

APPENDIX Q. Junction Modelling Outputs

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|--|
| Junctions 10 |
| PICADY 10 - Priority Intersection Module |
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Filename: Newgate Ln Priority v2.j10
 Path: F:\clients\l-transport\ITB10353 Fareham\Dec21
 Report generation date: 19/01/2022 17:13:33

- »Proposed Layout - Newgate Lane T Junction - 2021 Base (DS2), AM
- »Proposed Layout - Newgate Lane T Junction - 2021 Base (DS2), PM
- »Proposed Layout - Newgate Lane T Junction - 2028 Base + Com (DS2), AM
- »Proposed Layout - Newgate Lane T Junction - 2028 Base + Com (DS2), PM
- »Proposed Layout - Newgate Lane T Junction - 2028 Base + Com - Sens Test (DS2), AM
- »Proposed Layout - Newgate Lane T Junction - 2028 Base + Com - Sens Test (DS2), PM
- »Proposed Layout - Newgate Lane T Junction - 2037 Base + Com (DS2), AM
- »Proposed Layout - Newgate Lane T Junction - 2037 Base + Com (DS2), PM
- »Proposed Layout - Newgate Lane T Junction - 2037 Base + Com - Sens Test (DS2), AM
- »Proposed Layout - Newgate Lane T Junction - 2037 Base + Com - Sens Test (DS2), PM

Summary of junction performance

| | AM | | | PM | | |
|--|-------------|-----------|--------------|-------------|-----------|------|
| | Queue (Veh) | Delay (s) | RFC | Queue (Veh) | Delay (s) | RFC |
| Proposed Layout - Newgate Lane T Junction - 2021 Base (DS2) | | | | | | |
| Stream B-C | 0.2 | 29.00 | 0.16 | 0.1 | 8.44 | 0.06 |
| Stream B-A | 1.5 | 283.35 | 0.69 | 0.1 | 28.32 | 0.12 |
| Stream C-AB | 0.1 | 12.87 | 0.07 | 0.0 | 7.13 | 0.04 |
| Proposed Layout - Newgate Lane T Junction - 2028 Base + Com (DS2) | | | | | | |
| Stream B-C | 12.2 | 1465.64 | 999999999.00 | 0.1 | 9.52 | 0.07 |
| Stream B-A | 15.2 | 1551.33 | 999999999.00 | 0.3 | 50.29 | 0.25 |
| Stream C-AB | 0.1 | 14.56 | 0.09 | 0.0 | 7.50 | 0.04 |
| Proposed Layout - Newgate Lane T Junction - 2028 Base + Com - Sens Test (DS2) | | | | | | |
| Stream B-C | 12.2 | 1483.21 | 999999999.00 | 0.1 | 9.61 | 0.07 |
| Stream B-A | 15.2 | 1555.64 | 999999999.00 | 0.3 | 53.48 | 0.26 |
| Stream C-AB | 0.1 | 14.56 | 0.09 | 0.0 | 7.53 | 0.04 |
| Proposed Layout - Newgate Lane T Junction - 2037 Base + Com (DS2) | | | | | | |
| Stream B-C | 13.3 | 1638.81 | 999999999.00 | 0.1 | 10.23 | 0.08 |
| Stream B-A | 16.0 | 1648.14 | 999999999.00 | 0.5 | 76.36 | 0.33 |
| Stream C-AB | 0.1 | 16.55 | 0.10 | 0.1 | 7.83 | 0.05 |
| Proposed Layout - Newgate Lane T Junction - 2037 Base + Com - Sens Test (DS2) | | | | | | |
| Stream B-C | 13.3 | 1646.99 | 999999999.00 | 0.1 | 10.37 | 0.08 |
| Stream B-A | 16.0 | 1657.44 | 999999999.00 | 0.5 | 83.85 | 0.35 |
| Stream C-AB | 0.1 | 16.55 | 0.10 | 0.1 | 7.87 | 0.05 |

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

File summary

File Description

| | |
|--------------------|------------------------------|
| Title | Newgate Lane T Junction |
| Location | Newgate Lane, Fareham |
| Site number | |
| Date | 17/08/2015 |
| Version | |
| Status | Proposed Ghost Island Layout |
| Identifier | |
| Client | |
| Jobnumber | ITB10353 |
| Enumerator | BA |
| Description | Replica of HCC Model |

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 | -Hour | perHour |

Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) | Use iterations with HCM roundabouts | Max number of iterations for roundabouts |
|--------------------|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|-------------------------------------|--|
| 5.75 | | | | | | 0.85 | 36.00 | 20.00 | | 500 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|-----------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2021 Base (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D2 | 2021 Base (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D3 | 2028 Base + Com (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D4 | 2028 Base + Com (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D5 | 2028 Base + Com - Sens Test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D6 | 2028 Base + Com - Sens Test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D7 | 2037 Base + Com (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D8 | 2037 Base + Com (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D9 | 2037 Base + Com - Sens Test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D10 | 2037 Base + Com - Sens Test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

Analysis Set Details

| ID | Name | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|---|-------------------|---------------------------------|-------------------------------------|
| A1 | Proposed Layout - Newgate Lane T Junction | ✓ | 100.000 | 100.000 |

Proposed Layout - Newgate Lane T Junction - 2021 Base (DS2), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-----------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1 | Newgate Lane / Newgate Link | T-Junction | Two-way | Two-way | Two-way | | 2.96 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 2.96 | A |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|----------------------------|-------------|----------|
| A | Newgate Link (South) | | Major |
| B | Old Newgate Link | | Minor |
| C | Newgate Link South (North) | | Major |

Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Width for right-turn storage (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|--------------------------------|--------------------------|----------------------------|------------------------|----------------------------------|-------------------------------|---------|----------------------|
| C - Newgate Link South (North) | 7.30 | | ✓ | 4.28 | 250.0 | ✓ | 10.00 |

