - Rowan Way	1.3	10.77	0.58	B	1.6	8.18	0.62	A
1 - Peak Lane North	17.7	125.65	1.02	F	195.1	1195.63	1.61	F
2025 + CD + PD								
2 - Longfield Avenue	1.7	13.92	0.64	B	3.3	25.46	0.78	D
3 - Peak Lane S	26.1	74.01	1.00	F	0.5	4.21	0.34	A
4 - Rowan Way	1.5	11.59	0.60	B	1.8	8.76	0.64	A
1 - Peak Lane North	21.7	147.61	1.04	F	234.7	1425.40	1.71	F
2025 + CD + Newlands Farm + PD								
2 - Longfield Avenue	7.6	44.37	0.90	E	8.7	54.80	0.92	F
3 - Peak Lane S	38.5	101.46	1.04	F	0.6	4.66	0.37	A
4 - Rowan Way	2.3	16.15	0.71	C	3.7	15.21	0.79	C
1 - Peak Lane North	44.3	285.20	1.17	F	336.0	2243.87	2.11	F
2025 with Bypass								
2 - Longfield Avenue	1.0	10.33	0.51	B	1.1	10.94	0.53	B
3 - Peak Lane S	1.3	6.47	0.57	A	0.4	4.01	0.30	A
4 - Rowan Way	0.6	5.90	0.36	A	0.5	4.48	0.32	A
1 - Peak Lane North	1.6	15.20	0.62	C	1.3	12.52	0.57	B
2025 with Bypass + CD								
2 - Longfield Avenue	1.0	10.33	0.51	B	1.3	13.23	0.57	B
3 - Peak Lane S	1.3	6.47	0.57	A	0.4	3.98	0.30	A
4 - Rowan Way	0.6	5.90	0.36	A	0.5	4.48	0.32	A
1 - Peak Lane North	1.6	15.20	0.62	C	3.2	23.06	0.77	C
2025 with Bypass + CD + PD								
2 - Longfield Avenue	1.0	10.53	0.51	B	1.4	14.34	0.60	B
3 - Peak Lane S	1.5	7.03	0.60	A	0.5	4.05	0.32	A
4 - Rowan Way	0.6	6.19	0.37	A	0.5	4.54	0.32	A
1 - Peak Lane North	1.7	16.09	0.64	C	4.3	29.33	0.82	D
2025 with Bypass + CD + Newlands Farm + PD								
2 - Longfield Avenue	1.1	11.12	0.53	B	1.9	18.84	0.66	C
3 - Peak Lane S	2.6	10.16	0.72	B	0.6	4.53	0.39	A
4 - Rowan Way	0.8	7.06	0.44	A	0.8	5.50	0.43	A
1 - Peak Lane North	2.1	19.42	0.69	C	8.3	56.92	0.92	F

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

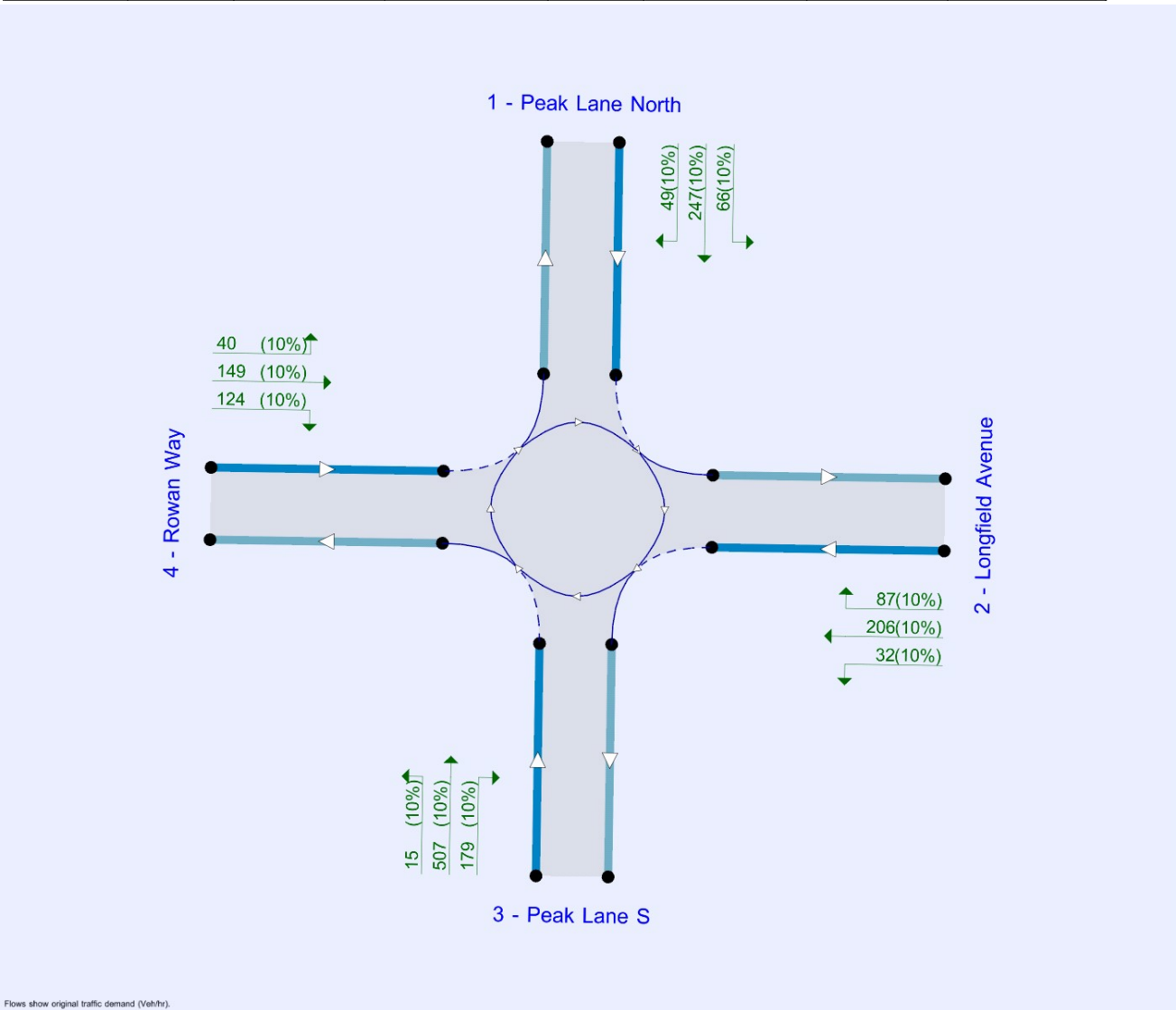
File summary

File Description

Title	Longfield Av RB 2018
Location	Stubbington
Site number	048.0013
Date	19/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PC-PBASH-MODEL\Cad PC
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	mph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018	AM	ONE HOUR	07:45	09:15	15
D2	2018	PM	ONE HOUR	16:45	18:15	15
D3	2025	AM	ONE HOUR	07:45	09:15	15
D4	2025	PM	ONE HOUR	16:45	18:15	15
D5	2025 + CD	AM	ONE HOUR	07:45	09:15	15
D6	2025 + CD	PM	ONE HOUR	16:45	18:15	15
D7	2025 + CD + PD	AM	ONE HOUR	07:45	09:15	15
D8	2025 + CD + PD	PM	ONE HOUR	16:45	18:15	15
D9	2025 + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15
D10	2025 + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15
D11	2025 with Bypass	AM	ONE HOUR	07:45	09:15	15
D12	2025 with Bypass	PM	ONE HOUR	16:45	18:15	15
D13	2025 with Bypass + CD	AM	ONE HOUR	07:45	09:15	15
D14	2025 with Bypass + CD	PM	ONE HOUR	16:45	18:15	15
D15	2025 with Bypass + CD + PD	AM	ONE HOUR	07:45	09:15	15
D16	2025 with Bypass + CD + PD	PM	ONE HOUR	16:45	18:15	15
D17	2025 with Bypass + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15
D18	2025 with Bypass + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	22.75	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
2	Longfield Avenue	
3	Peak Lane S	
4	Rowan Way	
1	Peak Lane North	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
2 - Longfield Avenue	3.65	4.35	0.0	10.0	28.0	38.0	
3 - Peak Lane S	3.65	6.70	13.5	20.0	28.0	22.0	
4 - Rowan Way	3.50	5.88	23.1	15.0	28.0	21.0	
1 - Peak Lane North	3.50	3.70	0.0	6.0	28.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
2 - Longfield Avenue	0.497	1022
3 - Peak Lane S	0.666	1688
4 - Rowan Way	0.649	1627
1 - Peak Lane North	0.468	940

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

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	2018	AM	ONE HOUR	07:45	09:15	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 (%)
2 - Longfield Avenue		✓	374	100.000
3 - Peak Lane S		✓	981	100.000
4 - Rowan Way		✓	375	100.000
1 - Peak Lane North		✓	434	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	65	230	79
	3 - Peak Lane S	288	0	181	512
	4 - Rowan Way	254	88	0	33
	1 - Peak Lane North	144	253	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.57	11.52	1.3	B
3 - Peak Lane S	0.84	17.59	5.1	C
4 - Rowan Way	0.49	8.21	0.9	A
1 - Peak Lane North	0.90	56.63	7.0	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	282	281	789	0.357	279	0.5	7.031	A
3 - Peak Lane S	739	258	1362	0.542	734	1.2	5.686	A
4 - Rowan Way	282	657	1052	0.268	281	0.4	4.660	A
1 - Peak Lane North	327	472	634	0.515	323	1.0	11.417	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	336	337	761	0.442	335	0.8	8.428	A
3 - Peak Lane S	882	310	1328	0.664	879	1.9	7.960	A
4 - Rowan Way	337	788	967	0.348	336	0.5	5.699	A
1 - Peak Lane North	390	565	590	0.661	387	1.8	17.418	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	412	405	728	0.566	410	1.3	11.244	B
3 - Peak Lane S	1080	378	1283	0.842	1069	4.8	16.006	C
4 - Rowan Way	413	958	857	0.482	411	0.9	8.054	A
1 - Peak Lane North	478	689	532	0.898	462	5.9	43.422	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	412	413	724	0.569	412	1.3	11.524	B
3 - Peak Lane S	1080	380	1281	0.843	1079	5.1	17.588	C
4 - Rowan Way	413	967	851	0.485	413	0.9	8.213	A
1 - Peak Lane North	478	693	530	0.901	474	7.0	56.632	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	336	353	754	0.446	338	0.8	8.703	A
3 - Peak Lane S	882	314	1325	0.665	894	2.0	8.570	A
4 - Rowan Way	337	800	959	0.351	339	0.5	5.815	A
1 - Peak Lane North	390	571	587	0.664	410	2.1	22.195	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	282	287	786	0.358	283	0.6	7.162	A
3 - Peak Lane S	739	262	1360	0.543	742	1.2	5.854	A
4 - Rowan Way	282	665	1047	0.270	283	0.4	4.714	A
1 - Peak Lane North	327	476	632	0.517	331	1.1	12.104	B

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	209.46	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018	PM	ONE HOUR	16:45	18:15	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 (%)
2 - Longfield Avenue		✓	400	100.000
3 - Peak Lane S		✓	340	100.000
4 - Rowan Way		✓	597	100.000
1 - Peak Lane North		✓	635	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	114	191	95
	3 - Peak Lane S	89	0	39	212
	4 - Rowan Way	379	189	0	29
	1 - Peak Lane North	166	445	24	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.69	18.27	2.2	C
3 - Peak Lane S	0.29	3.84	0.4	A
4 - Rowan Way	0.55	6.68	1.2	A
1 - Peak Lane North	1.35	630.64	103.0	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	301	486	688	0.438	298	0.8	9.170	A
3 - Peak Lane S	256	231	1381	0.185	255	0.2	3.194	A
4 - Rowan Way	449	297	1286	0.349	447	0.5	4.281	A
1 - Peak Lane North	478	492	624	0.766	466	3.0	21.441	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	360	568	647	0.556	358	1.2	12.360	B
3 - Peak Lane S	306	276	1351	0.226	305	0.3	3.444	A
4 - Rowan Way	537	355	1248	0.430	536	0.7	5.047	A
1 - Peak Lane North	571	590	579	0.987	539	11.0	63.359	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	440	588	637	0.691	437	2.1	17.643	C
3 - Peak Lane S	374	332	1314	0.285	374	0.4	3.829	A
4 - Rowan Way	657	435	1197	0.549	655	1.2	6.630	A
1 - Peak Lane North	699	722	517	1.353	515	57.1	254.601	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	440	589	637	0.692	440	2.2	18.268	C
3 - Peak Lane S	374	334	1312	0.285	374	0.4	3.838	A
4 - Rowan Way	657	436	1196	0.550	657	1.2	6.684	A
1 - Peak Lane North	699	723	516	1.355	516	103.0	547.400	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	360	592	635	0.566	363	1.3	13.393	B
3 - Peak Lane S	306	281	1347	0.227	306	0.3	3.457	A
4 - Rowan Way	537	357	1247	0.430	538	0.8	5.095	A
1 - Peak Lane North	571	592	577	0.989	571	102.9	630.641	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	301	598	632	0.476	303	0.9	10.993	B
3 - Peak Lane S	256	240	1375	0.186	256	0.2	3.218	A
4 - Rowan Way	449	299	1285	0.350	450	0.5	4.318	A
1 - Peak Lane North	478	496	623	0.768	617	68.2	501.342	F

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	47.91	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	07:45	09:15	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 (%)
2 - Longfield Avenue		✓	413	100.000
3 - Peak Lane S		✓	1084	100.000
4 - Rowan Way		✓	414	100.000
1 - Peak Lane North		✓	460	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	72	254	87
	3 - Peak Lane S	318	0	200	566
	4 - Rowan Way	281	97	0	36
	1 - Peak Lane North	159	260	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.63	13.58	1.7	B
3 - Peak Lane S	0.95	42.18	13.1	E
4 - Rowan Way	0.58	10.77	1.3	B
1 - Peak Lane North	1.02	125.65	17.7	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	311	296	782	0.398	308	0.7	7.558	A
3 - Peak Lane S	816	285	1345	0.607	810	1.5	6.660	A
4 - Rowan Way	312	726	1008	0.309	310	0.4	5.147	A
1 - Peak Lane North	346	521	611	0.567	341	1.3	13.116	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	354	753	0.493	370	1.0	9.367	A
3 - Peak Lane S	974	342	1307	0.746	969	2.8	10.506	B
4 - Rowan Way	372	868	915	0.407	371	0.7	6.610	A
1 - Peak Lane North	414	623	563	0.735	408	2.5	22.574	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	455	413	724	0.628	452	1.6	13.115	B
3 - Peak Lane S	1194	415	1258	0.949	1161	10.8	30.298	D
4 - Rowan Way	456	1042	802	0.568	453	1.3	10.254	B
1 - Peak Lane North	506	755	501	1.010	469	11.8	73.824	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	455	423	719	0.632	455	1.7	13.581	B
3 - Peak Lane S	1194	418	1256	0.950	1184	13.1	42.177	E
4 - Rowan Way	456	1062	790	0.577	456	1.3	10.767	B
1 - Peak Lane North	506	763	497	1.018	483	17.7	125.646	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	396	732	0.507	374	1.1	10.108	B
3 - Peak Lane S	974	351	1301	0.749	1015	3.1	14.160	B
4 - Rowan Way	372	906	891	0.418	375	0.7	7.012	A
1 - Peak Lane North	414	640	555	0.745	471	3.3	57.435	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	311	305	778	0.400	312	0.7	7.765	A
3 - Peak Lane S	816	290	1342	0.608	822	1.6	7.014	A
4 - Rowan Way	312	736	1001	0.311	313	0.5	5.242	A
1 - Peak Lane North	346	527	608	0.570	354	1.4	14.589	B

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	393.13	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	16:45	18:15	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 (%)
2 - Longfield Avenue		✓	442	100.000
3 - Peak Lane S		✓	375	100.000
4 - Rowan Way		✓	660	100.000
1 - Peak Lane North		✓	702	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	126	211	105
	3 - Peak Lane S	98	0	43	234
	4 - Rowan Way	419	209	0	32
	1 - Peak Lane North	183	492	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.76	23.44	3.0	C
3 - Peak Lane S	0.32	4.10	0.5	A
4 - Rowan Way	0.62	8.18	1.6	A
1 - Peak Lane North	1.61	1195.63	195.1	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	333	531	665	0.500	329	1.0	10.584	B
3 - Peak Lane S	282	255	1365	0.207	281	0.3	3.319	A
4 - Rowan Way	497	327	1266	0.392	494	0.6	4.648	A
1 - Peak Lane North	529	544	600	0.881	507	5.4	33.323	D

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	397	586	638	0.623	395	1.6	14.671	B
3 - Peak Lane S	337	303	1333	0.253	337	0.3	3.615	A
4 - Rowan Way	593	392	1224	0.485	592	0.9	5.684	A
1 - Peak Lane North	631	651	550	1.148	540	28.3	133.898	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	487	585	638	0.762	481	2.9	22.150	C
3 - Peak Lane S	413	363	1293	0.319	412	0.5	4.085	A
4 - Rowan Way	727	479	1168	0.622	724	1.6	8.066	A
1 - Peak Lane North	773	797	482	1.604	481	101.2	498.236	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	487	585	638	0.762	486	3.0	23.438	C
3 - Peak Lane S	413	366	1291	0.320	413	0.5	4.100	A
4 - Rowan Way	727	481	1167	0.623	727	1.6	8.179	A
1 - Peak Lane North	773	799	480	1.609	480	174.3	967.143	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	397	594	634	0.627	403	1.7	15.872	C
3 - Peak Lane S	337	309	1329	0.254	338	0.3	3.633	A
4 - Rowan Way	593	395	1223	0.485	596	1.0	5.768	A
1 - Peak Lane North	631	655	548	1.152	548	195.1	1195.626	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	333	598	632	0.526	335	1.1	12.222	B
3 - Peak Lane S	282	263	1360	0.208	283	0.3	3.345	A
4 - Rowan Way	497	330	1265	0.393	498	0.7	4.703	A
1 - Peak Lane North	529	548	598	0.883	595	178.5	1130.248	F

2025 + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	47.91	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 + CD	AM	ONE HOUR	07:45	09:15	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 (%)
2 - Longfield Avenue		✓	413	100.000
3 - Peak Lane S		✓	1084	100.000
4 - Rowan Way		✓	414	100.000
1 - Peak Lane North		✓	460	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	72	254	87
	3 - Peak Lane S	318	0	200	566
	4 - Rowan Way	281	97	0	36
	1 - Peak Lane North	159	260	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.63	13.58	1.7	B
3 - Peak Lane S	0.95	42.18	13.1	E
4 - Rowan Way	0.58	10.77	1.3	B
1 - Peak Lane North	1.02	125.65	17.7	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	311	296	782	0.398	308	0.7	7.558	A
3 - Peak Lane S	816	285	1345	0.607	810	1.5	6.660	A
4 - Rowan Way	312	726	1008	0.309	310	0.4	5.147	A
1 - Peak Lane North	346	521	611	0.567	341	1.3	13.116	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	354	753	0.493	370	1.0	9.367	A
3 - Peak Lane S	974	342	1307	0.746	969	2.8	10.506	B
4 - Rowan Way	372	868	915	0.407	371	0.7	6.610	A
1 - Peak Lane North	414	623	563	0.735	408	2.5	22.574	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	455	413	724	0.628	452	1.6	13.115	B
3 - Peak Lane S	1194	415	1258	0.949	1161	10.8	30.298	D
4 - Rowan Way	456	1042	802	0.568	453	1.3	10.254	B
1 - Peak Lane North	506	755	501	1.010	469	11.8	73.824	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	455	423	719	0.632	455	1.7	13.581	B
3 - Peak Lane S	1194	418	1256	0.950	1184	13.1	42.177	E
4 - Rowan Way	456	1062	790	0.577	456	1.3	10.767	B
1 - Peak Lane North	506	763	497	1.018	483	17.7	125.646	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	396	732	0.507	374	1.1	10.108	B
3 - Peak Lane S	974	351	1301	0.749	1015	3.1	14.160	B
4 - Rowan Way	372	906	891	0.418	375	0.7	7.012	A
1 - Peak Lane North	414	640	555	0.745	471	3.3	57.435	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	311	305	778	0.400	312	0.7	7.765	A
3 - Peak Lane S	816	290	1342	0.608	822	1.6	7.014	A
4 - Rowan Way	312	736	1001	0.311	313	0.5	5.242	A
1 - Peak Lane North	346	527	608	0.570	354	1.4	14.589	B

2025 + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	393.13	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 + CD	PM	ONE HOUR	16:45	18:15	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 (%)
2 - Longfield Avenue		✓	442	100.000
3 - Peak Lane S		✓	375	100.000
4 - Rowan Way		✓	660	100.000
1 - Peak Lane North		✓	702	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	126	211	105
	3 - Peak Lane S	98	0	43	234
	4 - Rowan Way	419	209	0	32
	1 - Peak Lane North	183	492	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.76	23.44	3.0	C
3 - Peak Lane S	0.32	4.10	0.5	A
4 - Rowan Way	0.62	8.18	1.6	A
1 - Peak Lane North	1.61	1195.63	195.1	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	333	531	665	0.500	329	1.0	10.584	B
3 - Peak Lane S	282	255	1365	0.207	281	0.3	3.319	A
4 - Rowan Way	497	327	1266	0.392	494	0.6	4.648	A
1 - Peak Lane North	529	544	600	0.881	507	5.4	33.323	D

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	397	586	638	0.623	395	1.6	14.671	B
3 - Peak Lane S	337	303	1333	0.253	337	0.3	3.615	A
4 - Rowan Way	593	392	1224	0.485	592	0.9	5.684	A
1 - Peak Lane North	631	651	550	1.148	540	28.3	133.898	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	487	585	638	0.762	481	2.9	22.150	C
3 - Peak Lane S	413	363	1293	0.319	412	0.5	4.085	A
4 - Rowan Way	727	479	1168	0.622	724	1.6	8.066	A
1 - Peak Lane North	773	797	482	1.604	481	101.2	498.236	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	487	585	638	0.762	486	3.0	23.438	C
3 - Peak Lane S	413	366	1291	0.320	413	0.5	4.100	A
4 - Rowan Way	727	481	1167	0.623	727	1.6	8.179	A
1 - Peak Lane North	773	799	480	1.609	480	174.3	967.143	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	397	594	634	0.627	403	1.7	15.872	C
3 - Peak Lane S	337	309	1329	0.254	338	0.3	3.633	A
4 - Rowan Way	593	395	1223	0.485	596	1.0	5.768	A
1 - Peak Lane North	631	655	548	1.152	548	195.1	1195.626	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	333	598	632	0.526	335	1.1	12.222	B
3 - Peak Lane S	282	263	1360	0.208	283	0.3	3.345	A
4 - Rowan Way	497	330	1265	0.393	498	0.7	4.703	A
1 - Peak Lane North	529	548	598	0.883	595	178.5	1130.248	F

2025 + CD + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	67.24	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + CD + PD	AM	ONE HOUR	07:45	09:15	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 (%)
2 - Longfield Avenue		✓	414	100.000
3 - Peak Lane S		✓	1146	100.000
4 - Rowan Way		✓	420	100.000
1 - Peak Lane North		✓	469	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	73	254	87
	3 - Peak Lane S	323	0	221	602
	4 - Rowan Way	281	103	0	36
	1 - Peak Lane North	159	269	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.64	13.92	1.7	B
3 - Peak Lane S	1.00	74.01	26.1	F
4 - Rowan Way	0.60	11.59	1.5	B
1 - Peak Lane North	1.04	147.61	21.7	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	312	307	777	0.401	309	0.7	7.657	A
3 - Peak Lane S	863	285	1345	0.642	856	1.8	7.264	A
4 - Rowan Way	316	756	988	0.320	314	0.5	5.326	A
1 - Peak Lane North	353	529	607	0.581	348	1.3	13.609	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	372	367	747	0.498	371	1.0	9.547	A
3 - Peak Lane S	1030	342	1307	0.788	1023	3.5	12.389	B
4 - Rowan Way	378	904	892	0.423	377	0.7	6.970	A
1 - Peak Lane North	422	633	559	0.755	416	2.8	24.275	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	456	425	718	0.635	453	1.7	13.443	B
3 - Peak Lane S	1262	414	1258	1.003	1203	18.1	43.593	E
4 - Rowan Way	462	1066	786	0.588	460	1.4	10.933	B
1 - Peak Lane North	516	760	499	1.035	473	13.7	82.381	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	456	434	714	0.639	456	1.7	13.922	B
3 - Peak Lane S	1262	418	1256	1.004	1230	26.1	74.006	F
4 - Rowan Way	462	1088	772	0.599	462	1.5	11.593	B
1 - Peak Lane North	516	769	495	1.044	485	21.7	147.608	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	372	418	721	0.516	375	1.1	10.458	B
3 - Peak Lane S	1030	352	1300	0.792	1118	4.2	27.279	D
4 - Rowan Way	378	981	842	0.449	380	0.8	7.840	A
1 - Peak Lane North	422	663	544	0.774	492	4.2	84.034	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	312	319	771	0.404	313	0.7	7.896	A
3 - Peak Lane S	863	290	1341	0.643	872	1.8	7.815	A
4 - Rowan Way	316	770	979	0.323	318	0.5	5.452	A
1 - Peak Lane North	353	536	604	0.585	364	1.5	15.660	C

2025 + CD + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	471.74	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + CD + PD	PM	ONE HOUR	16:45	18:15	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 (%)
2 - Longfield Avenue		✓	446	100.000
3 - Peak Lane S		✓	397	100.000
4 - Rowan Way		✓	677	100.000
1 - Peak Lane North		✓	732	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	130	211	105
	3 - Peak Lane S	100	0	50	247
	4 - Rowan Way	419	226	0	32
	1 - Peak Lane North	183	522	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.78	25.46	3.3	D
3 - Peak Lane S	0.34	4.21	0.5	A
4 - Rowan Way	0.64	8.76	1.8	A
1 - Peak Lane North	1.71	1425.40	234.7	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	336	561	651	0.516	332	1.0	11.148	B
3 - Peak Lane S	299	254	1365	0.219	298	0.3	3.370	A
4 - Rowan Way	510	338	1259	0.405	507	0.7	4.769	A
1 - Peak Lane North	551	558	593	0.929	522	7.3	40.812	E

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	401	605	629	0.638	398	1.7	15.450	C
3 - Peak Lane S	357	302	1333	0.268	357	0.4	3.685	A
4 - Rowan Way	609	405	1216	0.501	607	1.0	5.907	A
1 - Peak Lane North	658	668	542	1.215	536	37.8	174.119	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	491	602	630	0.779	485	3.2	23.832	C
3 - Peak Lane S	437	361	1294	0.338	437	0.5	4.195	A
4 - Rowan Way	745	496	1157	0.644	742	1.8	8.616	A
1 - Peak Lane North	806	817	472	1.707	472	121.3	620.381	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	491	602	630	0.779	490	3.3	25.462	D
3 - Peak Lane S	437	365	1292	0.338	437	0.5	4.213	A
4 - Rowan Way	745	498	1156	0.645	745	1.8	8.764	A
1 - Peak Lane North	806	820	471	1.712	471	205.1	1258.772	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	401	609	627	0.640	407	1.9	16.790	C
3 - Peak Lane S	357	308	1329	0.268	357	0.4	3.705	A
4 - Rowan Way	609	408	1214	0.501	612	1.0	6.008	A
1 - Peak Lane North	658	673	540	1.219	540	234.7	1425.397	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	336	612	625	0.537	338	1.2	12.681	B
3 - Peak Lane S	299	262	1360	0.220	299	0.3	3.395	A
4 - Rowan Way	510	341	1257	0.405	511	0.7	4.831	A
1 - Peak Lane North	551	562	592	0.932	589	225.3	1405.984	F

2025 + CD + Newlands Farm + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	106.17	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2025 + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	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 (%)
2 - Longfield Avenue		✓	598	100.000
3 - Peak Lane S		✓	1165	100.000
4 - Rowan Way		✓	487	100.000
1 - Peak Lane North		✓	482	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	225	264	109
	3 - Peak Lane S	342	0	221	602
	4 - Rowan Way	348	103	0	36
	1 - Peak Lane North	172	269	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.90	44.37	7.6	E
3 - Peak Lane S	1.04	101.46	38.5	F
4 - Rowan Way	0.71	16.15	2.3	C
1 - Peak Lane North	1.17	285.20	44.3	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	450	306	777	0.579	445	1.3	10.676	B
3 - Peak Lane S	877	308	1330	0.660	870	1.9	7.706	A
4 - Rowan Way	367	786	969	0.378	364	0.6	5.931	A
1 - Peak Lane North	363	593	577	0.629	356	1.6	15.874	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	538	365	748	0.719	533	2.4	16.445	C
3 - Peak Lane S	1047	369	1289	0.813	1039	4.0	13.931	B
4 - Rowan Way	438	939	869	0.504	436	1.0	8.285	A
1 - Peak Lane North	433	709	523	0.829	424	4.0	33.494	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	658	401	730	0.902	642	6.6	35.363	E
3 - Peak Lane S	1283	438	1243	1.032	1203	23.8	53.468	F
4 - Rowan Way	536	1092	770	0.697	531	2.2	14.823	B
1 - Peak Lane North	531	845	459	1.157	448	24.6	135.918	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	658	404	728	0.904	654	7.6	44.367	E
3 - Peak Lane S	1283	447	1237	1.037	1224	38.5	101.457	F
4 - Rowan Way	536	1111	757	0.708	536	2.3	16.154	C
1 - Peak Lane North	531	855	454	1.168	452	44.3	285.199	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	538	409	726	0.740	556	3.1	22.920	C
3 - Peak Lane S	1047	388	1276	0.821	1180	5.4	54.132	F
4 - Rowan Way	438	1057	792	0.552	442	1.3	10.398	B
1 - Peak Lane North	433	756	501	0.865	490	30.1	272.385	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	450	384	738	0.610	456	1.6	13.000	B
3 - Peak Lane S	877	325	1318	0.665	890	2.0	8.664	A
4 - Rowan Way	367	805	956	0.383	369	0.6	6.158	A
1 - Peak Lane North	363	603	572	0.634	476	1.9	71.010	F

2025 + CD + Newlands Farm + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	679.43	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2025 + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	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 (%)
2 - Longfield Avenue		✓	555	100.000
3 - Peak Lane S		✓	410	100.000
4 - Rowan Way		✓	821	100.000
1 - Peak Lane North		✓	747	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	140	298	117
	3 - Peak Lane S	113	0	50	247
	4 - Rowan Way	563	226	0	32
	1 - Peak Lane North	198	522	27	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.92	54.80	8.7	F
3 - Peak Lane S	0.37	4.66	0.6	A
4 - Rowan Way	0.79	15.21	3.7	C
1 - Peak Lane North	2.11	2243.87	336.0	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	418	540	661	0.632	411	1.6	14.067	B
3 - Peak Lane S	309	326	1318	0.234	307	0.3	3.559	A
4 - Rowan Way	618	357	1247	0.496	614	1.0	5.653	A
1 - Peak Lane North	562	675	539	1.044	504	14.6	70.347	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	499	551	655	0.762	494	2.9	21.616	C
3 - Peak Lane S	369	386	1277	0.289	368	0.4	3.958	A
4 - Rowan Way	738	427	1201	0.614	736	1.6	7.691	A
1 - Peak Lane North	672	809	476	1.410	475	63.8	333.607	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	611	536	663	0.922	593	7.4	42.937	E
3 - Peak Lane S	451	458	1230	0.367	451	0.6	4.618	A
4 - Rowan Way	904	521	1141	0.792	896	3.6	14.263	B
1 - Peak Lane North	822	985	393	2.091	393	171.1	1071.289	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	611	535	663	0.921	606	8.7	54.803	F
3 - Peak Lane S	451	467	1223	0.369	451	0.6	4.663	A
4 - Rowan Way	904	524	1139	0.794	903	3.7	15.211	C
1 - Peak Lane North	822	993	390	2.109	390	279.2	2089.507	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	499	552	655	0.762	520	3.5	29.559	D
3 - Peak Lane S	369	406	1264	0.292	369	0.4	4.024	A
4 - Rowan Way	738	434	1197	0.616	746	1.6	8.124	A
1 - Peak Lane North	672	819	471	1.425	471	329.3	2161.142	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	418	564	649	0.644	424	1.9	16.472	C
3 - Peak Lane S	309	337	1310	0.236	309	0.3	3.596	A
4 - Rowan Way	618	361	1245	0.497	621	1.0	5.795	A
1 - Peak Lane North	562	682	536	1.050	535	336.0	2243.871	F

2025 with Bypass, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	8.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2025 with Bypass	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
2 - Longfield Avenue		✓	324	100.000
3 - Peak Lane S		✓	661	100.000
4 - Rowan Way		✓	313	100.000
1 - Peak Lane North		✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	31	206	87
	3 - Peak Lane S	175	0	15	471
	4 - Rowan Way	149	124	0	40
	1 - Peak Lane North	66	237	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.51	10.33	1.0	B
3 - Peak Lane S	0.57	6.47	1.3	A
4 - Rowan Way	0.36	5.90	0.6	A
1 - Peak Lane North	0.62	15.20	1.6	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	244	306	777	0.314	242	0.5	6.708	A
3 - Peak Lane S	498	256	1364	0.365	495	0.6	4.132	A
4 - Rowan Way	236	549	1122	0.210	235	0.3	4.050	A
1 - Peak Lane North	265	336	698	0.380	263	0.6	8.232	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	291	368	747	0.390	291	0.6	7.882	A
3 - Peak Lane S	594	307	1330	0.447	593	0.8	4.879	A
4 - Rowan Way	281	658	1052	0.268	281	0.4	4.669	A
1 - Peak Lane North	316	402	666	0.475	315	0.9	10.217	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	357	449	706	0.505	355	1.0	10.216	B
3 - Peak Lane S	728	375	1285	0.566	726	1.3	6.418	A
4 - Rowan Way	345	805	956	0.360	344	0.6	5.870	A
1 - Peak Lane North	388	492	624	0.621	385	1.6	14.856	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	357	451	705	0.506	357	1.0	10.334	B
3 - Peak Lane S	728	376	1284	0.567	728	1.3	6.474	A
4 - Rowan Way	345	807	955	0.361	345	0.6	5.898	A
1 - Peak Lane North	388	493	624	0.621	387	1.6	15.203	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	291	371	745	0.391	293	0.7	7.990	A
3 - Peak Lane S	594	309	1329	0.447	596	0.8	4.929	A
4 - Rowan Way	281	661	1050	0.268	282	0.4	4.697	A
1 - Peak Lane North	316	404	666	0.475	319	0.9	10.468	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	244	310	775	0.315	245	0.5	6.794	A
3 - Peak Lane S	498	258	1362	0.365	499	0.6	4.173	A
4 - Rowan Way	236	553	1120	0.210	236	0.3	4.076	A
1 - Peak Lane North	265	338	697	0.380	266	0.6	8.389	A

2025 with Bypass, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	7.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2025 with Bypass	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
2 - Longfield Avenue		✓	333	100.000
3 - Peak Lane S		✓	357	100.000
4 - Rowan Way		✓	337	100.000
1 - Peak Lane North		✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	48	183	102
	3 - Peak Lane S	45	0	33	279
	4 - Rowan Way	163	141	0	33
	1 - Peak Lane North	66	237	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.53	10.94	1.1	B
3 - Peak Lane S	0.30	4.01	0.4	A
4 - Rowan Way	0.32	4.48	0.5	A
1 - Peak Lane North	0.57	12.52	1.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	251	319	771	0.325	249	0.5	6.875	A
3 - Peak Lane S	269	250	1368	0.196	268	0.2	3.268	A
4 - Rowan Way	254	319	1272	0.200	253	0.2	3.530	A
1 - Peak Lane North	265	262	732	0.362	263	0.6	7.645	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	299	383	739	0.405	299	0.7	8.161	A
3 - Peak Lane S	321	299	1335	0.240	321	0.3	3.548	A
4 - Rowan Way	303	382	1231	0.246	303	0.3	3.879	A
1 - Peak Lane North	316	313	708	0.447	316	0.8	9.149	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	367	468	697	0.526	365	1.1	10.804	B
3 - Peak Lane S	393	366	1291	0.305	393	0.4	4.007	A
4 - Rowan Way	371	468	1175	0.316	371	0.5	4.472	A
1 - Peak Lane North	388	384	675	0.574	386	1.3	12.340	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	367	470	696	0.527	367	1.1	10.936	B
3 - Peak Lane S	393	368	1290	0.305	393	0.4	4.015	A
4 - Rowan Way	371	469	1174	0.316	371	0.5	4.481	A
1 - Peak Lane North	388	384	675	0.574	387	1.3	12.517	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	299	386	738	0.406	301	0.7	8.278	A
3 - Peak Lane S	321	302	1333	0.241	321	0.3	3.558	A
4 - Rowan Way	303	384	1230	0.246	303	0.3	3.889	A
1 - Peak Lane North	316	314	708	0.447	318	0.8	9.298	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	251	322	769	0.326	252	0.5	6.970	A
3 - Peak Lane S	269	252	1366	0.197	269	0.2	3.283	A
4 - Rowan Way	254	321	1270	0.200	254	0.3	3.545	A
1 - Peak Lane North	265	263	732	0.362	266	0.6	7.747	A

2025 with Bypass + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	8.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2025 with Bypass + CD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
2 - Longfield Avenue		✓	324	100.000
3 - Peak Lane S		✓	661	100.000
4 - Rowan Way		✓	313	100.000
1 - Peak Lane North		✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	31	206	87
	3 - Peak Lane S	175	0	15	471
	4 - Rowan Way	149	124	0	40
	1 - Peak Lane North	66	237	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.51	10.33	1.0	B
3 - Peak Lane S	0.57	6.47	1.3	A
4 - Rowan Way	0.36	5.90	0.6	A
1 - Peak Lane North	0.62	15.20	1.6	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	244	306	777	0.314	242	0.5	6.708	A
3 - Peak Lane S	498	256	1364	0.365	495	0.6	4.132	A
4 - Rowan Way	236	549	1122	0.210	235	0.3	4.050	A
1 - Peak Lane North	265	336	698	0.380	263	0.6	8.232	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	291	368	747	0.390	291	0.6	7.882	A
3 - Peak Lane S	594	307	1330	0.447	593	0.8	4.879	A
4 - Rowan Way	281	658	1052	0.268	281	0.4	4.669	A
1 - Peak Lane North	316	402	666	0.475	315	0.9	10.217	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	357	449	706	0.505	355	1.0	10.216	B
3 - Peak Lane S	728	375	1285	0.566	726	1.3	6.418	A
4 - Rowan Way	345	805	956	0.360	344	0.6	5.870	A
1 - Peak Lane North	388	492	624	0.621	385	1.6	14.856	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	357	451	705	0.506	357	1.0	10.334	B
3 - Peak Lane S	728	376	1284	0.567	728	1.3	6.474	A
4 - Rowan Way	345	807	955	0.361	345	0.6	5.898	A
1 - Peak Lane North	388	493	624	0.621	387	1.6	15.203	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	291	371	745	0.391	293	0.7	7.990	A
3 - Peak Lane S	594	309	1329	0.447	596	0.8	4.929	A
4 - Rowan Way	281	661	1050	0.268	282	0.4	4.697	A
1 - Peak Lane North	316	404	666	0.475	319	0.9	10.468	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	244	310	775	0.315	245	0.5	6.794	A
3 - Peak Lane S	498	258	1362	0.365	499	0.6	4.173	A
4 - Rowan Way	236	553	1120	0.210	236	0.3	4.076	A
1 - Peak Lane North	265	338	697	0.380	266	0.6	8.389	A

2025 with Bypass + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	12.16	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2025 with Bypass + CD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
2 - Longfield Avenue		✓	333	100.000
3 - Peak Lane S		✓	357	100.000
4 - Rowan Way		✓	337	100.000
1 - Peak Lane North		✓	473	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	48	183	102
	3 - Peak Lane S	45	0	33	279
	4 - Rowan Way	163	141	0	33
	1 - Peak Lane North	82	351	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.57	13.23	1.3	B
3 - Peak Lane S	0.30	3.98	0.4	A
4 - Rowan Way	0.32	4.48	0.5	A
1 - Peak Lane North	0.77	23.06	3.2	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	251	397	732	0.343	249	0.5	7.419	A
3 - Peak Lane S	269	243	1373	0.196	268	0.2	3.254	A
4 - Rowan Way	254	319	1272	0.200	253	0.2	3.530	A
1 - Peak Lane North	356	262	732	0.486	352	0.9	9.388	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	299	476	692	0.432	298	0.7	9.114	A
3 - Peak Lane S	321	291	1341	0.239	321	0.3	3.529	A
4 - Rowan Way	303	382	1231	0.246	303	0.3	3.879	A
1 - Peak Lane North	425	313	708	0.601	423	1.5	12.539	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	367	580	641	0.572	364	1.3	12.917	B
3 - Peak Lane S	393	355	1298	0.303	393	0.4	3.975	A
4 - Rowan Way	371	468	1175	0.316	371	0.5	4.472	A
1 - Peak Lane North	521	384	675	0.771	514	3.1	21.553	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	367	585	638	0.574	367	1.3	13.229	B
3 - Peak Lane S	393	358	1296	0.303	393	0.4	3.985	A
4 - Rowan Way	371	469	1174	0.316	371	0.5	4.481	A
1 - Peak Lane North	521	384	675	0.772	520	3.2	23.057	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	299	484	689	0.435	302	0.8	9.348	A
3 - Peak Lane S	321	295	1338	0.240	321	0.3	3.543	A
4 - Rowan Way	303	384	1229	0.246	303	0.3	3.889	A
1 - Peak Lane North	425	314	708	0.601	432	1.6	13.344	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	251	403	729	0.344	252	0.5	7.558	A
3 - Peak Lane S	269	246	1371	0.196	269	0.2	3.267	A
4 - Rowan Way	254	321	1270	0.200	254	0.3	3.545	A
1 - Peak Lane North	356	263	732	0.487	358	1.0	9.708	A

2025 with Bypass + CD + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	9.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2025 with Bypass + CD + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
2 - Longfield Avenue		✓	325	100.000
3 - Peak Lane S		✓	701	100.000
4 - Rowan Way		✓	313	100.000
1 - Peak Lane North		✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	32	206	87
	3 - Peak Lane S	179	0	15	507
	4 - Rowan Way	149	124	0	40
	1 - Peak Lane North	66	247	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.51	10.53	1.0	B
3 - Peak Lane S	0.60	7.03	1.5	A
4 - Rowan Way	0.37	6.19	0.6	A
1 - Peak Lane North	0.64	16.09	1.7	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	245	314	773	0.316	243	0.5	6.764	A
3 - Peak Lane S	528	255	1364	0.387	525	0.6	4.277	A
4 - Rowan Way	236	579	1103	0.214	235	0.3	4.141	A
1 - Peak Lane North	273	339	696	0.391	270	0.6	8.399	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	292	376	742	0.394	291	0.6	7.975	A
3 - Peak Lane S	630	307	1330	0.474	629	0.9	5.127	A
4 - Rowan Way	281	694	1028	0.274	281	0.4	4.814	A
1 - Peak Lane North	325	406	665	0.490	324	0.9	10.530	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	358	460	701	0.511	356	1.0	10.403	B
3 - Peak Lane S	772	375	1285	0.601	769	1.5	6.952	A
4 - Rowan Way	345	848	928	0.371	344	0.6	6.153	A
1 - Peak Lane North	399	496	622	0.640	396	1.7	15.656	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	358	462	699	0.512	358	1.0	10.530	B
3 - Peak Lane S	772	376	1284	0.601	772	1.5	7.028	A
4 - Rowan Way	345	851	926	0.372	345	0.6	6.188	A
1 - Peak Lane North	399	498	622	0.641	398	1.7	16.089	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	292	380	740	0.395	294	0.7	8.090	A
3 - Peak Lane S	630	309	1329	0.474	633	0.9	5.190	A
4 - Rowan Way	281	698	1026	0.274	282	0.4	4.845	A
1 - Peak Lane North	325	408	664	0.490	328	1.0	10.828	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	245	317	771	0.317	245	0.5	6.856	A
3 - Peak Lane S	528	258	1362	0.387	529	0.6	4.324	A
4 - Rowan Way	236	583	1100	0.214	236	0.3	4.168	A
1 - Peak Lane North	273	341	695	0.392	274	0.7	8.571	A

2025 with Bypass + CD + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	14.62	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	2025 with Bypass + CD + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
2 - Longfield Avenue		✓	337	100.000
3 - Peak Lane S		✓	371	100.000
4 - Rowan Way		✓	337	100.000
1 - Peak Lane North		✓	504	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	52	183	102
	3 - Peak Lane S	47	0	33	291
	4 - Rowan Way	163	141	0	33
	1 - Peak Lane North	82	382	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.60	14.34	1.4	B
3 - Peak Lane S	0.32	4.05	0.5	A
4 - Rowan Way	0.32	4.54	0.5	A
1 - Peak Lane North	0.82	29.33	4.3	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	254	420	721	0.352	252	0.5	7.641	A
3 - Peak Lane S	279	243	1373	0.203	278	0.3	3.285	A
4 - Rowan Way	254	330	1265	0.201	253	0.2	3.554	A
1 - Peak Lane North	379	263	732	0.519	375	1.1	9.989	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	303	504	679	0.446	302	0.8	9.524	A
3 - Peak Lane S	334	291	1341	0.249	333	0.3	3.573	A
4 - Rowan Way	303	395	1222	0.248	303	0.3	3.913	A
1 - Peak Lane North	453	315	707	0.641	450	1.7	13.872	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	612	625	0.594	369	1.4	13.896	B
3 - Peak Lane S	408	355	1298	0.315	408	0.5	4.043	A
4 - Rowan Way	371	483	1165	0.318	370	0.5	4.528	A
1 - Peak Lane North	555	386	674	0.823	546	4.0	26.303	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	619	622	0.597	371	1.4	14.336	B
3 - Peak Lane S	408	358	1296	0.315	408	0.5	4.054	A
4 - Rowan Way	371	484	1164	0.319	371	0.5	4.537	A
1 - Peak Lane North	555	386	674	0.824	554	4.3	29.334	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	303	514	674	0.450	305	0.8	9.842	A
3 - Peak Lane S	334	295	1338	0.249	334	0.3	3.589	A
4 - Rowan Way	303	397	1221	0.248	303	0.3	3.926	A
1 - Peak Lane North	453	316	707	0.641	463	1.9	15.295	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	254	427	717	0.354	255	0.6	7.803	A
3 - Peak Lane S	279	246	1371	0.204	280	0.3	3.299	A
4 - Rowan Way	254	332	1263	0.201	254	0.3	3.566	A
1 - Peak Lane North	379	265	731	0.519	382	1.1	10.418	B

2025 with Bypass + CD + Newlands Farm + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	11.53	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	2025 with Bypass + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
2 - Longfield Avenue		✓	325	100.000
3 - Peak Lane S		✓	845	100.000
4 - Rowan Way		✓	367	100.000
1 - Peak Lane North		✓	372	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	32	206	87
	3 - Peak Lane S	179	0	142	524
	4 - Rowan Way	177	150	0	40
	1 - Peak Lane North	69	254	49	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.53	11.12	1.1	B
3 - Peak Lane S	0.72	10.16	2.6	B
4 - Rowan Way	0.44	7.06	0.8	A
1 - Peak Lane North	0.69	19.42	2.1	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	245	338	761	0.321	243	0.5	6.921	A
3 - Peak Lane S	636	255	1364	0.466	633	0.9	4.898	A
4 - Rowan Way	276	591	1095	0.252	275	0.3	4.383	A
1 - Peak Lane North	280	379	677	0.413	277	0.7	8.939	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	292	406	728	0.402	291	0.7	8.239	A
3 - Peak Lane S	760	307	1330	0.571	758	1.3	6.267	A
4 - Rowan Way	330	709	1019	0.324	329	0.5	5.217	A
1 - Peak Lane North	334	454	642	0.521	333	1.1	11.584	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	358	495	683	0.524	356	1.1	10.955	B
3 - Peak Lane S	930	375	1285	0.724	926	2.5	9.879	A
4 - Rowan Way	404	865	917	0.441	403	0.8	6.985	A
1 - Peak Lane North	410	555	595	0.689	406	2.1	18.611	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	358	499	681	0.525	358	1.1	11.116	B
3 - Peak Lane S	930	376	1284	0.725	930	2.6	10.163	B
4 - Rowan Way	404	870	914	0.442	404	0.8	7.056	A
1 - Peak Lane North	410	557	594	0.690	409	2.1	19.422	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	292	411	725	0.403	294	0.7	8.382	A
3 - Peak Lane S	760	309	1328	0.572	765	1.4	6.437	A
4 - Rowan Way	330	715	1015	0.325	331	0.5	5.276	A
1 - Peak Lane North	334	457	641	0.522	339	1.1	12.066	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	245	343	759	0.322	245	0.5	7.024	A
3 - Peak Lane S	636	258	1362	0.467	638	0.9	4.982	A
4 - Rowan Way	276	597	1092	0.253	277	0.3	4.421	A
1 - Peak Lane North	280	382	676	0.414	282	0.7	9.166	A

2025 with Bypass + CD + Newlands Farm + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1-1	Longfield Av RB	Standard Roundabout	2, 3, 4, 1	22.81	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2025 with Bypass + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
2 - Longfield Avenue		✓	337	100.000
3 - Peak Lane S		✓	456	100.000
4 - Rowan Way		✓	452	100.000
1 - Peak Lane North		✓	513	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	0	52	183	102
	3 - Peak Lane S	47	0	100	309
	4 - Rowan Way	172	247	0	33
	1 - Peak Lane North	83	390	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		2 - Longfield Avenue	3 - Peak Lane S	4 - Rowan Way	1 - Peak Lane North
From	2 - Longfield Avenue	10	10	10	10
	3 - Peak Lane S	10	10	10	10
	4 - Rowan Way	10	10	10	10
	1 - Peak Lane North	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
2 - Longfield Avenue	0.66	18.84	1.9	C
3 - Peak Lane S	0.39	4.53	0.6	A
4 - Rowan Way	0.43	5.50	0.8	A
1 - Peak Lane North	0.92	56.92	8.3	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	254	505	678	0.374	251	0.6	8.385	A
3 - Peak Lane S	343	242	1373	0.250	342	0.3	3.486	A
4 - Rowan Way	340	343	1256	0.271	339	0.4	3.918	A
1 - Peak Lane North	386	349	691	0.559	381	1.2	11.444	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	303	605	629	0.482	302	0.9	10.970	B
3 - Peak Lane S	410	291	1341	0.306	410	0.4	3.863	A
4 - Rowan Way	406	411	1212	0.335	406	0.5	4.462	A
1 - Peak Lane North	461	418	659	0.700	457	2.2	17.517	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	729	567	0.654	368	1.8	17.721	C
3 - Peak Lane S	502	353	1299	0.386	501	0.6	4.508	A
4 - Rowan Way	498	503	1153	0.432	497	0.8	5.481	A
1 - Peak Lane North	565	512	615	0.918	546	7.0	43.109	E

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	371	741	561	0.661	371	1.9	18.839	C
3 - Peak Lane S	502	357	1297	0.387	502	0.6	4.530	A
4 - Rowan Way	498	504	1152	0.432	498	0.8	5.505	A
1 - Peak Lane North	565	513	615	0.919	560	8.3	56.922	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	303	629	617	0.491	307	1.0	11.730	B
3 - Peak Lane S	410	297	1337	0.307	411	0.4	3.891	A
4 - Rowan Way	406	413	1210	0.336	407	0.5	4.487	A
1 - Peak Lane North	461	420	658	0.701	484	2.5	23.053	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
2 - Longfield Avenue	254	514	674	0.377	255	0.6	8.632	A
3 - Peak Lane S	343	246	1370	0.251	344	0.3	3.509	A
4 - Rowan Way	340	346	1254	0.271	341	0.4	3.942	A
1 - Peak Lane North	386	351	690	0.560	391	1.3	12.214	B

Appendix P

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: Ranvilles Lane-A27 - JL Geometries.j9

Path: W:\Projects\040-049\048 Persimmon Charles Church\048.0013 Oakcroft Lane, Stubbington\Modelling\209 Units - Revised App\2. Ranvilles Lane A27 Junction

Report generation date: 03/04/2020 15:01:38

-
- »2018, AM
 - »2018, PM
 - »2025, AM
 - »2025, PM
 - »2025 + CD, AM
 - »2025 + CD, PM
 - »2025 + CD + PD, AM
 - »2025 + CD + PD, PM
 - »2025 with Bypass, AM
 - »2025 with Bypass, PM
 - »2025 with Bypass + CD, AM
 - »2025 with Bypass + CD, PM
 - »2025 with Bypass + CD + PD, AM
 - »2025 with Bypass + CD + PD, PM
 - »2025 + CD + Newlands Farm + PD, AM
 - »2025 + CD + Newlands Farm + PD, PM
 - »2025 with Bypass + CD + Newlands Farm + PD, AM
 - »2025 with Bypass + CD + Newlands Farm + PD, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2018								
Stream B-C	74.3	546.60	1.30	F	1.2	16.42	0.54	C
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	3.2	26.32	0.74	D	259.5	1211.86	1.34	F
2025								
Stream B-C	140.6	1055.13	1.52	F	3.9	49.20	0.84	E
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	8.2	37.17	0.87	E	481.6	1677.52	1.55	F
2025 + CD								
Stream B-C	140.6	1055.13	1.52	F	3.9	49.20	0.84	E
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	8.2	37.17	0.87	E	481.6	1677.52	1.55	F
2025 + CD + PD								
Stream B-C	161.6	1190.90	1.58	F	4.9	64.66	0.86	F
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	9.3	39.29	0.88	E	526.7	1676.34	1.59	F
2025 with Bypass								
Stream B-C	0.7	14.11	0.41	B	1.4	18.17	0.59	C
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	2.8	25.12	0.71	D	182.1	786.76	1.24	F
2025 with Bypass + CD								
Stream B-C	0.7	14.11	0.41	B	1.4	18.17	0.59	C
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	2.8	25.12	0.71	D	182.1	786.76	1.24	F
2025 with Bypass + CD + PD								
Stream B-C	0.9	15.51	0.47	C	1.4	18.17	0.59	C
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	2.8	25.12	0.71	D	182.1	786.76	1.24	F
2025 + CD + Newlands Farm + PD								
Stream B-C	351.0	2543.91	2.02	F	30.4	270.07	1.14	F
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	13.7	47.72	0.92	E	936.7	2514.96	1.97	F
2025 with Bypass + CD + Newlands Farm + PD								
Stream B-C	3.6	40.31	0.80	E	3.0	31.44	0.76	D
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	4.1	29.77	0.78	D	257.5	1260.82	1.36	F

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

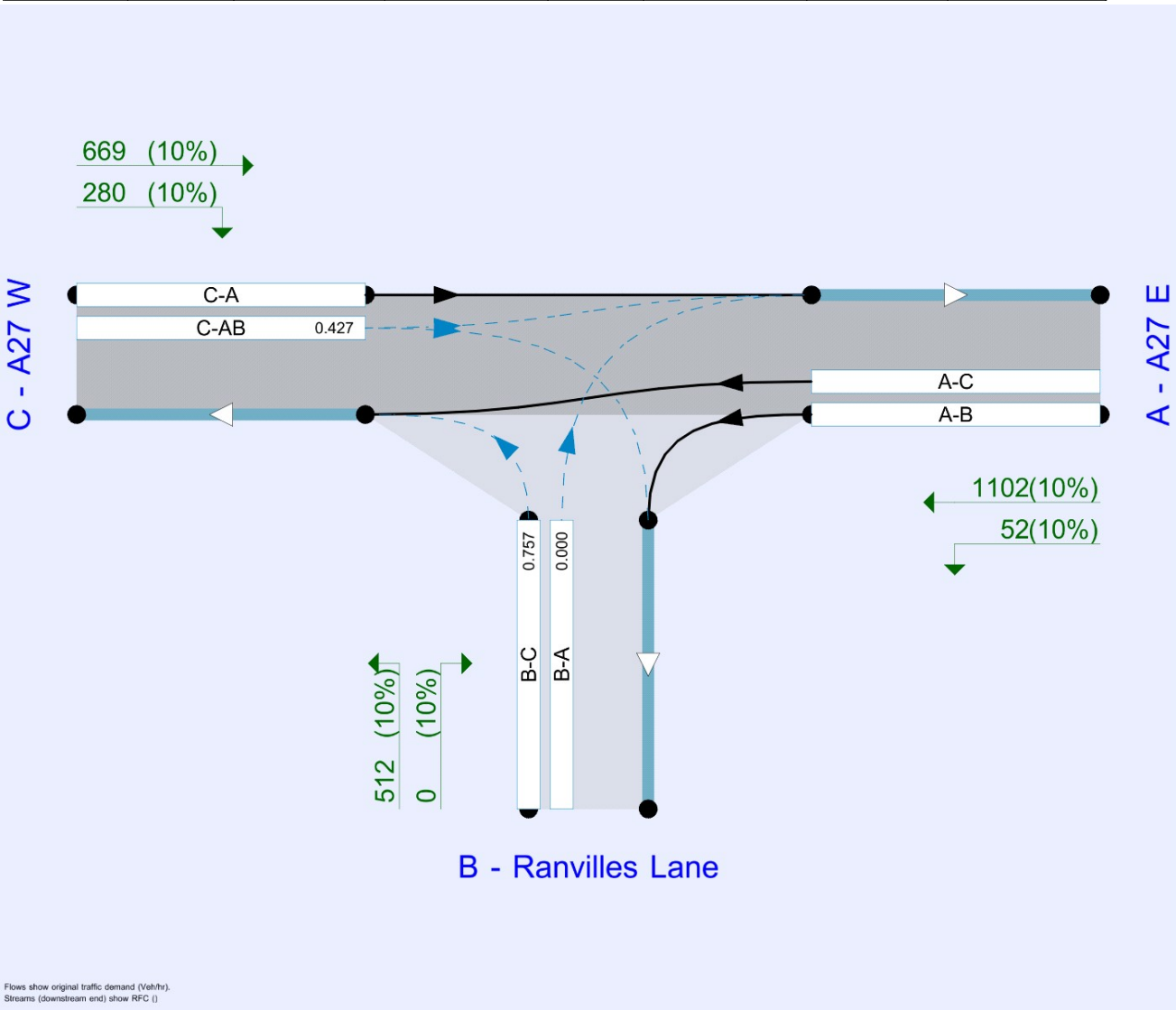
File summary

File Description

Title	A27 / Ranvilles Lane 2018 Baseline
Location	Stubbington
Site number	
Date	19/12/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PC-PBASH-MODEL\Cad PC
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	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 segment length (min)
D1	2018	AM	ONE HOUR	07:45	09:15	15
D2	2018	PM	ONE HOUR	16:45	18:15	15
D3	2025	AM	ONE HOUR	07:45	09:15	15
D4	2025	PM	ONE HOUR	16:45	18:15	15
D5	2025 + CD	AM	ONE HOUR	07:45	09:15	15
D6	2025 + CD	PM	ONE HOUR	16:45	18:15	15
D7	2025 + CD + PD	AM	ONE HOUR	07:45	09:15	15
D8	2025 + CD + PD	PM	ONE HOUR	16:45	18:15	15
D9	2025 with Bypass	AM	ONE HOUR	07:45	09:15	15
D10	2025 with Bypass	PM	ONE HOUR	16:45	18:15	15
D11	2025 with Bypass + CD	AM	ONE HOUR	07:45	09:15	15
D12	2025 with Bypass + CD	PM	ONE HOUR	16:45	18:15	15
D13	2025 with Bypass + CD + PD	AM	ONE HOUR	07:45	09:15	15
D14	2025 with Bypass + CD + PD	PM	ONE HOUR	16:45	18:15	15
D15	2025 + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15
D16	2025 + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15
D17	2025 with Bypass + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15
D18	2025 with Bypass + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018, 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	A27 / Ranvilles Lane	T-Junction	Two-way	110.15	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A27 E		Major
B	Ranvilles Lane		Minor
C	A27 W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A27 W	13.60	✓	4.00	✓	3.50	100.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Ranvilles Lane	One lane plus flare	10.00	7.65	4.30	3.67	3.33	✓	1.00	35	50

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	606	0.068	0.171	0.108	0.245
1	B-C	738	0.076	0.191	-	-
1	C-B	721	0.187	0.187	-	-

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	2018	AM	ONE HOUR	07:45	09:15	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 - A27 E		✓	1154	100.000
B - Ranvilles Lane		✓	512	100.000
C - A27 W		✓	949	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - A27 E	B - Ranvilles Lane	C - A27 W
A - A27 E	0	52	1102
B - Ranvilles Lane	0	0	512
C - A27 W	669	280	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A27 E	B - Ranvilles Lane	C - A27 W
A - A27 E	10	10	10
B - Ranvilles Lane	10	10	10
C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	1.30	546.60	74.3	F
B-A	0.00	0.00	0.0	A
C-AB	0.74	26.32	3.2	D
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	385	509	0.757	374	2.8	24.994	C
B-A	0	300	0.000	0	0.0	0.000	A
C-AB	212	495	0.427	209	0.7	12.441	B
C-A	503			503			
A-B	39			39			
A-C	830			830			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	460	478	0.963	437	8.7	64.495	F
B-A	0	251	0.000	0	0.0	0.000	A
C-AB	259	474	0.545	257	1.2	16.427	C
C-A	595			595			
A-B	47			47			
A-C	991			991			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	564	434	1.298	431	41.8	230.648	F
B-A	0	183	0.000	0	0.0	0.000	A
C-AB	387	524	0.737	379	2.9	24.259	C
C-A	658			658			
A-B	57			57			
A-C	1213			1213			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	564	434	1.298	434	74.3	481.157	F
B-A	0	181	0.000	0	0.0	0.000	A
C-AB	387	524	0.737	386	3.2	26.323	D
C-A	658			658			
A-B	57			57			
A-C	1213			1213			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	460	478	0.963	471	71.5	546.599	F
B-A	0	248	0.000	0	0.0	0.000	A
C-AB	259	474	0.545	266	1.3	17.896	C
C-A	595			595			
A-B	47			47			
A-C	991			991			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	385	509	0.757	502	42.3	410.995	F
B-A	0	299	0.000	0	0.0	0.000	A
C-AB	212	495	0.427	214	0.8	12.878	B
C-A	503			503			
A-B	39			39			
A-C	830			830			

2018, 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	A27 / Ranvilles Lane	T-Junction	Two-way	598.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018	PM	ONE HOUR	16:45	18:15	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 - A27 E		✓	974	100.000
B - Ranvilles Lane		✓	238	100.000
C - A27 W		✓	1656	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	120	854
	B - Ranvilles Lane	0	0	238
	C - A27 W	1104	552	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.54	16.42	1.2	C
B-A	0.00	0.00	0.0	A
C-AB	1.34	1211.86	259.5	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	179	541	0.331	177	0.5	9.844	A
B-A	0	243	0.000	0	0.0	0.000	A
C-AB	578	722	0.801	561	4.3	21.253	C
C-A	668			668			
A-B	90			90			
A-C	643			643			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	214	516	0.415	213	0.7	11.858	B
B-A	0	180	0.000	0	0.0	0.000	A
C-AB	1489	1476	1.009	1408	24.4	42.728	E
C-A	0			0			
A-B	108			108			
A-C	768			768			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	262	481	0.545	260	1.2	16.166	C
B-A	0	86	0.000	0	0.0	0.000	A
C-AB	1823	1365	1.335	1361	140.0	223.135	F
C-A	0			0			
A-B	132			132			
A-C	940			940			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	262	481	0.545	262	1.2	16.417	C
B-A	0	15	0.000	0	0.0	0.000	A
C-AB	1823	1365	1.335	1364	254.8	510.869	F
C-A	0			0			
A-B	132			132			
A-C	940			940			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	214	516	0.415	216	0.7	12.065	B
B-A	0	27	0.000	0	0.0	0.000	A
C-AB	1489	1476	1.009	1470	259.5	860.179	F
C-A	0			0			
A-B	108			108			
A-C	768			768			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	179	541	0.331	180	0.5	9.995	A
B-A	0	84	0.000	0	0.0	0.000	A
C-AB	578	722	0.801	887	182.3	1211.860	F
C-A	668			668			
A-B	90			90			
A-C	643			643			

2025, 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	A27 / Ranvilles Lane	T-Junction	Two-way	212.02	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	07:45	09:15	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 - A27 E		✓	1275	100.000
B - Ranvilles Lane		✓	566	100.000
C - A27 W		✓	1050	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	57	1218
	B - Ranvilles Lane	0	0	566
	C - A27 W	740	310	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	1.52	1055.13	140.6	F
B-A	0.00	0.00	0.0	A
C-AB	0.87	37.17	8.2	E
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	426	492	0.866	407	4.8	36.659	E
B-A	0	273	0.000	0	0.0	0.000	A
C-AB	236	482	0.490	233	0.9	14.227	B
C-A	554			554			
A-B	43			43			
A-C	917			917			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	509	458	1.112	445	20.7	126.237	F
B-A	0	219	0.000	0	0.0	0.000	A
C-AB	301	477	0.632	298	1.7	19.858	C
C-A	643			643			
A-B	51			51			
A-C	1095			1095			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	623	410	1.522	409	74.3	434.917	F
B-A	0	144	0.000	0	0.0	0.000	A
C-AB	629	725	0.868	611	6.3	29.639	D
C-A	527			527			
A-B	63			63			
A-C	1341			1341			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	623	410	1.522	409	127.7	851.490	F
B-A	0	141	0.000	0	0.0	0.000	A
C-AB	629	725	0.868	622	8.2	37.169	E
C-A	527			527			
A-B	63			63			
A-C	1341			1341			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	509	458	1.112	457	140.6	1055.132	F
B-A	0	214	0.000	0	0.0	0.000	A
C-AB	301	477	0.632	326	2.0	27.431	D
C-A	643			643			
A-B	51			51			
A-C	1095			1095			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	426	492	0.866	489	125.0	978.800	F
B-A	0	272	0.000	0	0.0	0.000	A
C-AB	236	482	0.490	240	1.0	15.131	C
C-A	554			554			
A-B	43			43			
A-C	917			917			

2025, 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	A27 / Ranvilles Lane	T-Junction	Two-way	884.90	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	16:45	18:15	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 - A27 E		✓	1077	100.000
B - Ranvilles Lane		✓	263	100.000
C - A27 W		✓	1830	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	133	944
	B - Ranvilles Lane	0	0	263
	C - A27 W	1220	610	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.84	49.20	3.9	E
B-A	0.00	0.00	0.0	A
C-AB	1.55	1677.52	481.6	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	198	527	0.375	196	0.6	10.779	B
B-A	0	211	0.000	0	0.0	0.000	A
C-AB	922	1012	0.911	885	9.4	25.745	D
C-A	456			456			
A-B	100			100			
A-C	711			711			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	499	0.473	235	0.9	13.563	B
B-A	0	138	0.000	0	0.0	0.000	A
C-AB	1645	1424	1.155	1406	69.1	108.236	F
C-A	0			0			
A-B	120			120			
A-C	849			849			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	290	461	0.628	287	1.6	20.318	C
B-A	0	11	0.000	0	0.0	0.000	A
C-AB	2015	1302	1.548	1300	247.7	443.306	F
C-A	0			0			
A-B	146			146			
A-C	1039			1039			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	290	346	0.838	280	3.9	49.203	E
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	2015	1302	1.548	1301	426.1	898.113	F
C-A	0			0			
A-B	146			146			
A-C	1039			1039			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	375	0.631	245	1.8	29.200	D
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	1645	1424	1.155	1423	481.6	1252.854	F
C-A	0			0			
A-B	120			120			
A-C	849			849			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	198	396	0.501	201	1.0	18.809	C
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	922	1012	0.911	1056	448.0	1677.516	F
C-A	456			456			
A-B	100			100			
A-C	711			711			

2025 + CD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	212.02	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 + CD	AM	ONE HOUR	07:45	09:15	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 - A27 E		✓	1275	100.000
B - Ranvilles Lane		✓	566	100.000
C - A27 W		✓	1050	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	57	1218
	B - Ranvilles Lane	0	0	566
	C - A27 W	740	310	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	1.52	1055.13	140.6	F
B-A	0.00	0.00	0.0	A
C-AB	0.87	37.17	8.2	E
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	426	492	0.866	407	4.8	36.659	E
B-A	0	273	0.000	0	0.0	0.000	A
C-AB	236	482	0.490	233	0.9	14.227	B
C-A	554			554			
A-B	43			43			
A-C	917			917			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	509	458	1.112	445	20.7	126.237	F
B-A	0	219	0.000	0	0.0	0.000	A
C-AB	301	477	0.632	298	1.7	19.858	C
C-A	643			643			
A-B	51			51			
A-C	1095			1095			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	623	410	1.522	409	74.3	434.917	F
B-A	0	144	0.000	0	0.0	0.000	A
C-AB	629	725	0.868	611	6.3	29.639	D
C-A	527			527			
A-B	63			63			
A-C	1341			1341			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	623	410	1.522	409	127.7	851.490	F
B-A	0	141	0.000	0	0.0	0.000	A
C-AB	629	725	0.868	622	8.2	37.169	E
C-A	527			527			
A-B	63			63			
A-C	1341			1341			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	509	458	1.112	457	140.6	1055.132	F
B-A	0	214	0.000	0	0.0	0.000	A
C-AB	301	477	0.632	326	2.0	27.431	D
C-A	643			643			
A-B	51			51			
A-C	1095			1095			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	426	492	0.866	489	125.0	978.800	F
B-A	0	272	0.000	0	0.0	0.000	A
C-AB	236	482	0.490	240	1.0	15.131	C
C-A	554			554			
A-B	43			43			
A-C	917			917			

2025 + CD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	884.90	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 + CD	PM	ONE HOUR	16:45	18:15	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 - A27 E		✓	1077	100.000
B - Ranvilles Lane		✓	263	100.000
C - A27 W		✓	1830	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	133	944
	B - Ranvilles Lane	0	0	263
	C - A27 W	1220	610	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.84	49.20	3.9	E
B-A	0.00	0.00	0.0	A
C-AB	1.55	1677.52	481.6	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	198	527	0.375	196	0.6	10.779	B
B-A	0	211	0.000	0	0.0	0.000	A
C-AB	922	1012	0.911	885	9.4	25.745	D
C-A	456			456			
A-B	100			100			
A-C	711			711			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	499	0.473	235	0.9	13.563	B
B-A	0	138	0.000	0	0.0	0.000	A
C-AB	1645	1424	1.155	1406	69.1	108.236	F
C-A	0			0			
A-B	120			120			
A-C	849			849			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	290	461	0.628	287	1.6	20.318	C
B-A	0	11	0.000	0	0.0	0.000	A
C-AB	2015	1302	1.548	1300	247.7	443.306	F
C-A	0			0			
A-B	146			146			
A-C	1039			1039			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	290	346	0.838	280	3.9	49.203	E
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	2015	1302	1.548	1301	426.1	898.113	F
C-A	0			0			
A-B	146			146			
A-C	1039			1039			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	375	0.631	245	1.8	29.200	D
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	1645	1424	1.155	1423	481.6	1252.854	F
C-A	0			0			
A-B	120			120			
A-C	849			849			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	198	396	0.501	201	1.0	18.809	C
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	922	1012	0.911	1056	448.0	1677.516	F
C-A	456			456			
A-B	100			100			
A-C	711			711			

2025 + CD + PD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	245.62	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + CD + PD	AM	ONE HOUR	07:45	09:15	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 - A27 E		✓	1275	100.000
B - Ranvilles Lane		✓	587	100.000
C - A27 W		✓	1055	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	57	1218
	B - Ranvilles Lane	0	0	587
	C - A27 W	740	315	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	1.58	1190.90	161.6	F
B-A	0.00	0.00	0.0	A
C-AB	0.88	39.29	9.3	E
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	442	492	0.898	419	5.7	41.206	E
B-A	0	272	0.000	0	0.0	0.000	A
C-AB	240	483	0.498	237	1.0	14.414	B
C-A	554			554			
A-B	43			43			
A-C	917			917			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	528	458	1.153	449	25.5	148.813	F
B-A	0	218	0.000	0	0.0	0.000	A
C-AB	309	481	0.642	305	1.8	20.213	C
C-A	640			640			
A-B	51			51			
A-C	1095			1095			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	646	410	1.578	409	84.8	500.881	F
B-A	0	142	0.000	0	0.0	0.000	A
C-AB	671	760	0.882	650	7.0	30.393	D
C-A	491			491			
A-B	63			63			
A-C	1341			1341			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	646	410	1.578	409	144.0	956.333	F
B-A	0	139	0.000	0	0.0	0.000	A
C-AB	671	760	0.882	662	9.3	39.288	E
C-A	491			491			
A-B	63			63			
A-C	1341			1341			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	528	458	1.153	457	161.6	1190.903	F
B-A	0	212	0.000	0	0.0	0.000	A
C-AB	309	481	0.642	337	2.1	29.665	D
C-A	640			640			
A-B	51			51			
A-C	1095			1095			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	442	492	0.898	489	149.8	1145.997	F
B-A	0	270	0.000	0	0.0	0.000	A
C-AB	240	483	0.498	245	1.0	15.399	C
C-A	554			554			
A-B	43			43			
A-C	917			917			

2025 + CD + PD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	909.29	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + CD + PD	PM	ONE HOUR	16:45	18:15	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 - A27 E		✓	1077	100.000
B - Ranvilles Lane		✓	270	100.000
C - A27 W		✓	1848	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	133	944
	B - Ranvilles Lane	0	0	270
	C - A27 W	1220	628	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.86	64.66	4.9	F
B-A	0.00	0.00	0.0	A
C-AB	1.59	1676.34	526.7	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	203	527	0.385	201	0.6	10.944	B
B-A	0	207	0.000	0	0.0	0.000	A
C-AB	1046	1115	0.938	999	11.8	27.725	D
C-A	345			345			
A-B	100			100			
A-C	711			711			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	243	499	0.486	242	0.9	13.885	B
B-A	0	133	0.000	0	0.0	0.000	A
C-AB	1661	1397	1.190	1384	81.2	129.316	F
C-A	0			0			
A-B	120			120			
A-C	849			849			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	297	346	0.860	284	4.3	50.228	F
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	2035	1277	1.594	1276	270.9	501.435	F
C-A	0			0			
A-B	146			146			
A-C	1039			1039			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	297	346	0.860	295	4.9	64.656	F
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	2035	1277	1.594	1277	460.5	992.543	F
C-A	0			0			
A-B	146			146			
A-C	1039			1039			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	243	375	0.648	255	2.0	32.349	D
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	1661	1397	1.190	1396	526.7	1370.388	F
C-A	0			0			
A-B	120			120			
A-C	849			849			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	203	396	0.514	207	1.1	19.416	C
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	1046	1115	0.938	1138	503.7	1676.342	F
C-A	345			345			
A-B	100			100			
A-C	711			711			

2025 with Bypass, 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	A27 / Ranvilles Lane	T-Junction	Two-way	4.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2025 with Bypass	AM	ONE HOUR	07:45	09:15	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 - A27 E		✓	1148	100.000
B - Ranvilles Lane		✓	164	100.000
C - A27 W		✓	923	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	52	1096
	B - Ranvilles Lane	0	0	164
	C - A27 W	651	272	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.41	14.11	0.7	B
B-A	0.00	0.00	0.0	A
C-AB	0.71	25.12	2.8	D
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	123	510	0.242	122	0.3	9.252	A
B-A	0	304	0.000	0	0.0	0.000	A
C-AB	206	496	0.415	203	0.7	12.174	B
C-A	489			489			
A-B	39			39			
A-C	825			825			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	147	479	0.308	147	0.4	10.830	B
B-A	0	255	0.000	0	0.0	0.000	A
C-AB	250	473	0.529	248	1.1	15.936	C
C-A	580			580			
A-B	47			47			
A-C	985			985			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	181	436	0.414	180	0.7	14.000	B
B-A	0	188	0.000	0	0.0	0.000	A
C-AB	360	503	0.714	354	2.6	23.482	C
C-A	657			657			
A-B	57			57			
A-C	1207			1207			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	181	436	0.414	181	0.7	14.105	B
B-A	0	187	0.000	0	0.0	0.000	A
C-AB	360	503	0.714	359	2.8	25.124	D
C-A	657			657			
A-B	57			57			
A-C	1207			1207			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	147	479	0.308	148	0.5	10.928	B
B-A	0	253	0.000	0	0.0	0.000	A
C-AB	250	473	0.529	256	1.2	17.081	C
C-A	580			580			
A-B	47			47			
A-C	985			985			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	123	510	0.242	124	0.3	9.338	A
B-A	0	302	0.000	0	0.0	0.000	A
C-AB	206	496	0.415	207	0.7	12.559	B
C-A	489			489			
A-B	39			39			
A-C	825			825			

2025 with Bypass, 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	A27 / Ranvilles Lane	T-Junction	Two-way	337.98	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2025 with Bypass	PM	ONE HOUR	16:45	18:15	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 - A27 E		✓	948	100.000
B - Ranvilles Lane		✓	262	100.000
C - A27 W		✓	1556	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	117	831
	B - Ranvilles Lane	0	0	262
	C - A27 W	1037	519	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.59	18.17	1.4	C
B-A	0.00	0.00	0.0	A
C-AB	1.24	786.76	182.1	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	197	545	0.362	195	0.6	10.237	B
B-A	0	258	0.000	0	0.0	0.000	A
C-AB	483	645	0.748	471	3.1	19.698	C
C-A	688			688			
A-B	88			88			
A-C	626			626			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	520	0.453	235	0.8	12.564	B
B-A	0	198	0.000	0	0.0	0.000	A
C-AB	1058	1126	0.940	1019	12.8	31.668	D
C-A	341			341			
A-B	105			105			
A-C	747			747			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	288	486	0.593	286	1.4	17.788	C
B-A	0	114	0.000	0	0.0	0.000	A
C-AB	1713	1380	1.241	1371	98.3	152.197	F
C-A	0			0			
A-B	129			129			
A-C	915			915			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	288	486	0.593	288	1.4	18.172	C
B-A	0	62	0.000	0	0.0	0.000	A
C-AB	1713	1380	1.241	1378	182.1	393.850	F
C-A	0			0			
A-B	129			129			
A-C	915			915			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	520	0.453	238	0.8	12.858	B
B-A	0	89	0.000	0	0.0	0.000	A
C-AB	1058	1126	0.940	1147	159.8	686.279	F
C-A	341			341			
A-B	105			105			
A-C	747			747			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	197	545	0.362	198	0.6	10.431	B
B-A	0	150	0.000	0	0.0	0.000	A
C-AB	483	645	0.748	877	61.3	786.757	F
C-A	688			688			
A-B	88			88			
A-C	626			626			

2025 with Bypass + CD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	4.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2025 with Bypass + CD	AM	ONE HOUR	07:45	09:15	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 - A27 E		✓	1148	100.000
B - Ranvilles Lane		✓	164	100.000
C - A27 W		✓	923	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	52	1096
	B - Ranvilles Lane	0	0	164
	C - A27 W	651	272	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.41	14.11	0.7	B
B-A	0.00	0.00	0.0	A
C-AB	0.71	25.12	2.8	D
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	123	510	0.242	122	0.3	9.252	A
B-A	0	304	0.000	0	0.0	0.000	A
C-AB	206	496	0.415	203	0.7	12.174	B
C-A	489			489			
A-B	39			39			
A-C	825			825			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	147	479	0.308	147	0.4	10.830	B
B-A	0	255	0.000	0	0.0	0.000	A
C-AB	250	473	0.529	248	1.1	15.936	C
C-A	580			580			
A-B	47			47			
A-C	985			985			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	181	436	0.414	180	0.7	14.000	B
B-A	0	188	0.000	0	0.0	0.000	A
C-AB	360	503	0.714	354	2.6	23.482	C
C-A	657			657			
A-B	57			57			
A-C	1207			1207			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	181	436	0.414	181	0.7	14.105	B
B-A	0	187	0.000	0	0.0	0.000	A
C-AB	360	503	0.714	359	2.8	25.124	D
C-A	657			657			
A-B	57			57			
A-C	1207			1207			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	147	479	0.308	148	0.5	10.928	B
B-A	0	253	0.000	0	0.0	0.000	A
C-AB	250	473	0.529	256	1.2	17.081	C
C-A	580			580			
A-B	47			47			
A-C	985			985			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	123	510	0.242	124	0.3	9.338	A
B-A	0	302	0.000	0	0.0	0.000	A
C-AB	206	496	0.415	207	0.7	12.559	B
C-A	489			489			
A-B	39			39			
A-C	825			825			

2025 with Bypass + CD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	337.98	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2025 with Bypass + CD	PM	ONE HOUR	16:45	18:15	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 - A27 E		✓	948	100.000
B - Ranvilles Lane		✓	262	100.000
C - A27 W		✓	1556	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	117	831
	B - Ranvilles Lane	0	0	262
	C - A27 W	1037	519	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.59	18.17	1.4	C
B-A	0.00	0.00	0.0	A
C-AB	1.24	786.76	182.1	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	197	545	0.362	195	0.6	10.237	B
B-A	0	258	0.000	0	0.0	0.000	A
C-AB	483	645	0.748	471	3.1	19.698	C
C-A	688			688			
A-B	88			88			
A-C	626			626			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	520	0.453	235	0.8	12.564	B
B-A	0	198	0.000	0	0.0	0.000	A
C-AB	1058	1126	0.940	1019	12.8	31.668	D
C-A	341			341			
A-B	105			105			
A-C	747			747			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	288	486	0.593	286	1.4	17.788	C
B-A	0	114	0.000	0	0.0	0.000	A
C-AB	1713	1380	1.241	1371	98.3	152.197	F
C-A	0			0			
A-B	129			129			
A-C	915			915			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	288	486	0.593	288	1.4	18.172	C
B-A	0	62	0.000	0	0.0	0.000	A
C-AB	1713	1380	1.241	1378	182.1	393.850	F
C-A	0			0			
A-B	129			129			
A-C	915			915			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	520	0.453	238	0.8	12.858	B
B-A	0	89	0.000	0	0.0	0.000	A
C-AB	1058	1126	0.940	1147	159.8	686.279	F
C-A	341			341			
A-B	105			105			
A-C	747			747			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	197	545	0.362	198	0.6	10.431	B
B-A	0	150	0.000	0	0.0	0.000	A
C-AB	483	645	0.748	877	61.3	786.757	F
C-A	688			688			
A-B	88			88			
A-C	626			626			

2025 with Bypass + CD + PD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	4.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2025 with Bypass + CD + PD	AM	ONE HOUR	07:45	09:15	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 - A27 E		✓	1148	100.000
B - Ranvilles Lane		✓	185	100.000
C - A27 W		✓	923	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	52	1096
	B - Ranvilles Lane	0	0	185
	C - A27 W	651	272	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.47	15.51	0.9	C
B-A	0.00	0.00	0.0	A
C-AB	0.71	25.12	2.8	D
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	139	510	0.273	138	0.4	9.640	A
B-A	0	304	0.000	0	0.0	0.000	A
C-AB	206	496	0.415	203	0.7	12.174	B
C-A	489			489			
A-B	39			39			
A-C	825			825			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	166	479	0.347	166	0.5	11.472	B
B-A	0	255	0.000	0	0.0	0.000	A
C-AB	250	473	0.529	248	1.1	15.936	C
C-A	580			580			
A-B	47			47			
A-C	985			985			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	204	436	0.468	202	0.9	15.342	C
B-A	0	188	0.000	0	0.0	0.000	A
C-AB	360	503	0.714	354	2.6	23.482	C
C-A	657			657			
A-B	57			57			
A-C	1207			1207			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	204	436	0.468	204	0.9	15.506	C
B-A	0	187	0.000	0	0.0	0.000	A
C-AB	360	503	0.714	359	2.8	25.124	D
C-A	657			657			
A-B	57			57			
A-C	1207			1207			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	166	479	0.347	168	0.5	11.615	B
B-A	0	253	0.000	0	0.0	0.000	A
C-AB	250	473	0.529	256	1.2	17.081	C
C-A	580			580			
A-B	47			47			
A-C	985			985			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	139	510	0.273	140	0.4	9.744	A
B-A	0	302	0.000	0	0.0	0.000	A
C-AB	206	496	0.415	207	0.7	12.559	B
C-A	489			489			
A-B	39			39			
A-C	825			825			

2025 with Bypass + CD + PD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	337.98	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2025 with Bypass + CD + PD	PM	ONE HOUR	16:45	18:15	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 - A27 E		✓	948	100.000
B - Ranvilles Lane		✓	262	100.000
C - A27 W		✓	1556	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	117	831
	B - Ranvilles Lane	0	0	262
	C - A27 W	1037	519	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.59	18.17	1.4	C
B-A	0.00	0.00	0.0	A
C-AB	1.24	786.76	182.1	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	197	545	0.362	195	0.6	10.237	B
B-A	0	258	0.000	0	0.0	0.000	A
C-AB	483	645	0.748	471	3.1	19.698	C
C-A	688			688			
A-B	88			88			
A-C	626			626			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	520	0.453	235	0.8	12.564	B
B-A	0	198	0.000	0	0.0	0.000	A
C-AB	1058	1126	0.940	1019	12.8	31.668	D
C-A	341			341			
A-B	105			105			
A-C	747			747			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	288	486	0.593	286	1.4	17.788	C
B-A	0	114	0.000	0	0.0	0.000	A
C-AB	1713	1380	1.241	1371	98.3	152.197	F
C-A	0			0			
A-B	129			129			
A-C	915			915			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	288	486	0.593	288	1.4	18.172	C
B-A	0	62	0.000	0	0.0	0.000	A
C-AB	1713	1380	1.241	1378	182.1	393.850	F
C-A	0			0			
A-B	129			129			
A-C	915			915			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	236	520	0.453	238	0.8	12.858	B
B-A	0	89	0.000	0	0.0	0.000	A
C-AB	1058	1126	0.940	1147	159.8	686.279	F
C-A	341			341			
A-B	105			105			
A-C	747			747			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	197	545	0.362	198	0.6	10.431	B
B-A	0	150	0.000	0	0.0	0.000	A
C-AB	483	645	0.748	877	61.3	786.757	F
C-A	688			688			
A-B	88			88			
A-C	626			626			

2025 + CD + Newlands Farm + PD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	600.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2025 + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	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 - A27 E		✓	1356	100.000
B - Ranvilles Lane		✓	737	100.000
C - A27 W		✓	1070	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	123	1233
	B - Ranvilles Lane	0	0	737
	C - A27 W	755	315	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	2.02	2543.91	351.0	F
B-A	0.00	0.00	0.0	A
C-AB	0.92	47.72	13.7	E
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	555	486	1.141	465	22.3	104.239	F
B-A	0	266	0.000	0	0.0	0.000	A
C-AB	241	473	0.510	237	1.0	15.049	C
C-A	564			564			
A-B	93			93			
A-C	928			928			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	663	450	1.471	450	75.5	425.098	F
B-A	0	210	0.000	0	0.0	0.000	A
C-AB	316	477	0.662	312	2.0	21.466	C
C-A	646			646			
A-B	111			111			
A-C	1108			1108			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	811	401	2.024	401	178.2	1136.457	F
B-A	0	132	0.000	0	0.0	0.000	A
C-AB	802	870	0.921	771	9.7	33.142	D
C-A	377			377			
A-B	135			135			
A-C	1358			1358			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	811	401	2.024	401	280.9	2072.201	F
B-A	0	128	0.000	0	0.0	0.000	A
C-AB	802	870	0.921	785	13.7	47.716	E
C-A	377			377			
A-B	135			135			
A-C	1358			1358			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	663	450	1.471	450	333.9	2350.617	F
B-A	0	202	0.000	0	0.0	0.000	A
C-AB	316	477	0.662	361	2.5	41.383	E
C-A	646			646			
A-B	111			111			
A-C	1108			1108			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	555	486	1.141	486	351.0	2543.907	F
B-A	0	264	0.000	0	0.0	0.000	A
C-AB	241	473	0.510	247	1.1	16.295	C
C-A	564			564			
A-B	93			93			
A-C	928			928			

2025 + CD + Newlands Farm + PD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	1488.47	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	2025 + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	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 - A27 E		✓	1092	100.000
B - Ranvilles Lane		✓	356	100.000
C - A27 W		✓	2006	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	0	133	959
	B - Ranvilles Lane	0	0	356
	C - A27 W	1235	771	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A27 E	B - Ranvilles Lane	C - A27 W
From	A - A27 E	10	10	10
	B - Ranvilles Lane	10	10	10
	C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	1.14	270.07	30.4	F
B-A	0.00	0.00	0.0	A
C-AB	1.97	2514.96	936.7	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	268	525	0.510	264	1.0	13.583	B
B-A	0	178	0.000	0	0.0	0.000	A
C-AB	1510	1306	1.156	1295	53.7	88.113	F
C-A	0			0			
A-B	100			100			
A-C	722			722			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	320	497	0.644	317	1.7	19.718	C
B-A	0	71	0.000	0	0.0	0.000	A
C-AB	1803	1228	1.468	1227	197.9	386.921	F
C-A	0			0			
A-B	120			120			
A-C	862			862			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	392	343	1.142	329	17.5	128.784	F
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	2209	1121	1.970	1121	469.8	1067.450	F
C-A	0			0			
A-B	146			146			
A-C	1056			1056			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	392	343	1.142	340	30.4	270.070	F
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	2209	1121	1.970	1121	741.8	1949.710	F
C-A	0			0			
A-B	146			146			
A-C	1056			1056			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	320	373	0.859	361	20.2	254.989	F
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	1803	1228	1.468	1228	885.6	2299.921	F
C-A	0			0			
A-B	120			120			
A-C	862			862			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	268	394	0.680	339	2.5	93.625	F
B-A	0	0	0.000	0	0.0	0.000	A
C-AB	1510	1306	1.156	1306	936.7	2514.962	F
C-A	0			0			
A-B	100			100			
A-C	722			722			

2025 with Bypass + CD + Newlands Farm + PD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	9.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	2025 with Bypass + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	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 - A27 E		✓	1215	100.000
B - Ranvilles Lane		✓	311	100.000
C - A27 W		✓	938	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - A27 E	B - Ranvilles Lane	C - A27 W
A - A27 E	0	104	1111
B - Ranvilles Lane	0	0	311
C - A27 W	651	287	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A27 E	B - Ranvilles Lane	C - A27 W
A - A27 E	10	10	10
B - Ranvilles Lane	10	10	10
C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.80	40.31	3.6	E
B-A	0.00	0.00	0.0	A
C-AB	0.78	29.77	4.1	D
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	234	505	0.464	231	0.8	12.978	B
B-A	0	296	0.000	0	0.0	0.000	A
C-AB	217	487	0.446	214	0.8	13.032	B
C-A	489			489			
A-B	78			78			
A-C	836			836			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	280	473	0.591	277	1.4	18.223	C
B-A	0	246	0.000	0	0.0	0.000	A
C-AB	268	468	0.572	265	1.3	17.602	C
C-A	576			576			
A-B	93			93			
A-C	999			999			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	342	428	0.800	335	3.4	35.748	E
B-A	0	177	0.000	0	0.0	0.000	A
C-AB	430	552	0.779	421	3.7	26.504	D
C-A	602			602			
A-B	115			115			
A-C	1223			1223			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	342	428	0.800	341	3.6	40.311	E
B-A	0	176	0.000	0	0.0	0.000	A
C-AB	430	552	0.779	429	4.1	29.770	D
C-A	602			602			
A-B	115			115			
A-C	1223			1223			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	280	473	0.591	288	1.5	20.277	C
B-A	0	243	0.000	0	0.0	0.000	A
C-AB	268	468	0.572	278	1.5	19.956	C
C-A	576			576			
A-B	93			93			
A-C	999			999			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	234	505	0.464	237	0.9	13.539	B
B-A	0	295	0.000	0	0.0	0.000	A
C-AB	217	487	0.446	220	0.8	13.574	B
C-A	489			489			
A-B	78			78			
A-C	836			836			

2025 with Bypass + CD + Newlands Farm + PD, 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	A27 / Ranvilles Lane	T-Junction	Two-way	571.47	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2025 with Bypass + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	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 - A27 E		✓	1078	100.000
B - Ranvilles Lane		✓	328	100.000
C - A27 W		✓	1571	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - A27 E	B - Ranvilles Lane	C - A27 W
A - A27 E	0	232	846
B - Ranvilles Lane	0	0	328
C - A27 W	1037	534	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A - A27 E	B - Ranvilles Lane	C - A27 W
A - A27 E	10	10	10
B - Ranvilles Lane	10	10	10
C - A27 W	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.76	31.44	3.0	D
B-A	0.00	0.00	0.0	A
C-AB	1.36	1260.82	257.5	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	247	536	0.461	244	0.8	12.187	B
B-A	0	247	0.000	0	0.0	0.000	A
C-AB	550	689	0.798	533	4.1	21.842	C
C-A	633			633			
A-B	175			175			
A-C	637			637			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	295	510	0.579	293	1.3	16.461	C
B-A	0	185	0.000	0	0.0	0.000	A
C-AB	1412	1396	1.012	1333	23.9	44.782	E
C-A	0			0			
A-B	209			209			
A-C	761			761			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	361	473	0.763	355	2.8	28.995	D
B-A	0	92	0.000	0	0.0	0.000	A
C-AB	1730	1276	1.356	1272	138.4	235.748	F
C-A	0			0			
A-B	255			255			
A-C	931			931			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	361	473	0.763	360	3.0	31.442	D
B-A	0	21	0.000	0	0.0	0.000	A
C-AB	1730	1276	1.356	1275	252.1	537.731	F
C-A	0			0			
A-B	255			255			
A-C	931			931			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	295	510	0.579	301	1.4	17.754	C
B-A	0	33	0.000	0	0.0	0.000	A
C-AB	1412	1396	1.012	1391	257.5	908.378	F
C-A	0			0			
A-B	209			209			
A-C	761			761			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	247	536	0.461	249	0.9	12.653	B
B-A	0	88	0.000	0	0.0	0.000	A
C-AB	550	689	0.798	850	182.6	1260.821	F
C-A	633			633			
A-B	175			175			
A-C	637			637			

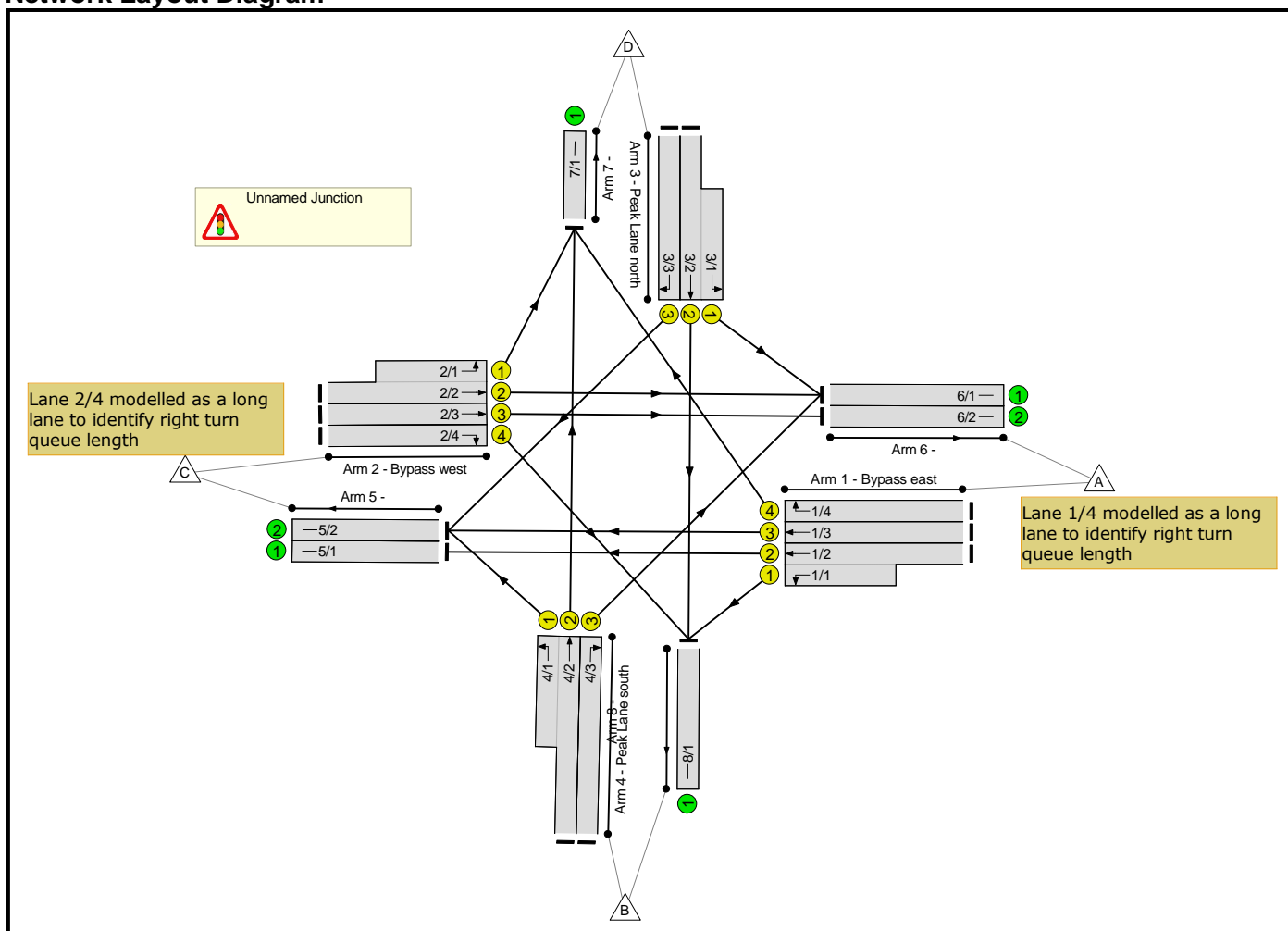
Appendix Q

Full Input Data And Results
Full Input Data And Results

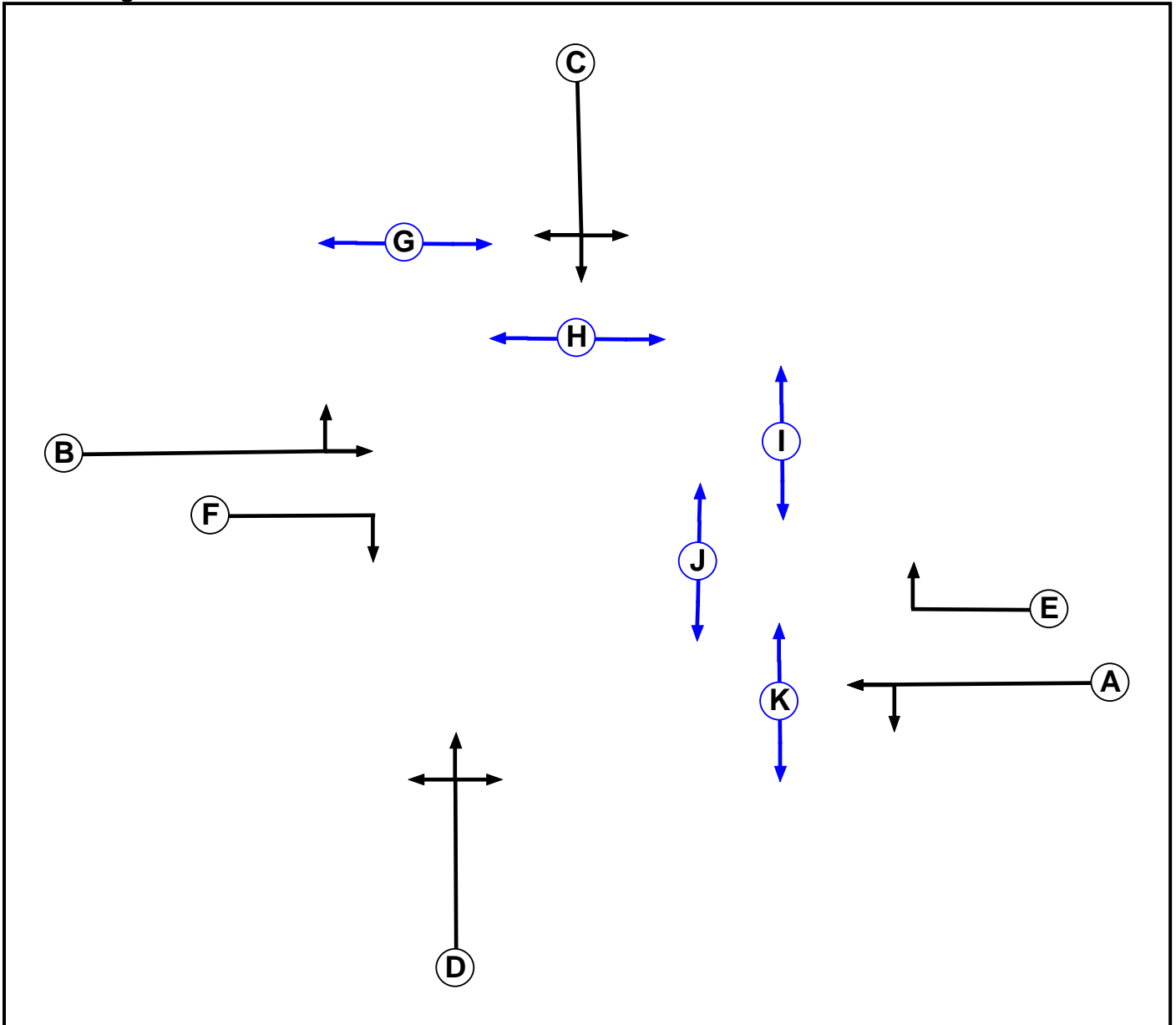
User and Project Details

Project:	Peak Lane/Stubbington Bypass
Title:	
Location:	Stubbington
Additional detail:	
File name:	Bypass Peak Lane Signalised Junction (2036 Flows).lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		5	5
H	Pedestrian		7	7
I	Pedestrian		6	6
J	Pedestrian		5	5
K	Pedestrian		7	7

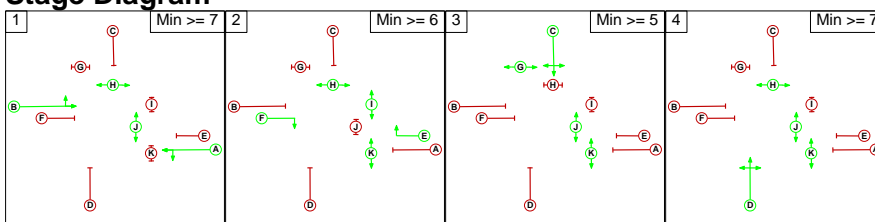
Phase Intergrens Matrix

	Starting Phase										
	A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A	-	5	6	-	5	-	-	-	-	5
B	-	-	5	5	5	-	9	-	10	-	-
C	6	5	-	6	6	6	-	5	10	-	-
D	5	5	6	-	6	5	12	-	12	-	-
E	-	6	5	5	-	-	12	-	-	5	-
F	5	-	5	5	-	-	-	-	-	-	-
G	-	6	-	6	6	-	-	-	-	-	-
H	-	-	6	-	-	-	-	-	-	-	-
I	-	6	6	6	-	-	-	-	-	-	-
J	-	-	-	-	6	-	-	-	-	-	-
K	6	-	-	-	-	-	-	-	-	-	-

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	F	Gaining absolute	6	6
4	1	B	Gaining absolute	6	6

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1	-	10	9	6
2	6	-	12	6
3	6	10	-	6
4	6	12	12	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results
Lane Input Data

Full Input Data And Results

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Bypass east)	U	A	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 8 Left	14.00
1/2 (Bypass east)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
1/3 (Bypass east)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
1/4 (Bypass east)	U	E	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Right	22.00
2/1 (Bypass west)	U	B	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 7 Left	20.00
2/2 (Bypass west)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
2/3 (Bypass west)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
2/4 (Bypass west)	U	F	2	3	60.0	Geom	-	3.00	0.00	N	Arm 8 Right	25.00
3/1 (Peak Lane north)	U	C	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 6 Left	22.00
3/2 (Peak Lane north)	U	C	2	3	60.0	Geom	-	3.00	0.00	N	Arm 8 Ahead	Inf
3/3 (Peak Lane north)	U	C	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Right	20.00
4/1 (Peak Lane south)	U	D	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 5 Left	18.00
4/2 (Peak Lane south)	U	D	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
4/3 (Peak Lane south)	U	D	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Right	18.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

7/1	U		2	3	60.0	User	9999	-	-	-	-	-
8/1	U		2	3	60.0	User	9999	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Baseline 2036 AM'	08:00	09:00	01:00	
2: 'Baseline 2036 PM'	16:00	17:00	01:00	
3: 'Baseline 2036 Plus Proposed Development AM'	08:00	09:00	01:00	
4: 'Baseline 2036 Plus Proposed Development PM'	16:00	17:00	01:00	

Scenario 1: 'Baseline 2036 AM' (FG1: 'Baseline 2036 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1290	180	1470
	B	0	0	37	122	159
	C	925	186	0	49	1160
	D	20	29	41	0	90
	Tot.	945	215	1368	351	2879

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Baseline 2036 AM
Junction: Unnamed Junction	
1/1 (short)	0
1/2 (with short)	617(In) 617(Out)
1/3	673
1/4	180
2/1 (short)	49
2/2 (with short)	489(In) 440(Out)
2/3	485
2/4	186
3/1 (short)	20
3/2 (with short)	49(In) 29(Out)
3/3	41
4/1 (short)	37
4/2 (with short)	159(In) 122(Out)
4/3	0
5/1	617
5/2	751
6/1	460
6/2	485
7/1	351
8/1	215

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Bypass east)	3.00	0.00	Y	Arm 8 Left	14.00	0.0 %	1915	1915
1/2 (Bypass east)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (Bypass east)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/4 (Bypass east)	3.00	0.00	N	Arm 7 Right	22.00	100.0 %	1924	1924
2/1 (Bypass west)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
2/2 (Bypass west)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/3 (Bypass west)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/4 (Bypass west)	3.00	0.00	N	Arm 8 Right	25.00	100.0 %	1939	1939
3/1 (Peak Lane north)	3.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1793	1793
3/2 (Peak Lane north)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (Peak Lane north)	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
4/1 (Peak Lane south)	3.00	0.00	Y	Arm 5 Left	18.00	100.0 %	1768	1768
4/2 (Peak Lane south)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
4/3 (Peak Lane south)	3.00	0.00	N	Arm 6 Right	18.00	0.0 %	2055	2055
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						9999	9999
8/1	This lane uses a directly entered Saturation Flow						9999	9999

Full Input Data And Results

Scenario 2: 'Baseline 2036 PM' (FG2: 'Baseline 2036 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	1166	196	1387
	B	0	0	22	118	140
	C	1182	85	0	44	1311
	D	7	36	94	0	137
	Tot.	1189	146	1282	358	2975

Traffic Lane Flows

Lane	Scenario 2: Baseline 2036 PM
Junction: Unnamed Junction	
1/1 (short)	25
1/2 (with short)	584(In) 559(Out)
1/3	607
1/4	196
2/1 (short)	44
2/2 (with short)	607(In) 563(Out)
2/3	619
2/4	85
3/1 (short)	7
3/2 (with short)	43(In) 36(Out)
3/3	94
4/1 (short)	22
4/2 (with short)	140(In) 118(Out)
4/3	0
5/1	559
5/2	723
6/1	570
6/2	619
7/1	358
8/1	146

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Bypass east)	3.00	0.00	Y	Arm 8 Left	14.00	100.0 %	1730	1730
1/2 (Bypass east)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (Bypass east)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/4 (Bypass east)	3.00	0.00	N	Arm 7 Right	22.00	100.0 %	1924	1924
2/1 (Bypass west)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
2/2 (Bypass west)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/3 (Bypass west)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/4 (Bypass west)	3.00	0.00	N	Arm 8 Right	25.00	100.0 %	1939	1939
3/1 (Peak Lane north)	3.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1793	1793
3/2 (Peak Lane north)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (Peak Lane north)	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
4/1 (Peak Lane south)	3.00	0.00	Y	Arm 5 Left	18.00	100.0 %	1768	1768
4/2 (Peak Lane south)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
4/3 (Peak Lane south)	3.00	0.00	N	Arm 6 Right	18.00	0.0 %	2055	2055
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						9999	9999
8/1	This lane uses a directly entered Saturation Flow						9999	9999

Scenario 3: 'Baseline 2036 + PD AM' (FG3: 'Baseline 2036 Plus Proposed Development AM', Plan 1: 'Network

Full Input Data And Results
Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	0	1290	180	1470
	B	0	0	58	163	221
	C	925	191	0	49	1165
	D	20	40	41	0	101
	Tot.	945	231	1389	392	2957