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 - Old Newgate Link | One lane plus flare | 10.00 | 10.00 | 7.65 | 6.65 | 6.00 | | 6.00 | 110 | 79 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Stream | Intercept (Veh/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A | 598 | 0.103 | 0.260 | 0.164 | 0.371 |
| B-C | 757 | 0.109 | 0.277 | - | - |
| C-B | 881 | 0.322 | 0.322 | - | - |

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2021 Base (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Newgate Link (South) | | ONE HOUR | ✓ | 1567 | 100.000 |
| B - Old Newgate Link | | ONE HOUR | ✓ | 42 | 100.000 |
| C - Newgate Link South (North) | | ONE HOUR | ✓ | 570 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 25 | 1542 |
| | B - Old Newgate Link | 20 | 0 | 22 |
| | C - Newgate Link South (North) | 550 | 20 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 10 | 2 |
| | B - Old Newgate Link | 0 | 0 | 12 |
| | C - Newgate Link South (North) | 6 | 4 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C | 0.16 | 29.00 | 0.2 | D | 20 | 30 |
| B-A | 0.69 | 283.35 | 1.5 | F | 18 | 28 |
| C-AB | 0.07 | 12.87 | 0.1 | B | 18 | 28 |
| C-A | | | | | 505 | 757 |
| A-B | | | | | 23 | 34 |
| A-C | | | | | 1415 | 2122 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 17 | 4 | 375 | 0.044 | 16 | 0.0 | 0.0 | 10.046 | B |
| B-A | 15 | 4 | 211 | 0.071 | 15 | 0.0 | 0.1 | 18.323 | C |
| C-AB | 15 | 4 | 474 | 0.032 | 15 | 0.0 | 0.0 | 7.836 | A |
| C-A | 414 | 104 | | | 414 | | | | |
| A-B | 19 | 5 | | | 19 | | | | |
| A-C | 1161 | 290 | | | 1161 | | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 313 | 0.063 | 20 | 0.0 | 0.1 | 12.270 | B |
| B-A | 18 | 4 | 136 | 0.132 | 18 | 0.1 | 0.1 | 30.412 | D |
| C-AB | 18 | 4 | 402 | 0.045 | 18 | 0.0 | 0.0 | 9.376 | A |
| C-A | 494 | 124 | | | 494 | | | | |
| A-B | 22 | 6 | | | 22 | | | | |
| A-C | 1386 | 347 | | | 1386 | | | | |

08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 24 | 6 | 187 | 0.129 | 24 | 0.1 | 0.1 | 21.990 | C |
| B-A | 22 | 6 | 32 | 0.694 | 18 | 0.1 | 1.2 | 222.325 | F |
| C-AB | 22 | 6 | 302 | 0.073 | 22 | 0.0 | 0.1 | 12.863 | B |
| C-A | 606 | 151 | | | 606 | | | | |
| A-B | 28 | 7 | | | 28 | | | | |
| A-C | 1698 | 424 | | | 1698 | | | | |

08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 24 | 6 | 148 | 0.164 | 24 | 0.1 | 0.2 | 29.000 | D |
| B-A | 22 | 6 | 32 | 0.685 | 21 | 1.2 | 1.5 | 283.351 | F |
| C-AB | 22 | 6 | 302 | 0.073 | 22 | 0.1 | 0.1 | 12.873 | B |
| C-A | 606 | 151 | | | 606 | | | | |
| A-B | 28 | 7 | | | 28 | | | | |
| A-C | 1698 | 424 | | | 1698 | | | | |

08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 303 | 0.065 | 20 | 0.2 | 0.1 | 12.741 | B |
| B-A | 18 | 4 | 139 | 0.130 | 23 | 1.5 | 0.2 | 32.449 | D |
| C-AB | 18 | 4 | 402 | 0.045 | 18 | 0.1 | 0.0 | 9.386 | A |
| C-A | 494 | 124 | | | 494 | | | | |
| A-B | 22 | 6 | | | 22 | | | | |
| A-C | 1386 | 347 | | | 1386 | | | | |

08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 17 | 4 | 373 | 0.044 | 17 | 0.1 | 0.0 | 10.091 | B |
| B-A | 15 | 4 | 211 | 0.071 | 15 | 0.2 | 0.1 | 18.398 | C |
| C-AB | 15 | 4 | 474 | 0.032 | 15 | 0.0 | 0.0 | 7.842 | A |
| C-A | 414 | 104 | | | 414 | | | | |
| A-B | 19 | 5 | | | 19 | | | | |
| A-C | 1161 | 290 | | | 1161 | | | | |

Proposed Layout - Newgate Lane T Junction - 2021 Base (DS2), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-----------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1 | Newgate Lane / Newgate Link | T-Junction | Two-way | Two-way | Two-way | | 0.40 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 0.40 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2021 Base (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Newgate Link (South) | | ONE HOUR | ✓ | 981 | 100.000 |
| B - Old Newgate Link | | ONE HOUR | ✓ | 40 | 100.000 |
| C - Newgate Link South (North) | | ONE HOUR | ✓ | 904 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 24 | 957 |
| | B - Old Newgate Link | 15 | 0 | 25 |
| | C - Newgate Link South (North) | 884 | 20 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 0 | 2 |
| | B - Old Newgate Link | 0 | 0 | 0 |
| | C - Newgate Link South (North) | 1 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C | 0.06 | 8.44 | 0.1 | A | 23 | 34 |
| B-A | 0.12 | 28.32 | 0.1 | D | 14 | 21 |
| C-AB | 0.04 | 7.13 | 0.0 | A | 18 | 28 |
| C-A | | | | | 811 | 1217 |
| A-B | | | | | 22 | 33 |
| A-C | | | | | 878 | 1317 |