Traffic Lane Flows

Lane	Scenario 3: Baseline 2036 + PD AM
Junction: Unnamed Junction	
1/1 (short)	0
1/2 (with short)	617(In) 617(Out)
1/3	673
1/4	180
2/1 (short)	49
2/2 (with short)	489(In) 440(Out)
2/3	485
2/4	191
3/1 (short)	20
3/2 (with short)	60(In) 40(Out)
3/3	41
4/1 (short)	58
4/2 (with short)	221(In) 163(Out)
4/3	0
5/1	617
5/2	772
6/1	460
6/2	485
7/1	392
8/1	231

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Bypass east)	3.00	0.00	Y	Arm 8 Left	14.00	0.0 %	1915	1915
1/2 (Bypass east)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (Bypass east)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/4 (Bypass east)	3.00	0.00	N	Arm 7 Right	22.00	100.0 %	1924	1924
2/1 (Bypass west)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
2/2 (Bypass west)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/3 (Bypass west)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/4 (Bypass west)	3.00	0.00	N	Arm 8 Right	25.00	100.0 %	1939	1939
3/1 (Peak Lane north)	3.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1793	1793
3/2 (Peak Lane north)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (Peak Lane north)	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
4/1 (Peak Lane south)	3.00	0.00	Y	Arm 5 Left	18.00	100.0 %	1768	1768
4/2 (Peak Lane south)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
4/3 (Peak Lane south)	3.00	0.00	N	Arm 6 Right	18.00	0.0 %	2055	2055
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						9999	9999
8/1	This lane uses a directly entered Saturation Flow						9999	9999

Scenario 4: 'Baseline 2036 + PD PM' (FG4: 'Baseline 2036 Plus Proposed Development PM', Plan 1: 'Network

Full Input Data And Results
Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	25	1166	196	1387
	B	0	0	29	132	161
	C	1182	102	0	44	1328
	D	7	70	94	0	171
	Tot.	1189	197	1289	372	3047

Traffic Lane Flows

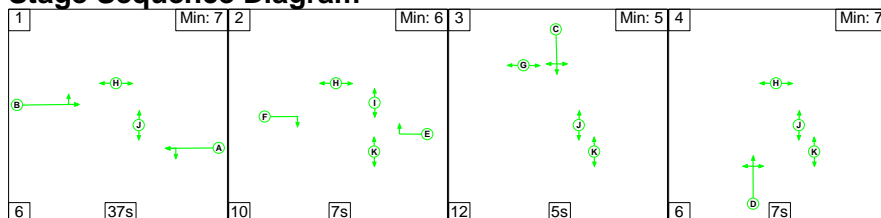
Lane	Scenario 4: Baseline 2036 + PD PM
Junction: Unnamed Junction	
1/1 (short)	25
1/2 (with short)	584(In) 559(Out)
1/3	607
1/4	196
2/1 (short)	44
2/2 (with short)	607(In) 563(Out)
2/3	619
2/4	102
3/1 (short)	7
3/2 (with short)	77(In) 70(Out)
3/3	94
4/1 (short)	29
4/2 (with short)	161(In) 132(Out)
4/3	0
5/1	559
5/2	730
6/1	570
6/2	619
7/1	372
8/1	197

Lane Saturation Flows

Junction: Unnamed Junction								
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 (Bypass east)	3.00	0.00	Y	Arm 8 Left	14.00	100.0 %	1730	1730
1/2 (Bypass east)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/3 (Bypass east)	3.00	0.00	N	Arm 5 Ahead	Inf	100.0 %	2055	2055
1/4 (Bypass east)	3.00	0.00	N	Arm 7 Right	22.00	100.0 %	1924	1924
2/1 (Bypass west)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
2/2 (Bypass west)	3.00	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1915	1915
2/3 (Bypass west)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/4 (Bypass west)	3.00	0.00	N	Arm 8 Right	25.00	100.0 %	1939	1939
3/1 (Peak Lane north)	3.00	0.00	Y	Arm 6 Left	22.00	100.0 %	1793	1793
3/2 (Peak Lane north)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (Peak Lane north)	3.00	0.00	N	Arm 5 Right	20.00	100.0 %	1912	1912
4/1 (Peak Lane south)	3.00	0.00	Y	Arm 5 Left	18.00	100.0 %	1768	1768
4/2 (Peak Lane south)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
4/3 (Peak Lane south)	3.00	0.00	N	Arm 6 Right	18.00	0.0 %	2055	2055
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						9999	9999
8/1	This lane uses a directly entered Saturation Flow						9999	9999

Scenario 1: 'Baseline 2036 AM' (FG1: 'Baseline 2036 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

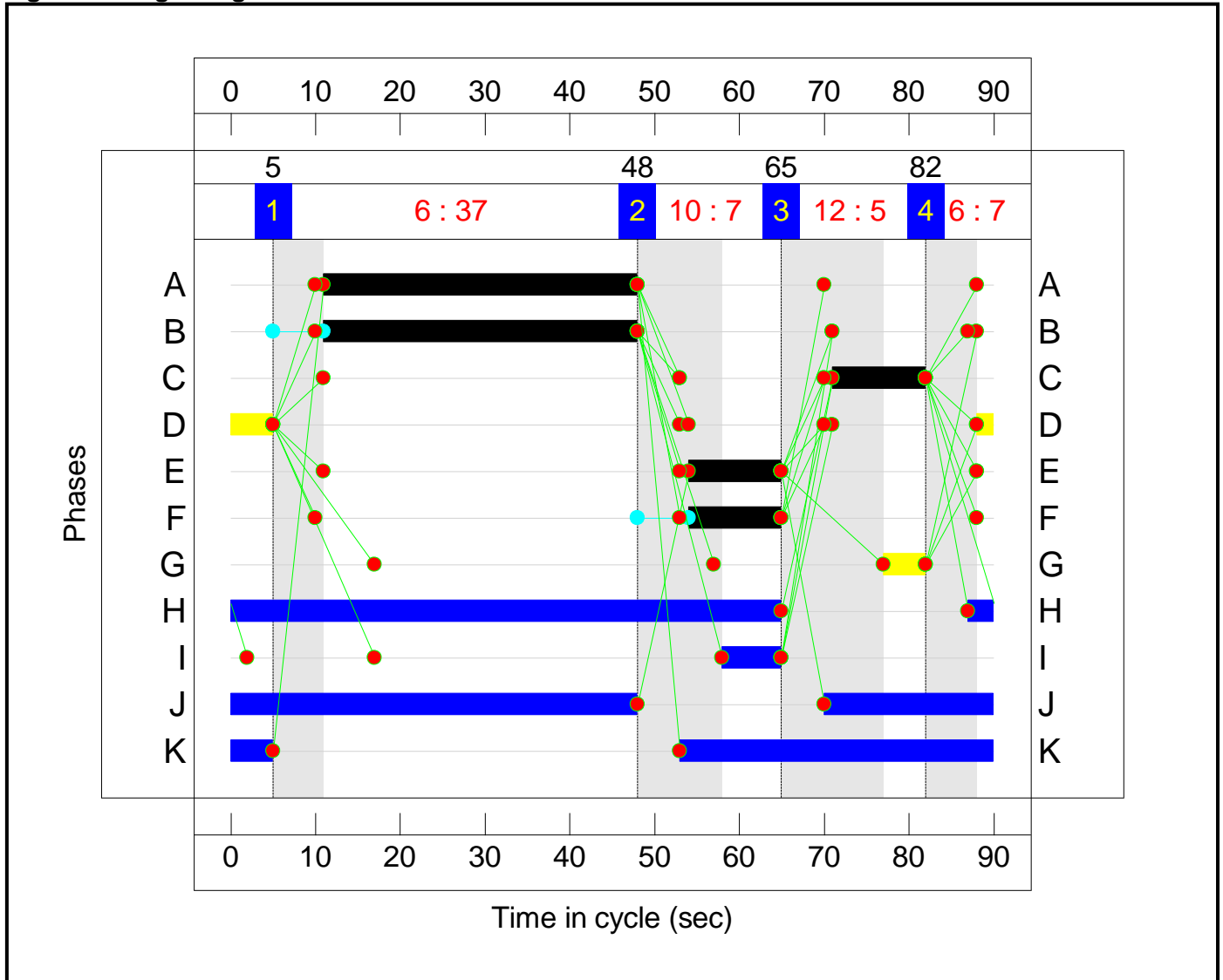


Full Input Data And Results

Stage Timings

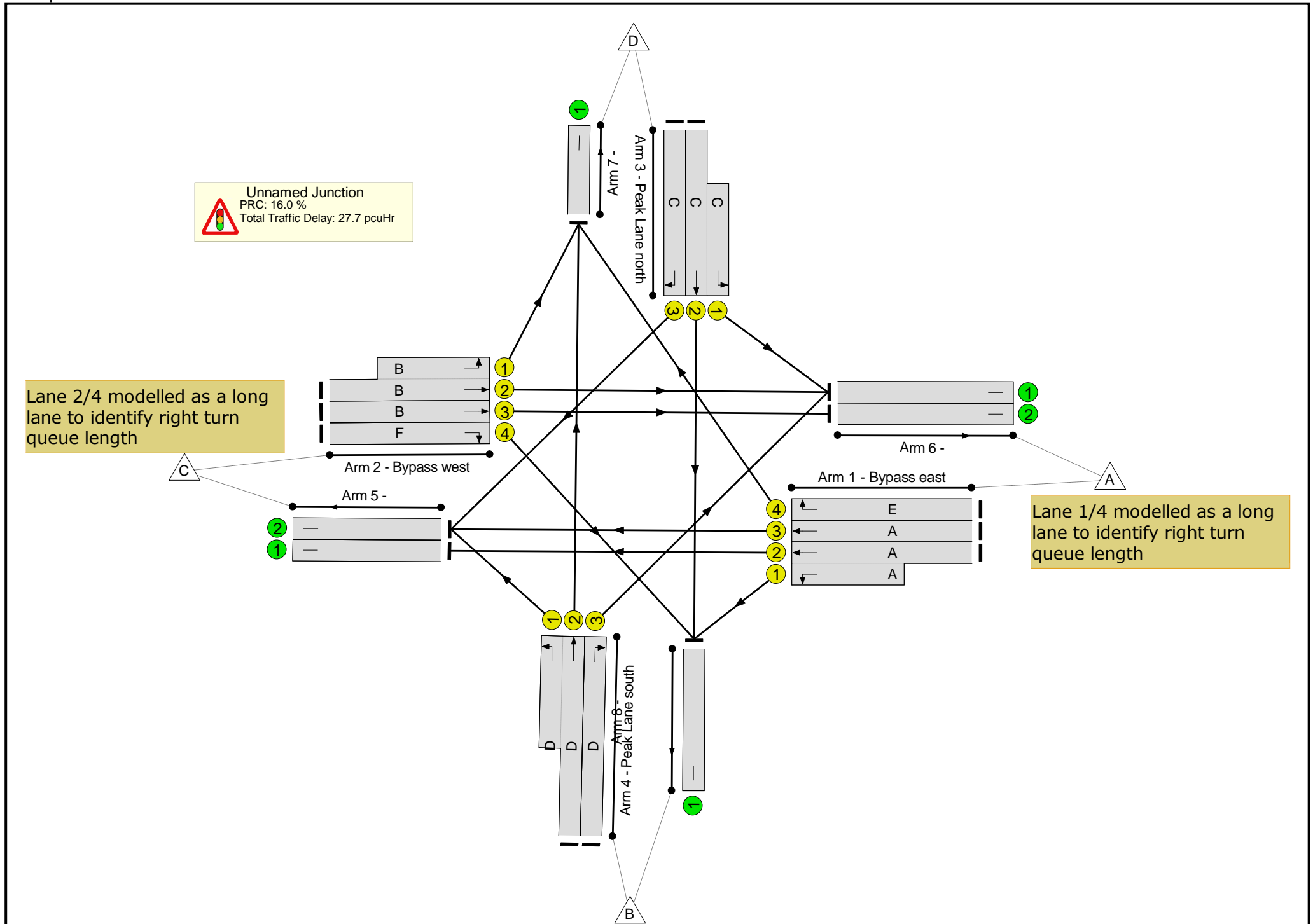
Stage	1	2	3	4
Duration	37	7	5	7
Change Point	5	48	65	82

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



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	-	-	N/A	-	-		-	-	-	-	-	-	77.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.6%
1/2+1/1	Bypass east Ahead Left	U	N/A	N/A	A		1	37	-	617	1915:1915	809+0	76.3 : 0.0%
1/3	Bypass east Ahead	U	N/A	N/A	A		1	37	-	673	2055	868	77.6%
1/4	Bypass east Right	U	N/A	N/A	E		1	11	-	180	1924	257	70.2%
2/2+2/1	Bypass west Ahead Left	U	N/A	N/A	B		1	37	-	489	1915:1781	772+86	57.0 : 57.0%
2/3	Bypass west Ahead	U	N/A	N/A	B		1	37	-	485	2055	868	55.9%
2/4	Bypass west Right	U	N/A	N/A	F		1	11	-	186	1939	259	71.9%
3/2+3/1	Peak Lane north Left Ahead	U	N/A	N/A	C		1	11	-	49	2055:1793	274+189	10.6 : 10.6%
3/3	Peak Lane north Right	U	N/A	N/A	C		1	11	-	41	1912	255	16.1%
4/2+4/1	Peak Lane south Left Ahead	U	N/A	N/A	D		1	7	-	159	2055:1768	183+55	66.8 : 66.8%
4/3	Peak Lane south Right	U	N/A	N/A	D		1	7	-	0	2055	183	0.0%
5/1		U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	351	9999	9999	3.5%
8/1		U	N/A	N/A	-		-	-	-	215	9999	9999	2.2%

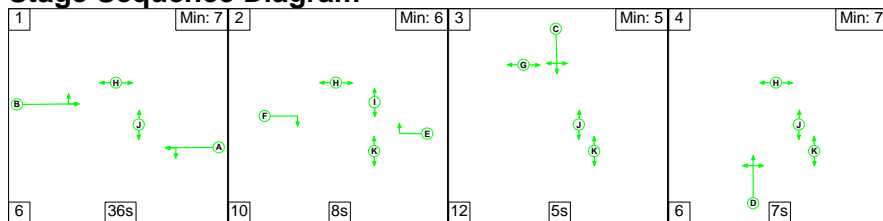
Full Input Data And Results

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	-	-	0	0	0	19.6	8.1	0.0	27.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	19.6	8.1	0.0	27.7	-	-	-	-
1/2+1/1	617	617	-	-	-	3.8	1.6	-	5.4	31.4	13.0	1.6	14.6
1/3	673	673	-	-	-	4.2	1.7	-	5.9	31.4	14.4	1.7	16.1
1/4	180	180	-	-	-	1.9	1.1	-	3.0	60.1	4.3	1.1	5.4
2/2+2/1	489	489	-	-	-	2.6	0.7	-	3.3	24.0	8.2	0.7	8.9
2/3	485	485	-	-	-	2.6	0.6	-	3.3	24.4	9.2	0.6	9.8
2/4	186	186	-	-	-	1.9	1.2	-	3.2	61.4	4.4	1.2	5.7
3/2+3/1	49	49	-	-	-	0.5	0.1	-	0.5	38.6	0.6	0.1	0.7
3/3	41	41	-	-	-	0.4	0.1	-	0.5	43.0	0.9	0.1	1.0
4/2+4/1	159	159	-	-	-	1.7	1.0	-	2.7	61.6	2.9	1.0	3.9
4/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	351	351	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
8/1	215	215	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		16.0	Total Delay for Signalled Lanes (pcuHr):			27.71	Cycle Time (s): 90			
			PRC Over All Lanes (%):		16.0	Total Delay Over All Lanes(pcuHr):			27.74				

Full Input Data And Results

Scenario 2: 'Baseline 2036 PM' (FG2: 'Baseline 2036 PM', Plan 1: 'Network Control Plan 1')

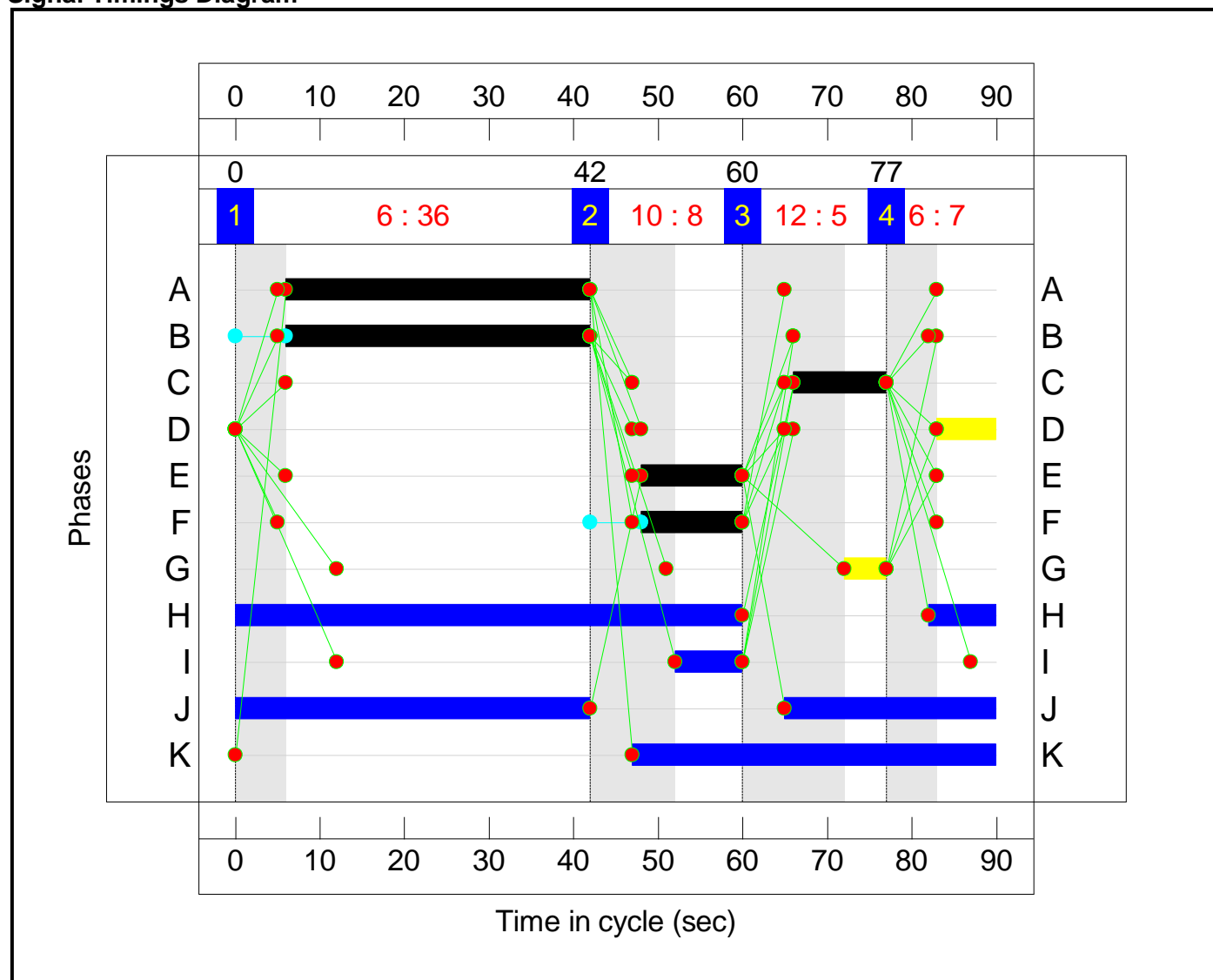
Stage Sequence Diagram



Stage Timings

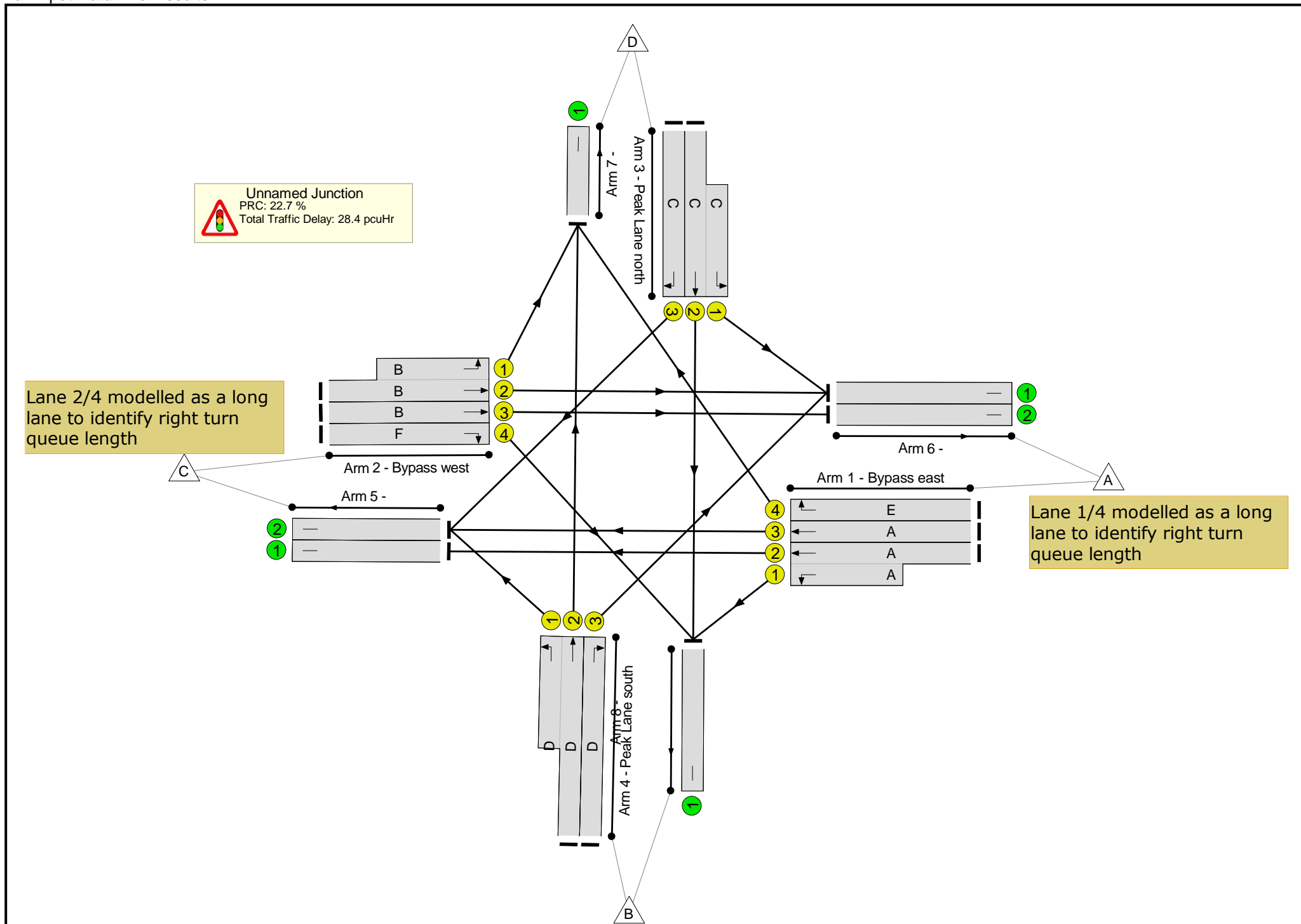
Stage	1	2	3	4
Duration	36	8	5	7
Change Point	0	42	60	77

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



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	-	-	N/A	-	-		-	-	-	-	-	-	73.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.3%
1/2+1/1	Bypass east Ahead Left	U	N/A	N/A	A		1	36	-	584	1915:1730	783+35	71.4 : 71.4%
1/3	Bypass east Ahead	U	N/A	N/A	A		1	36	-	607	2055	845	71.8%
1/4	Bypass east Right	U	N/A	N/A	E		1	12	-	196	1924	278	70.5%
2/2+2/1	Bypass west Ahead Left	U	N/A	N/A	B		1	36	-	607	1915:1781	768+60	73.3 : 73.3%
2/3	Bypass west Ahead	U	N/A	N/A	B		1	36	-	619	2055	845	73.3%
2/4	Bypass west Right	U	N/A	N/A	F		1	12	-	85	1939	280	30.3%
3/2+3/1	Peak Lane north Left Ahead	U	N/A	N/A	C		1	11	-	43	2055:1793	274+53	13.1 : 13.1%
3/3	Peak Lane north Right	U	N/A	N/A	C		1	11	-	94	1912	255	36.9%
4/2+4/1	Peak Lane south Left Ahead	U	N/A	N/A	D		1	7	-	140	2055:1768	183+34	64.6 : 64.6%
4/3	Peak Lane south Right	U	N/A	N/A	D		1	7	-	0	2055	183	0.0%
5/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	358	9999	9999	3.6%
8/1		U	N/A	N/A	-		-	-	-	146	9999	9999	1.5%

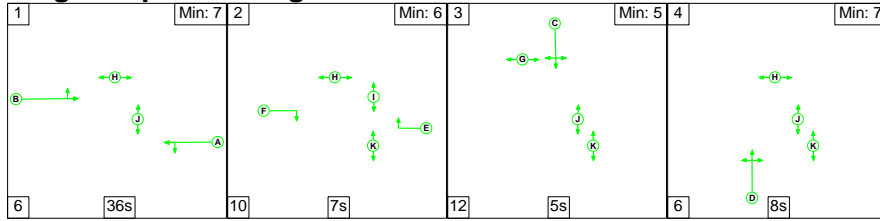
Full Input Data And Results

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	-	-	0	0	0	20.5	7.9	0.0	28.4	-	-	-	-
Unnamed Junction	-	-	0	0	0	20.5	7.9	0.0	28.4	-	-	-	-
1/2+1/1	584	584	-	-	-	3.5	1.2	-	4.8	29.5	11.7	1.2	12.9
1/3	607	607	-	-	-	3.7	1.3	-	5.0	29.6	12.6	1.3	13.9
1/4	196	196	-	-	-	2.0	1.2	-	3.2	58.1	4.6	1.2	5.8
2/2+2/1	607	607	-	-	-	3.7	1.4	-	5.0	29.9	11.9	1.4	13.2
2/3	619	619	-	-	-	3.8	1.4	-	5.2	30.2	12.9	1.4	14.3
2/4	85	85	-	-	-	0.8	0.2	-	1.0	43.7	1.9	0.2	2.1
3/2+3/1	43	43	-	-	-	0.4	0.1	-	0.5	40.8	0.8	0.1	0.9
3/3	94	94	-	-	-	0.9	0.3	-	1.2	46.7	2.1	0.3	2.4
4/2+4/1	140	140	-	-	-	1.5	0.9	-	2.4	62.3	2.8	0.9	3.7
4/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	358	358	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
8/1	146	146	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		22.7	Total Delay for Signalled Lanes (pcuHr):			28.34	Cycle Time (s): 90			
			PRC Over All Lanes (%):		22.7	Total Delay Over All Lanes(pcuHr):			28.36				

Full Input Data And Results

Scenario 3: 'Baseline 2036 + PD AM' (FG3: 'Baseline 2036 Plus Proposed Development AM', Plan 1: 'Network Control Plan 1')

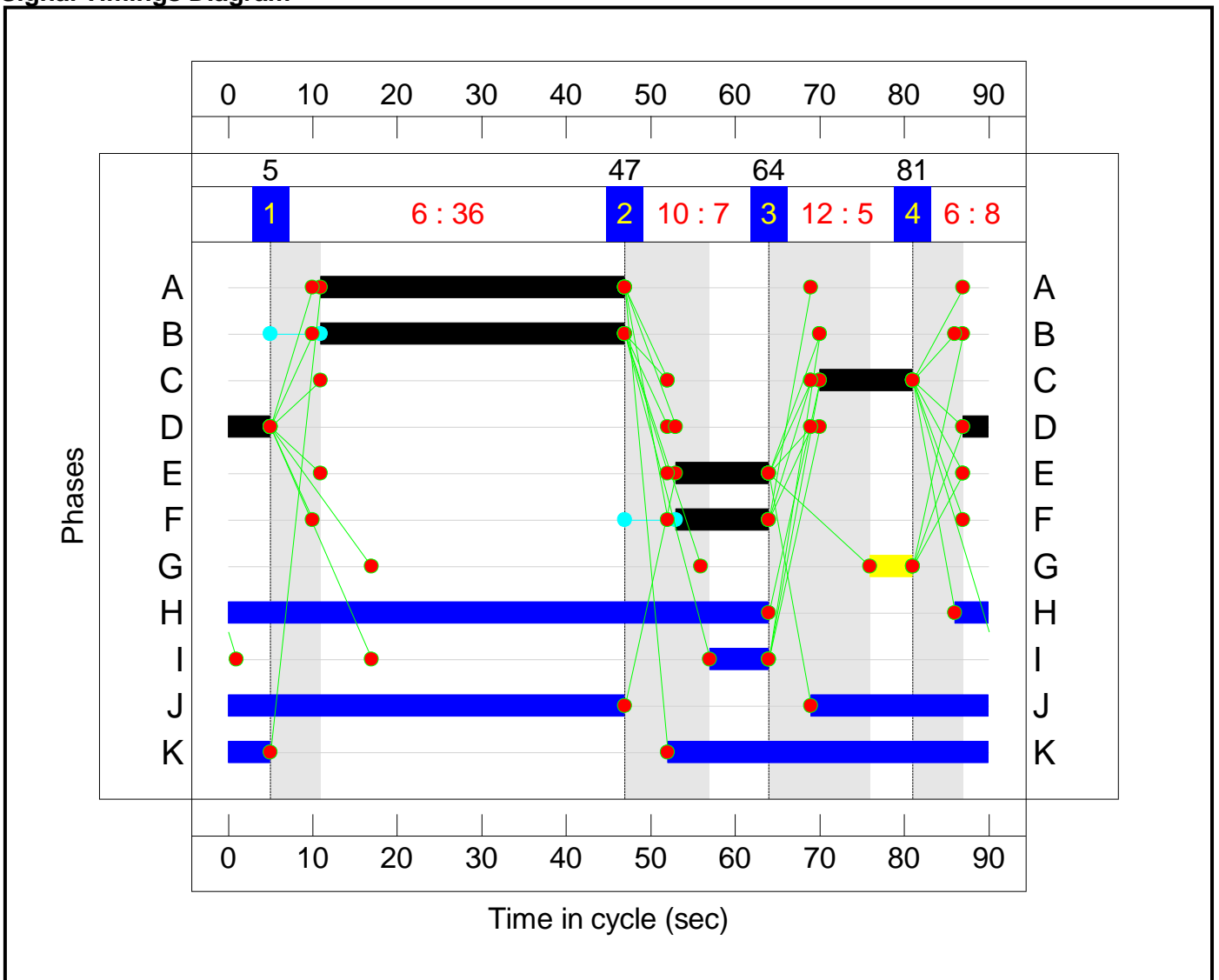
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	36	7	5	8
Change Point	5	47	64	81

Signal Timings Diagram



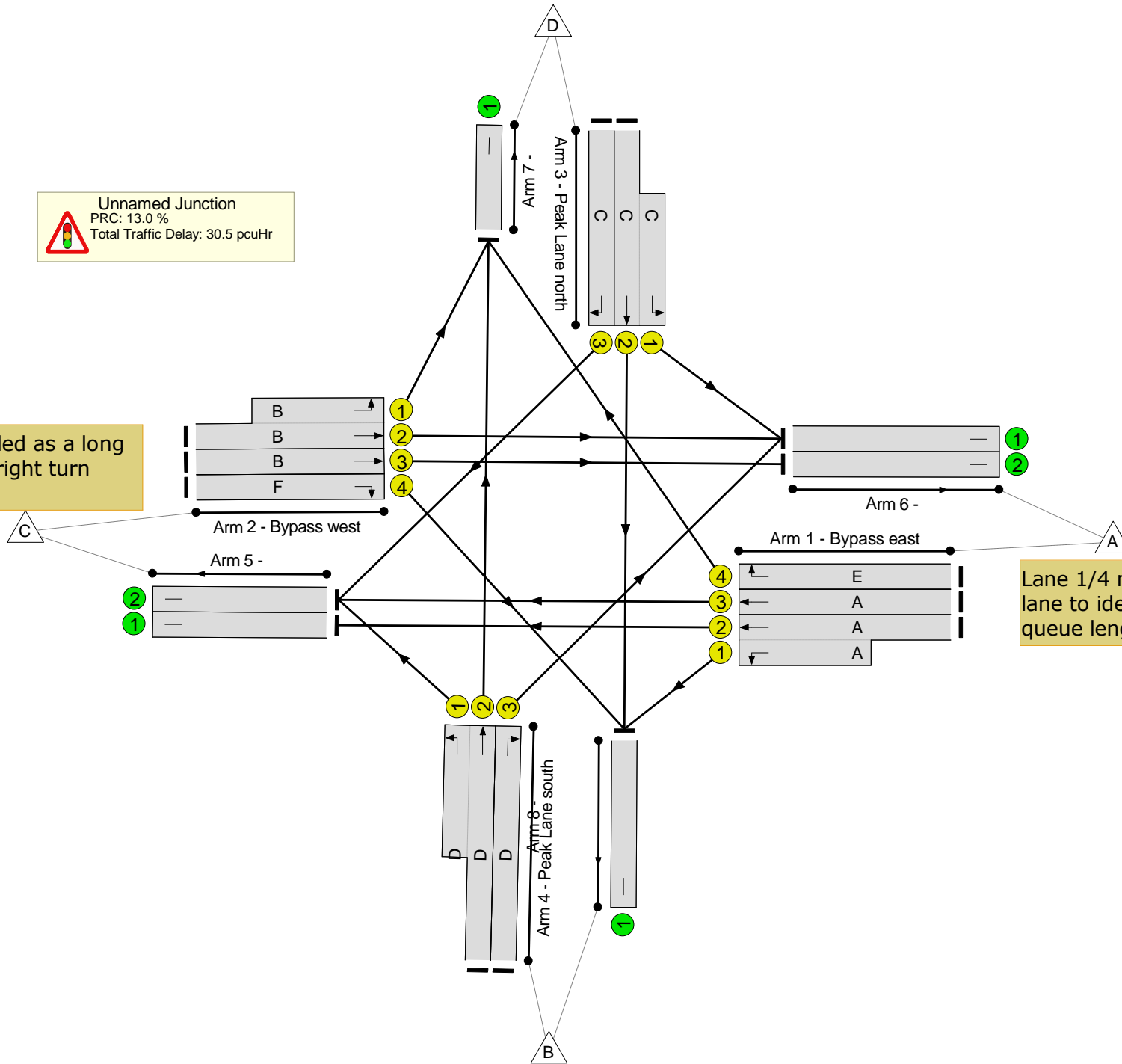
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 13.0 %
Total Traffic Delay: 30.5 pcuHr

Lane 2/4 modelled as a long lane to identify right turn queue length

Lane 1/4 modelled as a long lane to identify right turn queue length



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	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/2+1/1	Bypass east Ahead Left	U	N/A	N/A	A		1	36	-	617	1915:1915	787+0	78.4 : 0.0%
1/3	Bypass east Ahead	U	N/A	N/A	A		1	36	-	673	2055	845	79.7%
1/4	Bypass east Right	U	N/A	N/A	E		1	11	-	180	1924	257	70.2%
2/2+2/1	Bypass west Ahead Left	U	N/A	N/A	B		1	36	-	489	1915:1781	753+84	58.4 : 58.4%
2/3	Bypass west Ahead	U	N/A	N/A	B		1	36	-	485	2055	845	57.4%
2/4	Bypass west Right	U	N/A	N/A	F		1	11	-	191	1939	259	73.9%
3/2+3/1	Peak Lane north Left Ahead	U	N/A	N/A	C		1	11	-	60	2055:1793	274+137	14.6 : 14.6%
3/3	Peak Lane north Right	U	N/A	N/A	C		1	11	-	41	1912	255	16.1%
4/2+4/1	Peak Lane south Left Ahead	U	N/A	N/A	D		1	8	-	221	2055:1768	205+73	79.3 : 79.3%
4/3	Peak Lane south Right	U	N/A	N/A	D		1	8	-	0	2055	205	0.0%
5/1		U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	392	9999	9999	3.9%
8/1		U	N/A	N/A	-		-	-	-	231	9999	9999	2.3%

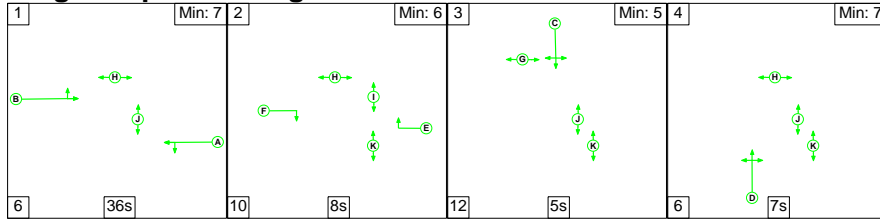
Full Input Data And Results

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	-	-	0	0	0	21.0	9.6	0.0	30.5	-	-	-	-
Unnamed Junction	-	-	0	0	0	21.0	9.6	0.0	30.5	-	-	-	-
1/2+1/1	617	617	-	-	-	3.9	1.8	-	5.7	33.4	13.4	1.8	15.1
1/3	673	673	-	-	-	4.3	1.9	-	6.3	33.5	14.6	1.9	16.5
1/4	180	180	-	-	-	1.9	1.1	-	3.0	60.1	4.3	1.1	5.4
2/2+2/1	489	489	-	-	-	2.7	0.7	-	3.4	25.0	8.3	0.7	9.0
2/3	485	485	-	-	-	2.8	0.7	-	3.4	25.4	9.3	0.7	10.0
2/4	191	191	-	-	-	2.0	1.4	-	3.3	63.1	4.6	1.4	5.9
3/2+3/1	60	60	-	-	-	0.6	0.1	-	0.7	39.6	0.9	0.1	1.0
3/3	41	41	-	-	-	0.4	0.1	-	0.5	43.0	0.9	0.1	1.0
4/2+4/1	221	221	-	-	-	2.4	1.8	-	4.2	68.5	3.9	1.8	5.7
4/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	392	392	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
8/1	231	231	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		13.0	Total Delay for Signalled Lanes (pcuHr):			30.50	Cycle Time (s): 90			
			PRC Over All Lanes (%):		13.0	Total Delay Over All Lanes(pcuHr):			30.54				

Full Input Data And Results

Scenario 4: 'Baseline 2036 + PD PM' (FG4: 'Baseline 2036 Plus Proposed Development PM', Plan 1: 'Network Control Plan 1')

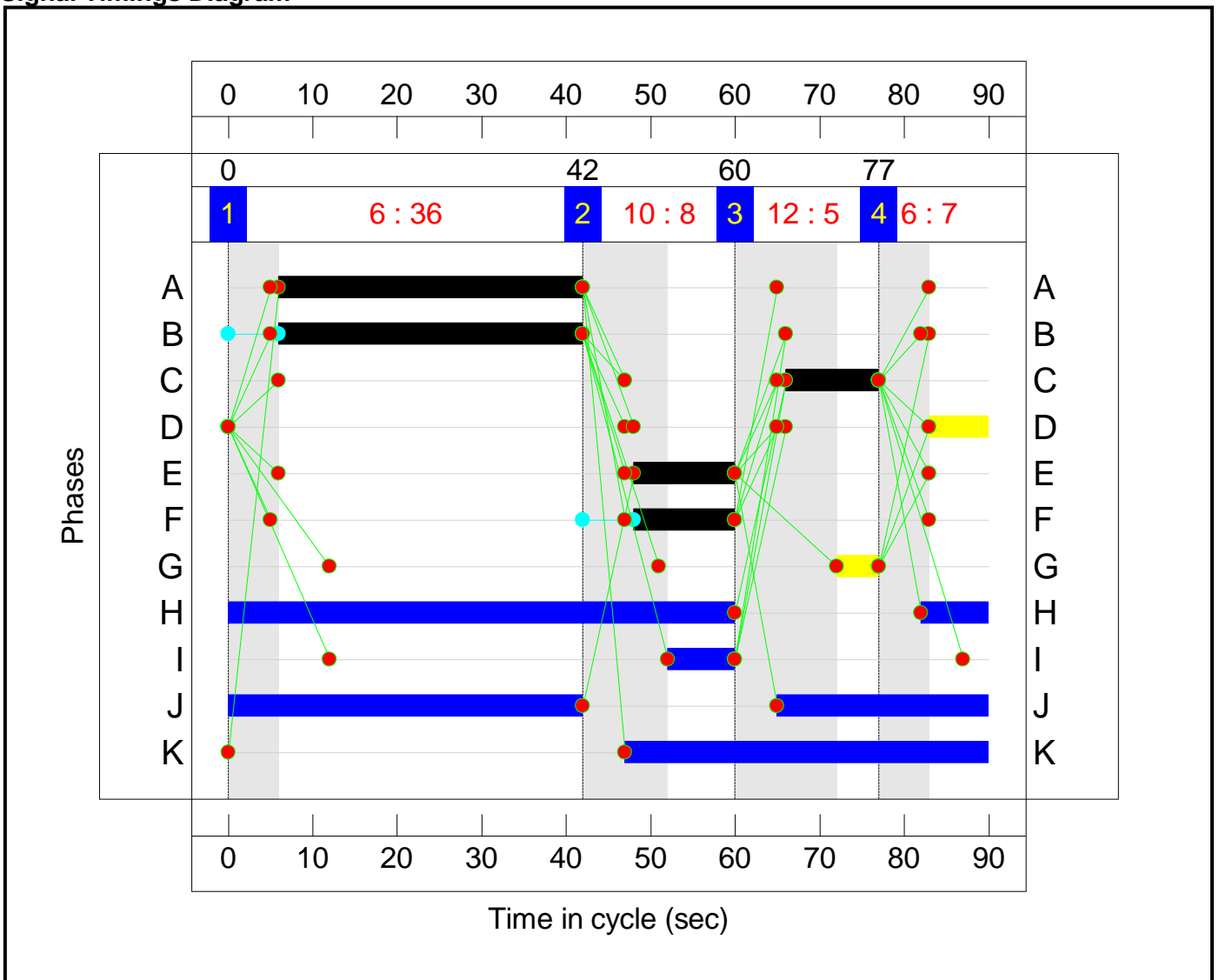
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	36	8	5	7
Change Point	0	42	60	77

Signal Timings Diagram



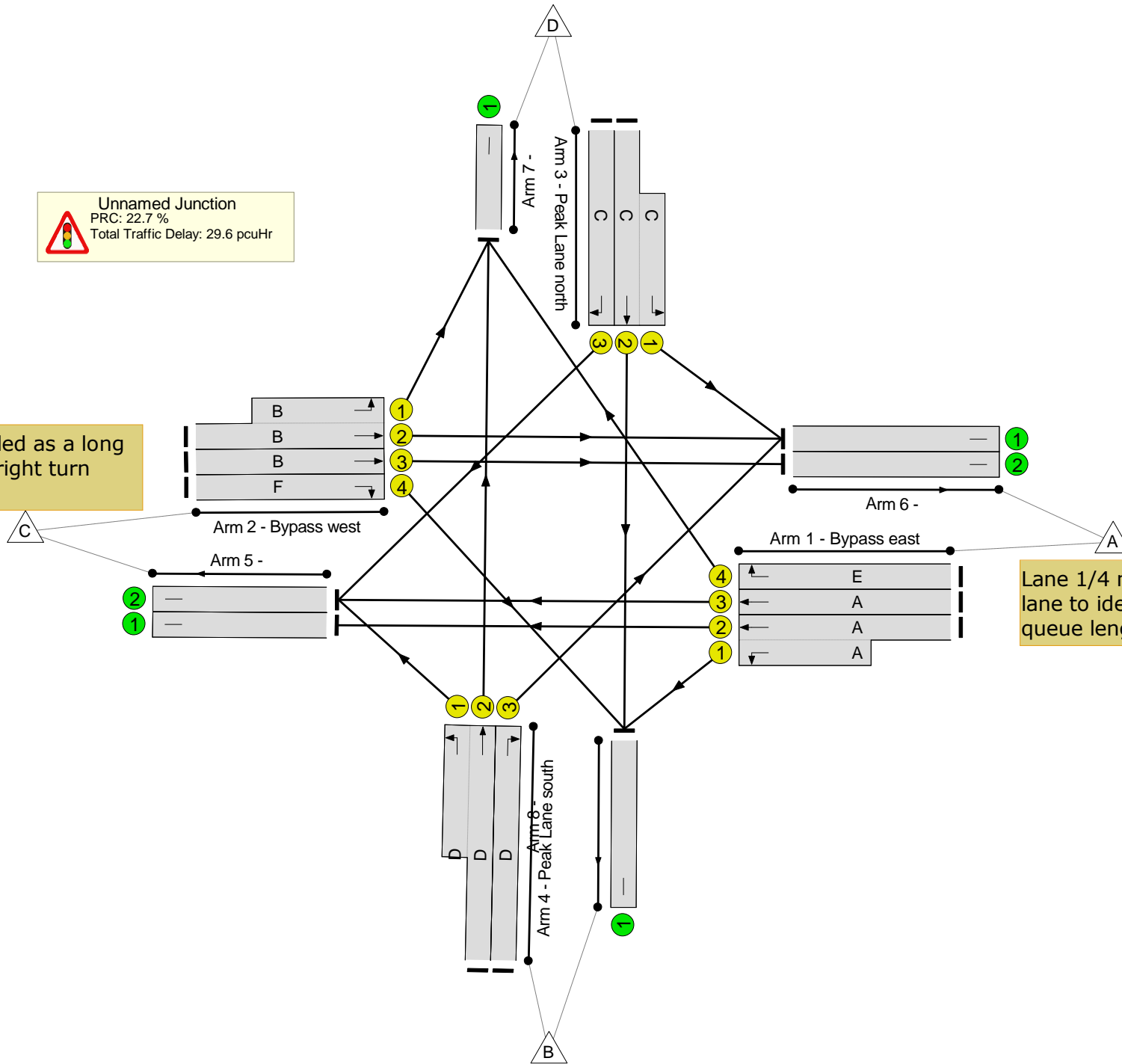
Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Unnamed Junction
PRC: 22.7 %
Total Traffic Delay: 29.6 pcuHr

Lane 2/4 modelled as a long lane to identify right turn queue length

Lane 1/4 modelled as a long lane to identify right turn queue length



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	-	-	N/A	-	-		-	-	-	-	-	-	73.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.3%
1/2+1/1	Bypass east Ahead Left	U	N/A	N/A	A		1	36	-	584	1915:1730	783+35	71.4 : 71.4%
1/3	Bypass east Ahead	U	N/A	N/A	A		1	36	-	607	2055	845	71.8%
1/4	Bypass east Right	U	N/A	N/A	E		1	12	-	196	1924	278	70.5%
2/2+2/1	Bypass west Ahead Left	U	N/A	N/A	B		1	36	-	607	1915:1781	768+60	73.3 : 73.3%
2/3	Bypass west Ahead	U	N/A	N/A	B		1	36	-	619	2055	845	73.3%
2/4	Bypass west Right	U	N/A	N/A	F		1	12	-	102	1939	280	36.4%
3/2+3/1	Peak Lane north Left Ahead	U	N/A	N/A	C		1	11	-	77	2055:1793	274+27	25.5 : 25.5%
3/3	Peak Lane north Right	U	N/A	N/A	C		1	11	-	94	1912	255	36.9%
4/2+4/1	Peak Lane south Left Ahead	U	N/A	N/A	D		1	7	-	161	2055:1768	183+40	72.3 : 72.3%
4/3	Peak Lane south Right	U	N/A	N/A	D		1	7	-	0	2055	183	0.0%
5/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	372	9999	9999	3.7%
8/1		U	N/A	N/A	-		-	-	-	197	9999	9999	2.0%

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	-	-	0	0	0	21.2	8.4	0.0	29.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	21.2	8.4	0.0	29.6	-	-	-	-
1/2+1/1	584	584	-	-	-	3.5	1.2	-	4.8	29.5	11.7	1.2	12.9
1/3	607	607	-	-	-	3.7	1.3	-	5.0	29.6	12.6	1.3	13.9
1/4	196	196	-	-	-	2.0	1.2	-	3.2	58.1	4.6	1.2	5.8
2/2+2/1	607	607	-	-	-	3.7	1.4	-	5.0	29.9	11.9	1.4	13.2
2/3	619	619	-	-	-	3.8	1.4	-	5.2	30.2	12.9	1.4	14.3
2/4	102	102	-	-	-	1.0	0.3	-	1.3	44.9	2.3	0.3	2.6
3/2+3/1	77	77	-	-	-	0.7	0.2	-	0.9	43.0	1.6	0.2	1.7
3/3	94	94	-	-	-	0.9	0.3	-	1.2	46.7	2.1	0.3	2.4
4/2+4/1	161	161	-	-	-	1.8	1.3	-	3.0	67.6	3.2	1.3	4.4
4/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	372	372	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
8/1	197	197	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		22.7	Total Delay for Signalled Lanes (pcuHr):			29.61	Cycle Time (s): 90			
			PRC Over All Lanes (%):		22.7	Total Delay Over All Lanes(pcuHr):			29.64				

Appendix R

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk
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Filename: Mays Lane Titchfield Road B334 Roundabout.j9

Path: W:\Projects\040-049\048 Persimmon Charles Church\048.0013 Oakcroft Lane, Stubbington\Modelling\209 Units - Revised App\5. Mays Lane Titchfield Road B334 Roundabout

Report generation date: 23/04/2020 17:52:49

- »Mays Lane/Titchfield Road/B334 Roundabout - 2018, AM
- »Mays Lane/Titchfield Road/B334 Roundabout - 2018, PM
- »Mays Lane/Titchfield Road/B334 Roundabout - 2025, AM
- »Mays Lane/Titchfield Road/B334 Roundabout - 2025, PM
- »Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD, AM
- »Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD, PM
- »Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD + PD, AM
- »Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD + PD, PM
- »Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD + Newlands Farm + PD, AM
- »Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD + Newlands Farm + PD, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Mays Lane/Titchfield Road/B334 Roundabout - 2018								
1 - May's Lane	0.5	4.62	0.32	A	0.7	6.22	0.43	A
2 - B3334	4.5	13.84	0.82	B	3.8	12.15	0.80	B
3 - Titchfield Road	1.0	6.96	0.51	A	1.2	6.10	0.55	A
Mays Lane/Titchfield Road/B334 Roundabout - 2025								
1 - May's Lane	0.6	5.10	0.36	A	1.0	7.42	0.49	A
2 - B3334	8.9	25.77	0.91	D	7.0	20.49	0.88	C
3 - Titchfield Road	1.4	8.64	0.59	A	1.6	7.26	0.62	A
Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD								
1 - May's Lane	0.6	5.10	0.36	A	1.0	7.42	0.49	A
2 - B3334	8.9	25.77	0.91	D	7.0	20.49	0.88	C
3 - Titchfield Road	1.4	8.64	0.59	A	1.6	7.26	0.62	A
Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD + PD								
1 - May's Lane	0.6	5.31	0.39	A	1.0	7.57	0.50	A
2 - B3334	9.4	27.06	0.92	D	8.1	23.47	0.90	C
3 - Titchfield Road	1.4	8.74	0.59	A	1.7	7.49	0.63	A
Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD + Newlands Farm + PD								
1 - May's Lane	0.7	5.62	0.42	A	1.1	8.08	0.54	A
2 - B3334	13.9	38.30	0.95	E	17.0	45.74	0.97	E
3 - Titchfield Road	1.6	9.36	0.61	A	1.9	8.43	0.65	A

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

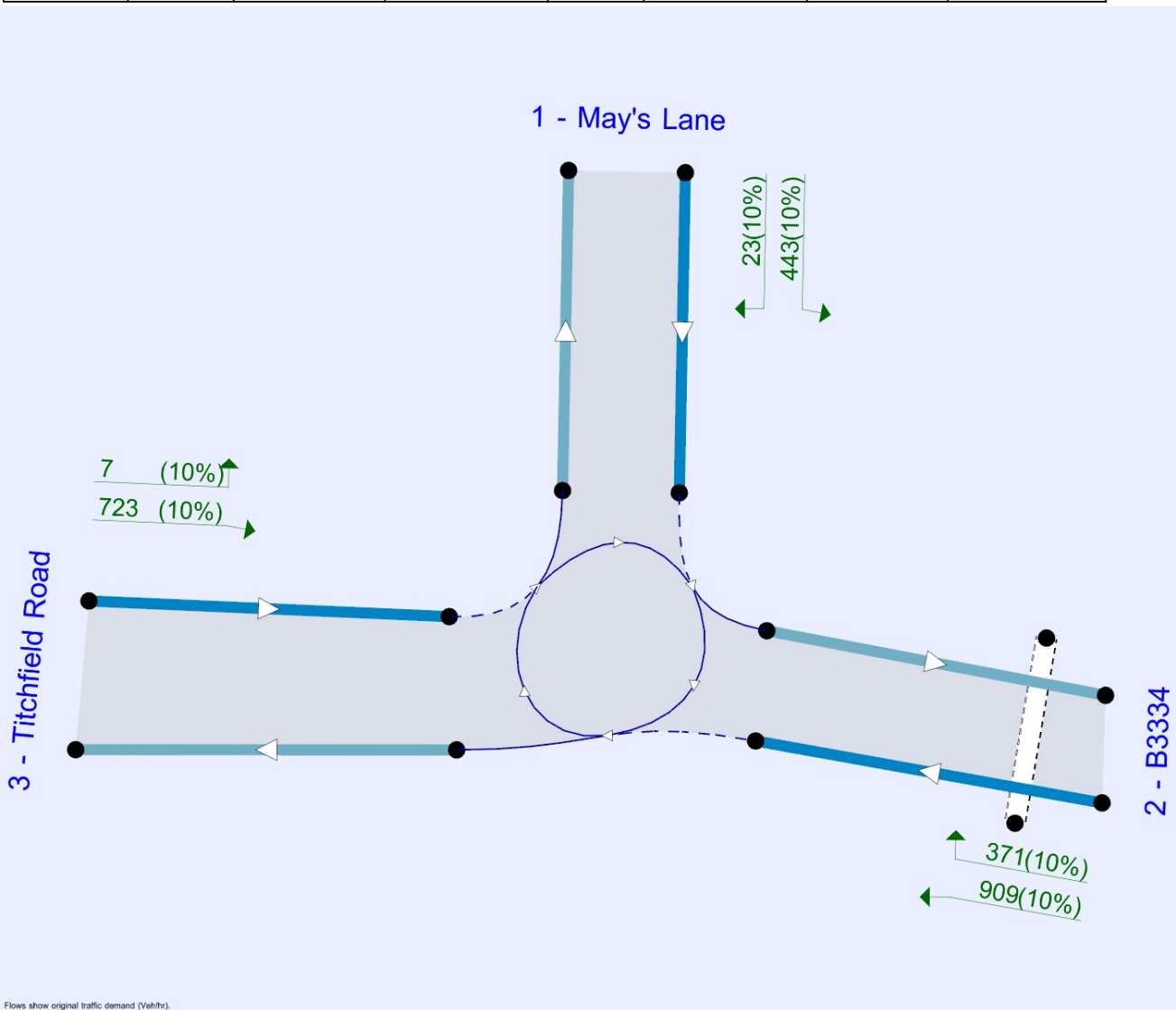
File summary

File Description

Title	Mays Lane/Titchfield Road/B334 Roundabout
Location	Stubbington
Site number	
Date	10/09/2019
Version	
Status	Existing Layout
Identifier	
Client	Persimmon Homes
Jobnumber	048.0013
Enumerator	PC-PBASH-MODEL\Cad PC
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	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 segment length (min)
D1	2018	AM	ONE HOUR	07:45	09:15	15
D2	2018	PM	ONE HOUR	16:45	18:15	15
D3	2025	AM	ONE HOUR	07:45	09:15	15
D4	2025	PM	ONE HOUR	16:45	18:15	15
D5	2025 + CD	AM	ONE HOUR	07:45	09:15	15
D6	2025 + CD	PM	ONE HOUR	16:45	18:15	15
D7	2025 + CD + PD	AM	ONE HOUR	07:45	09:15	15
D8	2025 + CD + PD	PM	ONE HOUR	16:45	18:15	15
D9	2025 + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15
D10	2025 + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Mays Lane/Titchfield Road/B334 Roundabout	100.000