Main Results for each time segment

15:45 - 16:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 19 | 5 | 561 | 0.034 | 19 | 0.0 | 0.0 | 6.641 | A |
| B-A | 11 | 3 | 282 | 0.040 | 11 | 0.0 | 0.0 | 13.276 | B |
| C-AB | 15 | 4 | 639 | 0.024 | 15 | 0.0 | 0.0 | 5.770 | A |
| C-A | 666 | 166 | | | 666 | | | | |
| A-B | 18 | 5 | | | 18 | | | | |
| A-C | 720 | 180 | | | 720 | | | | |

16:00 - 16:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 22 | 6 | 517 | 0.043 | 22 | 0.0 | 0.0 | 7.277 | A |
| B-A | 13 | 3 | 224 | 0.060 | 13 | 0.0 | 0.1 | 17.088 | C |
| C-AB | 18 | 4 | 592 | 0.030 | 18 | 0.0 | 0.0 | 6.273 | A |
| C-A | 795 | 199 | | | 795 | | | | |
| A-B | 22 | 5 | | | 22 | | | | |
| A-C | 860 | 215 | | | 860 | | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 28 | 7 | 455 | 0.061 | 27 | 0.0 | 0.1 | 8.424 | A |
| B-A | 17 | 4 | 143 | 0.115 | 16 | 0.1 | 0.1 | 28.244 | D |
| C-AB | 22 | 6 | 527 | 0.042 | 22 | 0.0 | 0.0 | 7.133 | A |
| C-A | 973 | 243 | | | 973 | | | | |
| A-B | 26 | 7 | | | 26 | | | | |
| A-C | 1054 | 263 | | | 1054 | | | | |

16:30 - 16:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 28 | 7 | 454 | 0.061 | 28 | 0.1 | 0.1 | 8.438 | A |
| B-A | 17 | 4 | 144 | 0.115 | 17 | 0.1 | 0.1 | 28.318 | D |
| C-AB | 22 | 6 | 527 | 0.042 | 22 | 0.0 | 0.0 | 7.133 | A |
| C-A | 973 | 243 | | | 973 | | | | |
| A-B | 26 | 7 | | | 26 | | | | |
| A-C | 1054 | 263 | | | 1054 | | | | |

16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 22 | 6 | 516 | 0.044 | 23 | 0.1 | 0.0 | 7.295 | A |
| B-A | 13 | 3 | 224 | 0.060 | 14 | 0.1 | 0.1 | 17.111 | C |
| C-AB | 18 | 4 | 592 | 0.030 | 18 | 0.0 | 0.0 | 6.277 | A |
| C-A | 795 | 199 | | | 795 | | | | |
| A-B | 22 | 5 | | | 22 | | | | |
| A-C | 860 | 215 | | | 860 | | | | |

17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 19 | 5 | 560 | 0.034 | 19 | 0.0 | 0.0 | 6.654 | A |
| B-A | 11 | 3 | 282 | 0.040 | 11 | 0.1 | 0.0 | 13.289 | B |
| C-AB | 15 | 4 | 639 | 0.024 | 15 | 0.0 | 0.0 | 5.773 | A |
| C-A | 666 | 166 | | | 666 | | | | |
| A-B | 18 | 5 | | | 18 | | | | |
| A-C | 720 | 180 | | | 720 | | | | |

Proposed Layout - Newgate Lane T Junction - 2028 Base + Com (DS2), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-----------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1 | Newgate Lane / Newgate Link | T-Junction | Two-way | Two-way | Two-way | | 30.99 | D |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 30.99 | D |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2028 Base + Com (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Newgate Link (South) | | ONE HOUR | ✓ | 1657 | 100.000 |
| B - Old Newgate Link | | ONE HOUR | ✓ | 49 | 100.000 |
| C - Newgate Link South (North) | | ONE HOUR | ✓ | 746 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 27 | 1630 |
| | B - Old Newgate Link | 27 | 0 | 22 |
| | C - Newgate Link South (North) | 725 | 21 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 10 | 2 |
| | B - Old Newgate Link | 0 | 0 | 12 |
| | C - Newgate Link South (North) | 5 | 4 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|--------------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C | 999999999.00 | 1465.64 | 12.2 | F | 20 | 30 |
| B-A | 999999999.00 | 1551.33 | 15.2 | F | 25 | 37 |
| C-AB | 0.09 | 14.56 | 0.1 | B | 19 | 29 |
| C-A | | | | | 665 | 998 |
| A-B | | | | | 25 | 37 |
| A-C | | | | | 1496 | 2244 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 17 | 4 | 344 | 0.048 | 16 | 0.0 | 0.0 | 10.969 | B |
| B-A | 20 | 5 | 176 | 0.116 | 20 | 0.0 | 0.1 | 23.011 | C |
| C-AB | 16 | 4 | 453 | 0.035 | 16 | 0.0 | 0.0 | 8.232 | A |
| C-A | 546 | 136 | | | 546 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 1227 | 307 | | | 1227 | | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 275 | 0.072 | 20 | 0.0 | 0.1 | 14.079 | B |
| B-A | 24 | 6 | 91 | 0.268 | 23 | 0.1 | 0.3 | 53.026 | F |
| C-AB | 19 | 5 | 376 | 0.050 | 19 | 0.0 | 0.1 | 10.073 | B |
| C-A | 652 | 163 | | | 652 | | | | |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 1465 | 366 | | | 1465 | | | | |