Mays Lane/Titchfield Road/B334 Roundabout - 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mays Lane/Titchfield Road/B334 Roundabout	Standard Roundabout	1, 2, 3	10.48	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	May's Lane	
2	B3334	
3	Titchfield Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - May's Lane	3.65	5.80	20.6	26.0	35.0	30.0	
2 - B3334	3.65	7.00	29.0	44.0	35.0	29.0	
3 - Titchfield Road	3.50	7.10	14.0	14.0	35.0	28.0	

Pelican/Puffin Crossings

Arm	Space between crossing and junction entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - B3334	4.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - May's Lane	0.637	1612
2 - B3334	0.702	1903
3 - Titchfield Road	0.634	1636

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

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	2018	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	328	100.000
2 - B3334		✓	1092	100.000
3 - Titchfield Road		✓	496	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - May's Lane	
2 - B3334	100.00
3 - Titchfield Road	

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	309	19
	2 - B3334	607	0	485
	3 - Titchfield Road	32	464	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	10	10	10
	2 - B3334	10	10	10
	3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.32	4.62	0.5	A
2 - B3334	0.82	13.84	4.5	B
3 - Titchfield Road	0.51	6.96	1.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	247	348		1244	0.198	246	0.2	3.603	A
2 - B3334	822	14	75.29	1534	0.536	818	1.1	4.994	A
3 - Titchfield Road	373	454		1199	0.312	372	0.4	4.342	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	295	416		1200	0.246	295	0.3	3.973	A
2 - B3334	982	17	89.90	1502	0.654	979	1.8	6.847	A
3 - Titchfield Road	446	544		1142	0.391	445	0.6	5.162	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	361	509		1141	0.316	361	0.5	4.609	A
2 - B3334	1202	21	110.10	1460	0.824	1192	4.3	12.992	B
3 - Titchfield Road	546	663		1067	0.512	545	1.0	6.875	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	361	511		1140	0.317	361	0.5	4.620	A
2 - B3334	1202	21	110.10	1460	0.824	1202	4.5	13.844	B
3 - Titchfield Road	546	668		1063	0.514	546	1.0	6.959	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	295	419		1199	0.246	295	0.3	3.987	A
2 - B3334	982	17	89.90	1502	0.654	992	1.9	7.194	A
3 - Titchfield Road	446	551		1137	0.392	447	0.7	5.232	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	247	350		1243	0.199	247	0.2	3.616	A
2 - B3334	822	14	75.29	1534	0.536	825	1.2	5.103	A
3 - Titchfield Road	373	459		1196	0.312	374	0.5	4.384	A

Mays Lane/Titchfield Road/B334 Roundabout - 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mays Lane/Titchfield Road/B334 Roundabout	Standard Roundabout	1, 2, 3	9.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	389	100.000
2 - B3334		✓	1059	100.000
3 - Titchfield Road		✓	659	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - May's Lane	
2 - B3334	100.00
3 - Titchfield Road	

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	0	369	20
2 - B3334	245	0	814
3 - Titchfield Road	5	654	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	10	10	10
2 - B3334	10	10	10
3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.43	6.22	0.7	A
2 - B3334	0.80	12.15	3.8	B
3 - Titchfield Road	0.55	6.10	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	293	490		1153	0.254	292	0.3	4.177	A
2 - B3334	797	15	75.29	1534	0.520	793	1.1	4.829	A
3 - Titchfield Road	496	183		1371	0.362	494	0.6	4.095	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	350	587		1092	0.320	349	0.5	4.846	A
2 - B3334	952	18	89.90	1502	0.634	950	1.7	6.483	A
3 - Titchfield Road	592	220		1348	0.440	592	0.8	4.757	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	428	718		1008	0.425	427	0.7	6.188	A
2 - B3334	1166	22	110.10	1461	0.798	1158	3.7	11.587	B
3 - Titchfield Road	726	268		1317	0.551	724	1.2	6.049	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	428	720		1007	0.425	428	0.7	6.221	A
2 - B3334	1166	22	110.10	1461	0.798	1166	3.8	12.150	B
3 - Titchfield Road	726	270		1316	0.551	726	1.2	6.097	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	350	590		1090	0.321	351	0.5	4.876	A
2 - B3334	952	18	89.90	1502	0.634	960	1.8	6.742	A
3 - Titchfield Road	592	222		1346	0.440	594	0.8	4.798	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	293	493		1151	0.254	293	0.3	4.198	A
2 - B3334	797	15	75.29	1534	0.520	800	1.1	4.922	A
3 - Titchfield Road	496	185		1370	0.362	497	0.6	4.129	A

Mays Lane/Titchfield Road/B334 Roundabout - 2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mays Lane/Titchfield Road/B334 Roundabout	Standard Roundabout	1, 2, 3	17.79	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	363	100.000
2 - B3334		✓	1207	100.000
3 - Titchfield Road		✓	548	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - May's Lane	
2 - B3334	100.00
3 - Titchfield Road	

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	0	342	21
2 - B3334	671	0	536
3 - Titchfield Road	35	513	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	10	10	10
2 - B3334	10	10	10
3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.36	5.10	0.6	A
2 - B3334	0.91	25.77	8.9	D
3 - Titchfield Road	0.59	8.64	1.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	273	384		1221	0.224	272	0.3	3.789	A
2 - B3334	909	16	75.29	1533	0.593	903	1.4	5.666	A
3 - Titchfield Road	413	502		1169	0.353	410	0.5	4.735	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	326	460		1172	0.278	326	0.4	4.251	A
2 - B3334	1085	19	89.90	1500	0.723	1081	2.5	8.488	A
3 - Titchfield Road	493	601		1106	0.445	492	0.8	5.851	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	400	563		1107	0.361	399	0.6	5.077	A
2 - B3334	1329	23	110.10	1458	0.912	1307	8.1	21.231	C
3 - Titchfield Road	603	726		1026	0.588	601	1.4	8.417	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	400	565		1106	0.361	400	0.6	5.097	A
2 - B3334	1329	23	110.10	1458	0.912	1326	8.9	25.768	D
3 - Titchfield Road	603	737		1020	0.592	603	1.4	8.640	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	326	463		1170	0.279	327	0.4	4.273	A
2 - B3334	1085	19	89.90	1500	0.723	1110	2.7	9.775	A
3 - Titchfield Road	493	617		1096	0.450	495	0.8	6.020	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	273	387		1219	0.224	274	0.3	3.809	A
2 - B3334	909	16	75.29	1533	0.593	914	1.5	5.860	A
3 - Titchfield Road	413	508		1165	0.354	414	0.6	4.799	A

Mays Lane/Titchfield Road/B334 Roundabout - 2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mays Lane/Titchfield Road/B334 Roundabout	Standard Roundabout	1, 2, 3	13.94	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	430	100.000
2 - B3334		✓	1171	100.000
3 - Titchfield Road		✓	729	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - May's Lane	
2 - B3334	100.00
3 - Titchfield Road	

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	408	22
	2 - B3334	271	0	900
	3 - Titchfield Road	6	723	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	10	10	10
2 - B3334	10	10	10
3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.49	7.42	1.0	A
2 - B3334	0.88	20.49	7.0	C
3 - Titchfield Road	0.62	7.26	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	324	542		1121	0.289	322	0.4	4.499	A
2 - B3334	882	16	75.29	1533	0.575	876	1.3	5.438	A
3 - Titchfield Road	549	203		1358	0.404	546	0.7	4.418	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	387	649		1052	0.367	386	0.6	5.396	A
2 - B3334	1053	20	89.90	1501	0.701	1049	2.3	7.898	A
3 - Titchfield Road	655	243		1333	0.492	654	1.0	5.295	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	473	794		960	0.493	472	1.0	7.351	A
2 - B3334	1289	24	110.10	1459	0.884	1272	6.5	17.906	C
3 - Titchfield Road	803	294		1300	0.617	800	1.6	7.163	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	473	796		958	0.494	473	1.0	7.420	A
2 - B3334	1289	24	110.10	1459	0.884	1287	7.0	20.492	C
3 - Titchfield Road	803	298		1298	0.618	803	1.6	7.263	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	387	652		1050	0.368	388	0.6	5.450	A
2 - B3334	1053	20	89.90	1501	0.701	1071	2.4	8.709	A
3 - Titchfield Road	655	248		1330	0.493	658	1.0	5.378	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	324	545		1118	0.290	324	0.4	4.539	A
2 - B3334	882	17	75.29	1533	0.575	886	1.4	5.598	A
3 - Titchfield Road	549	205		1357	0.404	550	0.7	4.469	A

Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mays Lane/Titchfield Road/B334 Roundabout	Standard Roundabout	1, 2, 3	17.79	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 + CD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	363	100.000
2 - B3334		✓	1207	100.000
3 - Titchfield Road		✓	548	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - May's Lane	
2 - B3334	100.00
3 - Titchfield Road	

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	0	342	21
2 - B3334	671	0	536
3 - Titchfield Road	35	513	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	10	10	10
2 - B3334	10	10	10
3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.36	5.10	0.6	A
2 - B3334	0.91	25.77	8.9	D
3 - Titchfield Road	0.59	8.64	1.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	273	384		1221	0.224	272	0.3	3.789	A
2 - B3334	909	16	75.29	1533	0.593	903	1.4	5.666	A
3 - Titchfield Road	413	502		1169	0.353	410	0.5	4.735	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	326	460		1172	0.278	326	0.4	4.251	A
2 - B3334	1085	19	89.90	1500	0.723	1081	2.5	8.488	A
3 - Titchfield Road	493	601		1106	0.445	492	0.8	5.851	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	400	563		1107	0.361	399	0.6	5.077	A
2 - B3334	1329	23	110.10	1458	0.912	1307	8.1	21.231	C
3 - Titchfield Road	603	726		1026	0.588	601	1.4	8.417	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	400	565		1106	0.361	400	0.6	5.097	A
2 - B3334	1329	23	110.10	1458	0.912	1326	8.9	25.768	D
3 - Titchfield Road	603	737		1020	0.592	603	1.4	8.640	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	326	463		1170	0.279	327	0.4	4.273	A
2 - B3334	1085	19	89.90	1500	0.723	1110	2.7	9.775	A
3 - Titchfield Road	493	617		1096	0.450	495	0.8	6.020	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	273	387		1219	0.224	274	0.3	3.809	A
2 - B3334	909	16	75.29	1533	0.593	914	1.5	5.860	A
3 - Titchfield Road	413	508		1165	0.354	414	0.6	4.799	A

Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mays Lane/Titchfield Road/B334 Roundabout	Standard Roundabout	1, 2, 3	13.94	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 + CD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	430	100.000
2 - B3334		✓	1171	100.000
3 - Titchfield Road		✓	729	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - May's Lane	
2 - B3334	100.00
3 - Titchfield Road	

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	408	22
	2 - B3334	271	0	900
	3 - Titchfield Road	6	723	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	10	10	10
2 - B3334	10	10	10
3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.49	7.42	1.0	A
2 - B3334	0.88	20.49	7.0	C
3 - Titchfield Road	0.62	7.26	1.6	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	324	542		1121	0.289	322	0.4	4.499	A
2 - B3334	882	16	75.29	1533	0.575	876	1.3	5.438	A
3 - Titchfield Road	549	203		1358	0.404	546	0.7	4.418	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	387	649		1052	0.367	386	0.6	5.396	A
2 - B3334	1053	20	89.90	1501	0.701	1049	2.3	7.898	A
3 - Titchfield Road	655	243		1333	0.492	654	1.0	5.295	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	473	794		960	0.493	472	1.0	7.351	A
2 - B3334	1289	24	110.10	1459	0.884	1272	6.5	17.906	C
3 - Titchfield Road	803	294		1300	0.617	800	1.6	7.163	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	473	796		958	0.494	473	1.0	7.420	A
2 - B3334	1289	24	110.10	1459	0.884	1287	7.0	20.492	C
3 - Titchfield Road	803	298		1298	0.618	803	1.6	7.263	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	387	652		1050	0.368	388	0.6	5.450	A
2 - B3334	1053	20	89.90	1501	0.701	1071	2.4	8.709	A
3 - Titchfield Road	655	248		1330	0.493	658	1.0	5.378	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	324	545		1118	0.290	324	0.4	4.539	A
2 - B3334	882	17	75.29	1533	0.575	886	1.4	5.598	A
3 - Titchfield Road	549	205		1357	0.404	550	0.7	4.469	A

Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mays Lane/Titchfield Road/B334 Roundabout	Standard Roundabout	1, 2, 3	18.46	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + CD + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	389	100.000
2 - B3334		✓	1214	100.000
3 - Titchfield Road		✓	548	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - May's Lane	
2 - B3334	100.00
3 - Titchfield Road	

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	0	368	21
2 - B3334	678	0	536
3 - Titchfield Road	35	513	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	10	10	10
2 - B3334	10	10	10
3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.39	5.31	0.6	A
2 - B3334	0.92	27.06	9.4	D
3 - Titchfield Road	0.59	8.74	1.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	293	384		1221	0.240	292	0.3	3.869	A
2 - B3334	914	16	75.29	1533	0.596	908	1.5	5.712	A
3 - Titchfield Road	413	507		1165	0.354	410	0.5	4.756	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	350	460		1172	0.298	349	0.4	4.371	A
2 - B3334	1091	19	89.90	1500	0.727	1087	2.6	8.612	A
3 - Titchfield Road	493	607		1102	0.447	492	0.8	5.888	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	428	563		1107	0.387	427	0.6	5.289	A
2 - B3334	1337	23	110.10	1458	0.917	1313	8.5	21.985	C
3 - Titchfield Road	603	733		1022	0.590	601	1.4	8.502	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	428	565		1106	0.387	428	0.6	5.312	A
2 - B3334	1337	23	110.10	1458	0.917	1333	9.4	27.059	D
3 - Titchfield Road	603	744		1015	0.595	603	1.4	8.739	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	350	463		1170	0.299	351	0.4	4.396	A
2 - B3334	1091	19	89.90	1500	0.727	1118	2.8	10.030	B
3 - Titchfield Road	493	624		1091	0.452	495	0.8	6.065	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	293	387		1219	0.240	293	0.3	3.892	A
2 - B3334	914	16	75.29	1533	0.596	919	1.5	5.914	A
3 - Titchfield Road	413	513		1161	0.355	414	0.6	4.822	A

Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mays Lane/Titchfield Road/B334 Roundabout	Standard Roundabout	1, 2, 3	15.58	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + CD + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	439	100.000
2 - B3334		✓	1193	100.000
3 - Titchfield Road		✓	729	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - May's Lane	
2 - B3334	100.00
3 - Titchfield Road	

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	417	22
	2 - B3334	293	0	900
	3 - Titchfield Road	6	723	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	10	10	10
2 - B3334	10	10	10
3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.50	7.57	1.0	A
2 - B3334	0.90	23.47	8.1	C
3 - Titchfield Road	0.63	7.49	1.7	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	331	542		1121	0.295	329	0.4	4.538	A
2 - B3334	898	16	75.29	1533	0.586	893	1.4	5.575	A
3 - Titchfield Road	549	219		1348	0.407	546	0.7	4.474	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	395	649		1052	0.375	394	0.6	5.463	A
2 - B3334	1072	20	89.90	1501	0.715	1068	2.4	8.247	A
3 - Titchfield Road	655	262		1321	0.496	654	1.0	5.392	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	483	793		960	0.503	482	1.0	7.500	A
2 - B3334	1314	24	110.10	1458	0.901	1294	7.4	19.834	C
3 - Titchfield Road	803	318		1285	0.624	800	1.6	7.376	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	483	796		959	0.504	483	1.0	7.575	A
2 - B3334	1314	24	110.10	1458	0.901	1311	8.1	23.468	C
3 - Titchfield Road	803	322		1283	0.626	803	1.7	7.494	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	395	653		1050	0.376	396	0.6	5.520	A
2 - B3334	1072	20	89.90	1501	0.715	1094	2.6	9.314	A
3 - Titchfield Road	655	269		1316	0.498	658	1.0	5.487	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	331	546		1118	0.296	331	0.4	4.579	A
2 - B3334	898	17	75.29	1533	0.586	903	1.4	5.752	A
3 - Titchfield Road	549	222		1346	0.408	550	0.7	4.527	A

Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD + Newlands Farm + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mays Lane/Titchfield Road/B334 Roundabout	Standard Roundabout	1, 2, 3	24.98	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2025 + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	421	100.000
2 - B3334		✓	1259	100.000
3 - Titchfield Road		✓	552	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - May's Lane	
2 - B3334	100.00
3 - Titchfield Road	

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	0	400	21
2 - B3334	714	0	545
3 - Titchfield Road	36	516	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	10	10	10
2 - B3334	10	10	10
3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.42	5.62	0.7	A
2 - B3334	0.95	38.30	13.9	E
3 - Titchfield Road	0.61	9.36	1.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	317	386		1220	0.260	316	0.3	3.977	A
2 - B3334	948	16	75.29	1532	0.619	941	1.6	6.030	A
3 - Titchfield Road	416	534		1148	0.362	413	0.6	4.883	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	378	463		1171	0.323	378	0.5	4.538	A
2 - B3334	1132	19	89.90	1500	0.755	1126	3.0	9.503	A
3 - Titchfield Road	496	639		1082	0.459	495	0.8	6.125	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	464	566		1105	0.419	463	0.7	5.593	A
2 - B3334	1386	23	110.10	1457	0.951	1352	11.6	27.831	D
3 - Titchfield Road	608	766		1001	0.607	605	1.5	9.034	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	464	568		1104	0.420	464	0.7	5.622	A
2 - B3334	1386	23	110.10	1457	0.951	1377	13.9	38.302	E
3 - Titchfield Road	608	781		992	0.613	608	1.6	9.365	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	378	466		1169	0.324	379	0.5	4.569	A
2 - B3334	1132	19	89.90	1500	0.755	1174	3.2	12.400	B
3 - Titchfield Road	496	666		1065	0.466	499	0.9	6.396	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	317	390		1217	0.260	317	0.4	4.002	A
2 - B3334	948	16	75.29	1532	0.619	954	1.6	6.290	A
3 - Titchfield Road	416	541		1144	0.363	417	0.6	4.961	A

Mays Lane/Titchfield Road/B334 Roundabout - 2025 + CD + Newlands Farm + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Mays Lane/Titchfield Road/B334 Roundabout	Standard Roundabout	1, 2, 3	27.65	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2025 + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	466	100.000
2 - B3334		✓	1280	100.000
3 - Titchfield Road		✓	730	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - May's Lane	
2 - B3334	100.00
3 - Titchfield Road	

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	0	443	23
2 - B3334	371	0	909
3 - Titchfield Road	7	723	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	1 - May's Lane	2 - B3334	3 - Titchfield Road
1 - May's Lane	10	10	10
2 - B3334	10	10	10
3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.54	8.08	1.1	A
2 - B3334	0.97	45.74	17.0	E
3 - Titchfield Road	0.65	8.43	1.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	351	541		1121	0.313	349	0.5	4.655	A
2 - B3334	964	17	75.29	1532	0.629	957	1.7	6.190	A
3 - Titchfield Road	550	277		1311	0.419	547	0.7	4.694	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	419	649		1052	0.398	418	0.7	5.669	A
2 - B3334	1151	21	89.90	1499	0.767	1145	3.2	9.980	A
3 - Titchfield Road	656	332		1277	0.514	655	1.0	5.780	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	513	793		960	0.534	511	1.1	7.980	A
2 - B3334	1409	25	110.10	1457	0.967	1367	13.6	31.231	D
3 - Titchfield Road	804	396		1236	0.651	801	1.8	8.218	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	513	796		959	0.535	513	1.1	8.077	A
2 - B3334	1409	25	110.10	1457	0.967	1396	17.0	45.741	E
3 - Titchfield Road	804	405		1230	0.653	804	1.9	8.427	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	419	653		1050	0.399	421	0.7	5.741	A
2 - B3334	1151	21	89.90	1499	0.767	1205	3.5	14.283	B
3 - Titchfield Road	656	349		1265	0.519	659	1.1	5.970	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	351	546		1118	0.314	352	0.5	4.704	A
2 - B3334	964	17	75.29	1532	0.629	971	1.7	6.490	A
3 - Titchfield Road	550	281		1309	0.420	551	0.7	4.761	A

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: Mays Lane Titchfield Road B334 Roundabout with Bypass.j9

Path: W:\Projects\040-049\048 Persimmon Charles Church\048.0013 Oakcroft Lane, Stubbington\Modelling\209 Units - Revised App\5. Mays Lane Titchfield Road B334 Roundabout

Report generation date: 23/04/2020 17:54:19

- »May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass, AM
- »May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass, PM
- »May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD, AM
- »May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD, PM
- »May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD + PD, AM
- »May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD + PD, PM
- »May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD + Newlands Farm + PD , AM
- »May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD + Newlands Farm + PD, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass								
1 - May's Lane	4.3	26.47	0.82	D	1.9	14.80	0.65	B
2 - B3334	0.4	5.76	0.28	A	1.3	9.61	0.57	A
3 - Titchfield Road	0.3	5.47	0.20	A	0.5	6.43	0.33	A
May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD								
1 - May's Lane	4.3	26.47	0.82	D	1.9	14.80	0.65	B
2 - B3334	0.4	5.76	0.28	A	1.3	9.61	0.57	A
3 - Titchfield Road	0.3	5.47	0.20	A	0.5	6.43	0.33	A
May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD + PD								
1 - May's Lane	5.6	33.10	0.86	D	2.0	15.42	0.67	C
2 - B3334	0.4	5.83	0.28	A	1.4	10.27	0.59	B
3 - Titchfield Road	0.3	5.50	0.20	A	0.5	6.57	0.33	A
May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD + Newlands Farm + PD								
1 - May's Lane	6.0	35.43	0.87	E	2.1	15.97	0.68	C
2 - B3334	0.4	5.99	0.30	A	1.6	10.78	0.61	B
3 - Titchfield Road	0.3	5.55	0.21	A	0.5	6.66	0.34	A

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

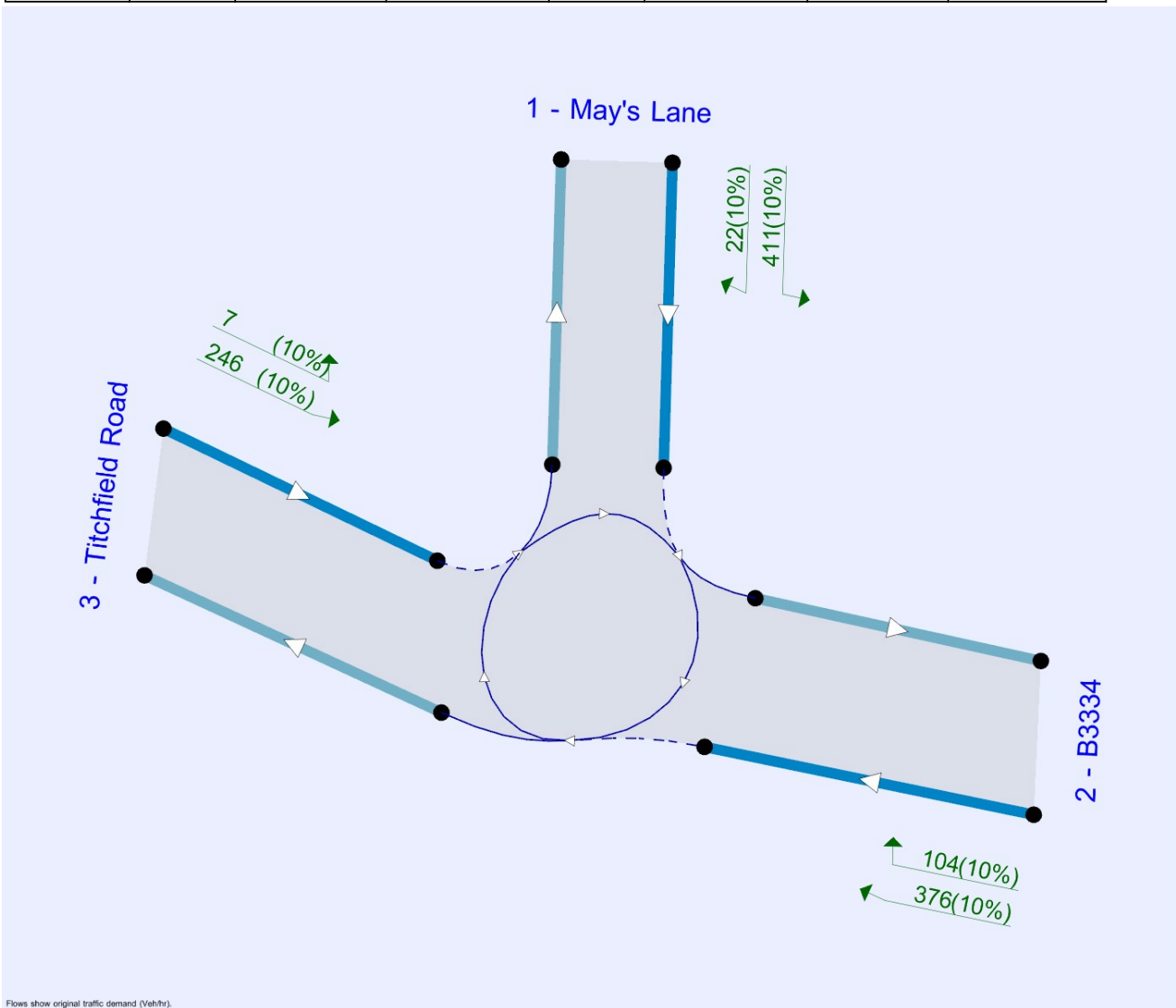
File summary

File Description

Title	Mays Lane Titchfield Road B3334 Roundabout
Location	Stubbington
Site number	
Date	12/09/2019
Version	
Status	Proposed Layout
Identifier	
Client	Persimmon Homes
Jobnumber	048.0013
Enumerator	PC-PBASH-MODEL\Cad PC
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	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 segment length (min)
D1	2025 with Bypass	AM	ONE HOUR	07:45	09:15	15
D2	2025 with Bypass	PM	ONE HOUR	16:45	18:15	15
D3	2025 with Bypass + CD	AM	ONE HOUR	07:45	09:15	15
D4	2025 with Bypass + CD	PM	ONE HOUR	16:45	18:15	15
D5	2025 with Bypass + CD + PD	AM	ONE HOUR	07:45	09:15	15
D6	2025 with Bypass + CD + PD	PM	ONE HOUR	16:45	18:15	15
D7	2025 with Bypass + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15
D8	2025 with Bypass + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	May's Lane/ Titchfield Road/ B3334 Roundabout	100.000

May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	May's Lane/ Titchfield Road/ B3334 Roundabout	Standard Roundabout	1, 2, 3	18.19	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	May's Lane	
2	B3334	
3	Titchfield Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - May's Lane	3.50	3.80	0.1	10.0	27.0	60.0	
2 - B3334	3.50	3.80	0.1	10.0	27.0	45.0	
3 - Titchfield Road	3.50	3.80	0.1	10.0	27.0	45.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - May's Lane	0.450	906
2 - B3334	0.477	961
3 - Titchfield Road	0.477	961

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

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	2025 with Bypass	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	559	100.000
2 - B3334		✓	216	100.000
3 - Titchfield Road		✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	538	21
	2 - B3334	89	0	127
	3 - Titchfield Road	1	152	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	10	10	10
	2 - B3334	10	10	10
	3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.82	26.47	4.3	D
2 - B3334	0.28	5.76	0.4	A
3 - Titchfield Road	0.20	5.47	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	421	114	772	0.545	416	1.2	9.992	A
2 - B3334	163	16	866	0.188	162	0.2	5.103	A
3 - Titchfield Road	115	67	842	0.137	115	0.2	4.945	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	503	136	762	0.660	500	1.9	13.588	B
2 - B3334	194	19	865	0.225	194	0.3	5.365	A
3 - Titchfield Road	138	80	836	0.165	137	0.2	5.154	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	615	167	748	0.823	607	4.1	24.052	C
2 - B3334	238	23	863	0.276	237	0.4	5.754	A
3 - Titchfield Road	168	98	827	0.204	168	0.3	5.463	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	615	167	748	0.823	614	4.3	26.470	D
2 - B3334	238	23	863	0.276	238	0.4	5.759	A
3 - Titchfield Road	168	98	827	0.204	168	0.3	5.466	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	503	137	762	0.660	512	2.0	14.885	B
2 - B3334	194	19	865	0.225	195	0.3	5.374	A
3 - Titchfield Road	138	80	836	0.165	138	0.2	5.160	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	421	115	772	0.545	424	1.2	10.449	B
2 - B3334	163	16	866	0.188	163	0.2	5.119	A
3 - Titchfield Road	115	67	842	0.137	115	0.2	4.958	A

May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	May's Lane/ Titchfield Road/ B3334 Roundabout	Standard Roundabout	1, 2, 3	10.85	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 with Bypass	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	418	100.000
2 - B3334		✓	443	100.000
3 - Titchfield Road		✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	396	22
	2 - B3334	76	0	367
	3 - Titchfield Road	6	243	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	10	10	10
	2 - B3334	10	10	10
	3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.65	14.80	1.9	B
2 - B3334	0.57	9.61	1.3	A
3 - Titchfield Road	0.33	6.43	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	315	182	741	0.424	312	0.7	8.325	A
2 - B3334	334	16	866	0.385	331	0.6	6.699	A
3 - Titchfield Road	187	57	847	0.221	186	0.3	5.443	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	376	218	725	0.518	374	1.1	10.228	B
2 - B3334	398	20	864	0.461	397	0.8	7.696	A
3 - Titchfield Road	224	68	841	0.266	224	0.4	5.825	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	460	267	703	0.655	457	1.8	14.457	B
2 - B3334	488	24	862	0.566	486	1.3	9.523	A
3 - Titchfield Road	274	83	834	0.329	274	0.5	6.419	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	460	268	703	0.655	460	1.9	14.800	B
2 - B3334	488	24	862	0.566	488	1.3	9.607	A
3 - Titchfield Road	274	84	834	0.329	274	0.5	6.431	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	376	219	725	0.518	379	1.1	10.493	B
2 - B3334	398	20	864	0.461	400	0.9	7.780	A
3 - Titchfield Road	224	69	841	0.266	224	0.4	5.843	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	315	183	741	0.425	316	0.8	8.504	A
2 - B3334	334	17	866	0.385	334	0.6	6.786	A
3 - Titchfield Road	187	57	846	0.221	188	0.3	5.468	A

May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	May's Lane/ Titchfield Road/ B3334 Roundabout	Standard Roundabout	1, 2, 3	18.19	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 with Bypass + CD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	559	100.000
2 - B3334		✓	216	100.000
3 - Titchfield Road		✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	538	21
	2 - B3334	89	0	127
	3 - Titchfield Road	1	152	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	10	10	10
	2 - B3334	10	10	10
	3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.82	26.47	4.3	D
2 - B3334	0.28	5.76	0.4	A
3 - Titchfield Road	0.20	5.47	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	421	114	772	0.545	416	1.2	9.992	A
2 - B3334	163	16	866	0.188	162	0.2	5.103	A
3 - Titchfield Road	115	67	842	0.137	115	0.2	4.945	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	503	136	762	0.660	500	1.9	13.588	B
2 - B3334	194	19	865	0.225	194	0.3	5.365	A
3 - Titchfield Road	138	80	836	0.165	137	0.2	5.154	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	615	167	748	0.823	607	4.1	24.052	C
2 - B3334	238	23	863	0.276	237	0.4	5.754	A
3 - Titchfield Road	168	98	827	0.204	168	0.3	5.463	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	615	167	748	0.823	614	4.3	26.470	D
2 - B3334	238	23	863	0.276	238	0.4	5.759	A
3 - Titchfield Road	168	98	827	0.204	168	0.3	5.466	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	503	137	762	0.660	512	2.0	14.885	B
2 - B3334	194	19	865	0.225	195	0.3	5.374	A
3 - Titchfield Road	138	80	836	0.165	138	0.2	5.160	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	421	115	772	0.545	424	1.2	10.449	B
2 - B3334	163	16	866	0.188	163	0.2	5.119	A
3 - Titchfield Road	115	67	842	0.137	115	0.2	4.958	A

May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	May's Lane/ Titchfield Road/ B3334 Roundabout	Standard Roundabout	1, 2, 3	10.85	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 with Bypass + CD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	418	100.000
2 - B3334		✓	443	100.000
3 - Titchfield Road		✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	396	22
	2 - B3334	76	0	367
	3 - Titchfield Road	6	243	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	10	10	10
	2 - B3334	10	10	10
	3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.65	14.80	1.9	B
2 - B3334	0.57	9.61	1.3	A
3 - Titchfield Road	0.33	6.43	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	315	182	741	0.424	312	0.7	8.325	A
2 - B3334	334	16	866	0.385	331	0.6	6.699	A
3 - Titchfield Road	187	57	847	0.221	186	0.3	5.443	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	376	218	725	0.518	374	1.1	10.228	B
2 - B3334	398	20	864	0.461	397	0.8	7.696	A
3 - Titchfield Road	224	68	841	0.266	224	0.4	5.825	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	460	267	703	0.655	457	1.8	14.457	B
2 - B3334	488	24	862	0.566	486	1.3	9.523	A
3 - Titchfield Road	274	83	834	0.329	274	0.5	6.419	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	460	268	703	0.655	460	1.9	14.800	B
2 - B3334	488	24	862	0.566	488	1.3	9.607	A
3 - Titchfield Road	274	84	834	0.329	274	0.5	6.431	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	376	219	725	0.518	379	1.1	10.493	B
2 - B3334	398	20	864	0.461	400	0.9	7.780	A
3 - Titchfield Road	224	69	841	0.266	224	0.4	5.843	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	315	183	741	0.425	316	0.8	8.504	A
2 - B3334	334	17	866	0.385	334	0.6	6.786	A
3 - Titchfield Road	187	57	846	0.221	188	0.3	5.468	A

May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	May's Lane/ Titchfield Road/ B3334 Roundabout	Standard Roundabout	1, 2, 3	22.39	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 with Bypass + CD + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	586	100.000
2 - B3334		✓	223	100.000
3 - Titchfield Road		✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	565	21
	2 - B3334	96	0	127
	3 - Titchfield Road	1	152	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	10	10	10
	2 - B3334	10	10	10
	3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.86	33.10	5.6	D
2 - B3334	0.28	5.83	0.4	A
3 - Titchfield Road	0.20	5.50	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	441	114	772	0.571	436	1.3	10.559	B
2 - B3334	168	16	866	0.194	167	0.2	5.141	A
3 - Titchfield Road	115	72	839	0.137	115	0.2	4.962	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	527	136	762	0.692	523	2.1	14.886	B
2 - B3334	200	19	865	0.232	200	0.3	5.416	A
3 - Titchfield Road	138	86	833	0.165	137	0.2	5.176	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	645	167	748	0.863	633	5.1	28.693	D
2 - B3334	246	23	863	0.285	245	0.4	5.823	A
3 - Titchfield Road	168	106	823	0.205	168	0.3	5.493	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	645	167	748	0.863	643	5.6	33.102	D
2 - B3334	246	23	863	0.285	246	0.4	5.831	A
3 - Titchfield Road	168	106	823	0.205	168	0.3	5.496	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	527	137	762	0.692	540	2.4	17.058	C
2 - B3334	200	19	865	0.232	201	0.3	5.426	A
3 - Titchfield Road	138	86	833	0.165	138	0.2	5.185	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	441	115	772	0.572	445	1.4	11.154	B
2 - B3334	168	16	866	0.194	168	0.2	5.158	A
3 - Titchfield Road	115	72	839	0.137	115	0.2	4.973	A

May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	May's Lane/ Titchfield Road/ B3334 Roundabout	Standard Roundabout	1, 2, 3	11.39	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 with Bypass + CD + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	427	100.000
2 - B3334		✓	465	100.000
3 - Titchfield Road		✓	249	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	405	22
	2 - B3334	98	0	367
	3 - Titchfield Road	6	243	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	10	10	10
	2 - B3334	10	10	10
	3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.67	15.42	2.0	C
2 - B3334	0.59	10.27	1.4	B
3 - Titchfield Road	0.33	6.57	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	321	182	741	0.434	318	0.8	8.453	A
2 - B3334	350	16	866	0.404	347	0.7	6.910	A
3 - Titchfield Road	187	73	839	0.223	186	0.3	5.508	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	384	218	725	0.529	382	1.1	10.463	B
2 - B3334	418	20	864	0.484	417	0.9	8.029	A
3 - Titchfield Road	224	88	832	0.269	224	0.4	5.915	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	470	267	703	0.669	467	1.9	15.022	C
2 - B3334	512	24	862	0.594	510	1.4	10.157	B
3 - Titchfield Road	274	107	822	0.333	274	0.5	6.554	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	470	268	703	0.669	470	2.0	15.421	C
2 - B3334	512	24	862	0.594	512	1.4	10.270	B
3 - Titchfield Road	274	108	822	0.333	274	0.5	6.567	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	384	219	725	0.530	387	1.2	10.765	B
2 - B3334	418	20	864	0.484	420	1.0	8.140	A
3 - Titchfield Road	224	89	832	0.269	224	0.4	5.935	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	321	183	741	0.434	323	0.8	8.648	A
2 - B3334	350	17	866	0.404	351	0.7	7.008	A
3 - Titchfield Road	187	74	838	0.224	188	0.3	5.535	A

May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD + Newlands Farm + PD , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	May's Lane/ Titchfield Road/ B3334 Roundabout	Standard Roundabout	1, 2, 3	23.59	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 with Bypass + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	592	100.000
2 - B3334		✓	238	100.000
3 - Titchfield Road		✓	156	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	571	21
	2 - B3334	102	0	136
	3 - Titchfield Road	1	155	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	10	10	10
	2 - B3334	10	10	10
	3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.87	35.43	6.0	E
2 - B3334	0.30	5.99	0.4	A
3 - Titchfield Road	0.21	5.55	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	446	116	771	0.578	440	1.3	10.724	B
2 - B3334	179	16	866	0.207	178	0.3	5.224	A
3 - Titchfield Road	117	76	837	0.140	117	0.2	4.992	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	532	139	761	0.700	529	2.2	15.282	C
2 - B3334	214	19	865	0.247	214	0.3	5.526	A
3 - Titchfield Road	140	92	830	0.169	140	0.2	5.216	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	652	170	747	0.873	639	5.5	30.209	D
2 - B3334	262	23	863	0.304	262	0.4	5.983	A
3 - Titchfield Road	172	112	820	0.209	172	0.3	5.548	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	652	171	746	0.873	650	6.0	35.427	E
2 - B3334	262	23	863	0.304	262	0.4	5.992	A
3 - Titchfield Road	172	112	820	0.209	172	0.3	5.551	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	532	140	760	0.700	546	2.5	17.808	C
2 - B3334	214	19	865	0.247	214	0.3	5.542	A
3 - Titchfield Road	140	92	830	0.169	140	0.2	5.224	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	446	117	771	0.578	450	1.4	11.365	B
2 - B3334	179	16	866	0.207	179	0.3	5.246	A
3 - Titchfield Road	117	77	837	0.140	118	0.2	5.004	A

May's Lane/ Titchfield Road/ B3334 Roundabout - 2025 with Bypass + CD + Newlands Farm + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	May's Lane/ Titchfield Road/ B3334 Roundabout	Standard Roundabout	1, 2, 3	11.81	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 with Bypass + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - May's Lane		✓	433	100.000
2 - B3334		✓	480	100.000
3 - Titchfield Road		✓	253	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	0	411	22
	2 - B3334	104	0	376
	3 - Titchfield Road	7	246	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - May's Lane	2 - B3334	3 - Titchfield Road
From	1 - May's Lane	10	10	10
	2 - B3334	10	10	10
	3 - Titchfield Road	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - May's Lane	0.68	15.97	2.1	C
2 - B3334	0.61	10.78	1.6	B
3 - Titchfield Road	0.34	6.66	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	326	184	740	0.440	323	0.8	8.560	A
2 - B3334	361	16	866	0.417	359	0.7	7.062	A
3 - Titchfield Road	190	78	837	0.228	189	0.3	5.550	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	389	221	724	0.538	388	1.1	10.663	B
2 - B3334	432	20	864	0.499	430	1.0	8.274	A
3 - Titchfield Road	227	93	829	0.274	227	0.4	5.976	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	477	270	702	0.679	473	2.0	15.518	C
2 - B3334	528	24	862	0.613	526	1.5	10.640	B
3 - Titchfield Road	279	114	819	0.340	278	0.5	6.643	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	477	271	701	0.680	477	2.1	15.971	C
2 - B3334	528	24	862	0.613	528	1.6	10.776	B
3 - Titchfield Road	279	114	819	0.340	279	0.5	6.658	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	389	222	724	0.538	393	1.2	10.995	B
2 - B3334	432	20	864	0.499	434	1.0	8.404	A
3 - Titchfield Road	227	94	829	0.274	228	0.4	5.995	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - May's Lane	326	186	740	0.441	328	0.8	8.768	A
2 - B3334	361	17	866	0.417	363	0.7	7.171	A
3 - Titchfield Road	190	79	836	0.228	191	0.3	5.579	A

Appendix S

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout.j9

Path: W:\Projects\040-049\048 Persimmon Charles Church\048.0013 Oakcroft Lane, Stubbington\Modelling\209 Units - Revised App\6. Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout

Report generation date: 23/04/2020 17:55:50

-
- »Stubbington Green - 2018, AM
 - »Stubbington Green - 2018, PM
 - »Stubbington Green - 2025, AM
 - »Stubbington Green - 2025, PM
 - »Stubbington Green - 2025 + CD, AM
 - »Stubbington Green - 2025 + CD, PM
 - »Stubbington Green - 2025 + CD + PD, AM
 - »Stubbington Green - 2025 + CD + PD, PM
 - »Stubbington Green - 2025 + CD + Newlands Farm + PD, AM
 - »Stubbington Green - 2025 + CD + Newlands Farm + PD, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Stubbington Green - 2018								
1 - Gosport Road North	1.3	5.36	0.56	A	26.2	65.25	1.00	F
2 - Gosport Road East	1.4	6.51	0.58	A	1.3	7.66	0.58	A
3 - Stubbington Lane	2.2	11.88	0.69	B	1.4	8.11	0.58	A
4 - Stubbington Green	3.5	51.74	0.80	F	3.4	35.10	0.79	E
Stubbington Green - 2025								
1 - Gosport Road North	1.6	6.21	0.62	A	7.7	23.16	0.90	C
2 - Gosport Road East	1.9	8.22	0.66	A	1.3	6.59	0.56	A
3 - Stubbington Lane	4.0	20.29	0.81	C	2.0	10.92	0.67	B
4 - Stubbington Green	20.7	240.48	1.12	F	12.3	112.13	0.98	F
Stubbington Green - 2025 + CD								
1 - Gosport Road North	1.7	6.43	0.63	A	99.1	215.29	1.13	F
2 - Gosport Road East	2.0	8.42	0.67	A	2.0	10.00	0.67	A
3 - Stubbington Lane	5.5	26.26	0.86	D	2.1	11.20	0.69	B
4 - Stubbington Green	29.4	336.45	1.22	F	14.4	128.68	1.01	F
Stubbington Green - 2025 + CD + PD								
1 - Gosport Road North	1.8	6.80	0.65	A	102.3	228.70	1.13	F
2 - Gosport Road East	2.1	8.71	0.68	A	2.1	10.36	0.69	B
3 - Stubbington Lane	5.7	27.39	0.86	D	2.3	11.96	0.70	B
4 - Stubbington Green	31.0	355.64	1.24	F	18.1	157.22	1.04	F
Stubbington Green - 2025 + CD + Newlands Farm + PD								
1 - Gosport Road North	2.0	7.18	0.67	A	109.8	266.09	1.14	F
2 - Gosport Road East	2.4	9.75	0.71	A	2.7	12.36	0.74	B
3 - Stubbington Lane	8.3	38.94	0.91	E	3.3	16.38	0.78	C
4 - Stubbington Green	44.0	514.08	1.41	F	39.4	325.97	1.21	F

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

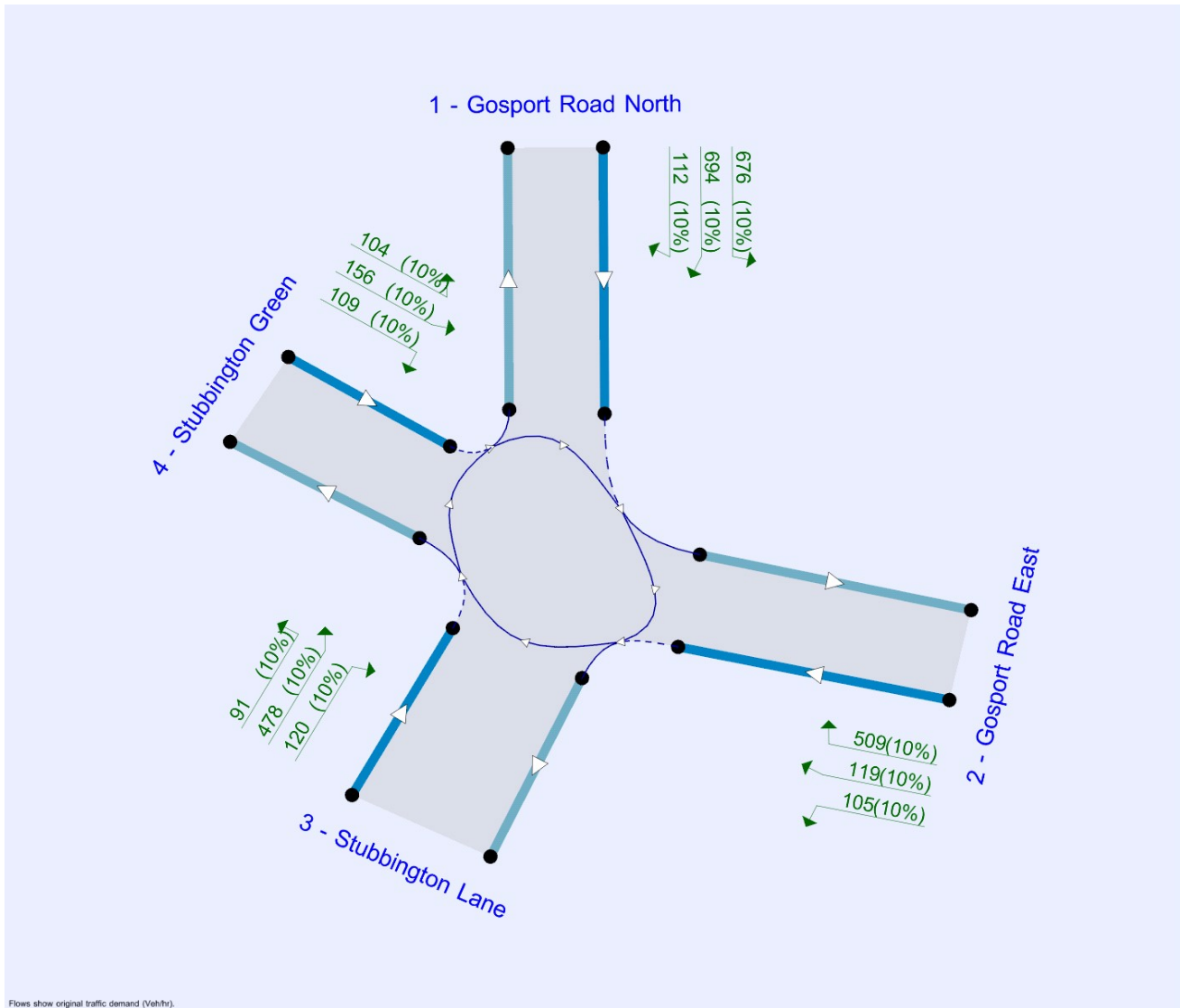
File summary

File Description

Title	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout
Location	Stubbington
Site number	
Date	12/09/2019
Version	
Status	Existing Layout
Identifier	
Client	Persimmon Homes
Jobnumber	048.0013
Enumerator	PC-PBASH-MODEL\Cad PC
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	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 segment length (min)
D1	2018	AM	ONE HOUR	07:45	09:15	15
D2	2018	PM	ONE HOUR	16:45	18:15	15
D3	2025	AM	ONE HOUR	07:45	09:15	15
D4	2025	PM	ONE HOUR	16:45	18:15	15
D5	2025 + CD	AM	ONE HOUR	07:45	09:15	15
D6	2025 + CD	PM	ONE HOUR	16:45	18:15	15
D7	2025 + CD + PD	AM	ONE HOUR	07:45	09:15	15
D8	2025 + CD + PD	PM	ONE HOUR	16:45	18:15	15
D9	2025 + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15
D10	2025 + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Stubbington Green	100.000

Stubbington Green - 2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	12.17	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Gosport Road North	
2	Gosport Road East	
3	Stubbington Lane	
4	Stubbington Green	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Gosport Road North	3.65	8.00	16.8	28.0	36.0	29.0	
2 - Gosport Road East	3.50	7.90	20.6	25.0	36.0	30.0	
3 - Stubbington Lane	3.50	6.30	11.9	57.0	36.0	18.0	
4 - Stubbington Green	3.50	5.30	0.1	25.0	36.0	33.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Gosport Road North	0.687	1859
2 - Gosport Road East	0.687	1871
3 - Stubbington Lane	0.664	1658
4 - Stubbington Green	0.522	1069

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

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	2018	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	780	100.000
2 - Gosport Road East		✓	700	100.000
3 - Stubbington Lane		✓	613	100.000
4 - Stubbington Green		✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	350	341	89
	2 - Gosport Road East	566	0	64	70
	3 - Stubbington Lane	505	49	0	59
	4 - Stubbington Green	77	93	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	0.56	5.36	1.3	A
2 - Gosport Road East	0.58	6.51	1.4	A
3 - Stubbington Lane	0.69	11.88	2.2	B
4 - Stubbington Green	0.80	51.74	3.5	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	587	157	1582	0.371	585	0.6	3.605	A
2 - Gosport Road East	527	374	1444	0.365	525	0.6	3.909	A
3 - Stubbington Lane	461	543	1146	0.403	459	0.7	5.217	A
4 - Stubbington Green	180	839	534	0.337	178	0.5	10.060	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	701	188	1560	0.449	700	0.8	4.182	A
2 - Gosport Road East	629	448	1393	0.452	628	0.8	4.703	A
3 - Stubbington Lane	551	651	1075	0.513	550	1.0	6.831	A
4 - Stubbington Green	215	1005	447	0.480	213	0.9	15.281	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	859	226	1534	0.560	857	1.3	5.301	A
2 - Gosport Road East	771	546	1325	0.582	769	1.4	6.440	A
3 - Stubbington Lane	675	796	979	0.690	671	2.1	11.521	B
4 - Stubbington Green	263	1227	331	0.795	254	3.1	42.785	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	859	231	1531	0.561	859	1.3	5.357	A
2 - Gosport Road East	771	549	1323	0.582	771	1.4	6.513	A
3 - Stubbington Lane	675	798	977	0.691	675	2.2	11.880	B
4 - Stubbington Green	263	1233	328	0.802	262	3.5	51.743	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	701	197	1554	0.451	703	0.8	4.238	A
2 - Gosport Road East	629	453	1389	0.453	631	0.8	4.764	A
3 - Stubbington Lane	551	654	1073	0.514	556	1.1	7.014	A
4 - Stubbington Green	215	1013	443	0.485	225	1.0	17.223	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	587	160	1580	0.372	588	0.6	3.633	A
2 - Gosport Road East	527	377	1442	0.366	528	0.6	3.944	A
3 - Stubbington Lane	461	547	1144	0.403	463	0.7	5.297	A
4 - Stubbington Green	180	845	530	0.339	182	0.5	10.375	B

Stubbington Green - 2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	38.16	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2018	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	1309	100.000
2 - Gosport Road East		✓	579	100.000
3 - Stubbington Lane		✓	559	100.000
4 - Stubbington Green		✓	331	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	607	601	101
	2 - Gosport Road East	407	0	65	107
	3 - Stubbington Lane	388	89	0	82
	4 - Stubbington Green	92	141	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	1.00	65.25	26.2	F
2 - Gosport Road East	0.58	7.66	1.3	A
3 - Stubbington Lane	0.58	8.11	1.4	A
4 - Stubbington Green	0.79	35.10	3.4	E

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	985	245	1521	0.648	978	1.8	6.545	A
2 - Gosport Road East	436	598	1290	0.338	434	0.5	4.194	A
3 - Stubbington Lane	421	461	1201	0.350	419	0.5	4.588	A
4 - Stubbington Green	249	662	626	0.398	247	0.6	9.424	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1177	293	1488	0.791	1170	3.6	11.062	B
2 - Gosport Road East	521	715	1209	0.430	520	0.7	5.213	A
3 - Stubbington Lane	503	551	1141	0.440	502	0.8	5.622	A
4 - Stubbington Green	298	793	558	0.534	296	1.1	13.654	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1441	355	1446	0.997	1382	18.4	38.860	E
2 - Gosport Road East	637	847	1118	0.570	635	1.3	7.416	A
3 - Stubbington Lane	615	671	1062	0.580	613	1.4	7.981	A
4 - Stubbington Green	364	970	466	0.783	356	3.1	30.973	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1441	360	1442	1.000	1410	26.2	65.247	F
2 - Gosport Road East	637	864	1107	0.576	637	1.3	7.665	A
3 - Stubbington Lane	615	675	1059	0.581	615	1.4	8.106	A
4 - Stubbington Green	364	973	464	0.786	363	3.4	35.098	E