08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|---------------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 24 | 6 | 0 | 999999999.000 | 0 | 0.1 | 6.1 | 1465.639 | F |
| B-A | 30 | 7 | 0 | 999999999.000 | 0 | 0.3 | 7.8 | 1551.333 | F |
| C-AB | 23 | 6 | 270 | 0.086 | 23 | 0.1 | 0.1 | 14.547 | B |
| C-A | 798 | 200 | | | 798 | | | | |
| A-B | 30 | 7 | | | 30 | | | | |
| A-C | 1795 | 449 | | | 1795 | | | | |

08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|---------------|---------------------|-------------------|-----------------|------------|-------------------------------|
| B-C | 24 | 6 | 0 | 999999999.000 | 0 | 6.1 | 12.2 | -13587.300 | ? |
| B-A | 30 | 7 | 0 | 999999999.000 | 0 | 7.8 | 15.2 | -6908.985 | ? |
| C-AB | 23 | 6 | 270 | 0.086 | 23 | 0.1 | 0.1 | 14.564 | B |
| C-A | 798 | 200 | | | 798 | | | | |
| A-B | 30 | 7 | | | 30 | | | | |
| A-C | 1795 | 449 | | | 1795 | | | | |

08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 128 | 0.155 | 68 | 12.2 | 0.2 | 108.318 | F |
| B-A | 24 | 6 | 90 | 0.268 | 83 | 15.2 | 0.6 | 365.158 | F |
| C-AB | 19 | 5 | 376 | 0.050 | 19 | 0.1 | 0.1 | 10.082 | B |
| C-A | 652 | 163 | | | 652 | | | | |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 1465 | 366 | | | 1465 | | | | |

08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 17 | 4 | 341 | 0.049 | 17 | 0.2 | 0.1 | 11.127 | B |
| B-A | 20 | 5 | 177 | 0.115 | 22 | 0.6 | 0.1 | 23.545 | C |
| C-AB | 16 | 4 | 453 | 0.035 | 16 | 0.1 | 0.0 | 8.241 | A |
| C-A | 546 | 136 | | | 546 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 1227 | 307 | | | 1227 | | | | |

Proposed Layout - Newgate Lane T Junction - 2028 Base + Com (DS2), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-----------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1 | Newgate Lane / Newgate Link | T-Junction | Two-way | Two-way | Two-way | | 0.66 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 0.66 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2028 Base + Com (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Newgate Link (South) | | ONE HOUR | ✓ | 1049 | 100.000 |
| B - Old Newgate Link | | ONE HOUR | ✓ | 47 | 100.000 |
| C - Newgate Link South (North) | | ONE HOUR | ✓ | 1089 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 26 | 1023 |
| | B - Old Newgate Link | 21 | 0 | 26 |
| | C - Newgate Link South (North) | 1069 | 20 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 0 | 2 |
| | B - Old Newgate Link | 0 | 0 | 0 |
| | C - Newgate Link South (North) | 1 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C | 0.07 | 9.52 | 0.1 | A | 24 | 36 |
| B-A | 0.25 | 50.29 | 0.3 | F | 19 | 29 |
| C-AB | 0.04 | 7.50 | 0.0 | A | 18 | 28 |
| C-A | | | | | 981 | 1471 |
| A-B | | | | | 24 | 36 |
| A-C | | | | | 939 | 1408 |

Main Results for each time segment

15:45 - 16:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 529 | 0.037 | 19 | 0.0 | 0.0 | 7.058 | A |
| B-A | 16 | 4 | 254 | 0.062 | 16 | 0.0 | 0.1 | 15.104 | C |
| C-AB | 15 | 4 | 622 | 0.024 | 15 | 0.0 | 0.0 | 5.930 | A |
| C-A | 805 | 201 | | | 805 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 770 | 193 | | | 770 | | | | |

16:00 - 16:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 23 | 6 | 482 | 0.048 | 23 | 0.0 | 0.1 | 7.845 | A |
| B-A | 19 | 5 | 187 | 0.101 | 19 | 0.1 | 0.1 | 21.390 | C |
| C-AB | 18 | 4 | 572 | 0.031 | 18 | 0.0 | 0.0 | 6.501 | A |
| C-A | 961 | 240 | | | 961 | | | | |
| A-B | 23 | 6 | | | 23 | | | | |
| A-C | 920 | 230 | | | 920 | | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 29 | 7 | 408 | 0.070 | 29 | 0.1 | 0.1 | 9.472 | A |
| B-A | 23 | 6 | 94 | 0.245 | 22 | 0.1 | 0.3 | 49.512 | E |
| C-AB | 22 | 6 | 502 | 0.044 | 22 | 0.0 | 0.0 | 7.498 | A |
| C-A | 1177 | 294 | | | 1177 | | | | |
| A-B | 29 | 7 | | | 29 | | | | |
| A-C | 1126 | 282 | | | 1126 | | | | |

16:30 - 16:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 29 | 7 | 407 | 0.070 | 29 | 0.1 | 0.1 | 9.523 | A |
| B-A | 23 | 6 | 95 | 0.245 | 23 | 0.3 | 0.3 | 50.291 | F |
| C-AB | 22 | 6 | 502 | 0.044 | 22 | 0.0 | 0.0 | 7.498 | A |
| C-A | 1177 | 294 | | | 1177 | | | | |
| A-B | 29 | 7 | | | 29 | | | | |
| A-C | 1126 | 282 | | | 1126 | | | | |

16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 23 | 6 | 480 | 0.049 | 23 | 0.1 | 0.1 | 7.893 | A |
| B-A | 19 | 5 | 188 | 0.101 | 20 | 0.3 | 0.1 | 21.535 | C |
| C-AB | 18 | 4 | 572 | 0.031 | 18 | 0.0 | 0.0 | 6.502 | A |
| C-A | 961 | 240 | | | 961 | | | | |
| A-B | 23 | 6 | | | 23 | | | | |
| A-C | 920 | 230 | | | 920 | | | | |