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1177	301	1482	0.794	1265	4.1	22.255	C
2 - Gosport Road East	521	769	1172	0.444	523	0.8	5.562	A
3 - Stubbington Lane	503	562	1134	0.443	505	0.8	5.740	A
4 - Stubbington Green	298	798	555	0.536	306	1.2	14.933	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	985	249	1519	0.649	995	1.9	6.980	A
2 - Gosport Road East	436	608	1283	0.340	437	0.5	4.264	A
3 - Stubbington Lane	421	465	1199	0.351	422	0.5	4.642	A
4 - Stubbington Green	249	667	624	0.400	251	0.7	9.724	A

Stubbington Green - 2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	34.49	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	863	100.000
2 - Gosport Road East		✓	774	100.000
3 - Stubbington Lane		✓	678	100.000
4 - Stubbington Green		✓	264	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	387	377	99
	2 - Gosport Road East	626	0	71	77
	3 - Stubbington Lane	559	54	0	65
	4 - Stubbington Green	85	103	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	0.62	6.21	1.6	A
2 - Gosport Road East	0.66	8.22	1.9	A
3 - Stubbington Lane	0.81	20.29	4.0	C
4 - Stubbington Green	1.12	240.48	20.7	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	650	173	1571	0.414	647	0.7	3.886	A
2 - Gosport Road East	583	413	1416	0.411	580	0.7	4.290	A
3 - Stubbington Lane	510	601	1108	0.461	507	0.8	5.956	A
4 - Stubbington Green	199	927	488	0.408	196	0.7	12.241	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	776	207	1547	0.501	775	1.0	4.653	A
2 - Gosport Road East	696	495	1360	0.511	694	1.0	5.394	A
3 - Stubbington Lane	610	720	1029	0.592	607	1.4	8.479	A
4 - Stubbington Green	237	1111	392	0.606	234	1.4	22.395	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	950	227	1533	0.620	948	1.6	6.121	A
2 - Gosport Road East	852	594	1292	0.660	849	1.9	8.061	A
3 - Stubbington Lane	746	880	923	0.809	737	3.8	18.448	C
4 - Stubbington Green	291	1353	266	1.095	249	11.9	125.016	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	950	233	1530	0.621	950	1.6	6.208	A
2 - Gosport Road East	852	598	1290	0.661	852	1.9	8.220	A
3 - Stubbington Lane	746	883	921	0.811	746	4.0	20.289	C
4 - Stubbington Green	291	1363	260	1.118	256	20.7	240.478	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	776	261	1510	0.514	778	1.1	4.932	A
2 - Gosport Road East	696	519	1344	0.518	699	1.1	5.616	A
3 - Stubbington Lane	610	724	1026	0.594	620	1.5	9.065	A
4 - Stubbington Green	237	1126	384	0.618	313	1.8	82.383	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	650	179	1567	0.415	651	0.7	3.938	A
2 - Gosport Road East	583	418	1413	0.412	584	0.7	4.349	A
3 - Stubbington Lane	510	605	1105	0.462	513	0.9	6.105	A
4 - Stubbington Green	199	936	483	0.412	203	0.7	13.056	B

Stubbington Green - 2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	28.35	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	1159	100.000
2 - Gosport Road East		✓	641	100.000
3 - Stubbington Lane		✓	618	100.000
4 - Stubbington Green		✓	367	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	670	377	112
	2 - Gosport Road East	450	0	72	119
	3 - Stubbington Lane	429	98	0	91
	4 - Stubbington Green	102	156	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	0.90	23.16	7.7	C
2 - Gosport Road East	0.56	6.59	1.3	A
3 - Stubbington Lane	0.67	10.92	2.0	B
4 - Stubbington Green	0.98	112.13	12.3	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	873	270	1504	0.580	867	1.4	5.608	A
2 - Gosport Road East	483	447	1393	0.346	480	0.5	3.935	A
3 - Stubbington Lane	465	510	1168	0.398	463	0.7	5.083	A
4 - Stubbington Green	276	732	590	0.468	273	0.9	11.243	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1042	324	1467	0.710	1038	2.4	8.306	A
2 - Gosport Road East	576	535	1333	0.432	575	0.8	4.746	A
3 - Stubbington Lane	556	611	1101	0.504	554	1.0	6.560	A
4 - Stubbington Green	330	876	514	0.642	327	1.7	18.852	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1276	379	1429	0.893	1258	6.9	19.213	C
2 - Gosport Road East	706	642	1259	0.561	704	1.3	6.460	A
3 - Stubbington Lane	680	746	1012	0.673	677	2.0	10.616	B
4 - Stubbington Green	404	1071	413	0.979	376	8.8	70.134	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1276	390	1422	0.897	1273	7.7	23.155	C
2 - Gosport Road East	706	653	1252	0.564	706	1.3	6.591	A
3 - Stubbington Lane	680	749	1010	0.674	680	2.0	10.916	B
4 - Stubbington Green	404	1075	410	0.985	390	12.3	112.135	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1042	357	1444	0.721	1062	2.7	9.880	A
2 - Gosport Road East	576	558	1317	0.438	578	0.8	4.889	A
3 - Stubbington Lane	556	616	1098	0.506	560	1.0	6.732	A
4 - Stubbington Green	330	883	511	0.646	371	2.0	32.299	D

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	873	277	1500	0.582	878	1.4	5.836	A
2 - Gosport Road East	483	454	1389	0.348	484	0.5	3.983	A
3 - Stubbington Lane	465	514	1166	0.399	467	0.7	5.161	A
4 - Stubbington Green	276	737	587	0.471	280	0.9	11.904	B

Stubbington Green - 2025 + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	45.54	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 + CD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	863	100.000
2 - Gosport Road East		✓	787	100.000
3 - Stubbington Lane		✓	717	100.000
4 - Stubbington Green		✓	264	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	387	377	99
	2 - Gosport Road East	626	0	84	77
	3 - Stubbington Lane	559	93	0	65
	4 - Stubbington Green	85	103	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	0.63	6.43	1.7	A
2 - Gosport Road East	0.67	8.42	2.0	A
3 - Stubbington Lane	0.86	26.26	5.5	D
4 - Stubbington Green	1.22	336.45	29.4	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	650	202	1551	0.419	647	0.7	3.970	A
2 - Gosport Road East	592	413	1416	0.418	590	0.7	4.339	A
3 - Stubbington Lane	540	601	1108	0.487	536	0.9	6.253	A
4 - Stubbington Green	199	956	472	0.421	196	0.7	12.892	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	776	242	1524	0.509	775	1.0	4.799	A
2 - Gosport Road East	707	495	1361	0.520	706	1.1	5.488	A
3 - Stubbington Lane	645	720	1029	0.626	642	1.6	9.220	A
4 - Stubbington Green	237	1145	374	0.635	234	1.6	25.051	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	950	259	1511	0.629	948	1.7	6.356	A
2 - Gosport Road East	867	590	1295	0.669	863	2.0	8.265	A
3 - Stubbington Lane	789	880	923	0.855	776	5.0	22.621	C
4 - Stubbington Green	291	1392	245	1.186	234	15.8	163.643	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	950	262	1509	0.630	950	1.7	6.434	A
2 - Gosport Road East	867	592	1294	0.670	866	2.0	8.421	A
3 - Stubbington Lane	789	883	921	0.857	788	5.5	26.257	D
4 - Stubbington Green	291	1405	238	1.221	236	29.4	336.446	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	776	319	1470	0.528	778	1.1	5.215	A
2 - Gosport Road East	707	528	1337	0.529	711	1.1	5.779	A
3 - Stubbington Lane	645	724	1026	0.628	659	1.7	10.190	B
4 - Stubbington Green	237	1165	363	0.653	344	2.6	170.808	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	650	210	1545	0.420	651	0.7	4.034	A
2 - Gosport Road East	592	419	1413	0.419	594	0.7	4.407	A
3 - Stubbington Lane	540	605	1105	0.488	543	1.0	6.438	A
4 - Stubbington Green	199	966	467	0.425	206	0.8	14.159	B

Stubbington Green - 2025 + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	119.31	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 + CD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	1446	100.000
2 - Gosport Road East		✓	674	100.000
3 - Stubbington Lane		✓	634	100.000
4 - Stubbington Green		✓	367	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	670	664	112
	2 - Gosport Road East	450	0	105	119
	3 - Stubbington Lane	429	114	0	91
	4 - Stubbington Green	102	156	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	1.13	215.29	99.1	F
2 - Gosport Road East	0.67	10.00	2.0	A
3 - Stubbington Lane	0.69	11.20	2.1	B
4 - Stubbington Green	1.01	128.68	14.4	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1089	282	1496	0.728	1078	2.6	8.430	A
2 - Gosport Road East	507	660	1247	0.407	505	0.7	4.832	A
3 - Stubbington Lane	477	510	1169	0.408	475	0.7	5.166	A
4 - Stubbington Green	276	743	584	0.473	273	0.9	11.455	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1300	338	1457	0.892	1283	6.9	18.935	C
2 - Gosport Road East	606	785	1161	0.522	604	1.1	6.452	A
3 - Stubbington Lane	570	610	1102	0.517	568	1.1	6.722	A
4 - Stubbington Green	330	890	507	0.651	326	1.8	19.557	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1592	393	1419	1.122	1405	53.6	87.907	F
2 - Gosport Road East	742	865	1106	0.671	738	2.0	9.697	A
3 - Stubbington Lane	698	732	1021	0.684	694	2.1	10.871	B
4 - Stubbington Green	404	1087	404	1.000	372	9.8	76.802	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1592	404	1412	1.128	1410	99.1	201.864	F
2 - Gosport Road East	742	871	1102	0.674	742	2.0	9.996	A
3 - Stubbington Lane	698	736	1019	0.685	698	2.1	11.200	B
4 - Stubbington Green	404	1093	401	1.007	386	14.4	128.682	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1300	377	1431	0.909	1416	70.0	215.285	F
2 - Gosport Road East	606	873	1101	0.551	609	1.2	7.370	A
3 - Stubbington Lane	570	624	1093	0.521	574	1.1	6.990	A
4 - Stubbington Green	330	898	503	0.656	379	2.1	38.624	E

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1089	289	1491	0.730	1357	3.0	66.374	F
2 - Gosport Road East	507	812	1143	0.444	509	0.8	5.698	A
3 - Stubbington Lane	477	535	1152	0.414	479	0.7	5.362	A
4 - Stubbington Green	276	750	580	0.476	281	0.9	12.199	B

Stubbington Green - 2025 + CD + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	47.46	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + CD + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	892	100.000
2 - Gosport Road East		✓	791	100.000
3 - Stubbington Lane		✓	720	100.000
4 - Stubbington Green		✓	264	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	402	391	99
	2 - Gosport Road East	630	0	84	77
	3 - Stubbington Lane	562	93	0	65
	4 - Stubbington Green	85	103	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	0.65	6.80	1.8	A
2 - Gosport Road East	0.68	8.71	2.1	A
3 - Stubbington Lane	0.86	27.39	5.7	D
4 - Stubbington Green	1.24	355.64	31.0	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	672	202	1551	0.433	669	0.8	4.067	A
2 - Gosport Road East	596	424	1409	0.423	593	0.7	4.394	A
3 - Stubbington Lane	542	604	1106	0.490	538	0.9	6.298	A
4 - Stubbington Green	199	962	470	0.423	196	0.7	13.016	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	802	242	1524	0.526	801	1.1	4.970	A
2 - Gosport Road East	711	507	1352	0.526	710	1.1	5.592	A
3 - Stubbington Lane	647	723	1027	0.630	644	1.7	9.337	A
4 - Stubbington Green	237	1151	371	0.640	234	1.7	25.590	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	982	257	1513	0.649	979	1.8	6.711	A
2 - Gosport Road East	871	605	1285	0.678	867	2.0	8.538	A
3 - Stubbington Lane	793	884	920	0.861	778	5.2	23.347	C
4 - Stubbington Green	291	1399	241	1.204	231	16.5	171.600	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	982	260	1511	0.650	982	1.8	6.802	A
2 - Gosport Road East	871	606	1284	0.678	871	2.1	8.711	A
3 - Stubbington Lane	793	887	918	0.863	791	5.7	27.389	D
4 - Stubbington Green	291	1413	234	1.242	232	31.0	355.635	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	802	322	1468	0.546	804	1.2	5.440	A
2 - Gosport Road East	711	542	1328	0.536	715	1.2	5.905	A
3 - Stubbington Lane	647	728	1024	0.632	663	1.8	10.388	B
4 - Stubbington Green	237	1172	360	0.660	348	3.3	190.527	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	672	212	1544	0.435	673	0.8	4.143	A
2 - Gosport Road East	596	430	1405	0.424	597	0.7	4.467	A
3 - Stubbington Lane	542	609	1103	0.491	545	1.0	6.490	A
4 - Stubbington Green	199	972	465	0.428	209	0.8	14.604	B

Stubbington Green - 2025 + CD + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	128.54	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + CD + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	1455	100.000
2 - Gosport Road East		✓	686	100.000
3 - Stubbington Lane		✓	645	100.000
4 - Stubbington Green		✓	367	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	675	668	112
	2 - Gosport Road East	462	0	105	119
	3 - Stubbington Lane	440	114	0	91
	4 - Stubbington Green	102	156	109	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	1.13	228.70	102.3	F
2 - Gosport Road East	0.69	10.36	2.1	B
3 - Stubbington Lane	0.70	11.96	2.3	B
4 - Stubbington Green	1.04	157.22	18.1	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1095	282	1496	0.732	1085	2.6	8.557	A
2 - Gosport Road East	516	663	1245	0.415	514	0.7	4.903	A
3 - Stubbington Lane	486	519	1163	0.418	483	0.7	5.271	A
4 - Stubbington Green	276	761	575	0.481	273	0.9	11.783	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1308	338	1458	0.897	1290	7.2	19.581	C
2 - Gosport Road East	617	788	1159	0.532	615	1.1	6.602	A
3 - Stubbington Lane	580	620	1095	0.529	578	1.1	6.940	A
4 - Stubbington Green	330	911	496	0.665	326	1.9	20.696	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1602	388	1423	1.126	1410	55.3	90.215	F
2 - Gosport Road East	755	864	1107	0.683	751	2.1	10.031	B
3 - Stubbington Lane	710	745	1013	0.701	706	2.3	11.555	B
4 - Stubbington Green	404	1112	391	1.033	365	11.6	88.198	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1602	398	1416	1.132	1414	102.3	207.748	F
2 - Gosport Road East	755	870	1102	0.685	755	2.1	10.355	B
3 - Stubbington Lane	710	748	1010	0.703	710	2.3	11.961	B
4 - Stubbington Green	404	1118	388	1.042	378	18.1	157.220	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1308	387	1424	0.919	1410	76.9	228.700	F
2 - Gosport Road East	617	873	1101	0.560	620	1.3	7.539	A
3 - Stubbington Lane	580	634	1086	0.534	584	1.2	7.234	A
4 - Stubbington Green	330	920	492	0.671	393	2.3	53.344	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1095	289	1491	0.735	1390	3.1	82.006	F
2 - Gosport Road East	516	829	1131	0.457	518	0.9	5.895	A
3 - Stubbington Lane	486	546	1145	0.424	487	0.7	5.489	A
4 - Stubbington Green	276	768	571	0.484	281	1.0	12.638	B

Stubbington Green - 2025 + CD + Newlands Farm + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	65.56	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2025 + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	925	100.000
2 - Gosport Road East		✓	814	100.000
3 - Stubbington Lane		✓	746	100.000
4 - Stubbington Green		✓	266	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	403	423	99
	2 - Gosport Road East	653	0	84	77
	3 - Stubbington Lane	582	99	0	65
	4 - Stubbington Green	87	103	76	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
1 - Gosport Road North	10	10	10	10
2 - Gosport Road East	10	10	10	10
3 - Stubbington Lane	10	10	10	10
4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	0.67	7.18	2.0	A
2 - Gosport Road East	0.71	9.75	2.4	A
3 - Stubbington Lane	0.91	38.94	8.3	E
4 - Stubbington Green	1.41	514.08	44.0	F

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	696	207	1548	0.450	693	0.8	4.197	A
2 - Gosport Road East	613	447	1393	0.440	610	0.8	4.578	A
3 - Stubbington Lane	562	621	1095	0.513	557	1.0	6.650	A
4 - Stubbington Green	200	998	451	0.444	197	0.8	14.033	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	832	246	1520	0.547	830	1.2	5.202	A
2 - Gosport Road East	732	535	1332	0.549	730	1.2	5.959	A
3 - Stubbington Lane	671	744	1013	0.662	667	1.9	10.295	B
4 - Stubbington Green	239	1195	348	0.687	234	2.0	30.449	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1018	248	1519	0.670	1015	2.0	7.100	A
2 - Gosport Road East	896	633	1265	0.708	892	2.3	9.520	A
3 - Stubbington Lane	821	908	904	0.908	800	7.2	30.021	D
4 - Stubbington Green	293	1446	217	1.350	211	22.4	241.379	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1018	247	1520	0.670	1018	2.0	7.179	A
2 - Gosport Road East	896	634	1265	0.709	896	2.4	9.749	A
3 - Stubbington Lane	821	913	901	0.911	817	8.3	38.936	E
4 - Stubbington Green	293	1465	207	1.414	207	44.0	514.080	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	832	311	1476	0.563	834	1.3	5.633	A
2 - Gosport Road East	732	564	1313	0.557	736	1.3	6.289	A
3 - Stubbington Lane	671	750	1010	0.664	696	2.0	12.324	B
4 - Stubbington Green	239	1226	332	0.720	325	22.7	362.844	F

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	696	269	1505	0.463	698	0.9	4.472	A
2 - Gosport Road East	613	476	1373	0.446	615	0.8	4.759	A
3 - Stubbington Lane	562	626	1092	0.515	566	1.1	6.892	A
4 - Stubbington Green	200	1009	445	0.450	287	0.9	38.546	E

Stubbington Green - 2025 + CD + Newlands Farm + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	163.45	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2025 + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	1482	100.000
2 - Gosport Road East		✓	733	100.000
3 - Stubbington Lane		✓	689	100.000
4 - Stubbington Green		✓	369	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	676	694	112
	2 - Gosport Road East	509	0	105	119
	3 - Stubbington Lane	478	120	0	91
	4 - Stubbington Green	104	156	109	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
1 - Gosport Road North	10	10	10	10
2 - Gosport Road East	10	10	10	10
3 - Stubbington Lane	10	10	10	10
4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	1.14	266.09	109.8	F
2 - Gosport Road East	0.74	12.36	2.7	B
3 - Stubbington Lane	0.78	16.38	3.3	C
4 - Stubbington Green	1.21	325.97	39.4	F

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1116	286	1493	0.747	1104	2.8	9.021	A
2 - Gosport Road East	552	681	1232	0.448	549	0.8	5.244	A
3 - Stubbington Lane	519	554	1140	0.455	515	0.8	5.738	A
4 - Stubbington Green	278	828	539	0.515	274	1.0	13.343	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1332	342	1455	0.916	1310	8.4	22.069	C
2 - Gosport Road East	659	809	1145	0.576	657	1.3	7.349	A
3 - Stubbington Lane	619	662	1068	0.580	617	1.4	7.953	A
4 - Stubbington Green	332	992	454	0.731	326	2.4	27.013	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1632	368	1437	1.136	1426	60.0	96.400	F
2 - Gosport Road East	807	873	1100	0.733	802	2.6	11.851	B
3 - Stubbington Lane	759	795	979	0.774	751	3.2	15.295	C
4 - Stubbington Green	406	1209	341	1.193	330	21.4	154.367	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1632	372	1434	1.138	1432	109.8	221.182	F
2 - Gosport Road East	807	878	1097	0.736	807	2.7	12.362	B
3 - Stubbington Lane	759	799	976	0.777	758	3.3	16.382	C
4 - Stubbington Green	406	1218	336	1.210	334	39.4	325.972	F

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1332	422	1399	0.952	1387	96.2	266.095	F
2 - Gosport Road East	659	883	1094	0.603	664	1.6	8.462	A
3 - Stubbington Lane	619	673	1060	0.584	627	1.4	8.452	A
4 - Stubbington Green	332	1005	447	0.742	436	13.3	223.654	F

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	1116	325	1466	0.761	1451	12.4	139.003	F
2 - Gosport Road East	552	886	1092	0.505	554	1.0	6.718	A
3 - Stubbington Lane	519	584	1119	0.463	521	0.9	6.038	A
4 - Stubbington Green	278	837	535	0.519	327	1.1	21.436	C

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.0.2.5947 © Copyright TRL Limited, 2017
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Filename: Stubbington Green Stubbington Lane Gosport Road B3334 with Bypass.j9
Path: W:\Projects\040-049\048 Persimmon Charles Church\048.0013 Oakcroft Lane, Stubbington\Modelling\209 Units - Revised App\6. Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout
Report generation date: 23/04/2020 17:57:21

- » Stubbington Green - 2025 with Bypass, AM
- » Stubbington Green - 2025 with Bypass, PM
- » Stubbington Green - 2025 with Bypass + CD, AM
- » Stubbington Green - 2025 with Bypass + CD, PM
- » Stubbington Green - 2025 with Bypass + CD + PD, AM
- » Stubbington Green - 2025 with Bypass + CD + PD, PM
- » Stubbington Green - 2025 with Bypass + CD + Newlands Farm + PD, AM
- » Stubbington Green - 2025 with Bypass + CD + Newlands Farm + PD, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Stubbington Green - 2025 with Bypass								
1 - Gosport Road North	6.2	37.08	0.88	E	62.8	289.53	1.16	F
2 - Gosport Road East	0.4	7.77	0.26	A	1.0	11.91	0.50	B
3 - Stubbington Lane	0.9	8.97	0.48	A	2.0	15.13	0.67	C
4 - Stubbington Green	0.5	7.51	0.34	A	1.2	12.50	0.56	B
Stubbington Green - 2025 with Bypass + CD								
1 - Gosport Road North	7.4	45.06	0.90	E	67.0	317.53	1.18	F
2 - Gosport Road East	0.4	8.01	0.29	A	1.2	13.40	0.55	B
3 - Stubbington Lane	1.1	10.04	0.54	B	2.2	16.28	0.70	C
4 - Stubbington Green	0.5	7.85	0.35	A	1.3	12.87	0.57	B
Stubbington Green - 2025 with Bypass + CD + PD								
1 - Gosport Road North	10.9	62.33	0.95	F	72.7	352.04	1.19	F
2 - Gosport Road East	0.4	8.19	0.30	A	1.3	14.05	0.57	B
3 - Stubbington Lane	1.2	10.21	0.54	B	2.5	17.68	0.72	C
4 - Stubbington Green	0.6	7.92	0.36	A	1.3	13.44	0.58	B
Stubbington Green - 2025 with Bypass + CD + Newlands Farm + PD								
1 - Gosport Road North	14.2	78.35	0.97	F	89.2	462.06	1.25	F
2 - Gosport Road East	0.6	9.10	0.36	A	1.6	15.46	0.62	C
3 - Stubbington Lane	1.4	11.29	0.59	B	3.6	24.00	0.79	C
4 - Stubbington Green	0.6	8.24	0.37	A	1.5	15.05	0.60	C

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

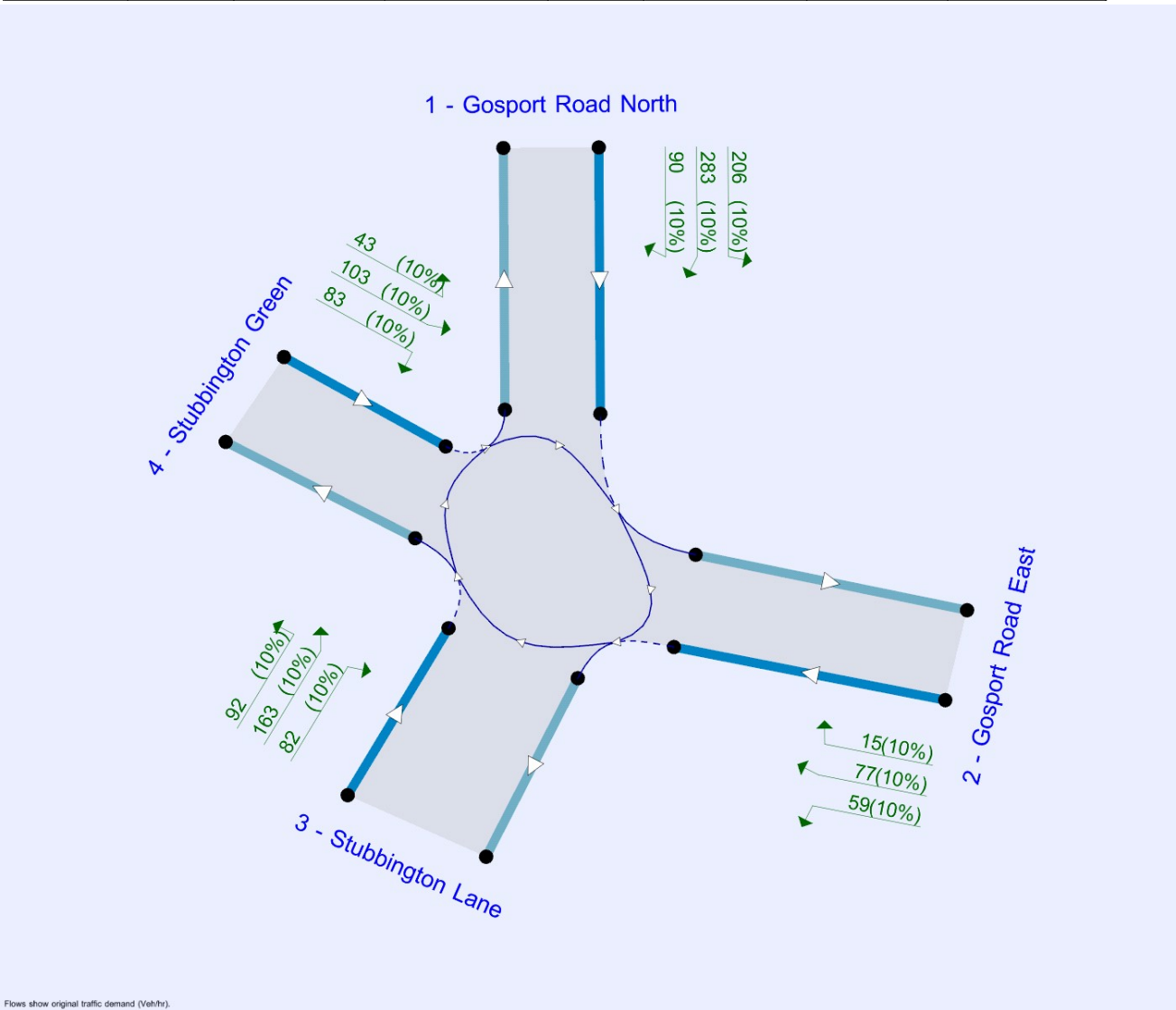
File summary

File Description

Title	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout
Location	Stubbington
Site number	
Date	12/09/2019
Version	
Status	Proposed Layout
Identifier	
Client	Persimmon Homes
Jobnumber	048.0013
Enumerator	PC-PBASH-MODEL\Cad PC
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	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 segment length (min)
D1	2025 with Bypass	AM	ONE HOUR	07:45	09:15	15
D2	2025 with Bypass	PM	ONE HOUR	16:45	18:15	15
D3	2025 with Bypass + CD	AM	ONE HOUR	07:45	09:15	15
D4	2025 with Bypass + CD	PM	ONE HOUR	16:45	18:15	15
D5	2025 with Bypass + CD + PD	AM	ONE HOUR	07:45	09:15	15
D6	2025 with Bypass + CD + PD	PM	ONE HOUR	16:45	18:15	15
D7	2025 with Bypass + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15
D8	2025 with Bypass + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Stubbington Green	100.000

Stubbington Green - 2025 with Bypass, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	21.13	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Gosport Road North	
2	Gosport Road East	
3	Stubbington Lane	
4	Stubbington Green	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Gosport Road North	3.50	3.90	0.0	10.0	27.0	45.0	
2 - Gosport Road East	3.50	3.90	0.0	10.0	27.0	45.0	
3 - Stubbington Lane	3.50	3.90	0.0	10.0	27.0	45.0	
4 - Stubbington Green	3.50	3.90	0.0	10.0	27.0	45.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Gosport Road North	0.476	954
2 - Gosport Road East	0.476	954
3 - Stubbington Lane	0.476	954
4 - Stubbington Green	0.476	954

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

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	2025 with Bypass	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	579	100.000
2 - Gosport Road East		✓	151	100.000
3 - Stubbington Lane		✓	337	100.000
4 - Stubbington Green		✓	229	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	206	283	90
	2 - Gosport Road East	15	0	59	77
	3 - Stubbington Lane	163	82	0	92
	4 - Stubbington Green	43	103	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	0.88	37.08	6.2	E
2 - Gosport Road East	0.26	7.77	0.4	A
3 - Stubbington Lane	0.48	8.97	0.9	A
4 - Stubbington Green	0.34	7.51	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	436	200	772	0.565	431	1.3	10.402	B
2 - Gosport Road East	114	340	706	0.161	113	0.2	6.063	A
3 - Stubbington Lane	254	136	803	0.316	252	0.5	6.513	A
4 - Stubbington Green	172	194	775	0.222	171	0.3	5.952	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	521	240	753	0.691	517	2.1	15.023	C
2 - Gosport Road East	136	408	674	0.202	136	0.3	6.687	A
3 - Stubbington Lane	303	163	790	0.383	302	0.6	7.373	A
4 - Stubbington Green	206	233	757	0.272	206	0.4	6.529	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	637	294	727	0.876	624	5.6	31.199	D
2 - Gosport Road East	166	493	633	0.263	166	0.4	7.700	A
3 - Stubbington Lane	371	198	773	0.480	370	0.9	8.896	A
4 - Stubbington Green	252	285	732	0.345	252	0.5	7.487	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	637	295	727	0.877	635	6.2	37.080	E
2 - Gosport Road East	166	501	629	0.264	166	0.4	7.773	A
3 - Stubbington Lane	371	200	772	0.480	371	0.9	8.968	A
4 - Stubbington Green	252	286	731	0.345	252	0.5	7.511	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	521	242	753	0.692	536	2.4	17.623	C
2 - Gosport Road East	136	420	668	0.203	136	0.3	6.776	A
3 - Stubbington Lane	303	166	788	0.384	304	0.6	7.452	A
4 - Stubbington Green	206	235	756	0.272	206	0.4	6.558	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	436	202	771	0.565	440	1.3	10.999	B
2 - Gosport Road East	114	346	703	0.162	114	0.2	6.115	A
3 - Stubbington Lane	254	138	802	0.316	254	0.5	6.581	A
4 - Stubbington Green	172	196	774	0.223	173	0.3	5.989	A

Stubbington Green - 2025 with Bypass, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	124.58	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 with Bypass	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	702	100.000
2 - Gosport Road East		✓	269	100.000
3 - Stubbington Lane		✓	441	100.000
4 - Stubbington Green		✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	236	362	104
	2 - Gosport Road East	68	0	82	119
	3 - Stubbington Lane	224	117	0	100
	4 - Stubbington Green	62	156	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	1.16	289.53	62.8	F
2 - Gosport Road East	0.50	11.91	1.0	B
3 - Stubbington Lane	0.67	15.13	2.0	C
4 - Stubbington Green	0.56	12.50	1.2	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	529	289	730	0.724	519	2.5	16.356	C
2 - Gosport Road East	203	429	663	0.305	201	0.4	7.758	A
3 - Stubbington Lane	332	216	765	0.434	329	0.8	8.210	A
4 - Stubbington Green	250	305	722	0.346	248	0.5	7.554	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	631	347	702	0.898	615	6.4	36.006	E
2 - Gosport Road East	242	511	624	0.387	241	0.6	9.370	A
3 - Stubbington Lane	396	259	744	0.533	395	1.1	10.261	B
4 - Stubbington Green	298	366	693	0.431	298	0.7	9.079	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	773	424	666	1.161	657	35.4	130.840	F
2 - Gosport Road East	296	561	601	0.493	295	0.9	11.723	B
3 - Stubbington Lane	486	302	724	0.671	482	1.9	14.704	B
4 - Stubbington Green	366	447	655	0.558	364	1.2	12.287	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	773	426	665	1.163	663	62.8	275.863	F
2 - Gosport Road East	296	566	598	0.495	296	1.0	11.911	B
3 - Stubbington Lane	486	304	723	0.672	485	2.0	15.127	C
4 - Stubbington Green	366	450	653	0.560	365	1.2	12.497	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	631	350	701	0.901	690	48.1	289.526	F
2 - Gosport Road East	242	561	601	0.403	243	0.7	10.101	B
3 - Stubbington Lane	396	271	739	0.537	400	1.2	10.723	B
4 - Stubbington Green	298	370	691	0.432	300	0.8	9.254	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	529	293	728	0.726	706	3.7	135.743	F
2 - Gosport Road East	203	555	603	0.336	203	0.5	9.011	A
3 - Stubbington Lane	332	246	751	0.442	334	0.8	8.666	A
4 - Stubbington Green	250	309	720	0.347	251	0.5	7.683	A

Stubbington Green - 2025 with Bypass + CD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	24.46	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 with Bypass + CD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	579	100.000
2 - Gosport Road East		✓	164	100.000
3 - Stubbington Lane		✓	376	100.000
4 - Stubbington Green		✓	229	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	206	283	90
	2 - Gosport Road East	15	0	72	77
	3 - Stubbington Lane	163	121	0	92
	4 - Stubbington Green	43	103	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	0.90	45.06	7.4	E
2 - Gosport Road East	0.29	8.01	0.4	A
3 - Stubbington Lane	0.54	10.04	1.1	B
4 - Stubbington Green	0.35	7.85	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	436	229	758	0.575	431	1.3	10.822	B
2 - Gosport Road East	123	339	706	0.175	123	0.2	6.162	A
3 - Stubbington Lane	283	136	803	0.353	281	0.5	6.869	A
4 - Stubbington Green	172	223	761	0.226	171	0.3	6.093	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	521	275	736	0.707	517	2.3	16.089	C
2 - Gosport Road East	147	407	674	0.219	147	0.3	6.834	A
3 - Stubbington Lane	338	163	790	0.428	337	0.7	7.936	A
4 - Stubbington Green	206	268	740	0.278	206	0.4	6.732	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	637	337	707	0.901	621	6.5	35.998	E
2 - Gosport Road East	181	491	634	0.285	180	0.4	7.925	A
3 - Stubbington Lane	414	197	774	0.535	412	1.1	9.925	A
4 - Stubbington Green	252	328	711	0.354	251	0.5	7.816	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	637	338	707	0.902	634	7.4	45.063	E
2 - Gosport Road East	181	500	630	0.287	181	0.4	8.014	A
3 - Stubbington Lane	414	200	772	0.536	414	1.1	10.036	B
4 - Stubbington Green	252	329	711	0.355	252	0.5	7.847	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	521	277	736	0.707	540	2.6	19.962	C
2 - Gosport Road East	147	423	666	0.221	148	0.3	6.948	A
3 - Stubbington Lane	338	167	788	0.429	340	0.8	8.053	A
4 - Stubbington Green	206	270	739	0.279	206	0.4	6.766	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	436	232	757	0.576	441	1.4	11.532	B
2 - Gosport Road East	123	346	703	0.176	124	0.2	6.223	A
3 - Stubbington Lane	283	138	802	0.353	284	0.6	6.963	A
4 - Stubbington Green	172	226	760	0.227	173	0.3	6.132	A

Stubbington Green - 2025 with Bypass + CD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	133.11	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 with Bypass + CD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	702	100.000
2 - Gosport Road East		✓	302	100.000
3 - Stubbington Lane		✓	457	100.000
4 - Stubbington Green		✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	236	362	104
	2 - Gosport Road East	68	0	115	119
	3 - Stubbington Lane	224	133	0	100
	4 - Stubbington Green	62	156	114	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	10	10	10	10
	2 - Gosport Road East	10	10	10	10
	3 - Stubbington Lane	10	10	10	10
	4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	1.18	317.53	67.0	F
2 - Gosport Road East	0.55	13.40	1.2	B
3 - Stubbington Lane	0.70	16.28	2.2	C
4 - Stubbington Green	0.57	12.87	1.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	529	301	724	0.730	518	2.5	16.747	C
2 - Gosport Road East	227	429	663	0.343	225	0.5	8.182	A
3 - Stubbington Lane	344	216	765	0.450	341	0.8	8.434	A
4 - Stubbington Green	250	317	717	0.349	248	0.5	7.645	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	631	361	696	0.907	614	6.8	37.881	E
2 - Gosport Road East	271	510	625	0.434	271	0.8	10.130	B
3 - Stubbington Lane	411	258	745	0.552	409	1.2	10.685	B
4 - Stubbington Green	298	381	686	0.435	298	0.8	9.235	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	773	441	658	1.175	650	37.5	139.053	F
2 - Gosport Road East	333	556	603	0.552	331	1.2	13.143	B
3 - Stubbington Lane	503	301	724	0.695	499	2.2	15.734	C
4 - Stubbington Green	366	465	646	0.565	364	1.3	12.631	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	773	444	656	1.177	655	67.0	295.794	F
2 - Gosport Road East	333	560	601	0.553	332	1.2	13.398	B
3 - Stubbington Lane	503	303	723	0.696	503	2.2	16.278	C
4 - Stubbington Green	366	468	645	0.567	365	1.3	12.868	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	631	365	694	0.910	684	53.9	317.530	F
2 - Gosport Road East	271	557	602	0.451	273	0.8	10.979	B
3 - Stubbington Lane	411	270	739	0.556	415	1.3	11.226	B
4 - Stubbington Green	298	385	684	0.436	300	0.8	9.431	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	529	305	723	0.731	709	8.6	166.021	F
2 - Gosport Road East	227	557	602	0.377	228	0.6	9.643	A
3 - Stubbington Lane	344	246	750	0.459	346	0.9	8.936	A
4 - Stubbington Green	250	321	715	0.350	251	0.5	7.781	A

Stubbington Green - 2025 with Bypass + CD + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	32.45	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 with Bypass + CD + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	607	100.000
2 - Gosport Road East		✓	168	100.000
3 - Stubbington Lane		✓	380	100.000
4 - Stubbington Green		✓	229	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	221	296	90
	2 - Gosport Road East	19	0	72	77
	3 - Stubbington Lane	167	121	0	92
	4 - Stubbington Green	43	103	83	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
1 - Gosport Road North	10	10	10	10
2 - Gosport Road East	10	10	10	10
3 - Stubbington Lane	10	10	10	10
4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	0.95	62.33	10.9	F
2 - Gosport Road East	0.30	8.19	0.4	A
3 - Stubbington Lane	0.54	10.21	1.2	B
4 - Stubbington Green	0.36	7.92	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	457	229	758	0.603	451	1.5	11.511	B
2 - Gosport Road East	126	349	701	0.180	126	0.2	6.243	A
3 - Stubbington Lane	286	139	802	0.357	284	0.5	6.925	A
4 - Stubbington Green	172	229	758	0.227	171	0.3	6.118	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	546	275	736	0.741	541	2.7	17.963	C
2 - Gosport Road East	151	418	668	0.226	151	0.3	6.952	A
3 - Stubbington Lane	342	166	788	0.433	341	0.8	8.027	A
4 - Stubbington Green	206	275	736	0.280	205	0.4	6.775	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	668	337	707	0.945	644	8.8	44.930	E
2 - Gosport Road East	185	500	629	0.294	184	0.4	8.083	A
3 - Stubbington Lane	418	201	772	0.542	417	1.2	10.088	B
4 - Stubbington Green	252	337	707	0.356	251	0.5	7.887	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	668	338	707	0.946	660	10.9	62.331	F
2 - Gosport Road East	185	511	624	0.296	185	0.4	8.194	A
3 - Stubbington Lane	418	204	771	0.543	418	1.2	10.213	B
4 - Stubbington Green	252	338	707	0.357	252	0.6	7.919	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	546	277	736	0.742	577	3.1	26.132	D
2 - Gosport Road East	151	442	657	0.230	151	0.3	7.122	A
3 - Stubbington Lane	342	172	786	0.435	343	0.8	8.164	A
4 - Stubbington Green	206	277	736	0.280	206	0.4	6.814	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	457	232	757	0.603	463	1.6	12.482	B
2 - Gosport Road East	126	357	698	0.181	127	0.2	6.312	A
3 - Stubbington Lane	286	141	800	0.357	287	0.6	7.025	A
4 - Stubbington Green	172	232	757	0.228	173	0.3	6.165	A

Stubbington Green - 2025 with Bypass + CD + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	146.66	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 with Bypass + CD + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	712	100.000
2 - Gosport Road East		✓	314	100.000
3 - Stubbington Lane		✓	468	100.000
4 - Stubbington Green		✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	241	367	104
	2 - Gosport Road East	80	0	115	119
	3 - Stubbington Lane	235	133	0	100
	4 - Stubbington Green	62	156	114	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
1 - Gosport Road North	10	10	10	10
2 - Gosport Road East	10	10	10	10
3 - Stubbington Lane	10	10	10	10
4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	1.19	352.04	72.7	F
2 - Gosport Road East	0.57	14.05	1.3	B
3 - Stubbington Lane	0.72	17.68	2.5	C
4 - Stubbington Green	0.58	13.44	1.3	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	536	301	724	0.740	525	2.6	17.288	C
2 - Gosport Road East	236	433	662	0.357	234	0.5	8.381	A
3 - Stubbington Lane	352	225	760	0.463	349	0.8	8.681	A
4 - Stubbington Green	250	334	709	0.353	248	0.5	7.779	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	640	361	696	0.920	621	7.4	40.434	E
2 - Gosport Road East	282	513	623	0.453	281	0.8	10.455	B
3 - Stubbington Lane	421	269	740	0.569	419	1.3	11.167	B
4 - Stubbington Green	298	401	677	0.441	298	0.8	9.470	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	784	441	658	1.192	651	40.6	148.759	F
2 - Gosport Road East	346	555	603	0.573	344	1.3	13.770	B
3 - Stubbington Lane	515	313	719	0.717	511	2.4	16.972	C
4 - Stubbington Green	366	489	635	0.576	363	1.3	13.164	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	784	444	656	1.194	655	72.7	318.967	F
2 - Gosport Road East	346	559	601	0.575	346	1.3	14.054	B
3 - Stubbington Lane	515	315	718	0.718	515	2.5	17.681	C
4 - Stubbington Green	366	493	633	0.578	365	1.3	13.444	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	640	365	694	0.923	684	61.7	352.043	F
2 - Gosport Road East	282	556	603	0.468	284	0.9	11.347	B
3 - Stubbington Lane	421	280	734	0.573	425	1.4	11.798	B
4 - Stubbington Green	298	407	674	0.443	301	0.8	9.695	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	536	305	722	0.742	711	18.0	207.066	F
2 - Gosport Road East	236	556	603	0.392	237	0.7	9.880	A
3 - Stubbington Lane	352	254	747	0.472	354	0.9	9.221	A
4 - Stubbington Green	250	339	706	0.354	251	0.6	7.927	A

Stubbington Green - 2025 with Bypass + CD + Newlands Farm + PD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	38.83	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 with Bypass + CD + Newlands Farm + PD	AM	ONE HOUR	07:45	09:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	616	100.000
2 - Gosport Road East		✓	205	100.000
3 - Stubbington Lane		✓	408	100.000
4 - Stubbington Green		✓	229	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	221	305	90
	2 - Gosport Road East	25	0	103	77
	3 - Stubbington Lane	176	140	0	92
	4 - Stubbington Green	43	103	83	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
1 - Gosport Road North	10	10	10	10
2 - Gosport Road East	10	10	10	10
3 - Stubbington Lane	10	10	10	10
4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	0.97	78.35	14.2	F
2 - Gosport Road East	0.36	9.10	0.6	A
3 - Stubbington Lane	0.59	11.29	1.4	B
4 - Stubbington Green	0.37	8.24	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	464	244	752	0.617	458	1.6	12.005	B
2 - Gosport Road East	154	355	698	0.221	153	0.3	6.590	A
3 - Stubbington Lane	307	143	799	0.384	305	0.6	7.240	A
4 - Stubbington Green	172	255	746	0.231	171	0.3	6.247	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	554	292	728	0.760	548	2.9	19.402	C
2 - Gosport Road East	184	426	665	0.277	184	0.4	7.479	A
3 - Stubbington Lane	367	172	786	0.467	366	0.9	8.549	A
4 - Stubbington Green	206	306	722	0.285	205	0.4	6.965	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	678	358	697	0.973	647	10.8	52.331	F
2 - Gosport Road East	226	506	627	0.360	225	0.6	8.944	A
3 - Stubbington Lane	449	206	769	0.584	447	1.4	11.106	B
4 - Stubbington Green	252	374	690	0.366	251	0.6	8.202	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	678	359	697	0.973	665	14.2	78.350	F
2 - Gosport Road East	226	518	621	0.363	226	0.6	9.100	A
3 - Stubbington Lane	449	209	768	0.585	449	1.4	11.285	B
4 - Stubbington Green	252	375	689	0.366	252	0.6	8.242	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	554	294	727	0.761	596	3.5	33.666	D
2 - Gosport Road East	184	457	650	0.284	185	0.4	7.754	A
3 - Stubbington Lane	367	179	782	0.469	369	0.9	8.746	A
4 - Stubbington Green	206	308	721	0.286	207	0.4	7.007	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	464	246	750	0.618	471	1.7	13.213	B
2 - Gosport Road East	154	365	694	0.222	155	0.3	6.681	A
3 - Stubbington Lane	307	146	798	0.385	308	0.6	7.363	A
4 - Stubbington Green	172	258	745	0.231	173	0.3	6.298	A

Stubbington Green - 2025 with Bypass + CD + Newlands Farm + PD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Stubbington Green Stubbington Lane Gosport Road B3334 Roundabout	Standard Roundabout	1, 2, 3, 4	186.29	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 with Bypass + CD + Newlands Farm + PD	PM	ONE HOUR	16:45	18:15	15

Default vehicle mix	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 (%)
1 - Gosport Road North		✓	721	100.000
2 - Gosport Road East		✓	340	100.000
3 - Stubbington Lane		✓	517	100.000
4 - Stubbington Green		✓	332	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
From	1 - Gosport Road North	0	241	376	104
	2 - Gosport Road East	86	0	135	119
	3 - Stubbington Lane	244	173	0	100
	4 - Stubbington Green	62	156	114	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	1 - Gosport Road North	2 - Gosport Road East	3 - Stubbington Lane	4 - Stubbington Green
1 - Gosport Road North	10	10	10	10
2 - Gosport Road East	10	10	10	10
3 - Stubbington Lane	10	10	10	10
4 - Stubbington Green	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Gosport Road North	1.25	462.06	89.2	F
2 - Gosport Road East	0.62	15.46	1.6	C
3 - Stubbington Lane	0.79	24.00	3.6	C
4 - Stubbington Green	0.60	15.05	1.5	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	543	330	710	0.764	531	3.0	18.997	C
2 - Gosport Road East	256	439	659	0.389	253	0.6	8.829	A
3 - Stubbington Lane	389	229	758	0.513	385	1.0	9.544	A
4 - Stubbington Green	250	375	689	0.363	248	0.6	8.113	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	648	397	679	0.955	622	9.4	49.199	E
2 - Gosport Road East	306	516	622	0.492	304	0.9	11.297	B
3 - Stubbington Lane	465	273	737	0.630	462	1.6	12.963	B
4 - Stubbington Green	298	450	653	0.457	297	0.8	10.081	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	794	483	638	1.245	633	49.5	183.029	F
2 - Gosport Road East	374	546	608	0.616	372	1.5	15.121	C
3 - Stubbington Lane	569	316	717	0.794	562	3.4	22.180	C
4 - Stubbington Green	366	547	607	0.602	363	1.5	14.600	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	794	487	636	1.249	635	89.2	397.441	F
2 - Gosport Road East	374	548	607	0.617	374	1.6	15.463	C
3 - Stubbington Lane	569	317	717	0.794	568	3.6	24.005	C
4 - Stubbington Green	366	553	604	0.605	365	1.5	15.046	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	648	403	676	0.959	668	84.2	462.061	F
2 - Gosport Road East	306	548	607	0.504	308	1.0	12.135	B
3 - Stubbington Lane	465	282	733	0.634	472	1.8	14.145	B
4 - Stubbington Green	298	459	649	0.460	301	0.9	10.410	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1 - Gosport Road North	543	335	708	0.767	700	45.0	335.066	F
2 - Gosport Road East	256	552	605	0.423	257	0.7	10.389	B
3 - Stubbington Lane	389	256	746	0.522	392	1.1	10.252	B
4 - Stubbington Green	250	381	686	0.364	251	0.6	8.298	A

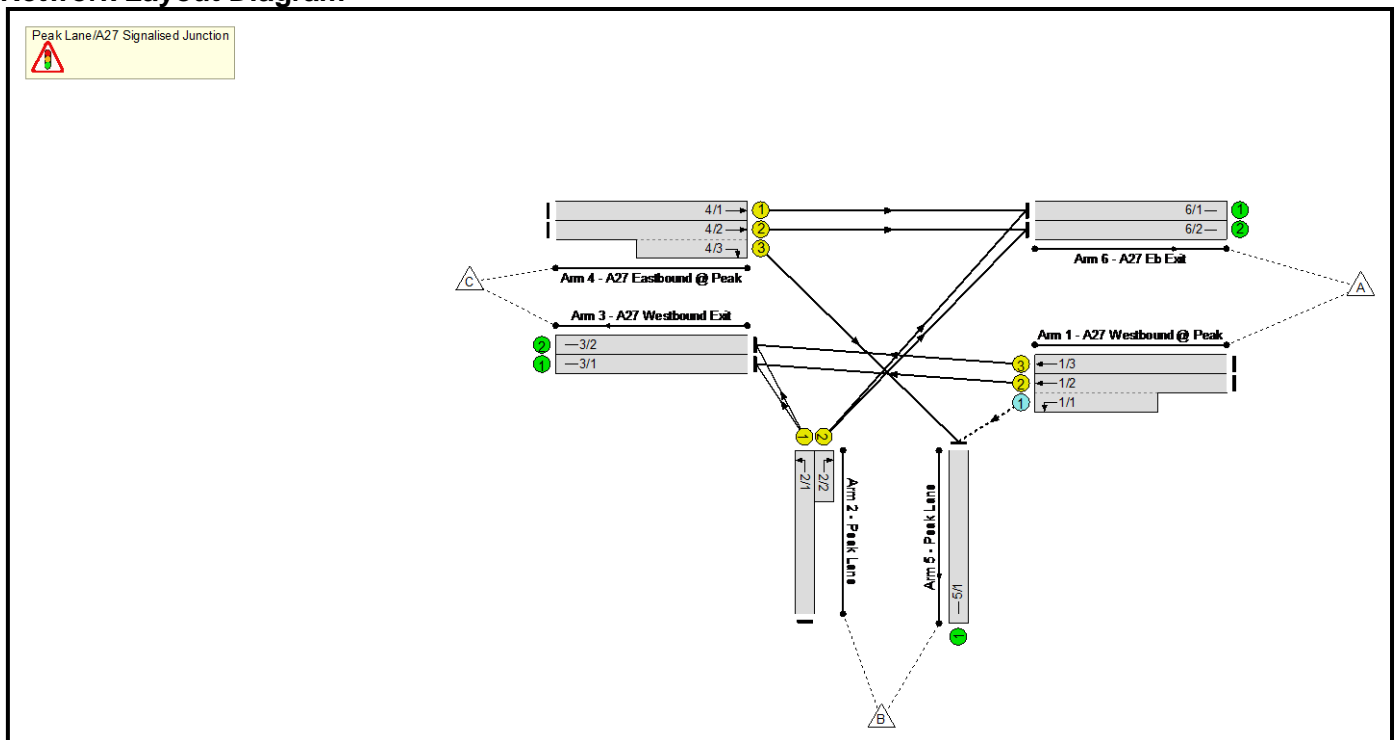
Appendix T

Full Input Data And Results
Full Input Data And Results

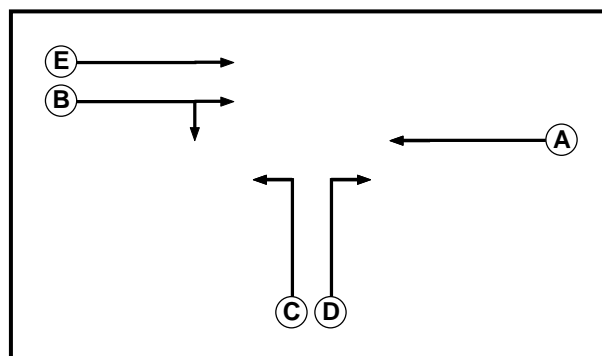
User and Project Details

Project:	Peak Lane/A27 Signalised Junction
Title:	
Location:	Stubbington
Additional detail:	
File name:	Peak Lane A27 Signalised Junction.lsg3x
Author:	
Company:	Paul Basham Associates
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

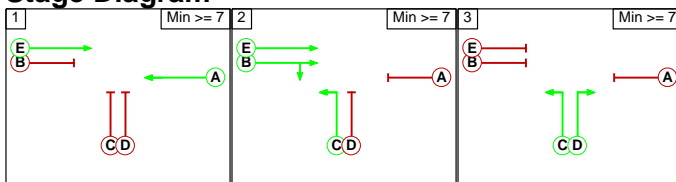
Phase Intergreens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A	7	7	7	7	-
	B	7	-	-	7	-
	C	7	-	-	-	-
	D	7	7	-	-	7
	E	-	-	-	7	-

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1	7	7	7
	2	7	-	7
	3	7	7	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Peak Lane/A27 Signalised Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A27 Westbound @ Peak)	5/1 (Left)	1439	0	4/3	1.09	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Peak Lane/A27 Signalised Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A27 Westbound @ Peak)	O		2	3	9.6	Geom	-	2.40	0.00	Y	Arm 5 Left	13.00
1/2 (A27 Westbound @ Peak)	U	A	2	3	60.0	Geom	-	3.30	0.00	N	Arm 3 Ahead	Inf
1/3 (A27 Westbound @ Peak)	U	A	2	3	60.0	Geom	-	3.70	0.00	N	Arm 3 Ahead	Inf
2/1 (Peak Lane)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 3 Left	8.50
2/2 (Peak Lane)	U	D	2	3	4.0	Geom	-	2.50	0.00	N	Arm 6 Right	30.00
3/1 (A27 Westbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/2 (A27 Westbound Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (A27 Eastbound @ Peak)	U	E	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 6 Ahead	Inf
4/2 (A27 Eastbound @ Peak)	U	B	2	3	60.0	Geom	-	3.80	0.00	N	Arm 6 Ahead	Inf
4/3 (A27 Eastbound @ Peak)	U	B	2	3	8.7	Geom	-	2.80	0.00	N	Arm 5 Right	16.70
5/1 (Peak Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A27 Eb Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A27 Eb Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Baseline 2018 AM'	08:00	09:00	01:00	
2: 'Baseline 2018 PM'	17:00	18:00	01:00	
3: 'Baseline 2025 AM'	08:00	09:00	01:00	
4: 'Baseline 2025 PM'	17:00	18:00	01:00	
5: 'Baseline 2025 + CD AM'	08:00	09:00	01:00	
6: 'Baseline 2025 + CD PM'	17:00	18:00	01:00	
7: 'Baseline 2025 + CD + PD AM'	08:00	09:00	01:00	
8: 'Baseline 2025 + CD + PD PM'	17:00	18:00	01:00	
9: 'Baseline 2025 + CD + PD + NF AM'	08:00	09:00	01:00	
10: 'Baseline 2025 + CD + PD + NF PM'	17:00	18:00	01:00	
11: 'Baseline 2025 with Bypass AM'	08:00	09:00	01:00	
12: 'Baseline 2025 with Bypass PM'	17:00	18:00	01:00	
13: 'Baseline 2025 with Bypass + CD AM'	08:00	09:00	01:00	
14: 'Baseline 2025 with Bypass + CD PM'	17:00	18:00	01:00	
15: 'Baseline 2025 with Bypass + CD + PD AM'	08:00	09:00	01:00	
16: 'Baseline 2025 with Bypass + CD + PD PM'	17:00	18:00	01:00	
17: 'Baseline 2025 with Bypass + CD + PD + NF AM'	08:00	09:00	01:00	
18: 'Baseline 2025 with Bypass + CD + PD + NF PM'	17:00	18:00	01:00	

Scenario 1: 'Baseline 2018 AM' (FG1: 'Baseline 2018 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				Tot.
	A	B	C	Tot.	
Origin	A	0	195	524	719
	B	375	0	204	579
	C	490	246	0	736
	Tot.	865	441	728	2034

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Baseline 2018 AM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	195
1/2 (with short)	468(In) 273(Out)
1/3	251
2/1 (with short)	579(In) 204(Out)
2/2 (short)	375
3/1	290
3/2	438
4/1	490
4/2 (with short)	246(In) 0(Out)
4/3 (short)	246
5/1	441
6/1	678
6/2	187

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Baseline 2018 PM' (FG2: 'Baseline 2018 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	436	483	919
	B	202	0	163	365
	C	490	246	0	736
	Tot.	692	682	646	2020

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Baseline 2018 PM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	436
1/2 (with short)	702(In) 266(Out)
1/3	217
2/1 (with short)	365(In) 163(Out)
2/2 (short)	202
3/1	348
3/2	298
4/1	490
4/2 (with short)	246(In) 0(Out)
4/3 (short)	246
5/1	682
6/1	591
6/2	101

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Baseline 2025 AM' (FG3: 'Baseline 2025 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	216	579	795
	B	415	0	226	641
	C	542	272	0	814
	Tot.	957	488	805	2250

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Baseline 2025 AM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	216
1/2 (with short)	513(In) 297(Out)
1/3	282
2/1 (with short)	641(In) 226(Out)
2/2 (short)	415
3/1	308
3/2	497
4/1	542
4/2 (with short)	272(In) 0(Out)
4/3 (short)	272
5/1	488
6/1	750
6/2	207

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Baseline 2025 PM' (FG4: 'Baseline 2025 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	482	534	1016
	B	223	0	180	403
	C	789	325	0	1114
	Tot.	1012	807	714	2533

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Baseline 2025 PM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	482
1/2 (with short)	482(In) 0(Out)
1/3	534
2/1 (with short)	403(In) 180(Out)
2/2 (short)	223
3/1	119
3/2	595
4/1	789
4/2 (with short)	325(In) 0(Out)
4/3 (short)	325
5/1	807
6/1	901
6/2	111

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	0.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Baseline 2025 + CD AM' (FG5: 'Baseline 2025 + CD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	216	579	795
	B	415	0	226	641
	C	542	272	0	814
	Tot.	957	488	805	2250

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Baseline 2025 + CD AM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	216
1/2 (with short)	517(In) 301(Out)
1/3	278
2/1 (with short)	641(In) 226(Out)
2/2 (short)	415
3/1	414
3/2	391
4/1	542
4/2 (with short)	272(In) 0(Out)
4/3 (short)	272
5/1	488
6/1	750
6/2	207

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Baseline 2025 + CD PM' (FG6: 'Baseline 2025 + CD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	482	534	1016
	B	223	0	180	403
	C	789	325	0	1114
	Tot.	1012	807	714	2533

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Baseline 2025 + CD PM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	482
1/2 (with short)	482(In) 0(Out)
1/3	534
2/1 (with short)	403(In) 180(Out)
2/2 (short)	223
3/1	119
3/2	595
4/1	789
4/2 (with short)	325(In) 0(Out)
4/3 (short)	325
5/1	807
6/1	901
6/2	111

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	0.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Baseline 2025 + CD + PD AM' (FG7: 'Baseline 2025 + CD + PD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	225	579	804
	B	451	0	226	677
	C	542	272	0	814
	Tot.	993	497	805	2295

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Baseline 2025 + CD + PD AM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	225
1/2 (with short)	522(In) 297(Out)
1/3	282
2/1 (with short)	677(In) 226(Out)
2/2 (short)	451
3/1	305
3/2	500
4/1	542
4/2 (with short)	272(In) 0(Out)
4/3 (short)	272
5/1	497
6/1	768
6/2	225

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Baseline 2025 + CD + PD PM' (FG8: 'Baseline 2025 + CD + PD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	512	534	1046
	B	235	0	180	415
	C	789	325	0	1114
	Tot.	1024	837	714	2575

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Baseline 2025 + CD + PD PM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	512
1/2 (with short)	512(In) 0(Out)
1/3	534
2/1 (with short)	415(In) 180(Out)
2/2 (short)	235
3/1	113
3/2	601
4/1	789
4/2 (with short)	325(In) 0(Out)
4/3 (short)	325
5/1	837
6/1	907
6/2	117

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	0.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Baseline 2025 + CD + PD + NF AM' (FG9: 'Baseline 2025 + CD + PD + NF AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	225	579	804
	B	451	0	226	677
	C	542	272	0	814
	Tot.	993	497	805	2295

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: Baseline 2025 + CD + PD + NF AM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	225
1/2 (with short)	522(In) 297(Out)
1/3	282
2/1 (with short)	677(In) 226(Out)
2/2 (short)	451
3/1	305
3/2	500
4/1	542
4/2 (with short)	272(In) 0(Out)
4/3 (short)	272
5/1	497
6/1	768
6/2	225

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Baseline 2025 + CD + PD + NF PM' (FG10: 'Baseline 2025 + CD + PD + NF PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	512	534	1046
	B	235	0	180	415
	C	789	325	0	1114
	Tot.	1024	837	714	2575

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: Baseline 2025 + CD + PD + NF PM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	512
1/2 (with short)	512(In) 0(Out)
1/3	534
2/1 (with short)	415(In) 180(Out)
2/2 (short)	235
3/1	113
3/2	601
4/1	789
4/2 (with short)	325(In) 0(Out)
4/3 (short)	325
5/1	837
6/1	907
6/2	117

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	0.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Baseline 2025 with Bypass AM' (FG11: 'Baseline 2025 with Bypass AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	204	542	746
	B	385	0	201	586
	C	532	272	0	804
	Tot.	917	476	743	2136

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Baseline 2025 with Bypass AM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	204
1/2 (with short)	485(In) 281(Out)
1/3	261
2/1 (with short)	586(In) 201(Out)
2/2 (short)	385
3/1	296
3/2	447
4/1	532
4/2 (with short)	272(In) 0(Out)
4/3 (short)	272
5/1	476
6/1	725
6/2	192

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Baseline 2025 with Bypass PM' (FG12: 'Baseline 2025 with Bypass PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	406	504	910
	B	226	0	26	252
	C	753	325	0	1078
	Tot.	979	731	530	2240

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: Baseline 2025 with Bypass PM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	406
1/2 (with short)	479(In) 73(Out)
1/3	431
2/1 (with short)	252(In) 26(Out)
2/2 (short)	226
3/1	88
3/2	442
4/1	753
4/2 (with short)	325(In) 0(Out)
4/3 (short)	325
5/1	731
6/1	866
6/2	113

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 13: 'Baseline 2025 with Bypass + CD AM' (FG13: 'Baseline 2025 with Bypass + CD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	204	542	746
	B	385	0	201	586
	C	532	272	0	804
	Tot.	917	476	743	2136

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: Baseline 2025 with Bypass + CD AM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	204
1/2 (with short)	485(In) 281(Out)
1/3	261
2/1 (with short)	586(In) 201(Out)
2/2 (short)	385
3/1	296
3/2	447
4/1	532
4/2 (with short)	272(In) 0(Out)
4/3 (short)	272
5/1	476
6/1	725
6/2	192

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 14: 'Baseline 2025 with Bypass + CD PM' (FG14: 'Baseline 2025 with Bypass + CD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	406	504	910
	B	226	0	23	249
	C	753	325	0	1078
	Tot.	979	731	527	2237

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: Baseline 2025 with Bypass + CD PM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	406
1/2 (with short)	479(In) 73(Out)
1/3	431
2/1 (with short)	249(In) 23(Out)
2/2 (short)	226
3/1	86
3/2	441
4/1	753
4/2 (with short)	325(In) 0(Out)
4/3 (short)	325
5/1	731
6/1	866
6/2	113

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 15: 'Baseline 2025 with Bypass + CD + PD AM' (FG15: 'Baseline 2025 with Bypass + CD + PD AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	213	542	755
	B	421	0	238	659
	C	532	272	0	804
	Tot.	953	485	780	2218

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: Baseline 2025 with Bypass + CD + PD AM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	213
1/2 (with short)	494(In) 281(Out)
1/3	261
2/1 (with short)	659(In) 238(Out)
2/2 (short)	421
3/1	294
3/2	486
4/1	532
4/2 (with short)	272(In) 0(Out)
4/3 (short)	272
5/1	485
6/1	743
6/2	210

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 16: 'Baseline 2025 with Bypass + CD + PD PM' (FG16: 'Baseline 2025 with Bypass + CD + PD PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	436	504	940
	B	238	0	23	261
	C	753	325	0	1078
	Tot.	991	761	527	2279

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: Baseline 2025 with Bypass + CD + PD PM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	436
1/2 (with short)	460(In) 24(Out)
1/3	480
2/1 (with short)	261(In) 23(Out)
2/2 (short)	238
3/1	35
3/2	492
4/1	753
4/2 (with short)	325(In) 0(Out)
4/3 (short)	325
5/1	761
6/1	872
6/2	119

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 17: 'Baseline 2025 with Bypass + CD + PD + NF AM' (FG17: 'Baseline 2025 with Bypass + CD + PD + NF AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	213	542	755
	B	421	0	201	622
	C	532	272	0	804
	Tot.	953	485	743	2181

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: Baseline 2025 with Bypass + CD + PD + NF AM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	213
1/2 (with short)	494(In) 281(Out)
1/3	261
2/1 (with short)	622(In) 201(Out)
2/2 (short)	421
3/1	292
3/2	451
4/1	532
4/2 (with short)	272(In) 0(Out)
4/3 (short)	272
5/1	485
6/1	743
6/2	210

Full Input Data And Results

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 18: 'Baseline 2025 with Bypass + CD + PD + NF PM' (FG18: 'Baseline 2025 with Bypass + CD + PD + NF PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	436	504	940
	B	238	0	23	261
	C	753	325	0	1078
	Tot.	991	761	527	2279

Full Input Data And Results

Traffic Lane Flows

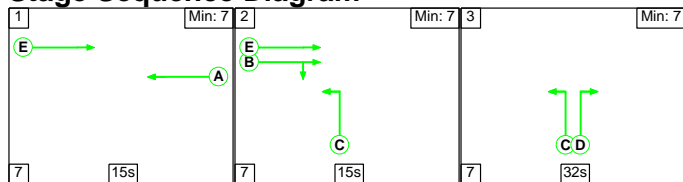
Lane	Scenario 18: Baseline 2025 with Bypass + CD + PD + NF PM
Junction: Peak Lane/A27 Signalised Junction	
1/1 (short)	436
1/2 (with short)	460(In) 24(Out)
1/3	480
2/1 (with short)	261(In) 23(Out)
2/2 (short)	238
3/1	35
3/2	492
4/1	753
4/2 (with short)	325(In) 0(Out)
4/3 (short)	325
5/1	761
6/1	872
6/2	119

Lane Saturation Flows

Junction: Peak Lane/A27 Signalised Junction								
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 Westbound @ Peak)	2.40	0.00	Y	Arm 5 Left	13.00	100.0 %	1663	1663
1/2 (A27 Westbound @ Peak)	3.30	0.00	N	Arm 3 Ahead	Inf	100.0 %	2085	2085
1/3 (A27 Westbound @ Peak)	3.70	0.00	N	Arm 3 Ahead	Inf	100.0 %	2125	2125
2/1 (Peak Lane)	3.00	0.00	Y	Arm 3 Left	8.50	100.0 %	1628	1628
2/2 (Peak Lane)	2.50	0.00	N	Arm 6 Right	30.00	100.0 %	1910	1910
3/1 (A27 Westbound Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A27 Westbound Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
4/1 (A27 Eastbound @ Peak)	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
4/2 (A27 Eastbound @ Peak)	3.80	0.00	N	Arm 6 Ahead	Inf	0.0 %	2135	2135
4/3 (A27 Eastbound @ Peak)	2.80	0.00	N	Arm 5 Right	16.70	100.0 %	1867	1867
5/1 (Peak Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A27 Eb Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 Eb Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Baseline 2018 AM' (FG1: 'Baseline 2018 AM', Plan 1: 'Network Control Plan 1')

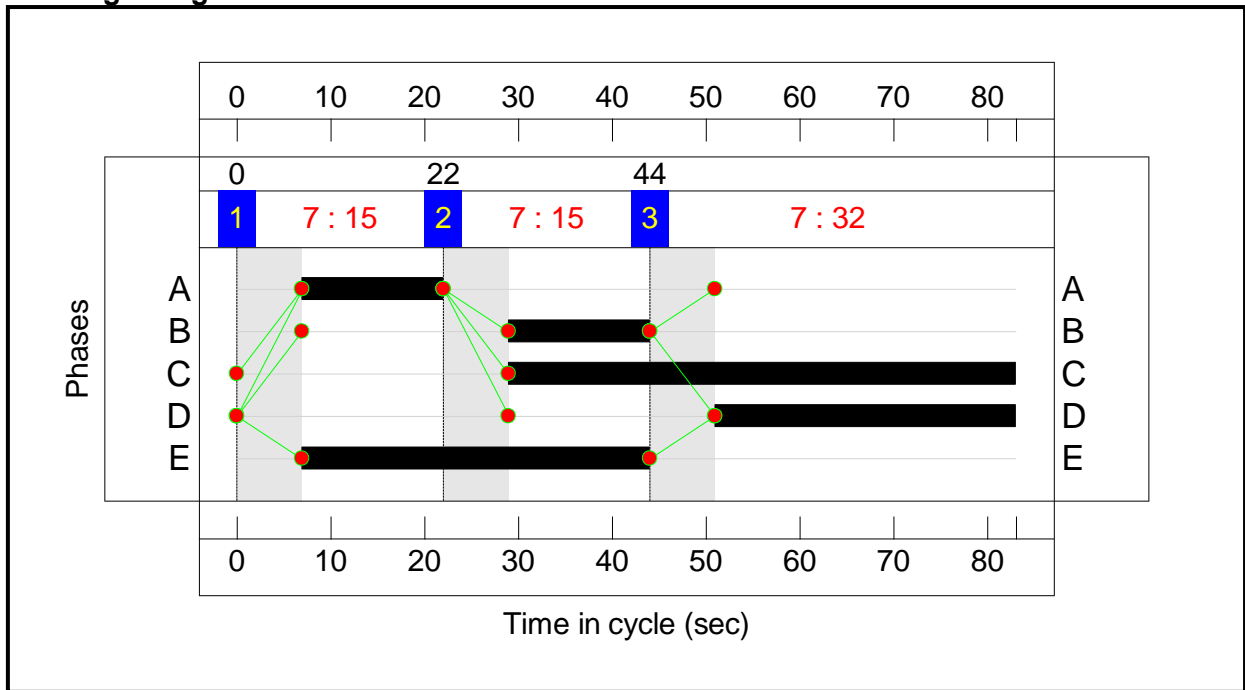
Stage Sequence Diagram



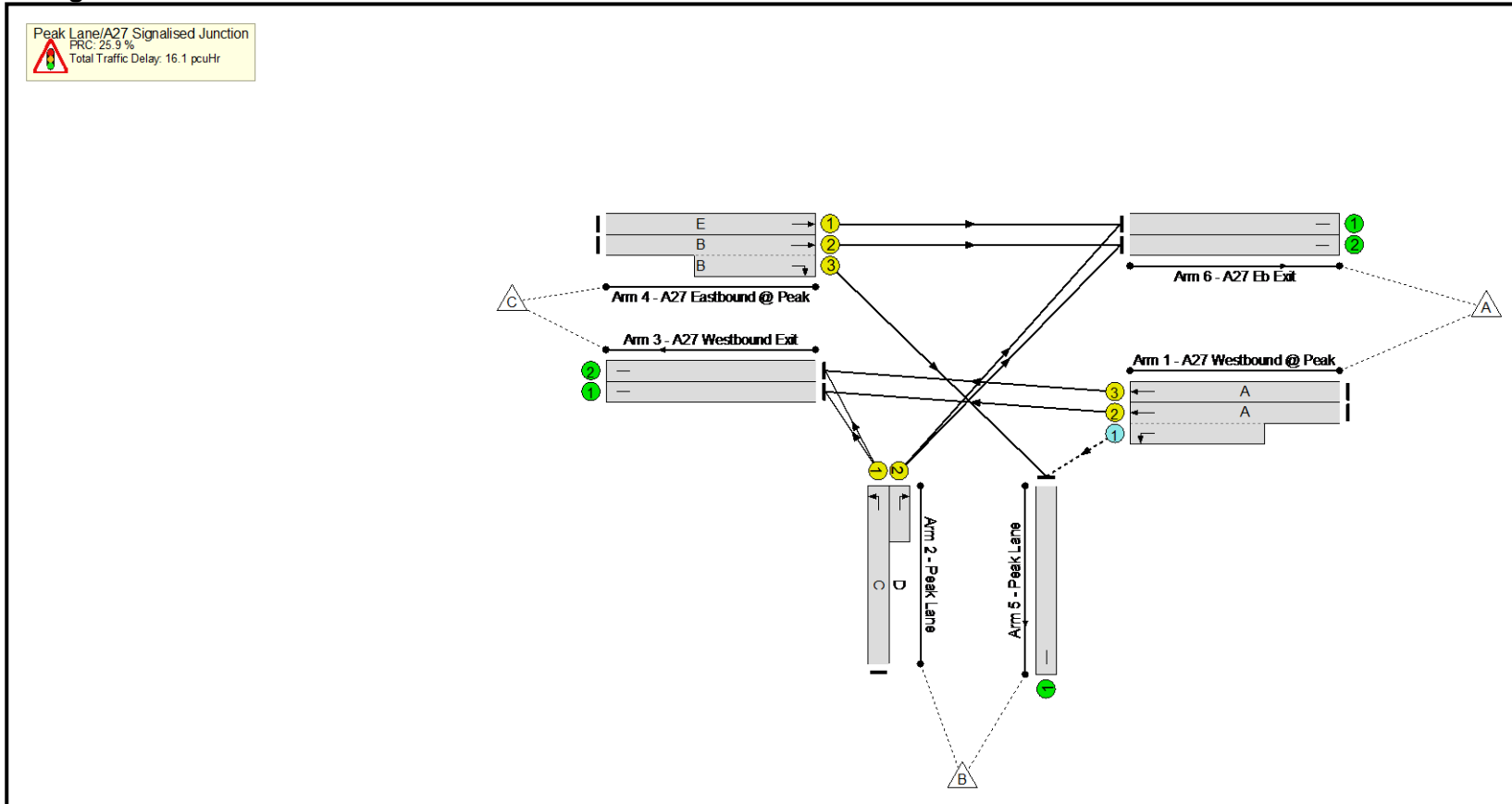
Stage Timings

Stage	1	2	3
Duration	15	15	32
Change Point	0	22	44

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	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	15	-	468	2085:1663	402+287	67.9 : 67.9%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	15	-	251	2125	410	61.3%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	54:32	-	579	1628:1910	285+525	71.5 : 71.5%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	37	-	490	1995	913	53.6%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	15	-	246	2135:1867	0+360	0.0 : 68.4%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%

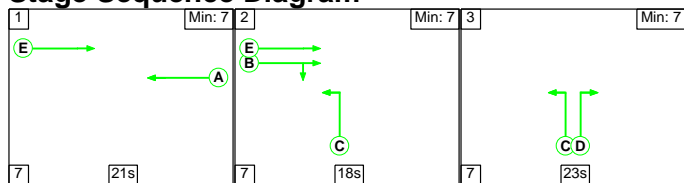
Full Input Data And Results

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	-	-	38	157	0	11.4	4.7	0.0	16.1	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	38	157	0	11.4	4.7	0.0	16.1	-	-	-	-
1/2+1/1	468	468	38	157	0	2.4	1.0	-	3.4	26.5	5.8	1.0	6.9
1/3	251	251	-	-	-	2.1	0.8	-	2.9	41.9	5.2	0.8	6.0
2/1+2/2	579	579	-	-	-	2.5	1.2	-	3.8	23.4	8.7	1.2	9.9
3/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	490	490	-	-	-	2.2	0.6	-	2.8	20.4	8.0	0.6	8.6
4/2+4/3	246	246	-	-	-	2.1	1.1	-	3.2	46.7	5.3	1.1	6.3
5/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 25.9 Total Delay for Signalled Lanes (pcuHr): 16.10 Cycle Time (s): 83 PRC Over All Lanes (%): 25.9 Total Delay Over All Lanes(pcuHr): 16.10													

Full Input Data And Results

Scenario 2: 'Baseline 2018 PM' (FG2: 'Baseline 2018 PM', Plan 1: 'Network Control Plan 1')

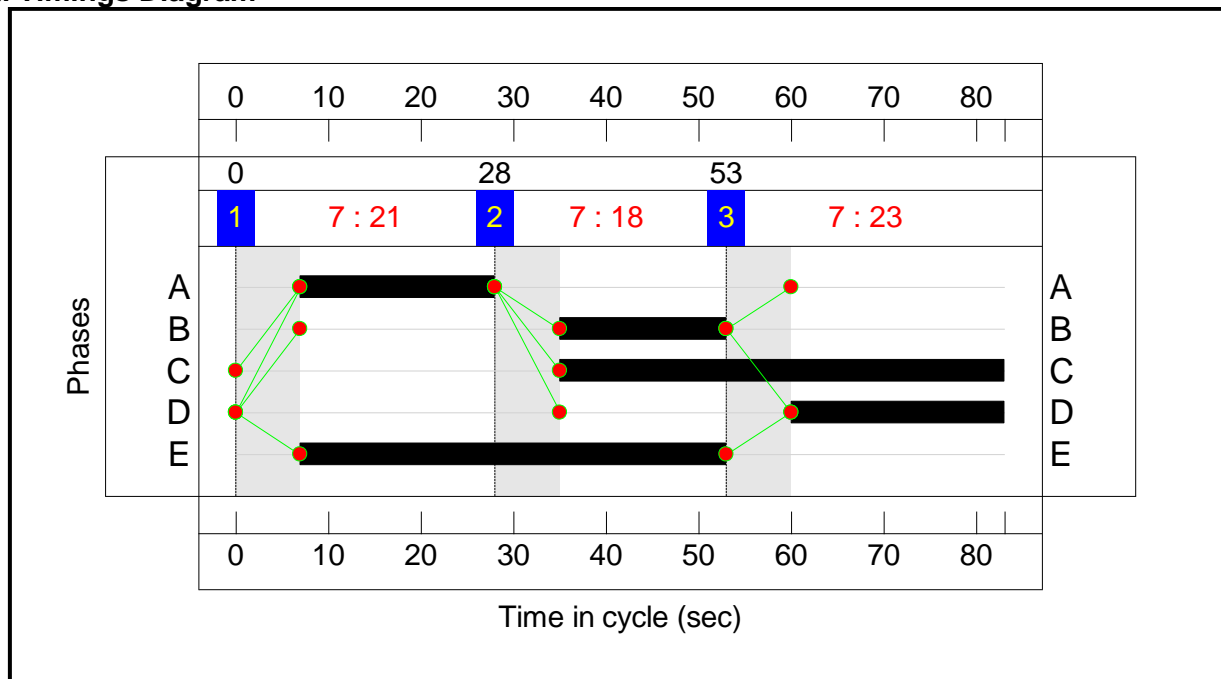
Stage Sequence Diagram



Stage Timings

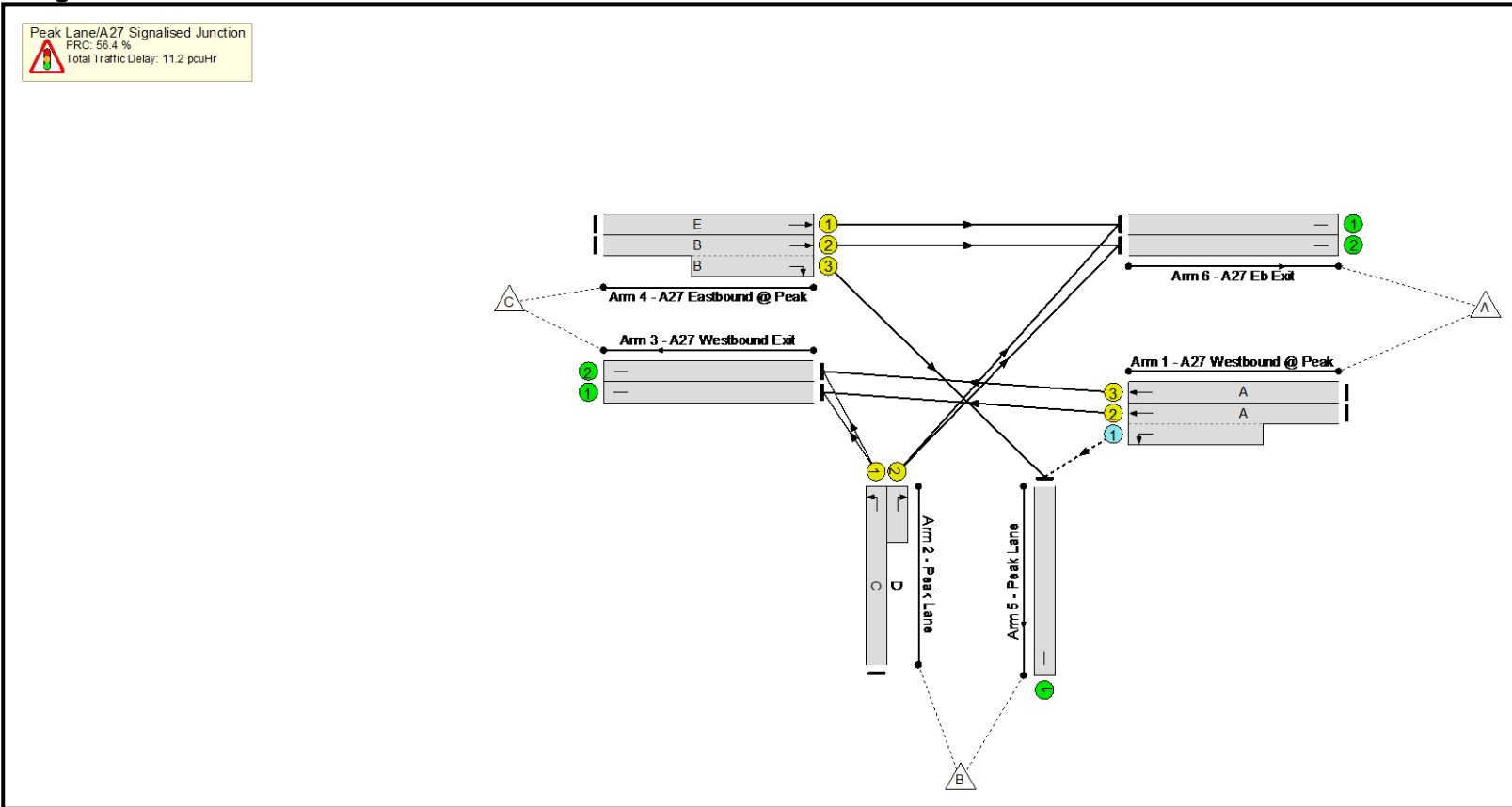
Stage	1	2	3
Duration	21	18	23
Change Point	0	28	53

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	57.6%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	57.6%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	21	-	702	2085:1663	463+759	57.4 : 57.4%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	21	-	217	2125	563	38.5%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	48:23	-	365	1628:1910	293+363	55.7 : 55.7%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	46	-	490	1995	1130	43.4%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	18	-	246	2135:1867	0+427	0.0 : 57.6%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%

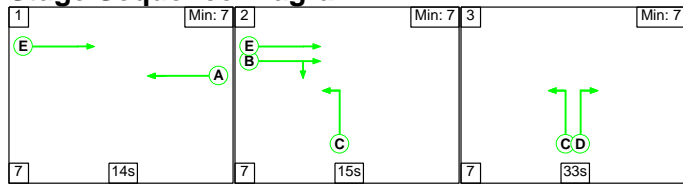
Full Input Data And Results

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	-	-	100	336	0	8.5	2.7	0.0	11.2	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	100	336	0	8.5	2.7	0.0	11.2	-	-	-	-
1/2+1/1	702	702	100	336	0	2.0	0.7	-	2.7	13.8	5.1	0.7	5.8
1/3	217	217	-	-	-	1.5	0.3	-	1.8	30.2	4.0	0.3	4.4
2/1+2/2	365	365	-	-	-	1.7	0.6	-	2.3	22.6	3.6	0.6	4.3
3/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	490	490	-	-	-	1.4	0.4	-	1.8	13.2	6.4	0.4	6.8
4/2+4/3	246	246	-	-	-	1.9	0.7	-	2.6	38.3	5.0	0.7	5.7
5/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 56.4 Total Delay for Signalled Lanes (pcuHr): 11.21 Cycle Time (s): 83 PRC Over All Lanes (%): 56.4 Total Delay Over All Lanes(pcuHr): 11.21</p>													

Full Input Data And Results

Scenario 3: 'Baseline 2025 AM' (FG3: 'Baseline 2025 AM', Plan 1: 'Network Control Plan 1')

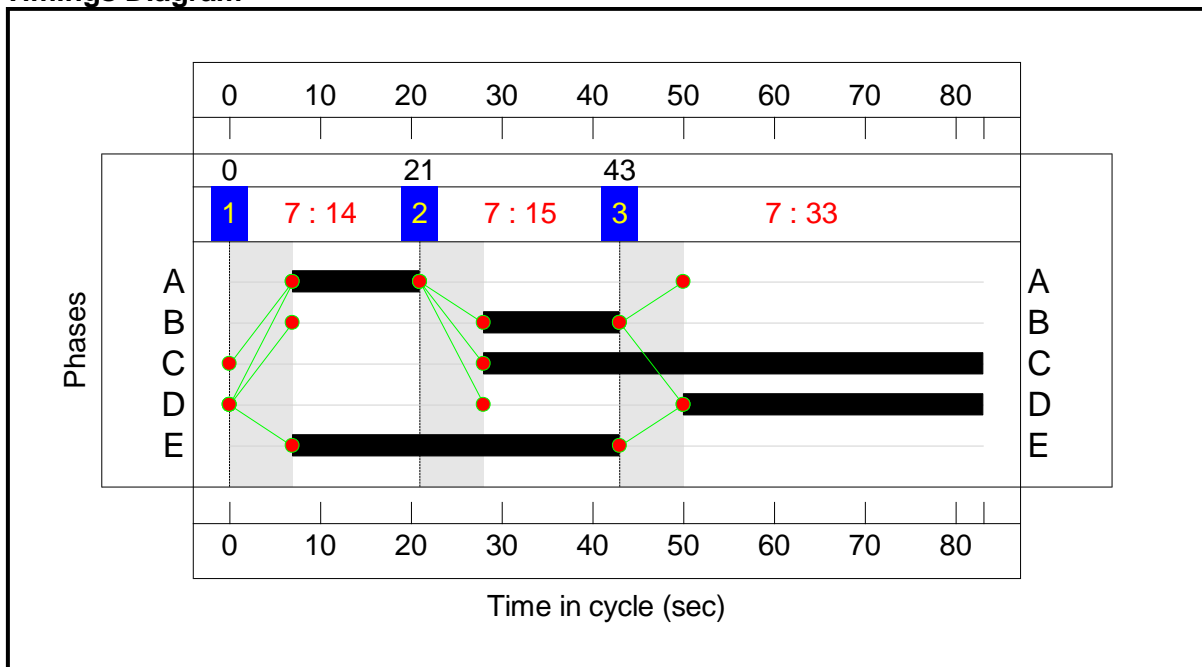
Stage Sequence Diagram



Stage Timings

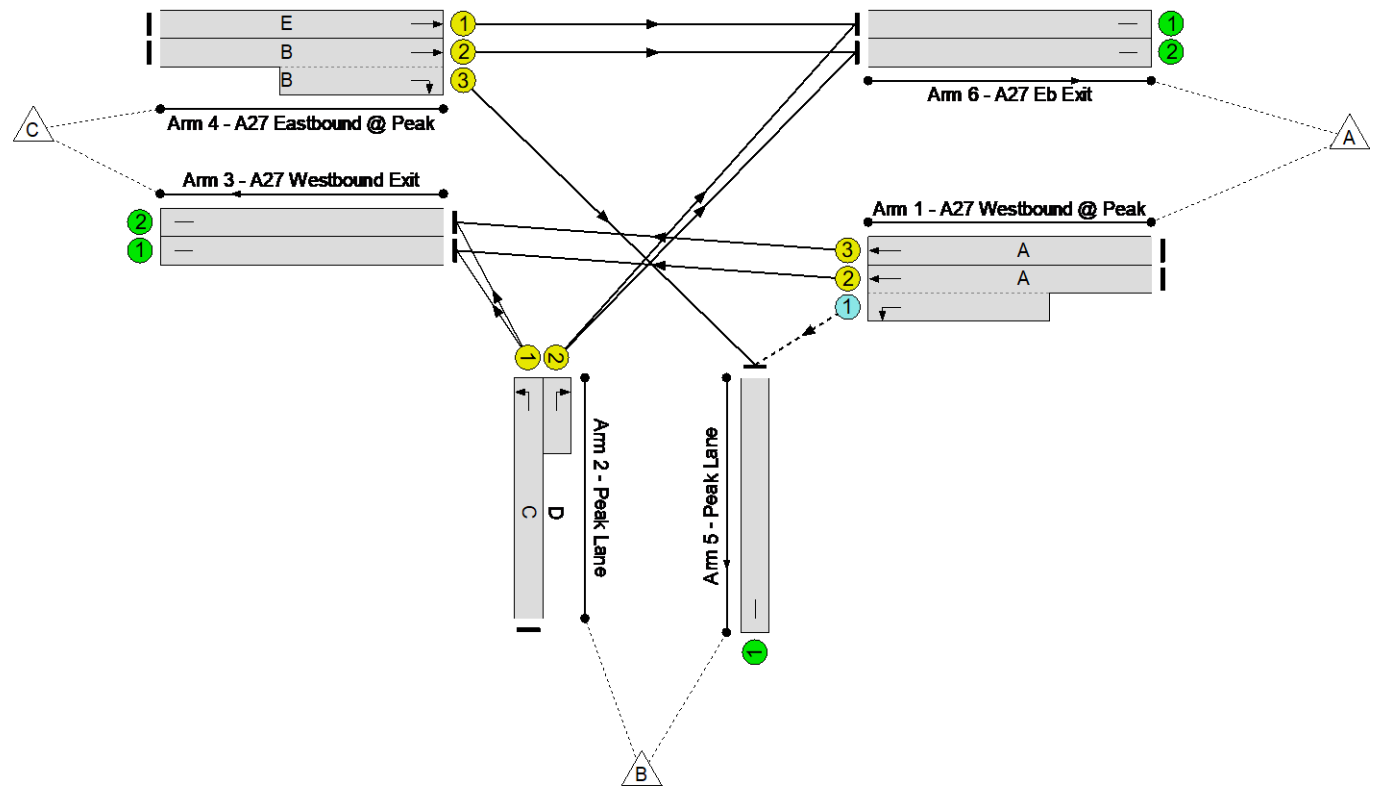
Stage	1	2	3
Duration	14	15	33
Change Point	0	21	43

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Peak Lane/A27 Signalised Junction
PRC: 14.2 %
Total Traffic Delay: 20.2 pcuHr



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	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	14	-	513	2085:1663	377+274	78.8 : 78.8%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	14	-	282	2125	384	73.4%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	55:33	-	641	1628:1910	293+539	77.1 : 77.1%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	36	-	542	1995	889	60.9%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	15	-	272	2135:1867	0+360	0.0 : 75.6%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%

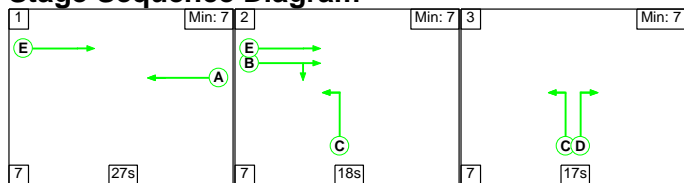
Full Input Data And Results

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	-	-	42	174	0	13.1	7.1	0.0	20.2	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	42	174	0	13.1	7.1	0.0	20.2	-	-	-	-
1/2+1/1	513	513	42	174	0	2.7	1.8	-	4.6	32.0	6.5	1.8	8.3
1/3	282	282	-	-	-	2.5	1.3	-	3.9	49.3	6.1	1.3	7.5
2/1+2/2	641	641	-	-	-	2.9	1.7	-	4.5	25.3	10.2	1.7	11.9
3/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	542	542	-	-	-	2.6	0.8	-	3.4	22.7	9.5	0.8	10.3
4/2+4/3	272	272	-	-	-	2.4	1.5	-	3.9	51.5	5.9	1.5	7.4
5/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 14.2 Total Delay for Signalled Lanes (pcuHr): 20.23 Cycle Time (s): 83 PRC Over All Lanes (%): 14.2 Total Delay Over All Lanes(pcuHr): 20.23													

Full Input Data And Results

Scenario 4: 'Baseline 2025 PM' (FG4: 'Baseline 2025 PM', Plan 1: 'Network Control Plan 1')

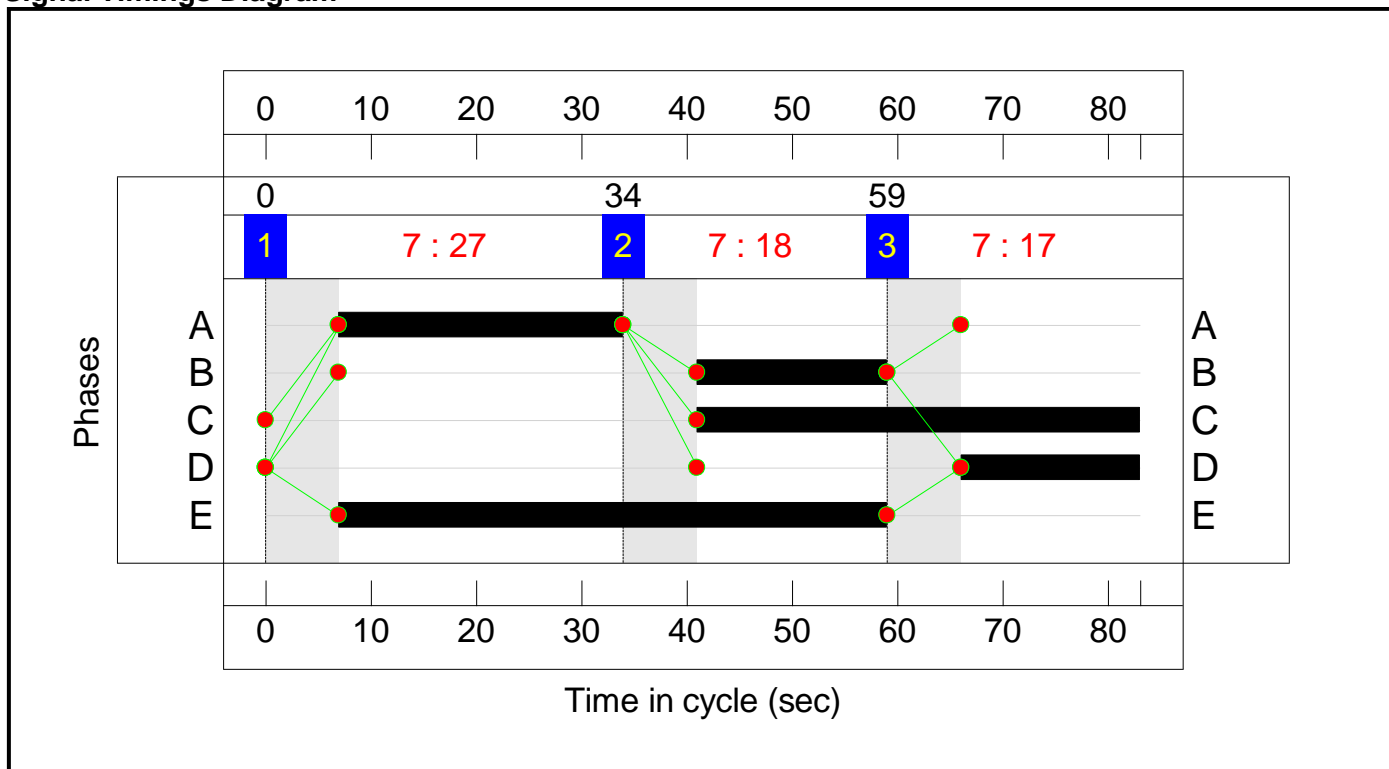
Stage Sequence Diagram



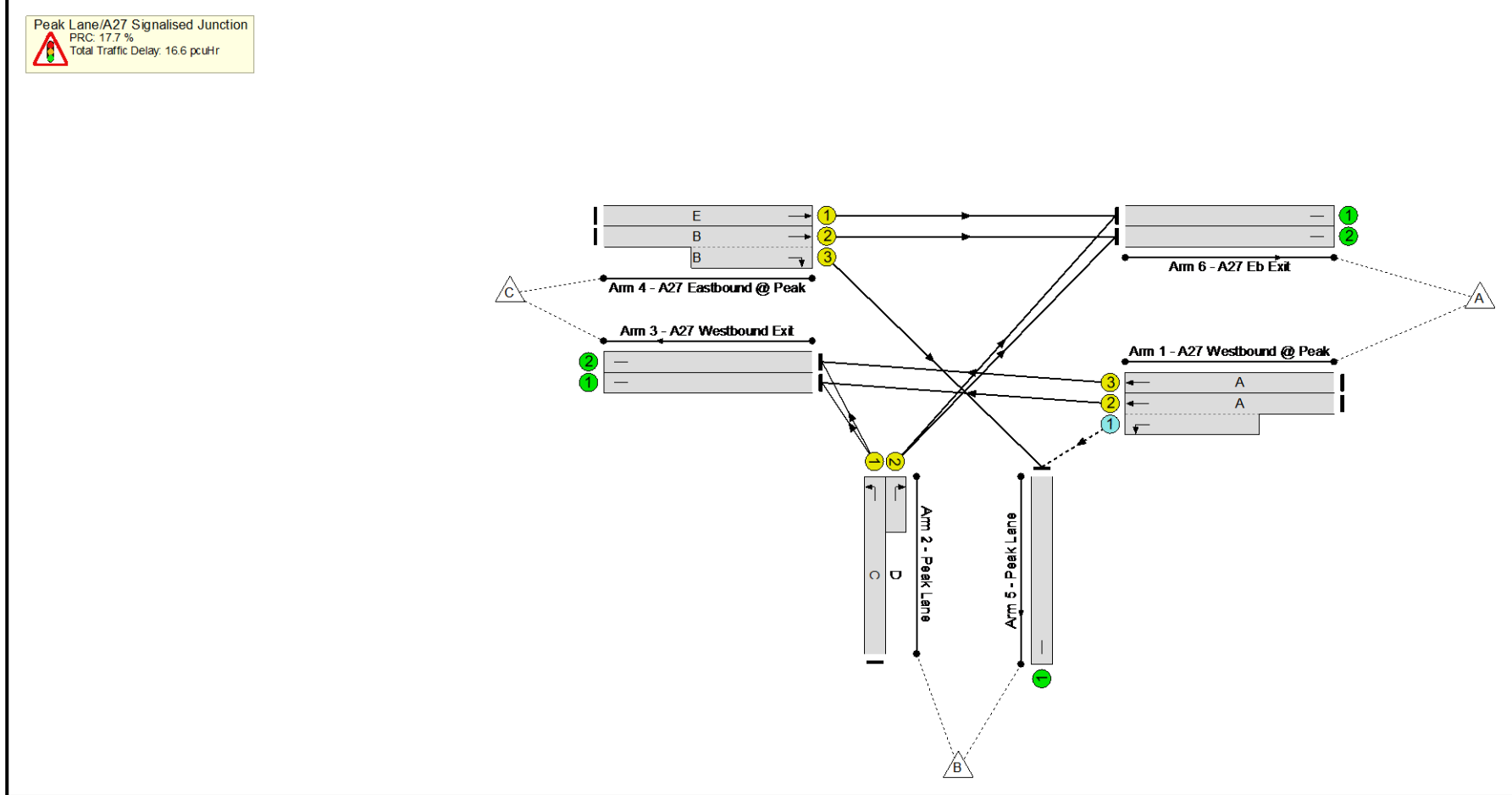
Stage Timings

Stage	1	2	3
Duration	27	18	17
Change Point	0	34	59

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	-	-	N/A	-	-		-	-	-	-	-	-	76.5%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.5%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	27	-	482	2085:1663	0+1178	0.0 : 40.9%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	27	-	534	2125	717	74.5%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	42:17	-	403	1628:1910	235+292	76.5 : 76.5%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	52	-	789	1995	1274	61.9%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	18	-	325	2135:1867	0+427	0.0 : 76.0%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	111	Inf	Inf	0.0%

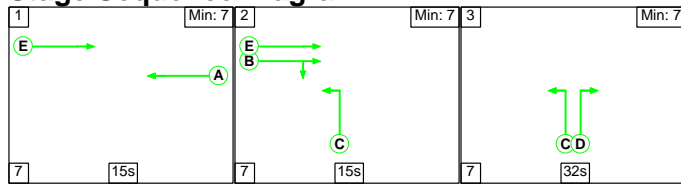
Full Input Data And Results

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	-	-	69	413	0	10.9	5.7	0.0	16.6	-	-	-	-														
Peak Lane/A27 Signalised Junction	-	-	69	413	0	10.9	5.7	0.0	16.6	-	-	-	-														
1/2+1/1	482	482	69	413	0	0.3	0.3	-	0.6	4.5	2.9	0.3	3.3														
1/3	534	534	-	-	-	3.6	1.4	-	5.0	34.0	10.8	1.4	12.3														
2/1+2/2	403	403	-	-	-	2.4	1.6	-	3.9	35.3	5.2	1.6	6.8														
3/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
3/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
4/1	789	789	-	-	-	2.0	0.8	-	2.8	12.7	10.7	0.8	11.5														
4/2+4/3	325	325	-	-	-	2.7	1.5	-	4.2	46.9	7.0	1.5	8.5														
5/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
6/1	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
6/2	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
<table style="width:100%; border:none;"> <tr> <td style="width:25%;">C1</td> <td style="width:25%;">PRC for Signalled Lanes (%):</td> <td style="width:10%;">17.7</td> <td style="width:25%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:15%;">16.62</td> <td style="width:20%;">Cycle Time (s):</td> <td style="width:10%;">83</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>17.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>16.62</td> <td></td> <td></td> </tr> </table>														C1	PRC for Signalled Lanes (%):	17.7	Total Delay for Signalled Lanes (pcuHr):	16.62	Cycle Time (s):	83		PRC Over All Lanes (%):	17.7	Total Delay Over All Lanes(pcuHr):	16.62		
C1	PRC for Signalled Lanes (%):	17.7	Total Delay for Signalled Lanes (pcuHr):	16.62	Cycle Time (s):	83																					
	PRC Over All Lanes (%):	17.7	Total Delay Over All Lanes(pcuHr):	16.62																							

Full Input Data And Results

Scenario 5: 'Baseline 2025 + CD AM' (FG5: 'Baseline 2025 + CD AM', Plan 1: 'Network Control Plan 1')

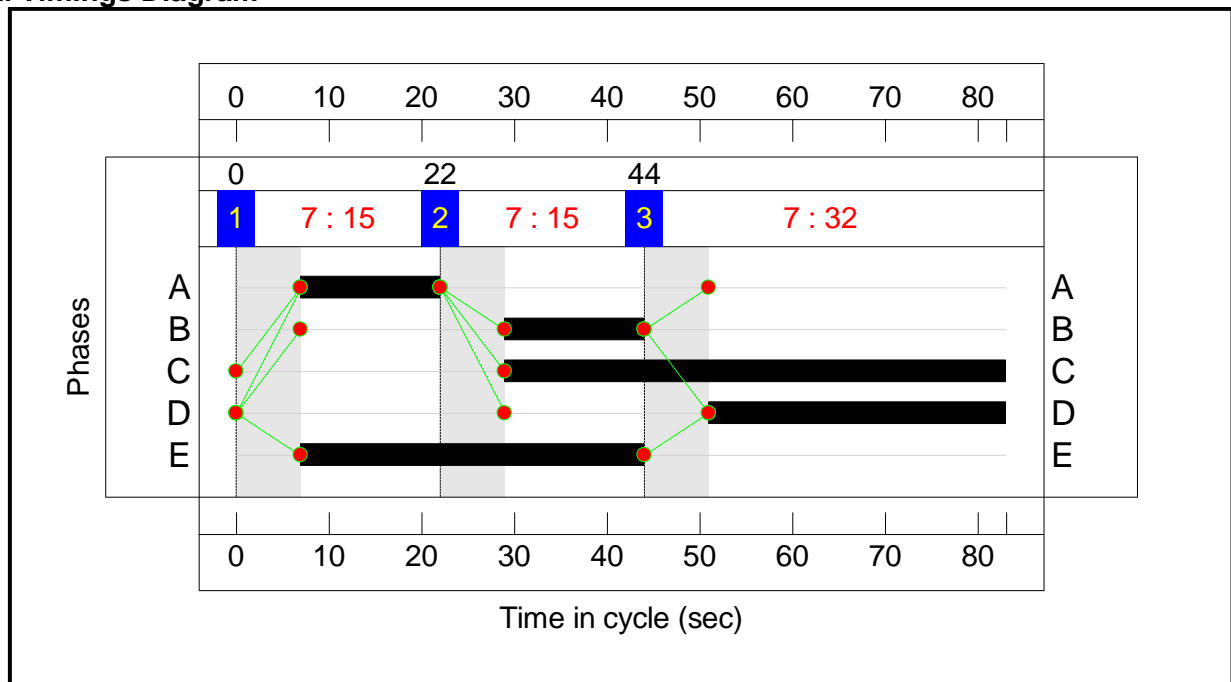
Stage Sequence Diagram



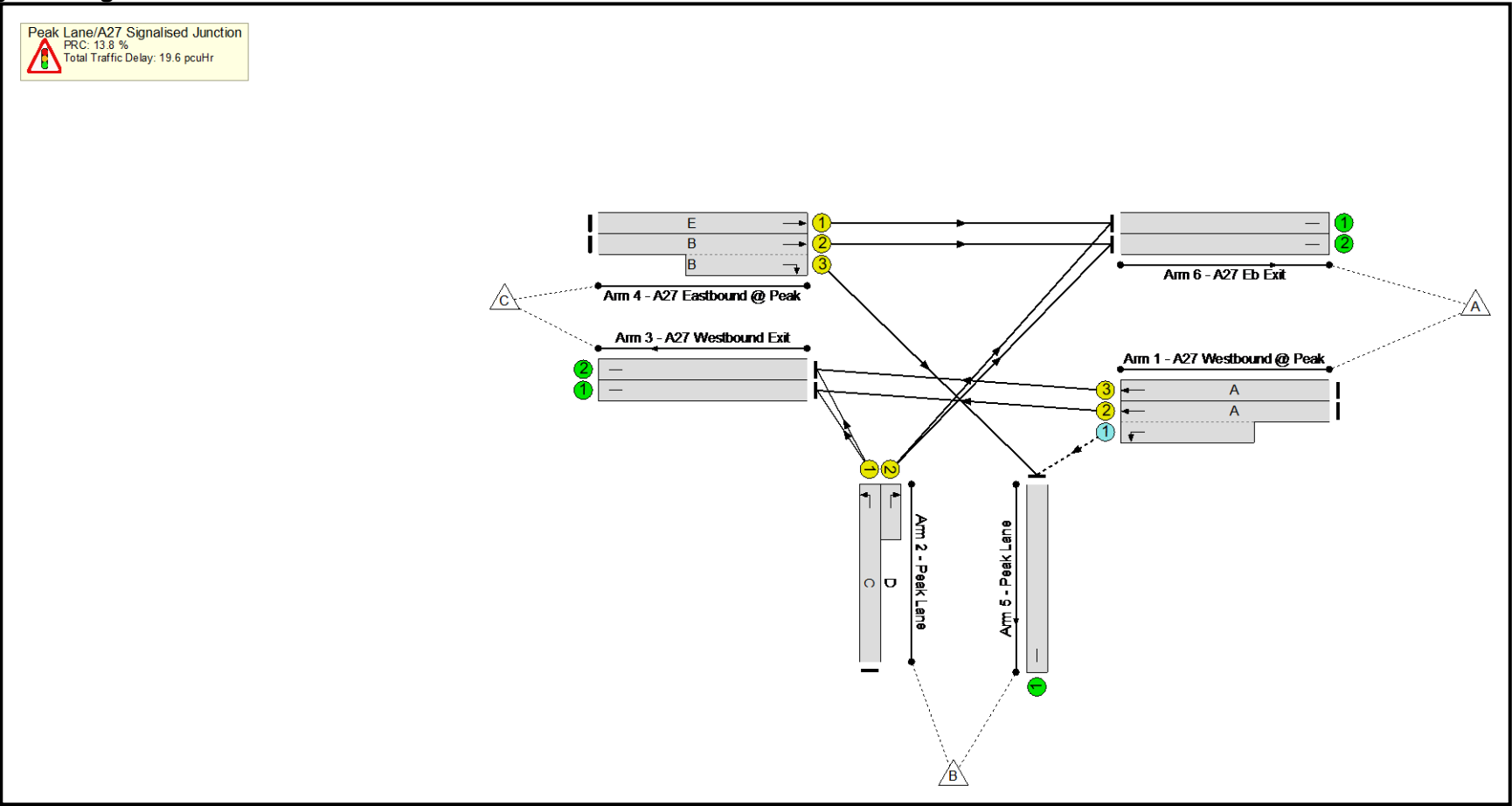
Stage Timings

Stage	1	2	3
Duration	15	15	32
Change Point	0	22	44

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	-	-	N/A	-	-		-	-	-	-	-	-	79.1%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.1%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	15	-	517	2085:1663	402+288	74.9 : 74.9%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	15	-	278	2125	410	67.9%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	54:32	-	641	1628:1910	286+525	79.1 : 79.1%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	37	-	542	1995	913	59.3%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	15	-	272	2135:1867	0+360	0.0 : 75.6%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%