17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 528 | 0.037 | 20 | 0.1 | 0.0 | 7.080 | A |
| B-A | 16 | 4 | 254 | 0.062 | 16 | 0.1 | 0.1 | 15.136 | C |
| C-AB | 15 | 4 | 622 | 0.024 | 15 | 0.0 | 0.0 | 5.931 | A |
| C-A | 805 | 201 | | | 805 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 770 | 193 | | | 770 | | | | |

Proposed Layout - Newgate Lane T Junction - 2028 Base + Com - Sens Test (DS2), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-----------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1 | Newgate Lane / Newgate Link | T-Junction | Two-way | Two-way | Two-way | | 31.07 | D |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 31.07 | D |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2028 Base + Com - Sens Test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Newgate Link (South) | | ONE HOUR | ✓ | 1657 | 100.000 |
| B - Old Newgate Link | | ONE HOUR | ✓ | 49 | 100.000 |
| C - Newgate Link South (North) | | ONE HOUR | ✓ | 757 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 27 | 1630 |
| | B - Old Newgate Link | 27 | 0 | 22 |
| | C - Newgate Link South (North) | 736 | 21 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 10 | 2 |
| | B - Old Newgate Link | 0 | 0 | 12 |
| | C - Newgate Link South (North) | 5 | 4 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|--------------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C | 999999999.00 | 1483.21 | 12.2 | F | 20 | 30 |
| B-A | 999999999.00 | 1555.64 | 15.2 | F | 25 | 37 |
| C-AB | 0.09 | 14.56 | 0.1 | B | 19 | 29 |
| C-A | | | | | 675 | 1013 |
| A-B | | | | | 25 | 37 |
| A-C | | | | | 1496 | 2244 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 17 | 4 | 344 | 0.048 | 16 | 0.0 | 0.0 | 10.972 | B |
| B-A | 20 | 5 | 174 | 0.117 | 20 | 0.0 | 0.1 | 23.229 | C |
| C-AB | 16 | 4 | 453 | 0.035 | 16 | 0.0 | 0.0 | 8.232 | A |
| C-A | 554 | 139 | | | 554 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 1227 | 307 | | | 1227 | | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 275 | 0.072 | 20 | 0.0 | 0.1 | 14.101 | B |
| B-A | 24 | 6 | 89 | 0.273 | 23 | 0.1 | 0.3 | 54.382 | F |
| C-AB | 19 | 5 | 376 | 0.050 | 19 | 0.0 | 0.1 | 10.073 | B |
| C-A | 662 | 165 | | | 662 | | | | |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 1465 | 366 | | | 1465 | | | | |

08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|---------------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 24 | 6 | 0 | 999999999.000 | 0 | 0.1 | 6.1 | 1483.211 | F |
| B-A | 30 | 7 | 0 | 999999999.000 | 0 | 0.3 | 7.8 | 1555.637 | F |
| C-AB | 23 | 6 | 270 | 0.086 | 23 | 0.1 | 0.1 | 14.547 | B |
| C-A | 810 | 203 | | | 810 | | | | |
| A-B | 30 | 7 | | | 30 | | | | |
| A-C | 1795 | 449 | | | 1795 | | | | |

08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|---------------|---------------------|-------------------|-----------------|------------|-------------------------------|
| B-C | 24 | 6 | 0 | 999999999.000 | 0 | 6.1 | 12.2 | -11191.748 | ? |
| B-A | 30 | 7 | 0 | 999999999.000 | 0 | 7.8 | 15.2 | -6705.590 | ? |
| C-AB | 23 | 6 | 270 | 0.086 | 23 | 0.1 | 0.1 | 14.564 | B |
| C-A | 810 | 203 | | | 810 | | | | |
| A-B | 30 | 7 | | | 30 | | | | |
| A-C | 1795 | 449 | | | 1795 | | | | |

08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 111 | 0.178 | 68 | 12.2 | 0.2 | 153.467 | F |
| B-A | 24 | 6 | 89 | 0.274 | 82 | 15.2 | 0.7 | 372.935 | F |
| C-AB | 19 | 5 | 376 | 0.050 | 19 | 0.1 | 0.1 | 10.084 | B |
| C-A | 662 | 165 | | | 662 | | | | |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 1465 | 366 | | | 1465 | | | | |

08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 17 | 4 | 341 | 0.049 | 17 | 0.2 | 0.1 | 11.154 | B |
| B-A | 20 | 5 | 175 | 0.116 | 22 | 0.7 | 0.1 | 23.858 | C |
| C-AB | 16 | 4 | 453 | 0.035 | 16 | 0.1 | 0.0 | 8.241 | A |
| C-A | 554 | 139 | | | 554 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 1227 | 307 | | | 1227 | | | | |

Proposed Layout - Newgate Lane T Junction - 2028 Base + Com - Sens Test (DS2), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-----------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1 | Newgate Lane / Newgate Link | T-Junction | Two-way | Two-way | Two-way | | 0.68 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 0.68 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2028 Base + Com - Sens Test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Newgate Link (South) | | ONE HOUR | ✓ | 1055 | 100.000 |
| B - Old Newgate Link | | ONE HOUR | ✓ | 47 | 100.000 |
| C - Newgate Link South (North) | | ONE HOUR | ✓ | 1103 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 26 | 1029 |
| | B - Old Newgate Link | 21 | 0 | 26 |
| | C - Newgate Link South (North) | 1083 | 20 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 0 | 2 |
| | B - Old Newgate Link | 0 | 0 | 0 |
| | C - Newgate Link South (North) | 1 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C | 0.07 | 9.61 | 0.1 | A | 24 | 36 |
| B-A | 0.26 | 53.48 | 0.3 | F | 19 | 29 |
| C-AB | 0.04 | 7.53 | 0.0 | A | 18 | 28 |
| C-A | | | | | 994 | 1491 |
| A-B | | | | | 24 | 36 |
| A-C | | | | | 944 | 1416 |