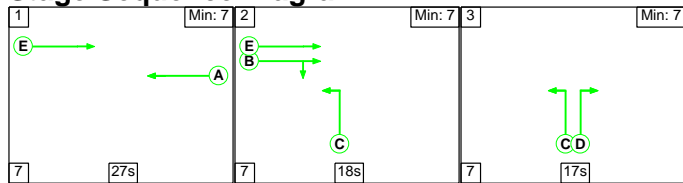
Full Input Data And Results

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	-	-	42	174	0	13.0	6.6	0.0	19.6	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	42	174	0	13.0	6.6	0.0	19.6	-	-	-	-
1/2+1/1	517	517	42	174	0	2.7	1.5	-	4.2	29.0	6.5	1.5	8.0
1/3	278	278	-	-	-	2.4	1.0	-	3.4	44.6	5.9	1.0	7.0
2/1+2/2	641	641	-	-	-	3.0	1.9	-	4.9	27.3	10.4	1.9	12.3
3/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	542	542	-	-	-	2.5	0.7	-	3.2	21.6	9.2	0.7	9.9
4/2+4/3	272	272	-	-	-	2.4	1.5	-	3.9	51.5	5.9	1.5	7.4
5/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 13.8 Total Delay for Signalled Lanes (pcuHr): 19.61 Cycle Time (s): 83 PRC Over All Lanes (%): 13.8 Total Delay Over All Lanes(pcuHr): 19.61</p>													

Full Input Data And Results

Scenario 6: 'Baseline 2025 + CD PM' (FG6: 'Baseline 2025 + CD PM', Plan 1: 'Network Control Plan 1')

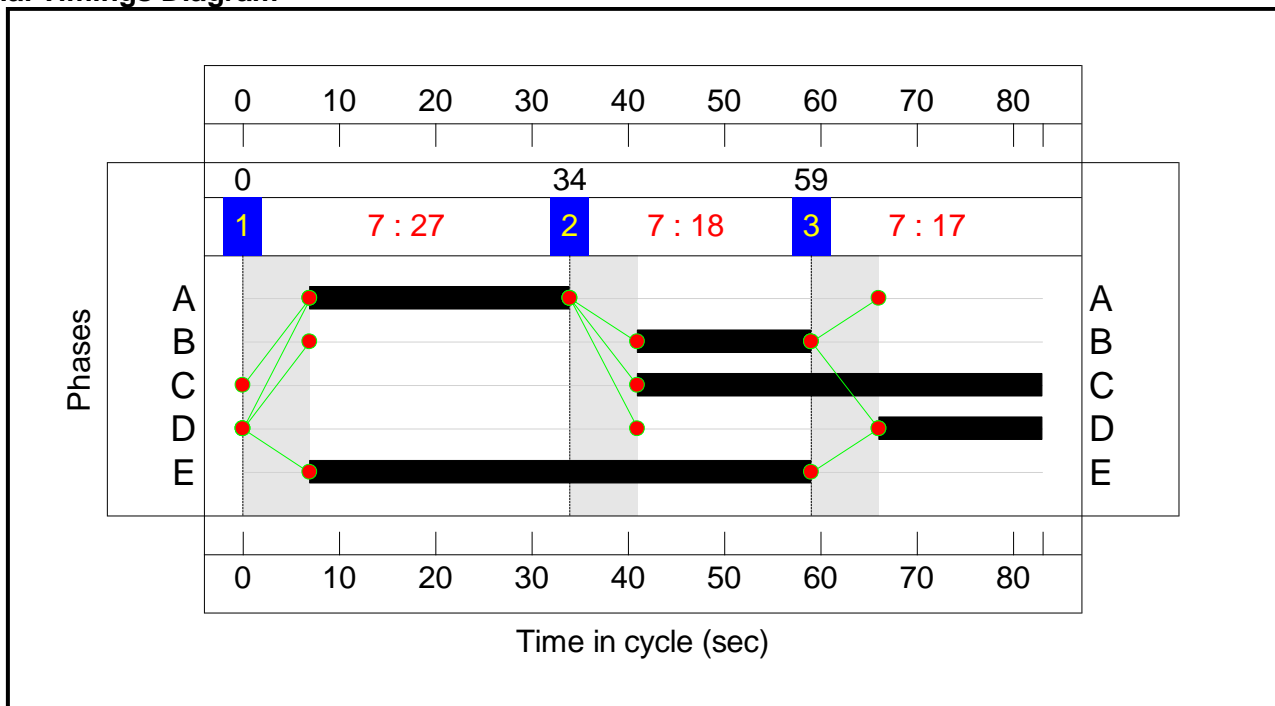
Stage Sequence Diagram



Stage Timings

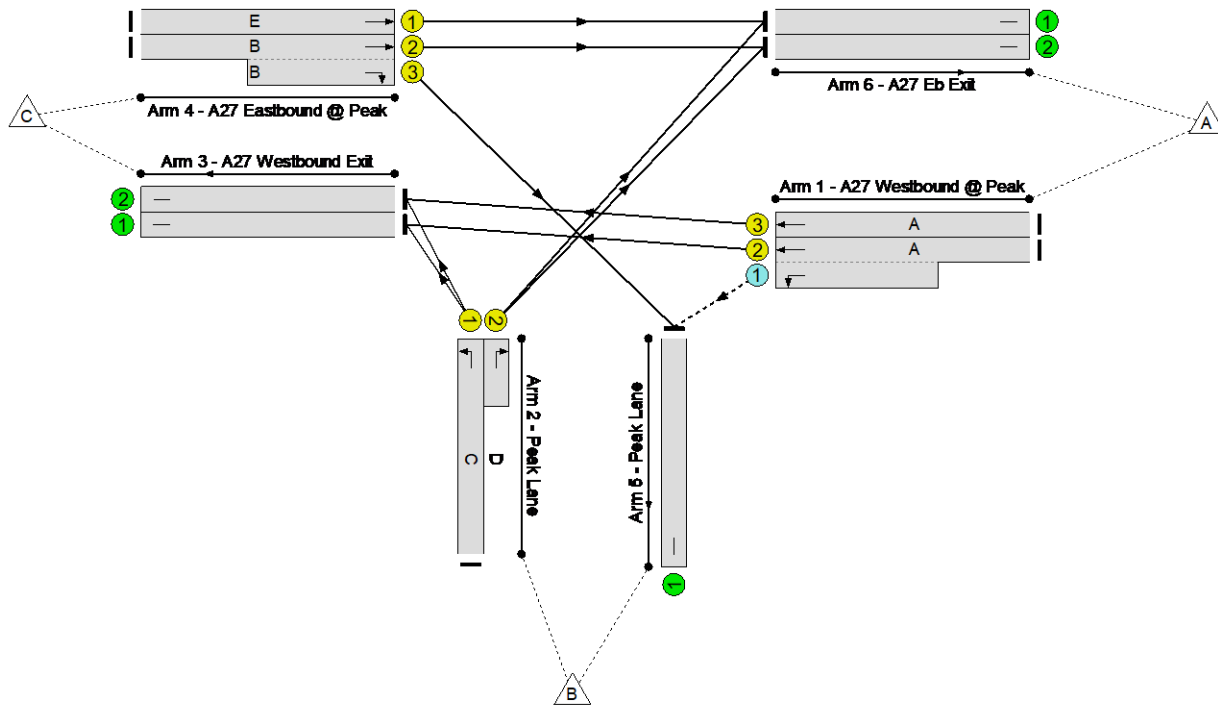
Stage	1	2	3
Duration	27	18	17
Change Point	0	34	59

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram

Peak Lane/A27 Signalised Junction
PRC: 17.7 %
Total Traffic Delay: 16.6 pcuHr



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	-	-	N/A	-	-		-	-	-	-	-	-	76.5%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.5%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	27	-	482	2085:1663	0+1178	0.0 : 40.9%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	27	-	534	2125	717	74.5%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	42:17	-	403	1628:1910	235+292	76.5 : 76.5%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	52	-	789	1995	1274	61.9%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	18	-	325	2135:1867	0+427	0.0 : 76.0%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	807	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	111	Inf	Inf	0.0%

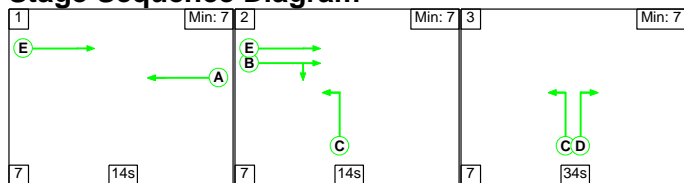
Full Input Data And Results

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	-	-	69	413	0	10.9	5.7	0.0	16.6	-	-	-	-														
Peak Lane/A27 Signalised Junction	-	-	69	413	0	10.9	5.7	0.0	16.6	-	-	-	-														
1/2+1/1	482	482	69	413	0	0.3	0.3	-	0.6	4.5	2.9	0.3	3.3														
1/3	534	534	-	-	-	3.6	1.4	-	5.0	34.0	10.8	1.4	12.3														
2/1+2/2	403	403	-	-	-	2.4	1.6	-	3.9	35.3	5.2	1.6	6.8														
3/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
3/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
4/1	789	789	-	-	-	2.0	0.8	-	2.8	12.7	10.7	0.8	11.5														
4/2+4/3	325	325	-	-	-	2.7	1.5	-	4.2	46.9	7.0	1.5	8.5														
5/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
6/1	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
6/2	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
<table style="width:100%; border:none;"> <tr> <td style="width:25%;">C1</td> <td style="width:25%;">PRC for Signalled Lanes (%):</td> <td style="width:10%;">17.7</td> <td style="width:25%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:15%;">16.62</td> <td style="width:20%;">Cycle Time (s):</td> <td style="width:10%;">83</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>17.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>16.62</td> <td></td> <td></td> </tr> </table>														C1	PRC for Signalled Lanes (%):	17.7	Total Delay for Signalled Lanes (pcuHr):	16.62	Cycle Time (s):	83		PRC Over All Lanes (%):	17.7	Total Delay Over All Lanes(pcuHr):	16.62		
C1	PRC for Signalled Lanes (%):	17.7	Total Delay for Signalled Lanes (pcuHr):	16.62	Cycle Time (s):	83																					
	PRC Over All Lanes (%):	17.7	Total Delay Over All Lanes(pcuHr):	16.62																							

Full Input Data And Results

Scenario 7: 'Baseline 2025 + CD + PD AM' (FG7: 'Baseline 2025 + CD + PD AM', Plan 1: 'Network Control Plan 1')

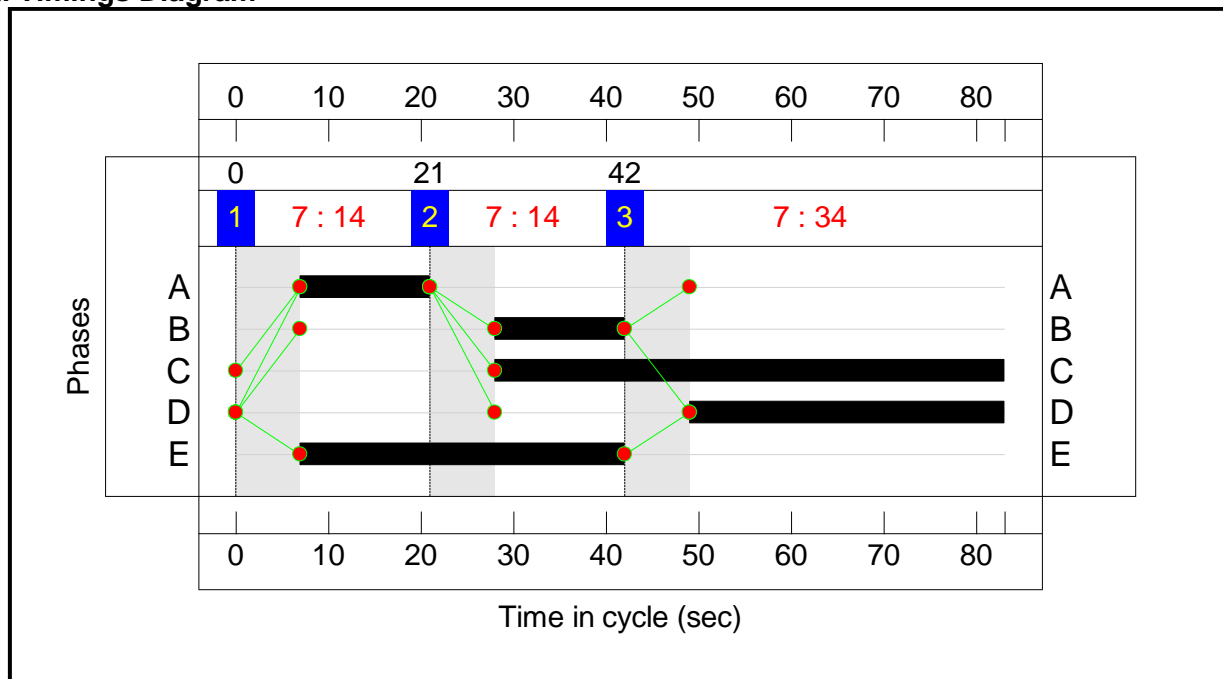
Stage Sequence Diagram



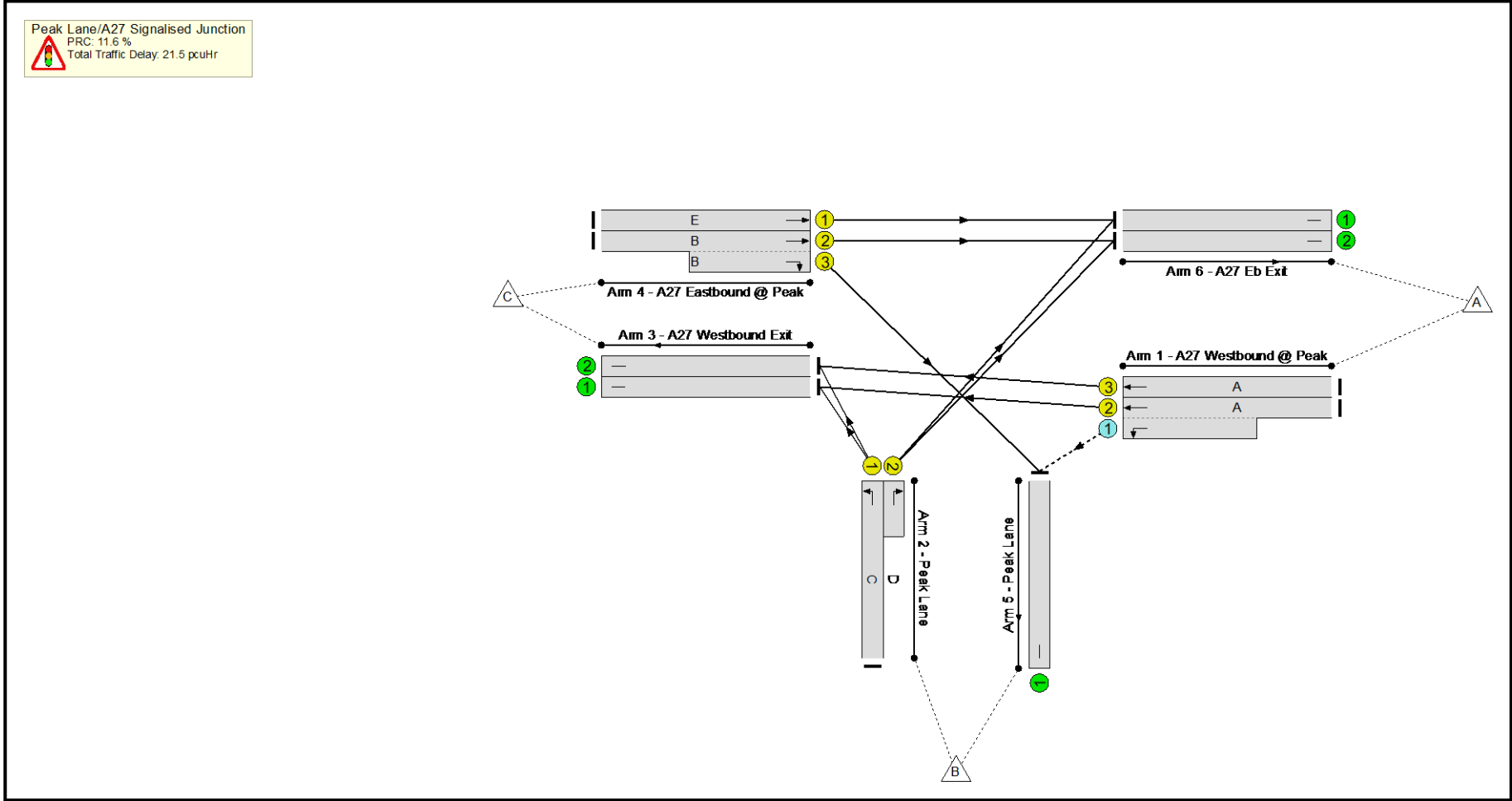
Stage Timings

Stage	1	2	3
Duration	14	14	34
Change Point	0	21	42

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	-	-	N/A	-	-		-	-	-	-	-	-	80.6%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.6%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	14	-	522	2085:1663	377+285	78.8 : 78.8%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	14	-	282	2125	384	73.4%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	55:34	-	677	1628:1910	283+565	79.9 : 79.9%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	35	-	542	1995	865	62.6%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	14	-	272	2135:1867	0+337	0.0 : 80.6%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%

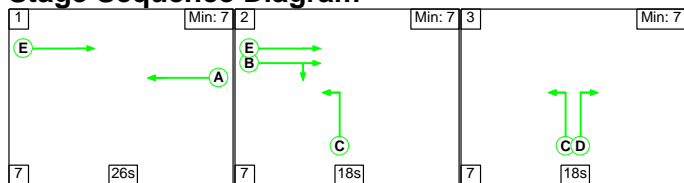
Full Input Data And Results

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	-	-	41	184	0	13.6	7.9	0.0	21.5	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	41	184	0	13.6	7.9	0.0	21.5	-	-	-	-
1/2+1/1	522	522	41	184	0	2.7	1.8	-	4.6	31.5	6.5	1.8	8.3
1/3	282	282	-	-	-	2.5	1.3	-	3.9	49.3	6.1	1.3	7.5
2/1+2/2	677	677	-	-	-	3.1	1.9	-	5.0	26.8	11.3	1.9	13.3
3/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	542	542	-	-	-	2.8	0.8	-	3.6	23.8	9.6	0.8	10.5
4/2+4/3	272	272	-	-	-	2.5	2.0	-	4.4	58.6	6.0	2.0	7.9
5/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 11.6 Total Delay for Signalled Lanes (pcuHr): 21.47 Cycle Time (s): 83 PRC Over All Lanes (%): 11.6 Total Delay Over All Lanes(pcuHr): 21.47													

Full Input Data And Results

Scenario 8: 'Baseline 2025 + CD + PD PM' (FG8: 'Baseline 2025 + CD + PD PM', Plan 1: 'Network Control Plan 1')

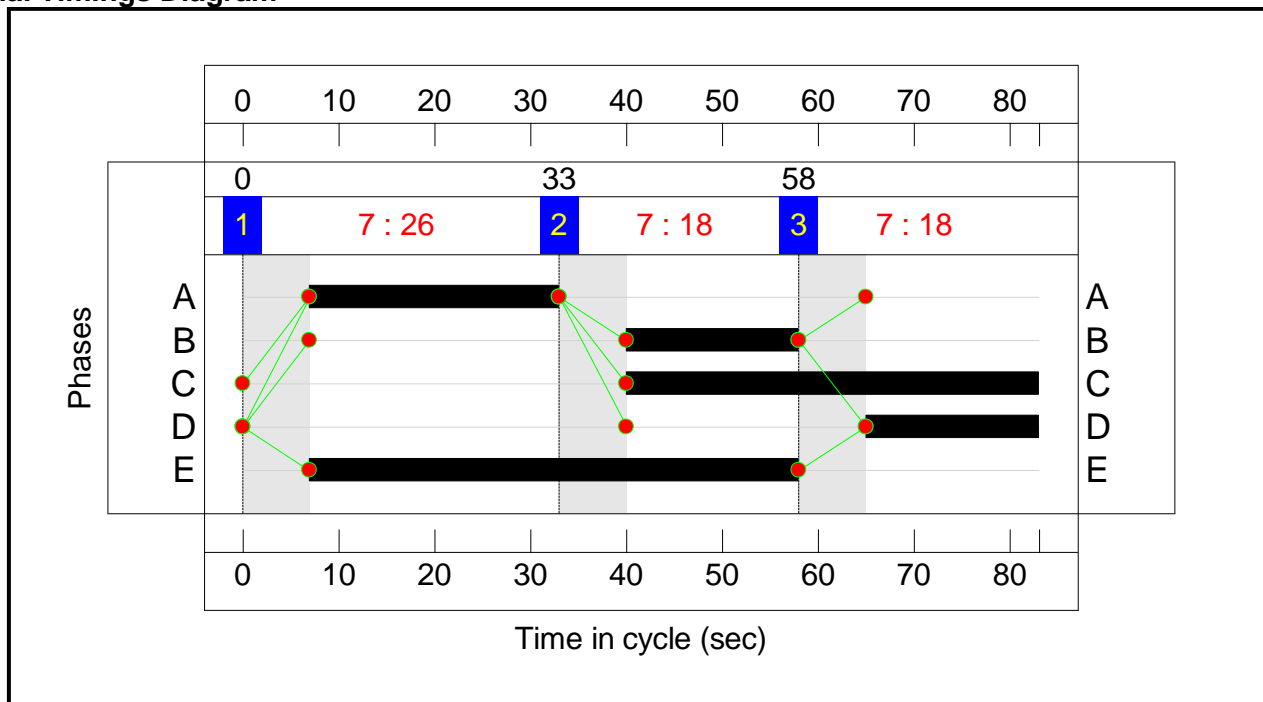
Stage Sequence Diagram



Stage Timings

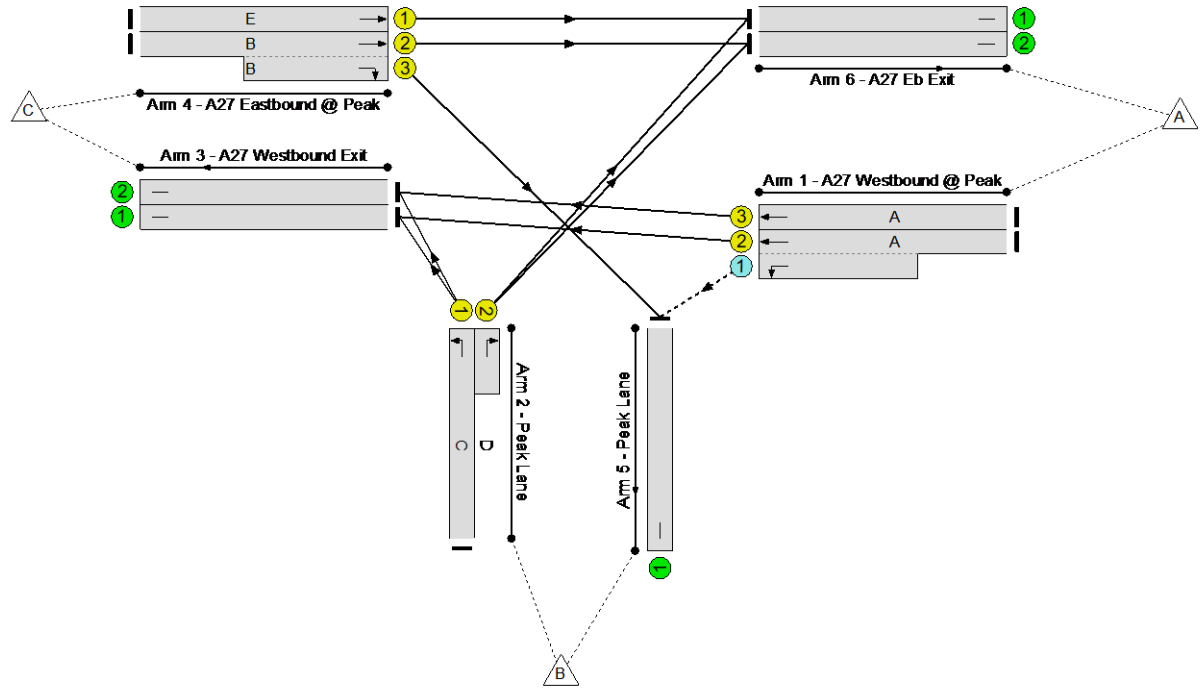
Stage	1	2	3
Duration	26	18	18
Change Point	0	33	58

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Peak Lane/A27 Signalised Junction
PRC: 16.5 %
Total Traffic Delay: 17.3 pcuHr



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	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	26	-	512	2085:1663	0+1178	0.0 : 43.5%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	26	-	534	2125	691	77.2%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	43:18	-	415	1628:1910	235+307	76.6 : 76.6%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	51	-	789	1995	1250	63.1%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	18	-	325	2135:1867	0+427	0.0 : 76.0%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%

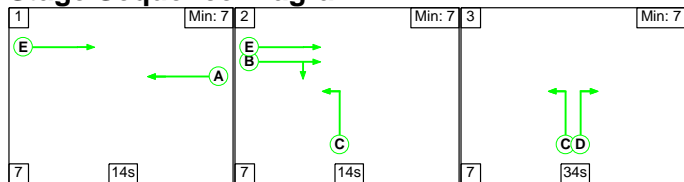
Full Input Data And Results

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	-	-	69	443	0	11.2	6.0	0.0	17.3	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	69	443	0	11.2	6.0	0.0	17.3	-	-	-	-
1/2+1/1	512	512	69	443	0	0.3	0.4	-	0.7	4.7	3.3	0.4	3.7
1/3	534	534	-	-	-	3.7	1.7	-	5.4	36.4	11.0	1.7	12.6
2/1+2/2	415	415	-	-	-	2.4	1.6	-	4.0	34.8	5.6	1.6	7.2
3/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	789	789	-	-	-	2.1	0.9	-	3.0	13.5	11.2	0.9	12.0
4/2+4/3	325	325	-	-	-	2.7	1.5	-	4.2	46.9	7.0	1.5	8.5
5/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 16.5 Total Delay for Signalled Lanes (pcuHr): 17.28 Cycle Time (s): 83 PRC Over All Lanes (%): 16.5 Total Delay Over All Lanes(pcuHr): 17.28													

Full Input Data And Results

Scenario 9: 'Baseline 2025 + CD + PD + NF AM' (FG9: 'Baseline 2025 + CD + PD + NF AM', Plan 1: 'Network Control Plan 1')

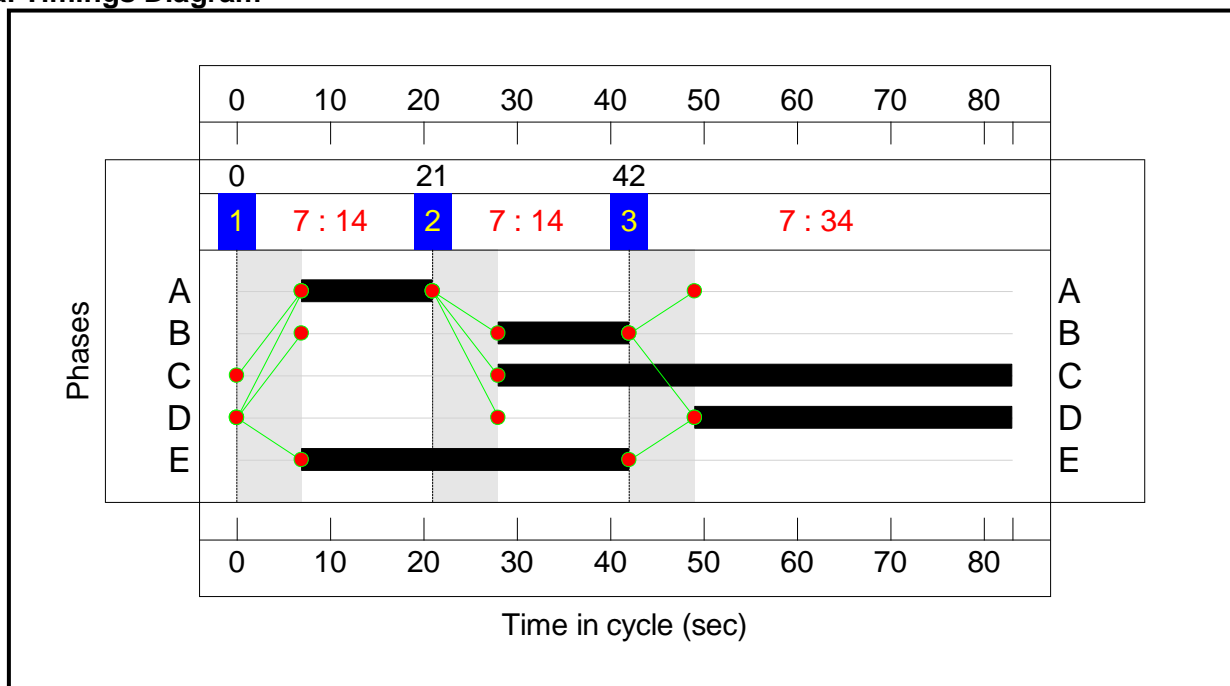
Stage Sequence Diagram



Stage Timings

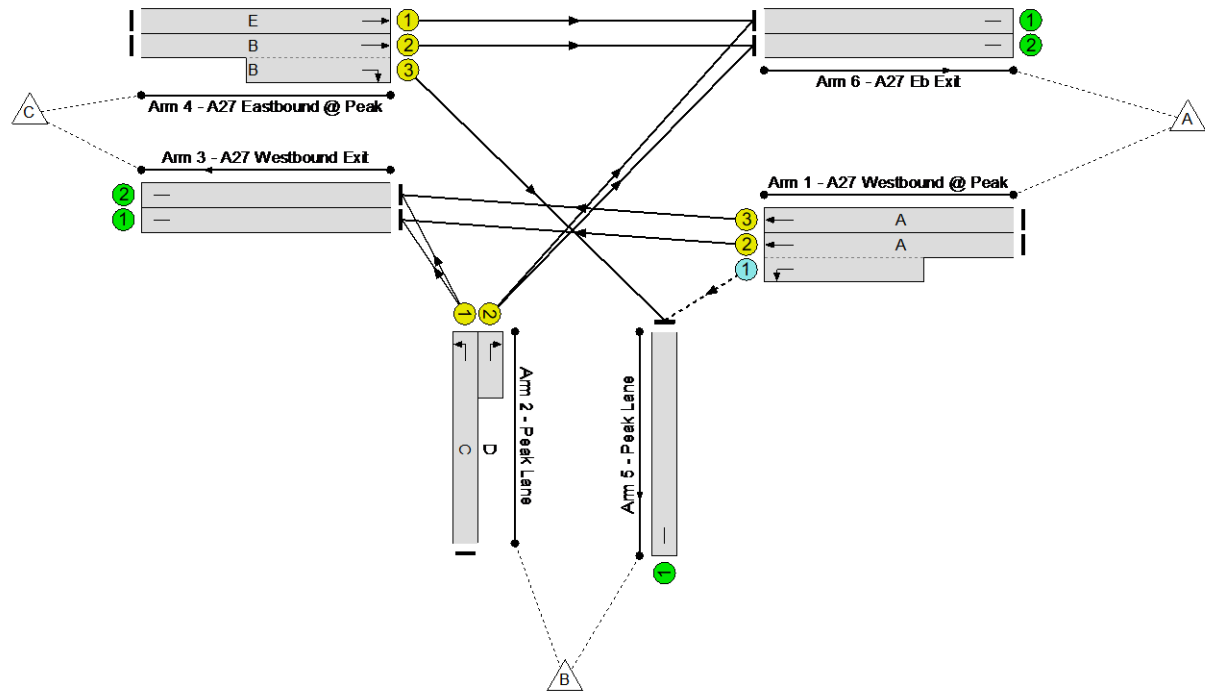
Stage	1	2	3
Duration	14	14	34
Change Point	0	21	42

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram

Peak Lane/A27 Signalised Junction
PRC: 11.6 %
Total Traffic Delay: 21.5 pcuHr



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	-	-	N/A	-	-		-	-	-	-	-	-	80.6%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.6%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	14	-	522	2085:1663	377+285	78.8 : 78.8%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	14	-	282	2125	384	73.4%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	55:34	-	677	1628:1910	283+565	79.9 : 79.9%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	35	-	542	1995	865	62.6%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	14	-	272	2135:1867	0+337	0.0 : 80.6%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%

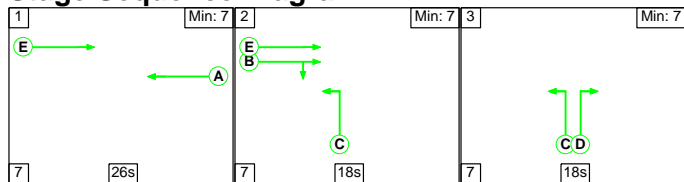
Full Input Data And Results

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	-	-	41	184	0	13.6	7.9	0.0	21.5	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	41	184	0	13.6	7.9	0.0	21.5	-	-	-	-
1/2+1/1	522	522	41	184	0	2.7	1.8	-	4.6	31.5	6.5	1.8	8.3
1/3	282	282	-	-	-	2.5	1.3	-	3.9	49.3	6.1	1.3	7.5
2/1+2/2	677	677	-	-	-	3.1	1.9	-	5.0	26.8	11.3	1.9	13.3
3/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	542	542	-	-	-	2.8	0.8	-	3.6	23.8	9.6	0.8	10.5
4/2+4/3	272	272	-	-	-	2.5	2.0	-	4.4	58.6	6.0	2.0	7.9
5/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 11.6 Total Delay for Signalled Lanes (pcuHr): 21.47 Cycle Time (s): 83 PRC Over All Lanes (%): 11.6 Total Delay Over All Lanes(pcuHr): 21.47													

Full Input Data And Results

Scenario 10: 'Baseline 2025 + CD + PD + NF PM' (FG10: 'Baseline 2025 + CD + PD + NF PM', Plan 1: 'Network Control Plan 1')

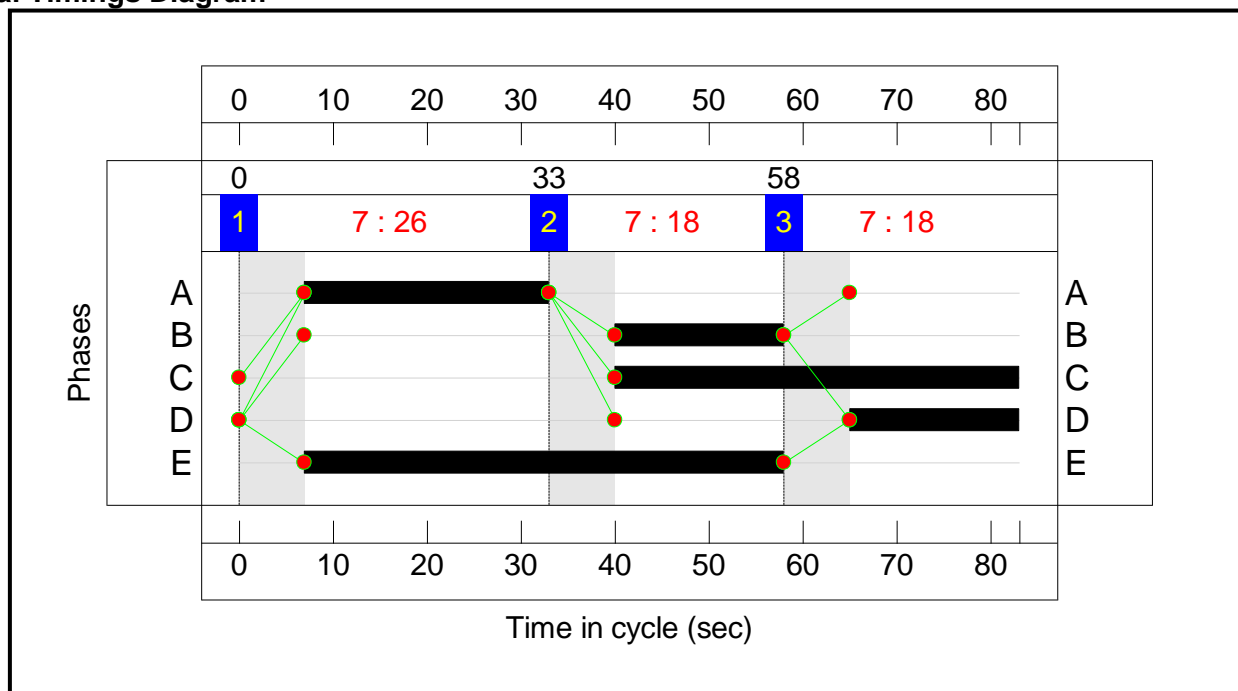
Stage Sequence Diagram



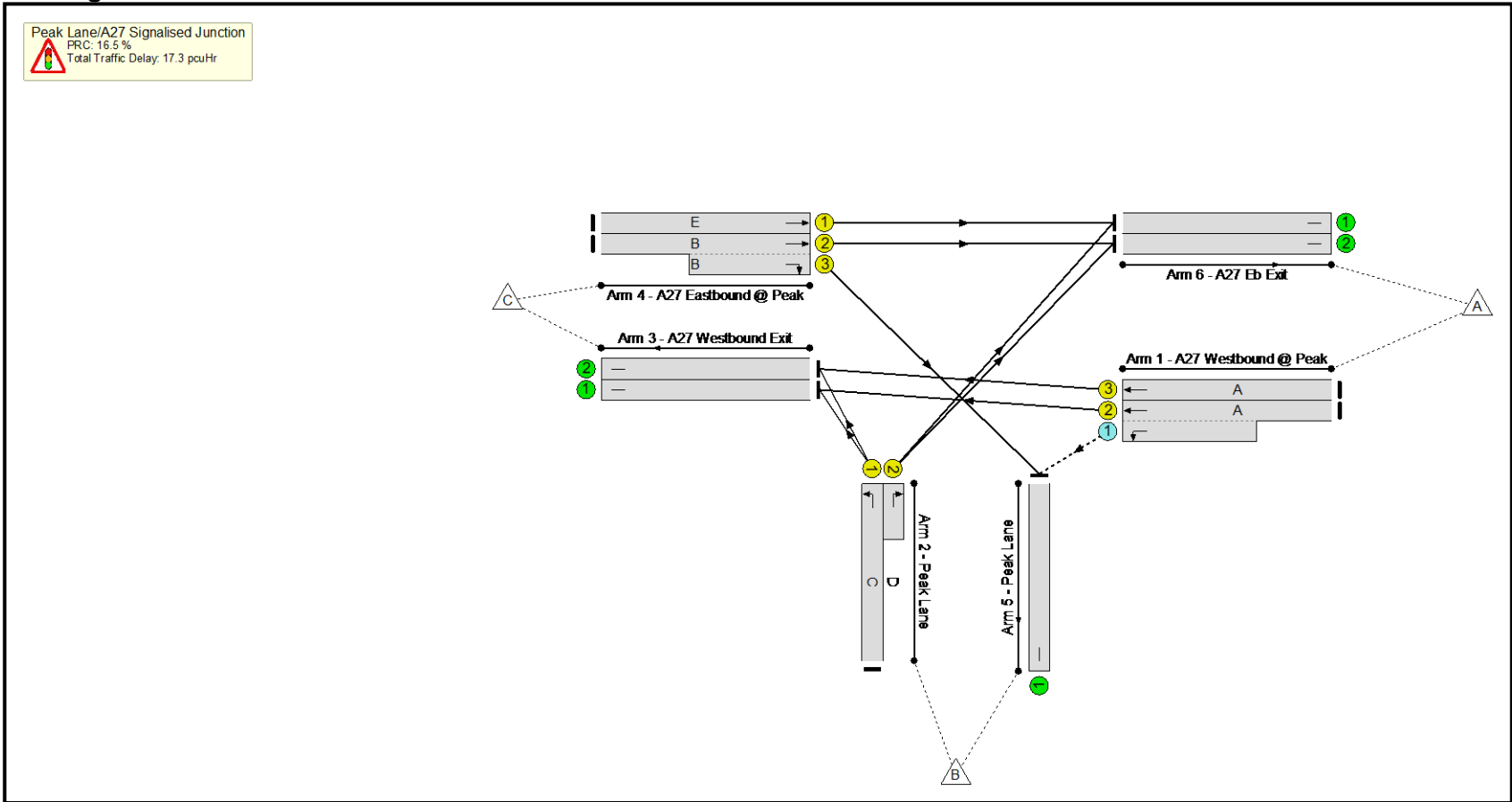
Stage Timings

Stage	1	2	3
Duration	26	18	18
Change Point	0	33	58

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	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	26	-	512	2085:1663	0+1178	0.0 : 43.5%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	26	-	534	2125	691	77.2%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	43:18	-	415	1628:1910	235+307	76.6 : 76.6%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	51	-	789	1995	1250	63.1%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	18	-	325	2135:1867	0+427	0.0 : 76.0%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%

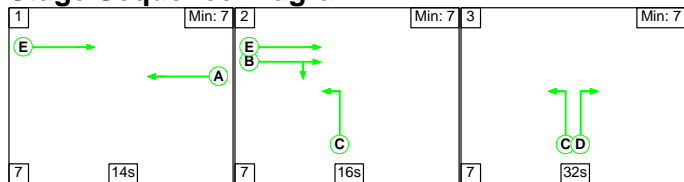
Full Input Data And Results

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	-	-	69	443	0	11.2	6.0	0.0	17.3	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	69	443	0	11.2	6.0	0.0	17.3	-	-	-	-
1/2+1/1	512	512	69	443	0	0.3	0.4	-	0.7	4.7	3.3	0.4	3.7
1/3	534	534	-	-	-	3.7	1.7	-	5.4	36.4	11.0	1.7	12.6
2/1+2/2	415	415	-	-	-	2.4	1.6	-	4.0	34.8	5.6	1.6	7.2
3/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	789	789	-	-	-	2.1	0.9	-	3.0	13.5	11.2	0.9	12.0
4/2+4/3	325	325	-	-	-	2.7	1.5	-	4.2	46.9	7.0	1.5	8.5
5/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	117	117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 16.5 Total Delay for Signalled Lanes (pcuHr): 17.28 Cycle Time (s): 83 PRC Over All Lanes (%): 16.5 Total Delay Over All Lanes(pcuHr): 17.28													

Full Input Data And Results

Scenario 11: 'Baseline 2025 with Bypass AM' (FG11: 'Baseline 2025 with Bypass AM', Plan 1: 'Network Control Plan 1')

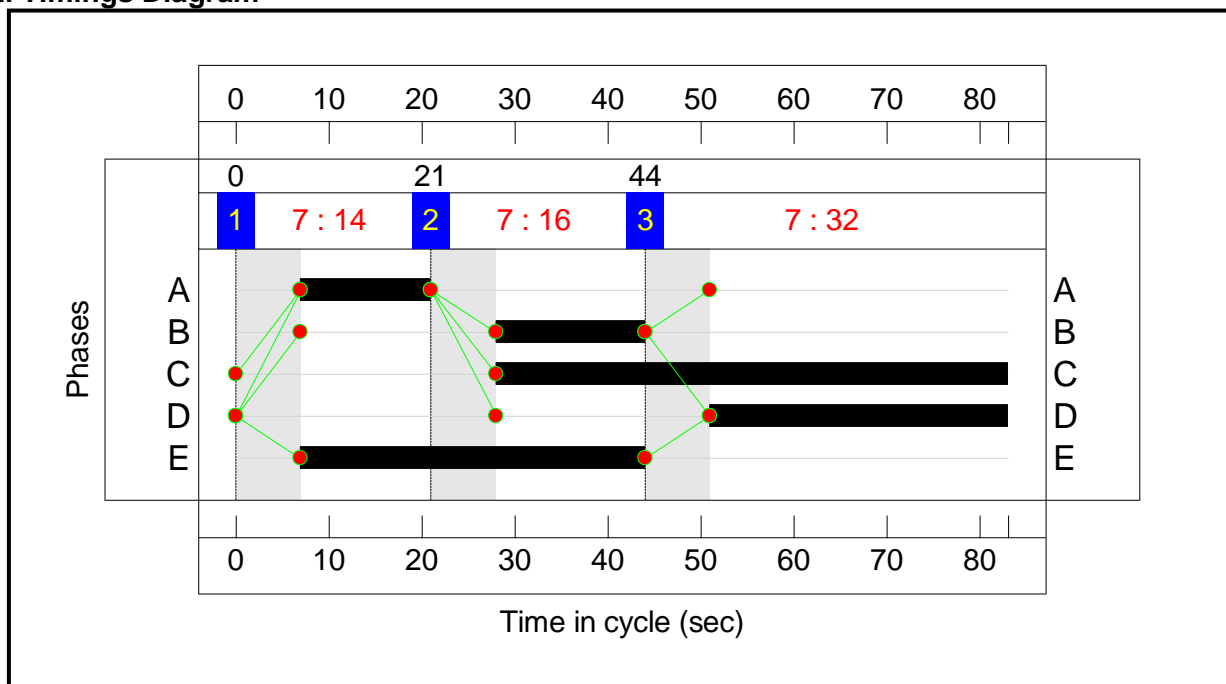
Stage Sequence Diagram



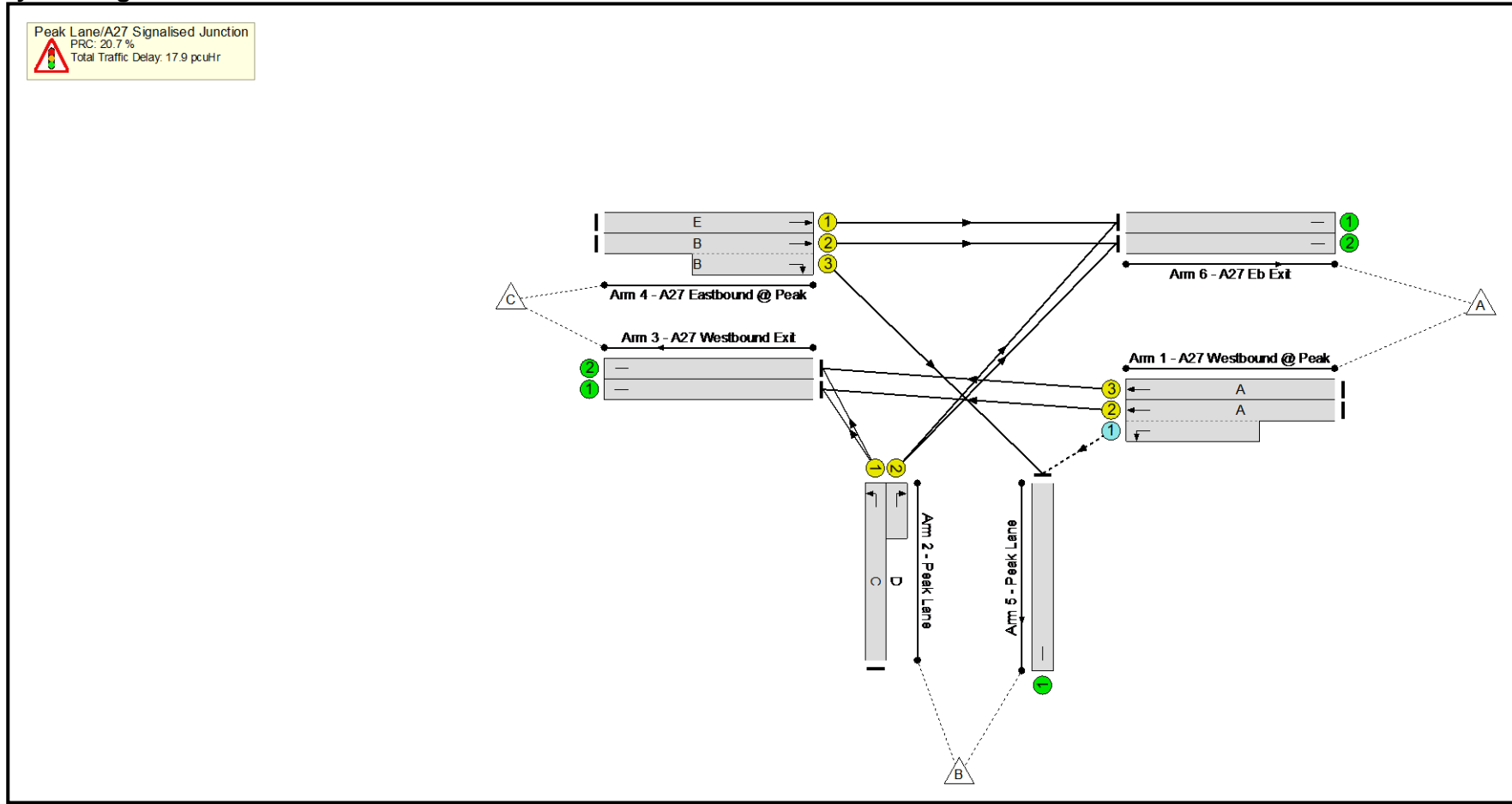
Stage Timings

Stage	1	2	3
Duration	14	16	32
Change Point	0	21	44

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	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	14	-	485	2085:1663	377+274	74.6 : 74.6%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	14	-	261	2125	384	68.0%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	55:32	-	586	1628:1910	277+530	72.6 : 72.6%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	37	-	532	1995	913	58.2%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	16	-	272	2135:1867	0+382	0.0 : 71.1%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%

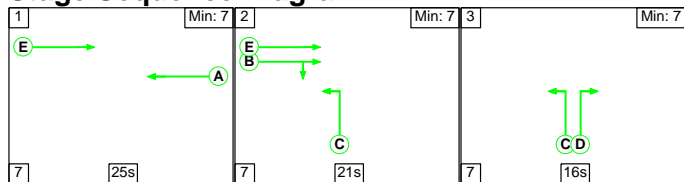
Full Input Data And Results

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	-	-	42	162	0	12.2	5.7	0.0	17.9	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	42	162	0	12.2	5.7	0.0	17.9	-	-	-	-
1/2+1/1	485	485	42	162	0	2.6	1.4	-	4.0	29.8	6.1	1.4	7.5
1/3	261	261	-	-	-	2.3	1.0	-	3.3	46.2	5.6	1.0	6.6
2/1+2/2	586	586	-	-	-	2.6	1.3	-	3.9	23.9	8.9	1.3	10.2
3/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	532	532	-	-	-	2.5	0.7	-	3.2	21.3	9.0	0.7	9.7
4/2+4/3	272	272	-	-	-	2.3	1.2	-	3.5	46.7	5.8	1.2	7.0
5/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 20.7 Total Delay for Signalled Lanes (pcuHr): 17.93 Cycle Time (s): 83 PRC Over All Lanes (%): 20.7 Total Delay Over All Lanes(pcuHr): 17.93</p>													

Full Input Data And Results

Scenario 12: 'Baseline 2025 with Bypass PM' (FG12: 'Baseline 2025 with Bypass PM', Plan 1: 'Network Control Plan 1')

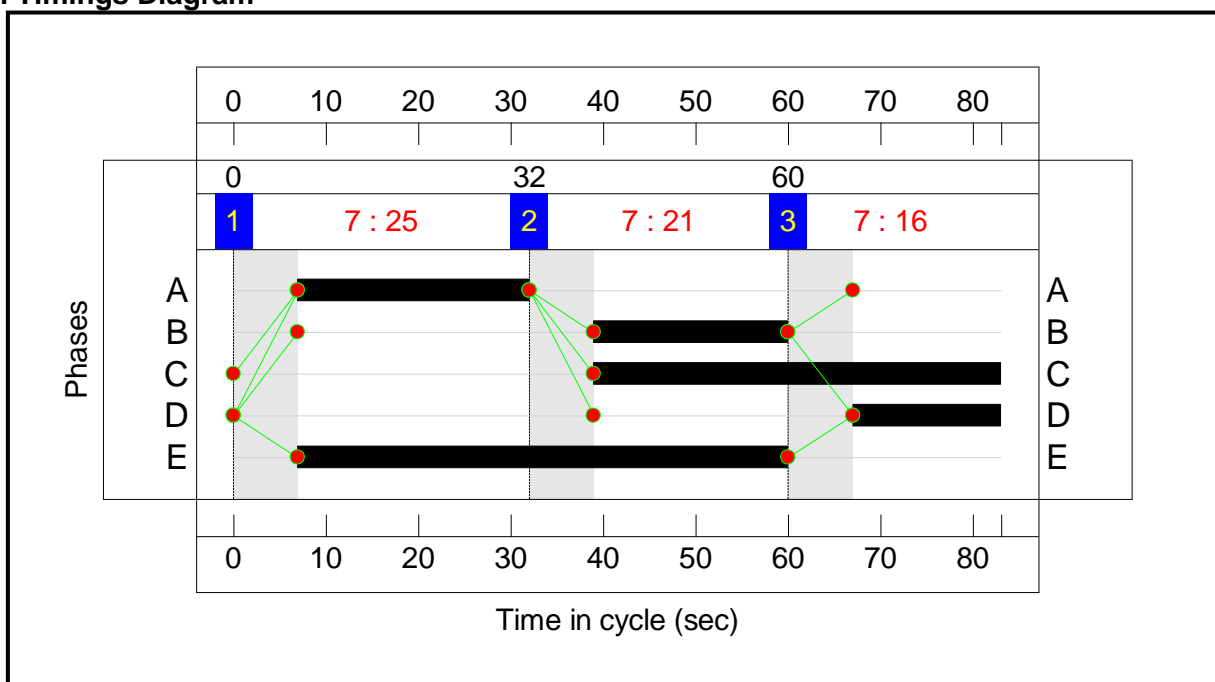
Stage Sequence Diagram



Stage Timings

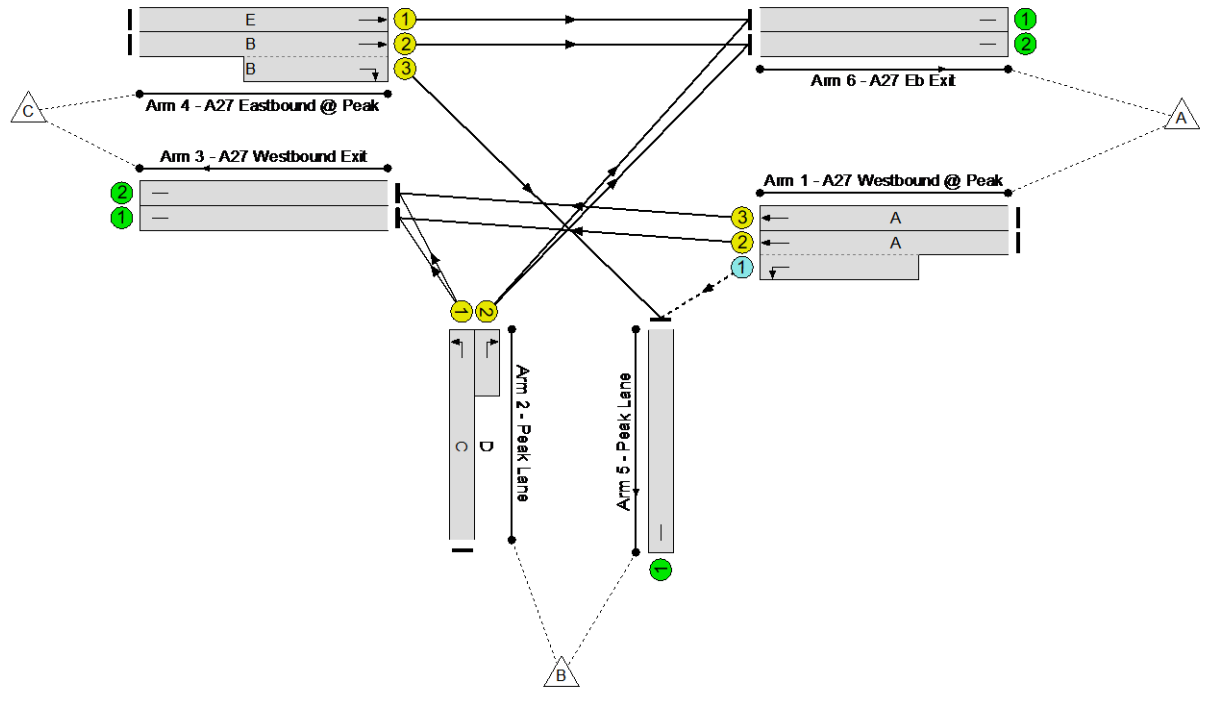
Stage	1	2	3
Duration	25	21	16
Change Point	0	32	60

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram

Peak Lane/A27 Signalised Junction
PRC: 37.0 %
Total Traffic Delay: 13.3 pcuHr



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	-	-	N/A	-	-		-	-	-	-	-	-	65.7%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.7%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	25	-	479	2085:1663	211+1175	34.5 : 34.5%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	25	-	431	2125	666	64.7%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	44:16	-	252	1628:1910	41+356	63.5 : 63.5%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	88	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	53	-	753	1995	1298	58.0%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	21	-	325	2135:1867	0+495	0.0 : 65.7%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%

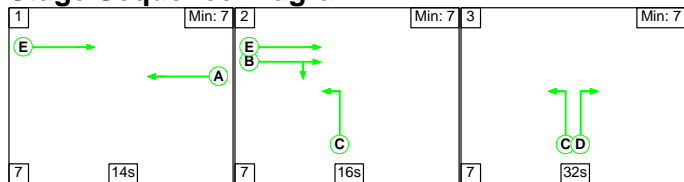
Full Input Data And Results

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	-	-	108	298	0	9.6	3.7	0.0	13.3	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	108	298	0	9.6	3.7	0.0	13.3	-	-	-	-
1/2+1/1	479	479	108	298	0	0.6	0.3	-	0.9	6.5	2.3	0.3	2.5
1/3	431	431	-	-	-	2.9	0.9	-	3.9	32.2	8.5	0.9	9.4
2/1+2/2	252	252	-	-	-	1.9	0.9	-	2.8	40.1	4.8	0.9	5.7
3/1	88	88	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	753	753	-	-	-	1.7	0.7	-	2.4	11.4	9.6	0.7	10.3
4/2+4/3	325	325	-	-	-	2.5	0.9	-	3.4	37.6	6.6	0.9	7.5
5/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 37.0 Total Delay for Signalled Lanes (pcuHr): 13.30 Cycle Time (s): 83 PRC Over All Lanes (%): 37.0 Total Delay Over All Lanes(pcuHr): 13.30</p>													

Full Input Data And Results

Scenario 13: 'Baseline 2025 with Bypass + CD AM' (FG13: 'Baseline 2025 with Bypass + CD AM', Plan 1: 'Network Control Plan 1')

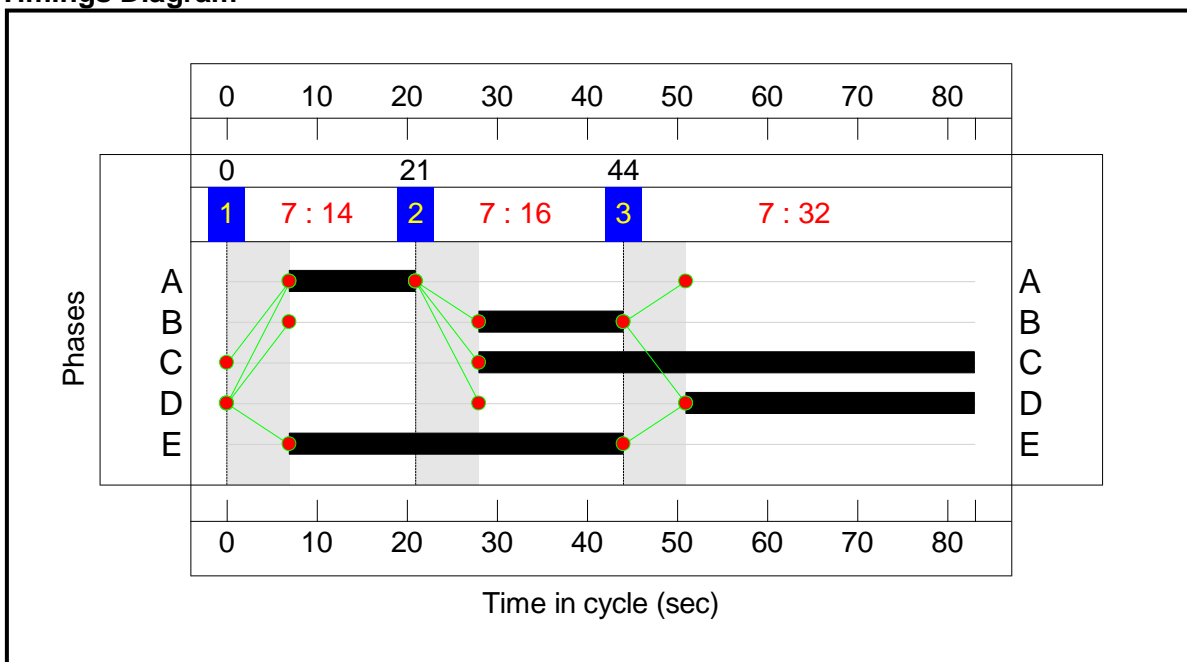
Stage Sequence Diagram



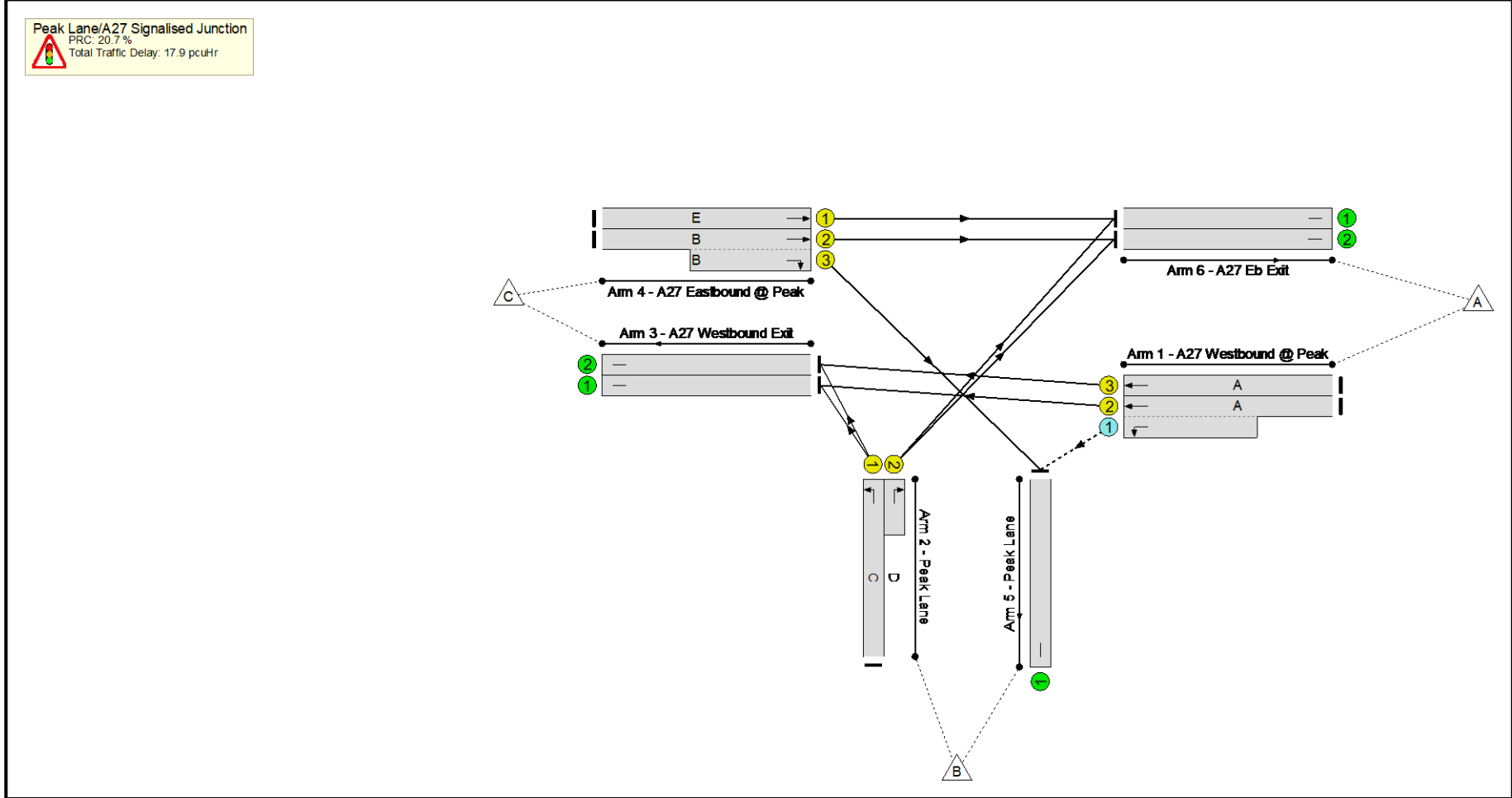
Stage Timings

Stage	1	2	3
Duration	14	16	32
Change Point	0	21	44

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	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	14	-	485	2085:1663	377+274	74.6 : 74.6%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	14	-	261	2125	384	68.0%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	55:32	-	586	1628:1910	277+530	72.6 : 72.6%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	37	-	532	1995	913	58.2%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	16	-	272	2135:1867	0+382	0.0 : 71.1%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%

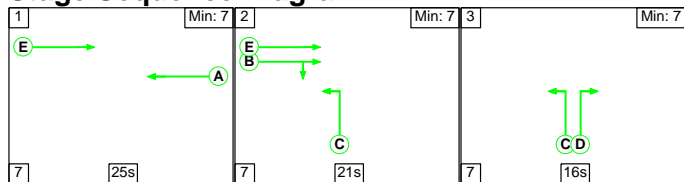
Full Input Data And Results

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	-	-	42	162	0	12.2	5.7	0.0	17.9	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	42	162	0	12.2	5.7	0.0	17.9	-	-	-	-
1/2+1/1	485	485	42	162	0	2.6	1.4	-	4.0	29.8	6.1	1.4	7.5
1/3	261	261	-	-	-	2.3	1.0	-	3.3	46.2	5.6	1.0	6.6
2/1+2/2	586	586	-	-	-	2.6	1.3	-	3.9	23.9	8.9	1.3	10.2
3/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	532	532	-	-	-	2.5	0.7	-	3.2	21.3	9.0	0.7	9.7
4/2+4/3	272	272	-	-	-	2.3	1.2	-	3.5	46.7	5.8	1.2	7.0
5/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 20.7 Total Delay for Signalled Lanes (pcuHr): 17.93 Cycle Time (s): 83 PRC Over All Lanes (%): 20.7 Total Delay Over All Lanes(pcuHr): 17.93</p>													

Full Input Data And Results

Scenario 14: 'Baseline 2025 with Bypass + CD PM' (FG14: 'Baseline 2025 with Bypass + CD PM', Plan 1: 'Network Control Plan 1')

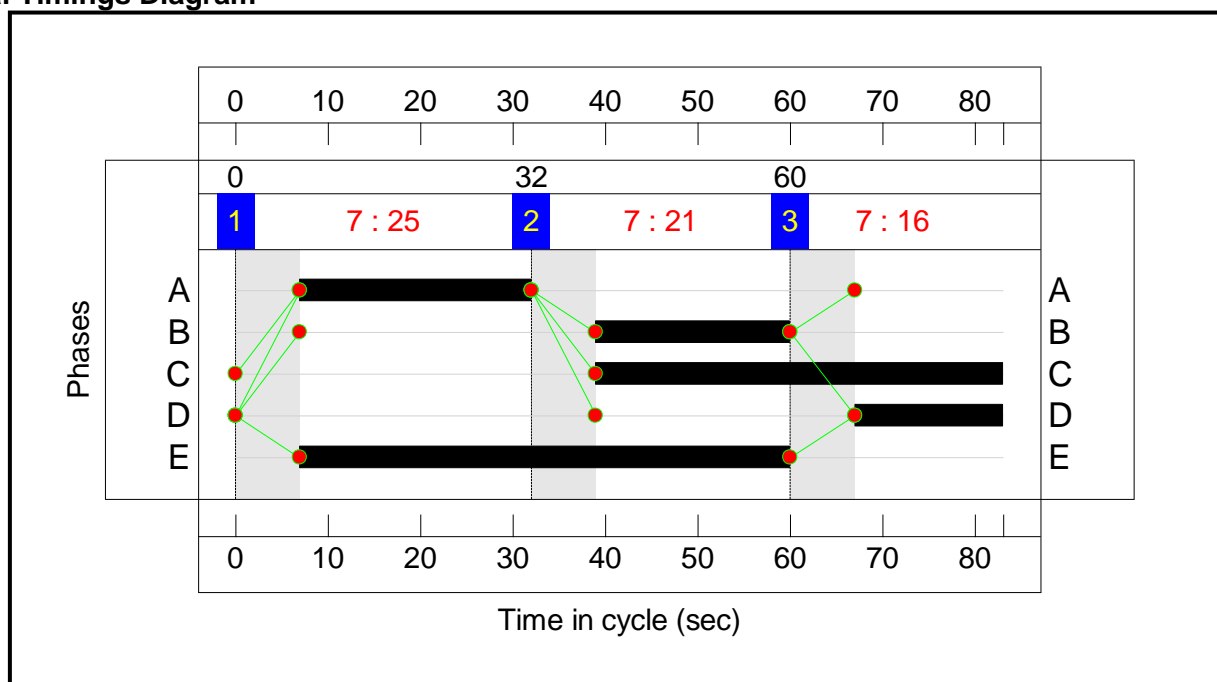
Stage Sequence Diagram



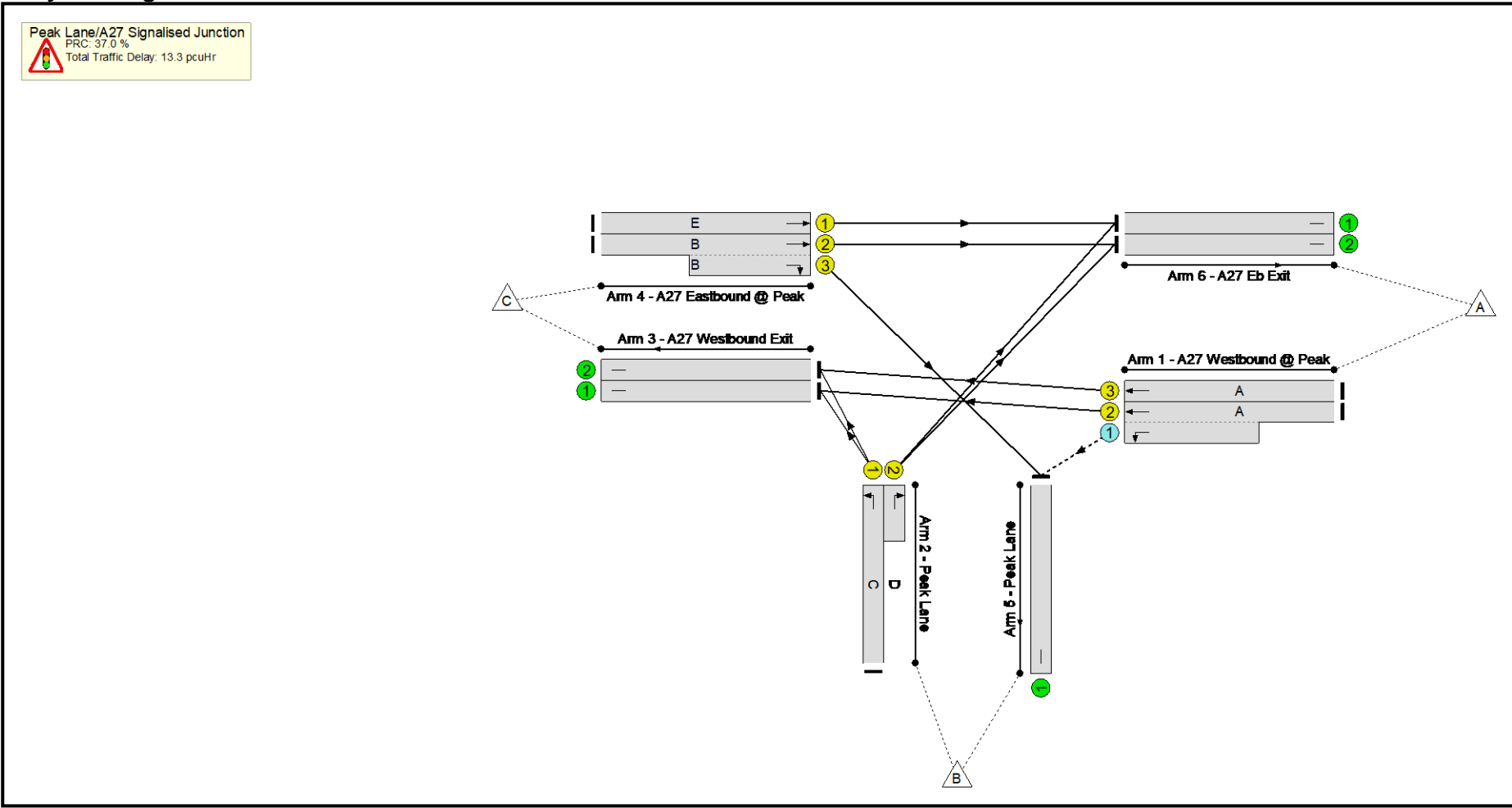
Stage Timings

Stage	1	2	3
Duration	25	21	16
Change Point	0	32	60

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	-	-	N/A	-	-		-	-	-	-	-	-	65.7%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.7%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	25	-	479	2085:1663	211+1175	34.5 : 34.5%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	25	-	431	2125	666	64.7%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	44:16	-	249	1628:1910	36+359	63.0 : 63.0%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	86	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	53	-	753	1995	1298	58.0%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	21	-	325	2135:1867	0+495	0.0 : 65.7%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%

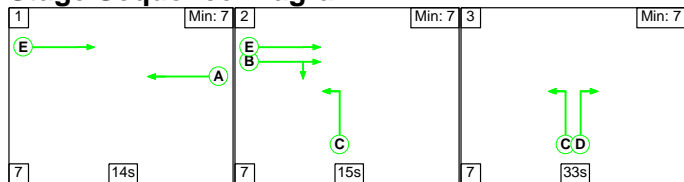
Full Input Data And Results

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	-	-	108	298	0	9.6	3.7	0.0	13.3	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	108	298	0	9.6	3.7	0.0	13.3	-	-	-	-
1/2+1/1	479	479	108	298	0	0.6	0.3	-	0.9	6.5	2.3	0.3	2.5
1/3	431	431	-	-	-	2.9	0.9	-	3.9	32.2	8.5	0.9	9.4
2/1+2/2	249	249	-	-	-	1.9	0.8	-	2.8	40.2	4.8	0.8	5.7
3/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	753	753	-	-	-	1.7	0.7	-	2.4	11.4	9.6	0.7	10.3
4/2+4/3	325	325	-	-	-	2.5	0.9	-	3.4	37.6	6.6	0.9	7.5
5/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 37.0 Total Delay for Signalled Lanes (pcuHr): 13.28 Cycle Time (s): 83 PRC Over All Lanes (%): 37.0 Total Delay Over All Lanes(pcuHr): 13.28</p>													

Full Input Data And Results

Scenario 15: 'Baseline 2025 with Bypass + CD + PD AM' (FG15: 'Baseline 2025 with Bypass + CD + PD AM', Plan 1: 'Network Control Plan 1')

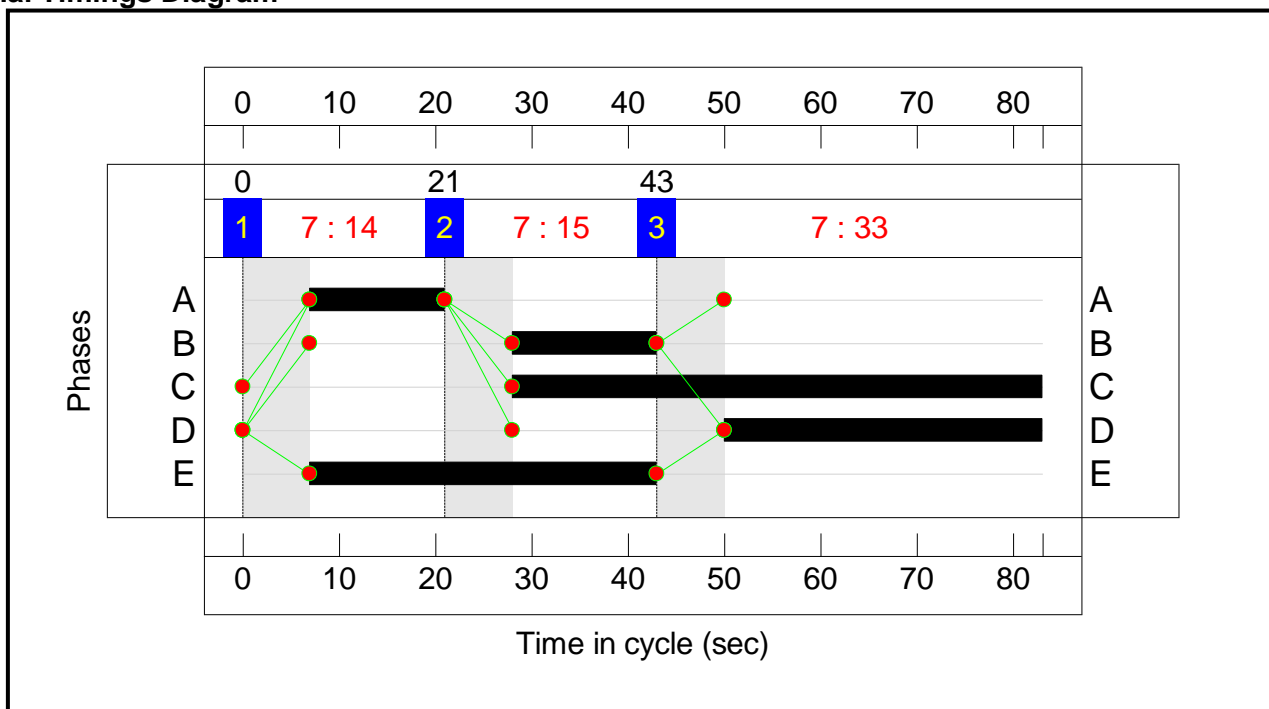
Stage Sequence Diagram



Stage Timings

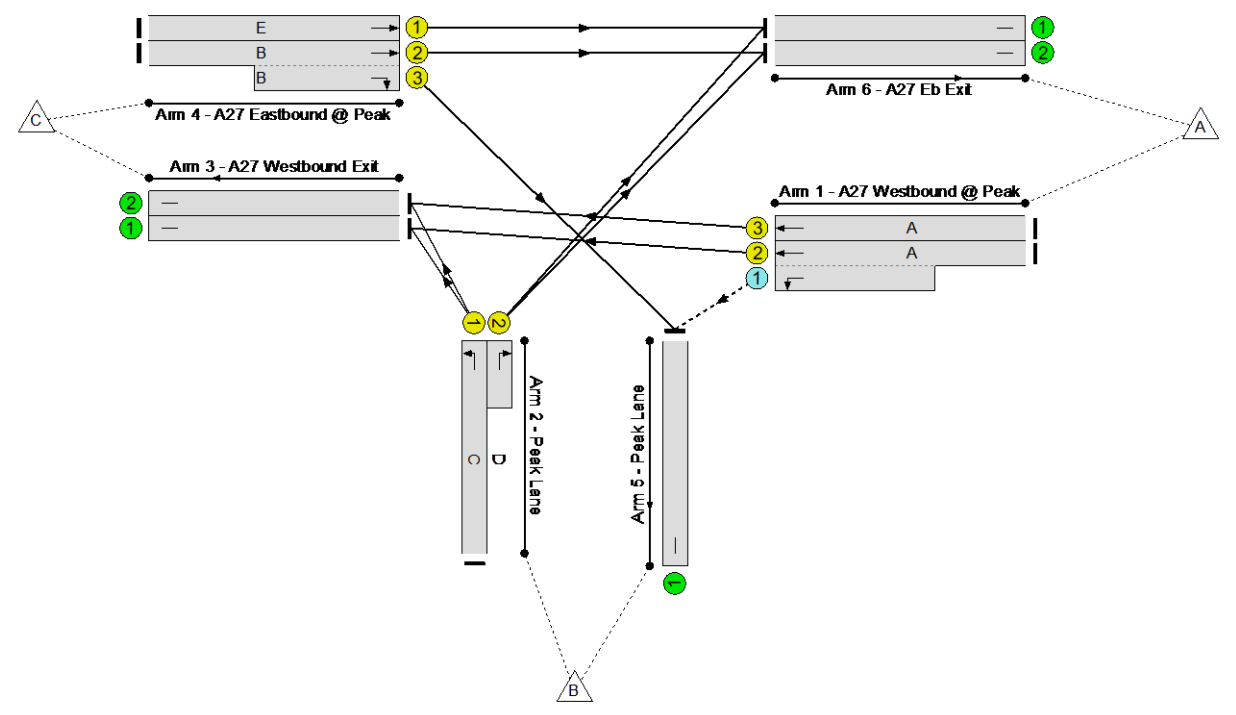
Stage	1	2	3
Duration	14	15	33
Change Point	0	21	43

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Peak Lane/A27 Signalised Junction
PRC: 14.0 %
Total Traffic Delay: 19.4 pcuHr



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	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	14	-	494	2085:1663	377+286	74.6 : 74.6%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	14	-	261	2125	384	68.0%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	55:33	-	659	1628:1910	301+533	79.0 : 79.0%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	36	-	532	1995	889	59.8%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	15	-	272	2135:1867	0+360	0.0 : 75.6%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%

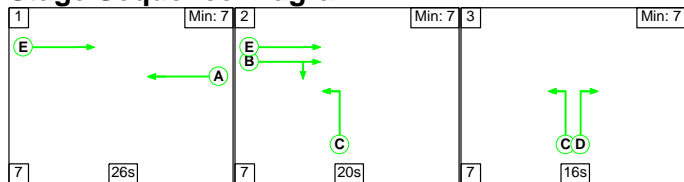
Full Input Data And Results

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	-	-	41	172	0	12.8	6.6	0.0	19.4	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	41	172	0	12.8	6.6	0.0	19.4	-	-	-	-
1/2+1/1	494	494	41	172	0	2.6	1.4	-	4.0	29.3	6.1	1.4	7.5
1/3	261	261	-	-	-	2.3	1.0	-	3.3	46.2	5.6	1.0	6.6
2/1+2/2	659	659	-	-	-	3.0	1.8	-	4.8	26.2	10.6	1.8	12.4
3/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	532	532	-	-	-	2.6	0.7	-	3.3	22.4	9.2	0.7	9.9
4/2+4/3	272	272	-	-	-	2.4	1.5	-	3.9	51.5	5.9	1.5	7.4
5/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 14.0 Total Delay for Signalled Lanes (pcuHr): 19.36 Cycle Time (s): 83 PRC Over All Lanes (%): 14.0 Total Delay Over All Lanes(pcuHr): 19.36</p>													

Full Input Data And Results

Scenario 16: 'Baseline 2025 with Bypass + CD + PD PM' (FG16: 'Baseline 2025 with Bypass + CD + PD PM', Plan 1: 'Network Control Plan 1')

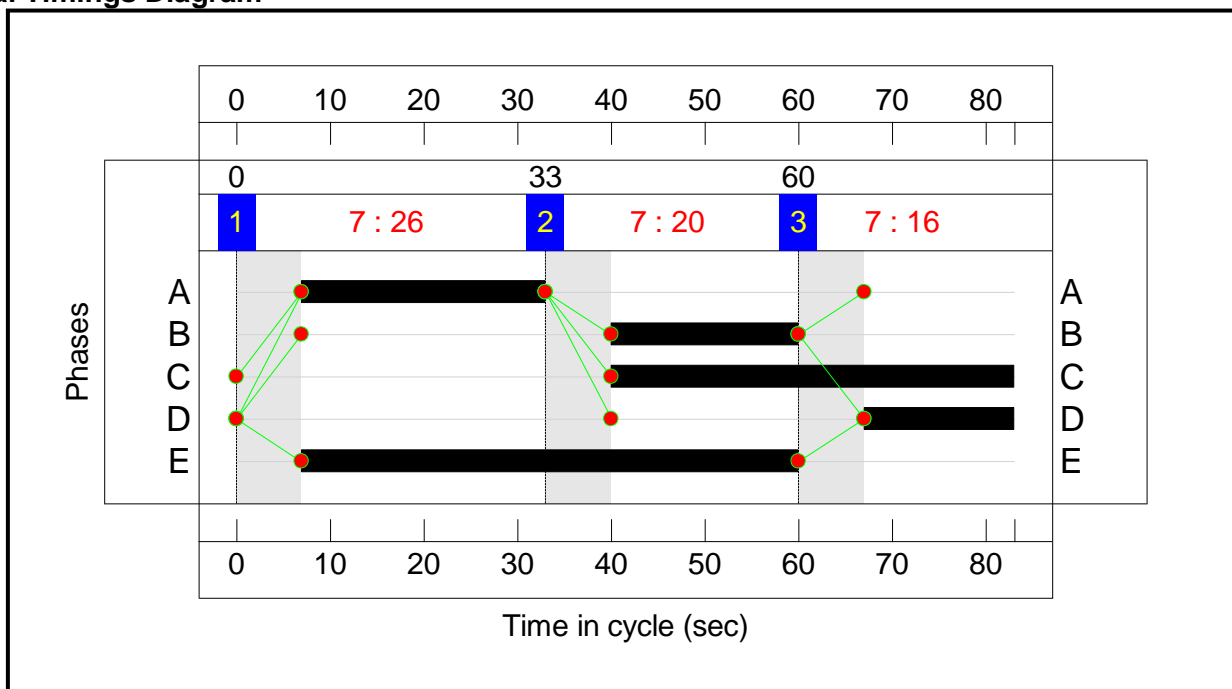
Stage Sequence Diagram



Stage Timings

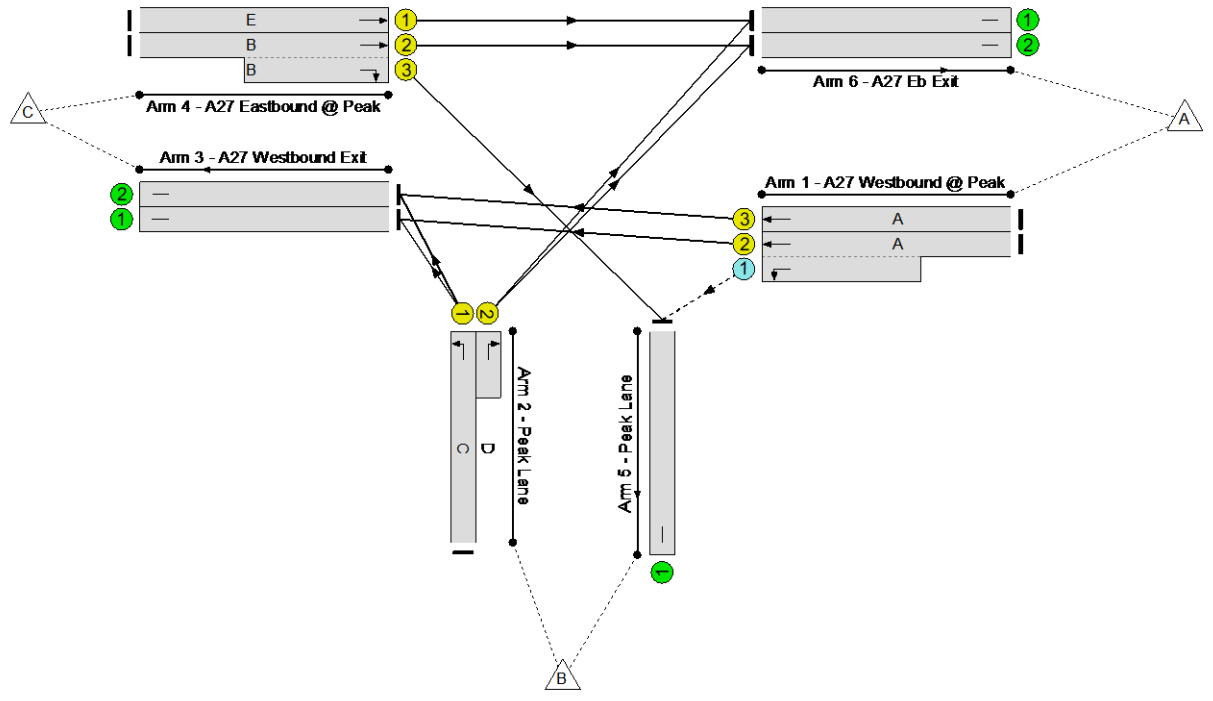
Stage	1	2	3
Duration	26	20	16
Change Point	0	33	60

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Peak Lane/A27 Signalised Junction
PRC: 29.6 %
Total Traffic Delay: 14.0 pcuHr



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	-	-	N/A	-	-		-	-	-	-	-	-	69.4%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.4%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	26	-	460	2085:1663	65+1178	37.0 : 37.0%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	26	-	480	2125	691	69.4%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	43:16	-	261	1628:1910	35+360	66.2 : 66.2%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	53	-	753	1995	1298	58.0%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	20	-	325	2135:1867	0+472	0.0 : 68.8%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%

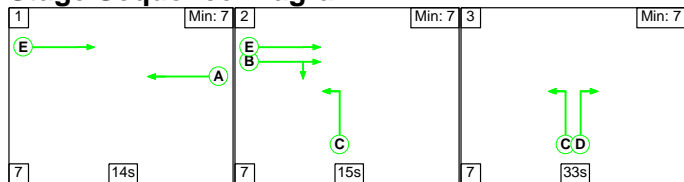
Full Input Data And Results

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	-	-	103	333	0	9.9	4.2	0.0	14.0	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	103	333	0	9.9	4.2	0.0	14.0	-	-	-	-
1/2+1/1	460	460	103	333	0	0.3	0.3	-	0.6	4.9	2.5	0.3	2.8
1/3	480	480	-	-	-	3.3	1.1	-	4.4	32.8	9.6	1.1	10.7
2/1+2/2	261	261	-	-	-	2.1	1.0	-	3.0	41.7	5.2	1.0	6.1
3/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	753	753	-	-	-	1.7	0.7	-	2.4	11.4	9.6	0.7	10.3
4/2+4/3	325	325	-	-	-	2.5	1.1	-	3.6	40.1	6.8	1.1	7.9
5/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
<p>C1 PRC for Signalled Lanes (%): 29.6 Total Delay for Signalled Lanes (pcuHr): 14.04 Cycle Time (s): 83 PRC Over All Lanes (%): 29.6 Total Delay Over All Lanes(pcuHr): 14.04</p>													

Full Input Data And Results

Scenario 17: 'Baseline 2025 with Bypass + CD + PD + NF AM' (FG17: 'Baseline 2025 with Bypass + CD + PD + NF AM', Plan 1: 'Network Control Plan 1')

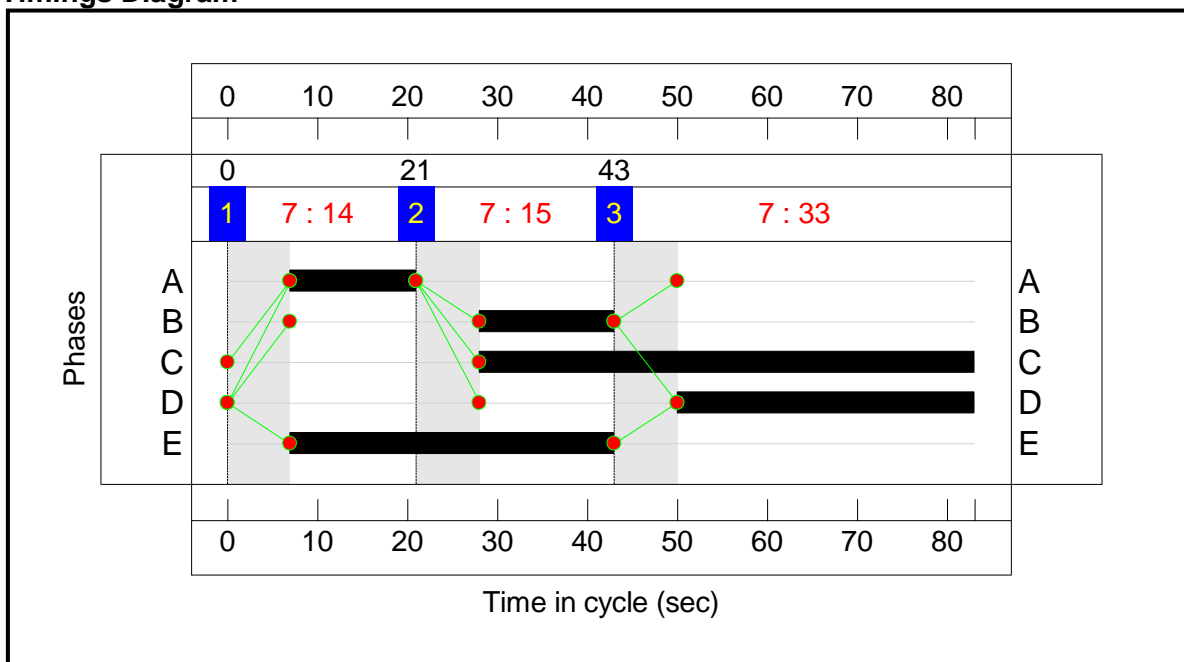
Stage Sequence Diagram



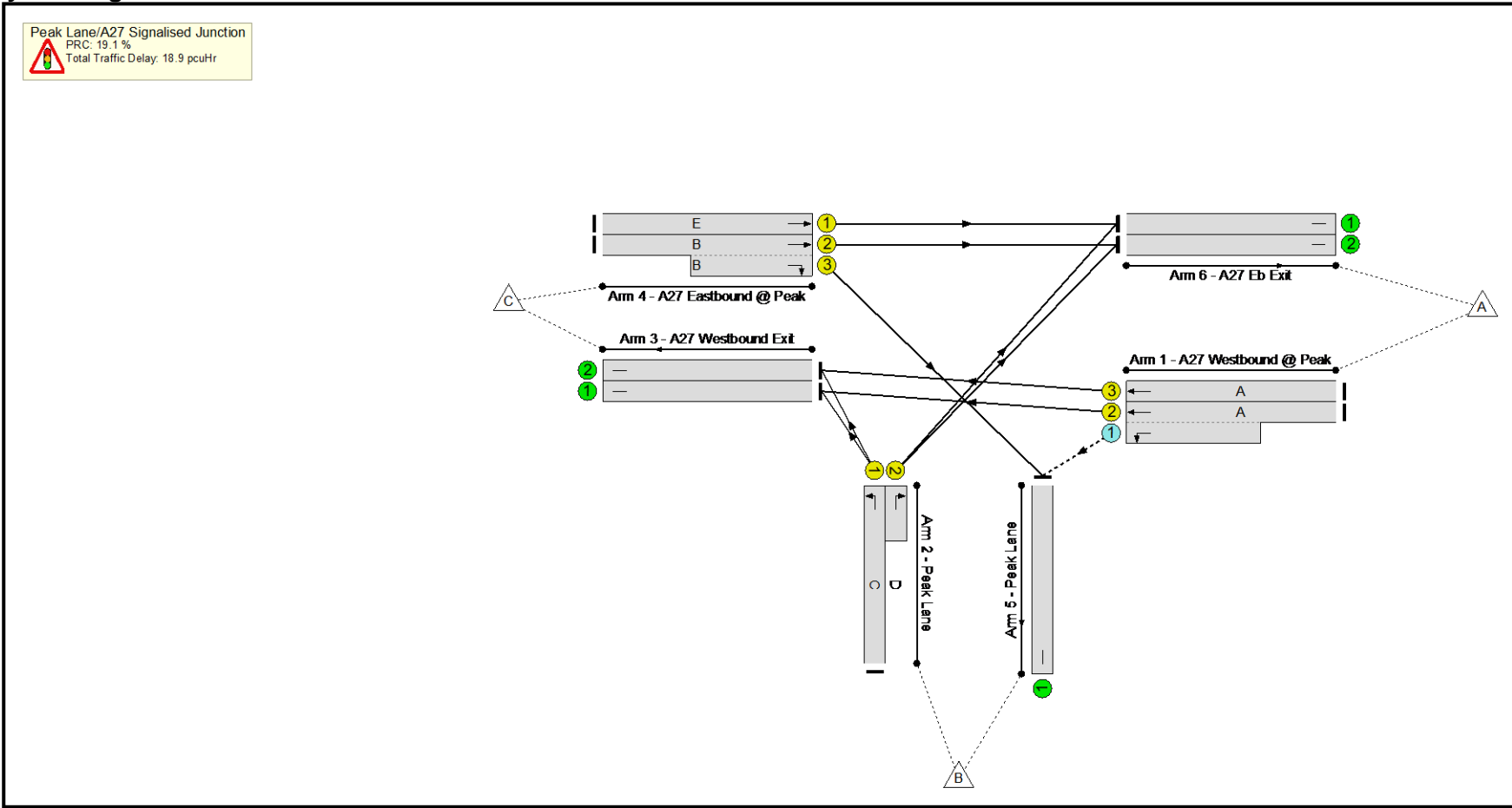
Stage Timings

Stage	1	2	3
Duration	14	15	33
Change Point	0	21	43

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	-	-	N/A	-	-		-	-	-	-	-	-	75.6%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.6%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	14	-	494	2085:1663	377+286	74.6 : 74.6%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	14	-	261	2125	384	68.0%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	55:33	-	622	1628:1910	266+557	75.6 : 75.6%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	36	-	532	1995	889	59.8%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	15	-	272	2135:1867	0+360	0.0 : 75.6%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%

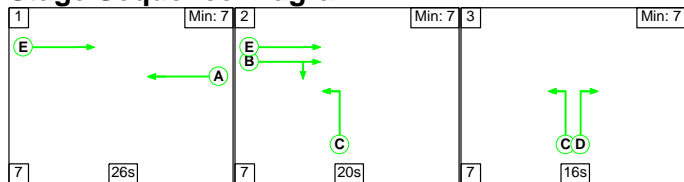
Full Input Data And Results

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	-	-	41	172	0	12.7	6.2	0.0	18.9	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	41	172	0	12.7	6.2	0.0	18.9	-	-	-	-
1/2+1/1	494	494	41	172	0	2.6	1.4	-	4.0	29.3	6.1	1.4	7.5
1/3	261	261	-	-	-	2.3	1.0	-	3.3	46.2	5.6	1.0	6.6
2/1+2/2	622	622	-	-	-	2.8	1.5	-	4.3	25.2	9.9	1.5	11.4
3/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	532	532	-	-	-	2.6	0.7	-	3.3	22.4	9.2	0.7	9.9
4/2+4/3	272	272	-	-	-	2.4	1.5	-	3.9	51.5	5.9	1.5	7.4
5/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 19.1 Total Delay for Signalled Lanes (pcuHr): 18.91 Cycle Time (s): 83 PRC Over All Lanes (%): 19.1 Total Delay Over All Lanes(pcuHr): 18.91													

Full Input Data And Results

Scenario 18: 'Baseline 2025 with Bypass + CD + PD + NF PM' (FG18: 'Baseline 2025 with Bypass + CD + PD + NF PM', Plan 1: 'Network Control Plan 1')

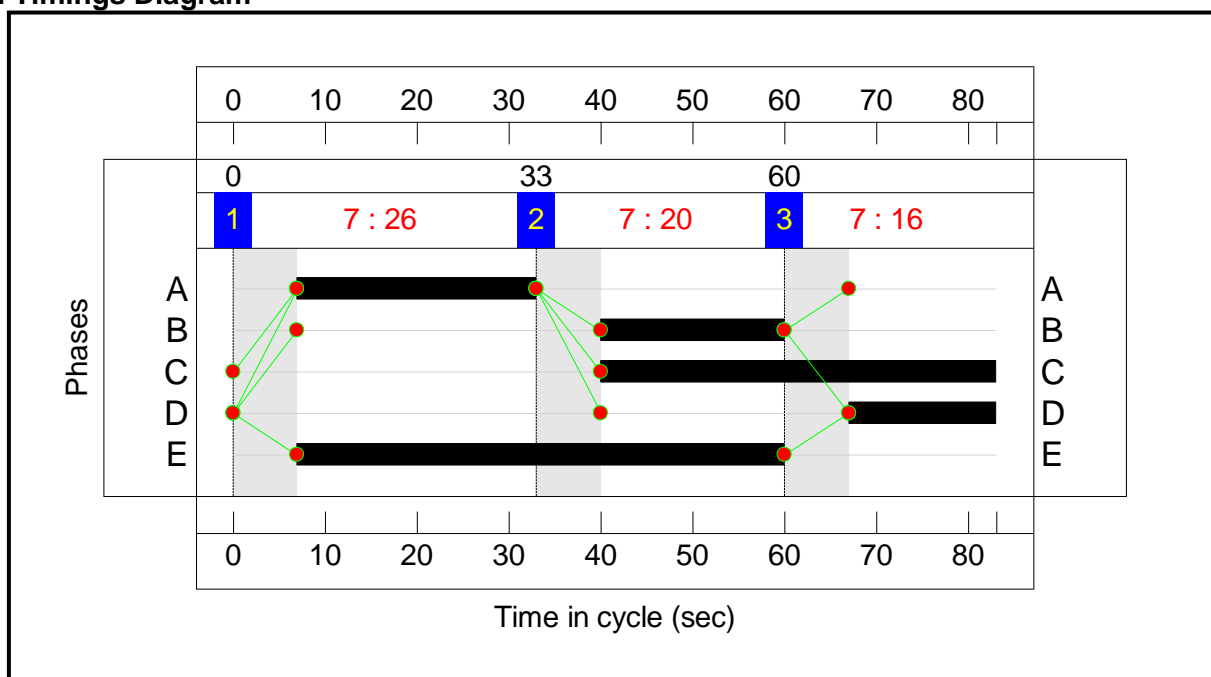
Stage Sequence Diagram



Stage Timings

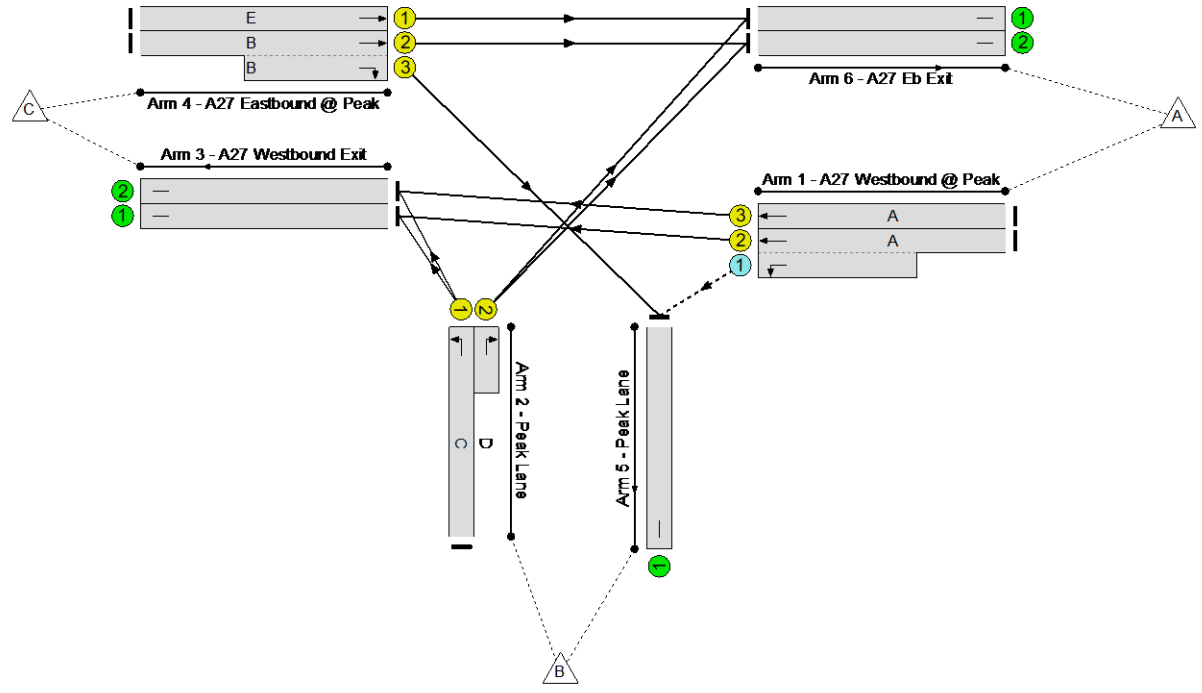
Stage	1	2	3
Duration	26	20	16
Change Point	0	33	60

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Peak Lane/A27 Signalised Junction
PRC: 29.6 %
Total Traffic Delay: 14.0 pcuHr



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	-	-	N/A	-	-		-	-	-	-	-	-	69.4%
Peak Lane/A27 Signalised Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.4%
1/2+1/1	A27 Westbound @ Peak Ahead Left	U+O	N/A	N/A	A -		1	26	-	460	2085:1663	65+1178	37.0 : 37.0%
1/3	A27 Westbound @ Peak Ahead	U	N/A	N/A	A		1	26	-	480	2125	691	69.4%
2/1+2/2	Peak Lane Left Right	U	N/A	N/A	C D		1	43:16	-	261	1628:1910	35+360	66.2 : 66.2%
3/1	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	35	Inf	Inf	0.0%
3/2	A27 Westbound Exit	U	N/A	N/A	-		-	-	-	492	Inf	Inf	0.0%
4/1	A27 Eastbound @ Peak Ahead	U	N/A	N/A	E		1	53	-	753	1995	1298	58.0%
4/2+4/3	A27 Eastbound @ Peak Right Ahead	U	N/A	N/A	B		1	20	-	325	2135:1867	0+472	0.0 : 68.8%
5/1	Peak Lane	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
6/1	A27 Eb Exit	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
6/2	A27 Eb Exit	U	N/A	N/A	-		-	-	-	119	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	-	-	103	333	0	9.9	4.2	0.0	14.0	-	-	-	-
Peak Lane/A27 Signalised Junction	-	-	103	333	0	9.9	4.2	0.0	14.0	-	-	-	-
1/2+1/1	460	460	103	333	0	0.3	0.3	-	0.6	4.9	2.5	0.3	2.8
1/3	480	480	-	-	-	3.3	1.1	-	4.4	32.8	9.6	1.1	10.7
2/1+2/2	261	261	-	-	-	2.1	1.0	-	3.0	41.7	5.2	1.0	6.1
3/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	753	753	-	-	-	1.7	0.7	-	2.4	11.4	9.6	0.7	10.3
4/2+4/3	325	325	-	-	-	2.5	1.1	-	3.6	40.1	6.8	1.1	7.9
5/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 29.6 Total Delay for Signalled Lanes (pcuHr): 14.04 Cycle Time (s): 83 PRC Over All Lanes (%): 29.6 Total Delay Over All Lanes(pcuHr): 14.04													