Main Results for each time segment

15:45 - 16:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 528 | 0.037 | 19 | 0.0 | 0.0 | 7.077 | A |
| B-A | 16 | 4 | 251 | 0.063 | 16 | 0.0 | 0.1 | 15.293 | C |
| C-AB | 15 | 4 | 621 | 0.024 | 15 | 0.0 | 0.0 | 5.945 | A |
| C-A | 815 | 204 | | | 815 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 775 | 194 | | | 775 | | | | |

16:00 - 16:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 23 | 6 | 480 | 0.049 | 23 | 0.0 | 0.1 | 7.875 | A |
| B-A | 19 | 5 | 183 | 0.103 | 19 | 0.1 | 0.1 | 21.844 | C |
| C-AB | 18 | 4 | 570 | 0.032 | 18 | 0.0 | 0.0 | 6.521 | A |
| C-A | 974 | 243 | | | 974 | | | | |
| A-B | 23 | 6 | | | 23 | | | | |
| A-C | 925 | 231 | | | 925 | | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 29 | 7 | 405 | 0.071 | 29 | 0.1 | 0.1 | 9.549 | A |
| B-A | 23 | 6 | 90 | 0.257 | 22 | 0.1 | 0.3 | 52.537 | F |
| C-AB | 22 | 6 | 500 | 0.044 | 22 | 0.0 | 0.0 | 7.532 | A |
| C-A | 1192 | 298 | | | 1192 | | | | |
| A-B | 29 | 7 | | | 29 | | | | |
| A-C | 1133 | 283 | | | 1133 | | | | |

16:30 - 16:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 29 | 7 | 403 | 0.071 | 29 | 0.1 | 0.1 | 9.606 | A |
| B-A | 23 | 6 | 90 | 0.256 | 23 | 0.3 | 0.3 | 53.482 | F |
| C-AB | 22 | 6 | 500 | 0.044 | 22 | 0.0 | 0.0 | 7.532 | A |
| C-A | 1192 | 298 | | | 1192 | | | | |
| A-B | 29 | 7 | | | 29 | | | | |
| A-C | 1133 | 283 | | | 1133 | | | | |

16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 23 | 6 | 478 | 0.049 | 23 | 0.1 | 0.1 | 7.927 | A |
| B-A | 19 | 5 | 184 | 0.103 | 20 | 0.3 | 0.1 | 22.007 | C |
| C-AB | 18 | 4 | 570 | 0.032 | 18 | 0.0 | 0.0 | 6.523 | A |
| C-A | 974 | 243 | | | 974 | | | | |
| A-B | 23 | 6 | | | 23 | | | | |
| A-C | 925 | 231 | | | 925 | | | | |

17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 527 | 0.037 | 20 | 0.1 | 0.0 | 7.099 | A |
| B-A | 16 | 4 | 251 | 0.063 | 16 | 0.1 | 0.1 | 15.326 | C |
| C-AB | 15 | 4 | 621 | 0.024 | 15 | 0.0 | 0.0 | 5.945 | A |
| C-A | 815 | 204 | | | 815 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 775 | 194 | | | 775 | | | | |

Proposed Layout - Newgate Lane T Junction - 2037 Base + Com (DS2), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-----------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1 | Newgate Lane / Newgate Link | T-Junction | Two-way | Two-way | Two-way | | 34.24 | D |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 34.24 | D |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D7 | 2037 Base + Com (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Newgate Link (South) | | ONE HOUR | ✓ | 1739 | 100.000 |
| B - Old Newgate Link | | ONE HOUR | ✓ | 52 | 100.000 |
| C - Newgate Link South (North) | | ONE HOUR | ✓ | 776 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 28 | 1711 |
| | B - Old Newgate Link | 28 | 0 | 24 |
| | C - Newgate Link South (North) | 754 | 22 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 10 | 2 |
| | B - Old Newgate Link | 0 | 0 | 12 |
| | C - Newgate Link South (North) | 5 | 4 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C | 9999999999.00 | 1638.81 | 13.3 | F | 22 | 33 |
| B-A | 9999999999.00 | 1648.14 | 16.0 | F | 26 | 39 |
| C-AB | 0.10 | 16.55 | 0.1 | C | 20 | 30 |
| C-A | | | | | 692 | 1038 |
| A-B | | | | | 26 | 39 |
| A-C | | | | | 1570 | 2355 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 18 | 5 | 330 | 0.055 | 18 | 0.0 | 0.1 | 11.542 | B |
| B-A | 21 | 5 | 154 | 0.137 | 20 | 0.0 | 0.2 | 26.803 | D |
| C-AB | 17 | 4 | 433 | 0.038 | 16 | 0.0 | 0.0 | 8.633 | A |
| C-A | 568 | 142 | | | 568 | | | | |
| A-B | 21 | 5 | | | 21 | | | | |
| A-C | 1288 | 322 | | | 1288 | | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 22 | 5 | 251 | 0.086 | 21 | 0.1 | 0.1 | 15.668 | C |
| B-A | 25 | 6 | 65 | 0.386 | 24 | 0.2 | 0.5 | 83.666 | F |
| C-AB | 20 | 5 | 353 | 0.056 | 20 | 0.0 | 0.1 | 10.802 | B |
| C-A | 678 | 169 | | | 678 | | | | |
| A-B | 25 | 6 | | | 25 | | | | |
| A-C | 1538 | 385 | | | 1538 | | | | |

08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|----------------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 26 | 7 | 0 | 9999999999.000 | 0 | 0.1 | 6.7 | 1638.814 | F |
| B-A | 31 | 8 | 0 | 9999999999.000 | 0 | 0.5 | 8.3 | 1648.137 | F |
| C-AB | 24 | 6 | 242 | 0.100 | 24 | 0.1 | 0.1 | 16.520 | C |
| C-A | 830 | 208 | | | 830 | | | | |
| A-B | 31 | 8 | | | 31 | | | | |
| A-C | 1884 | 471 | | | 1884 | | | | |

08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|----------------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 26 | 7 | 0 | 9999999999.000 | 0 | 6.7 | 13.3 | -3188.142 | ? |
| B-A | 31 | 8 | 0 | 9999999999.000 | 0 | 8.3 | 16.0 | -3739.045 | ? |
| C-AB | 24 | 6 | 242 | 0.100 | 24 | 0.1 | 0.1 | 16.550 | C |
| C-A | 830 | 208 | | | 830 | | | | |
| A-B | 31 | 8 | | | 31 | | | | |
| A-C | 1884 | 471 | | | 1884 | | | | |

08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 22 | 5 | 55 | 0.394 | 51 | 13.3 | 6.0 | 865.365 | F |
| B-A | 25 | 6 | 65 | 0.386 | 61 | 16.0 | 6.9 | 811.453 | F |
| C-AB | 20 | 5 | 353 | 0.056 | 20 | 0.1 | 0.1 | 10.821 | B |
| C-A | 678 | 169 | | | 678 | | | | |
| A-B | 25 | 6 | | | 25 | | | | |
| A-C | 1538 | 385 | | | 1538 | | | | |

08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 18 | 5 | 314 | 0.058 | 42 | 6.0 | 0.1 | 14.371 | B |
| B-A | 21 | 5 | 154 | 0.137 | 48 | 6.9 | 0.2 | 42.706 | E |
| C-AB | 17 | 4 | 433 | 0.038 | 17 | 0.1 | 0.0 | 8.643 | A |
| C-A | 568 | 142 | | | 568 | | | | |
| A-B | 21 | 5 | | | 21 | | | | |
| A-C | 1288 | 322 | | | 1288 | | | | |

Proposed Layout - Newgate Lane T Junction - 2037 Base + Com (DS2), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-----------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1 | Newgate Lane / Newgate Link | T-Junction | Two-way | Two-way | Two-way | | 0.88 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 0.88 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D8 | 2037 Base + Com (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Newgate Link (South) | | ONE HOUR | ✓ | 1102 | 100.000 |
| B - Old Newgate Link | | ONE HOUR | ✓ | 48 | 100.000 |
| C - Newgate Link South (North) | | ONE HOUR | ✓ | 1138 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 27 | 1075 |
| | B - Old Newgate Link | 21 | 0 | 27 |
| | C - Newgate Link South (North) | 1117 | 21 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 0 | 2 |
| | B - Old Newgate Link | 0 | 0 | 0 |
| | C - Newgate Link South (North) | 1 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C | 0.08 | 10.23 | 0.1 | B | 25 | 37 |
| B-A | 0.33 | 76.36 | 0.5 | F | 19 | 29 |
| C-AB | 0.05 | 7.83 | 0.1 | A | 19 | 29 |
| C-A | | | | | 1025 | 1537 |
| A-B | | | | | 25 | 37 |
| A-C | | | | | 986 | 1480 |

Main Results for each time segment

15:45 - 16:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 520 | 0.039 | 20 | 0.0 | 0.0 | 7.207 | A |
| B-A | 16 | 4 | 236 | 0.067 | 16 | 0.0 | 0.1 | 16.302 | C |
| C-AB | 16 | 4 | 609 | 0.026 | 16 | 0.0 | 0.0 | 6.069 | A |
| C-A | 841 | 210 | | | 841 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 809 | 202 | | | 809 | | | | |

16:00 - 16:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 24 | 6 | 469 | 0.052 | 24 | 0.0 | 0.1 | 8.090 | A |
| B-A | 19 | 5 | 166 | 0.114 | 19 | 0.1 | 0.1 | 24.345 | C |
| C-AB | 19 | 5 | 556 | 0.034 | 19 | 0.0 | 0.0 | 6.701 | A |
| C-A | 1004 | 251 | | | 1004 | | | | |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 966 | 242 | | | 966 | | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 30 | 7 | 385 | 0.077 | 30 | 0.1 | 0.1 | 10.125 | B |
| B-A | 23 | 6 | 70 | 0.332 | 22 | 0.1 | 0.4 | 73.587 | F |
| C-AB | 23 | 6 | 483 | 0.048 | 23 | 0.0 | 0.0 | 7.828 | A |
| C-A | 1230 | 307 | | | 1230 | | | | |
| A-B | 30 | 7 | | | 30 | | | | |
| A-C | 1184 | 296 | | | 1184 | | | | |

16:30 - 16:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 30 | 7 | 382 | 0.078 | 30 | 0.1 | 0.1 | 10.231 | B |
| B-A | 23 | 6 | 70 | 0.331 | 23 | 0.4 | 0.5 | 76.363 | F |
| C-AB | 23 | 6 | 483 | 0.048 | 23 | 0.0 | 0.1 | 7.829 | A |
| C-A | 1230 | 307 | | | 1230 | | | | |
| A-B | 30 | 7 | | | 30 | | | | |
| A-C | 1184 | 296 | | | 1184 | | | | |

16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 24 | 6 | 465 | 0.052 | 24 | 0.1 | 0.1 | 8.170 | A |
| B-A | 19 | 5 | 167 | 0.113 | 20 | 0.5 | 0.1 | 24.665 | C |
| C-AB | 19 | 5 | 556 | 0.034 | 19 | 0.1 | 0.0 | 6.702 | A |
| C-A | 1004 | 251 | | | 1004 | | | | |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 966 | 242 | | | 966 | | | | |

17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 518 | 0.039 | 20 | 0.1 | 0.0 | 7.233 | A |
| B-A | 16 | 4 | 237 | 0.067 | 16 | 0.1 | 0.1 | 16.346 | C |
| C-AB | 16 | 4 | 609 | 0.026 | 16 | 0.0 | 0.0 | 6.069 | A |
| C-A | 841 | 210 | | | 841 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 809 | 202 | | | 809 | | | | |

Proposed Layout - Newgate Lane T Junction - 2037 Base + Com - Sens Test (DS2), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-----------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1 | Newgate Lane / Newgate Link | T-Junction | Two-way | Two-way | Two-way | | 34.27 | D |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 34.27 | D |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D9 | 2037 Base + Com - Sens Test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Newgate Link (South) | | ONE HOUR | ✓ | 1739 | 100.000 |
| B - Old Newgate Link | | ONE HOUR | ✓ | 52 | 100.000 |
| C - Newgate Link South (North) | | ONE HOUR | ✓ | 787 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 28 | 1711 |
| | B - Old Newgate Link | 28 | 0 | 24 |
| | C - Newgate Link South (North) | 765 | 22 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 10 | 2 |
| | B - Old Newgate Link | 0 | 0 | 12 |
| | C - Newgate Link South (North) | 5 | 4 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|--------------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C | 999999999.00 | 1646.99 | 13.3 | F | 22 | 33 |
| B-A | 999999999.00 | 1657.44 | 16.0 | F | 26 | 39 |
| C-AB | 0.10 | 16.55 | 0.1 | C | 20 | 30 |
| C-A | | | | | 702 | 1053 |
| A-B | | | | | 26 | 39 |
| A-C | | | | | 1570 | 2355 |

Main Results for each time segment

07:30 - 07:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 18 | 5 | 329 | 0.055 | 18 | 0.0 | 0.1 | 11.546 | B |
| B-A | 21 | 5 | 153 | 0.138 | 20 | 0.0 | 0.2 | 27.093 | D |
| C-AB | 17 | 4 | 433 | 0.038 | 16 | 0.0 | 0.0 | 8.633 | A |
| C-A | 576 | 144 | | | 576 | | | | |
| A-B | 21 | 5 | | | 21 | | | | |
| A-C | 1288 | 322 | | | 1288 | | | | |

07:45 - 08:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 22 | 5 | 250 | 0.086 | 21 | 0.1 | 0.1 | 15.724 | C |
| B-A | 25 | 6 | 64 | 0.396 | 24 | 0.2 | 0.6 | 86.926 | F |
| C-AB | 20 | 5 | 353 | 0.056 | 20 | 0.0 | 0.1 | 10.802 | B |
| C-A | 688 | 172 | | | 688 | | | | |
| A-B | 25 | 6 | | | 25 | | | | |
| A-C | 1538 | 385 | | | 1538 | | | | |

08:00 - 08:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|---------------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 26 | 7 | 0 | 999999999.000 | 0 | 0.1 | 6.7 | 1646.992 | F |
| B-A | 31 | 8 | 0 | 999999999.000 | 0 | 0.6 | 8.3 | 1657.439 | F |
| C-AB | 24 | 6 | 242 | 0.100 | 24 | 0.1 | 0.1 | 16.520 | C |
| C-A | 842 | 211 | | | 842 | | | | |
| A-B | 31 | 8 | | | 31 | | | | |
| A-C | 1884 | 471 | | | 1884 | | | | |

08:15 - 08:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|---------------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 26 | 7 | 0 | 999999999.000 | 0 | 6.7 | 13.3 | -3015.655 | ? |
| B-A | 31 | 8 | 0 | 999999999.000 | 0 | 8.3 | 16.0 | -3548.237 | ? |
| C-AB | 24 | 6 | 242 | 0.100 | 24 | 0.1 | 0.1 | 16.550 | C |
| C-A | 842 | 211 | | | 842 | | | | |
| A-B | 31 | 8 | | | 31 | | | | |
| A-C | 1884 | 471 | | | 1884 | | | | |

08:30 - 08:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 22 | 5 | 53 | 0.405 | 50 | 13.3 | 6.3 | 871.673 | F |
| B-A | 25 | 6 | 63 | 0.397 | 60 | 16.0 | 7.3 | 826.203 | F |
| C-AB | 20 | 5 | 353 | 0.056 | 20 | 0.1 | 0.1 | 10.821 | B |
| C-A | 688 | 172 | | | 688 | | | | |
| A-B | 25 | 6 | | | 25 | | | | |
| A-C | 1538 | 385 | | | 1538 | | | | |

08:45 - 09:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 18 | 5 | 313 | 0.058 | 43 | 6.3 | 0.1 | 14.598 | B |
| B-A | 21 | 5 | 153 | 0.138 | 50 | 7.3 | 0.2 | 44.958 | E |
| C-AB | 17 | 4 | 433 | 0.038 | 17 | 0.1 | 0.0 | 8.643 | A |
| C-A | 576 | 144 | | | 576 | | | | |
| A-B | 21 | 5 | | | 21 | | | | |
| A-C | 1288 | 322 | | | 1288 | | | | |

Proposed Layout - Newgate Lane T Junction - 2037 Base + Com - Sens Test (DS2), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|-----------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1 | Newgate Lane / Newgate Link | T-Junction | Two-way | Two-way | Two-way | | 0.94 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 0.94 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|-----------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D10 | 2037 Base + Com - Sens Test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------------|------------|--------------|--------------|-------------------------|--------------------|
| A - Newgate Link (South) | | ONE HOUR | ✓ | 1108 | 100.000 |
| B - Old Newgate Link | | ONE HOUR | ✓ | 48 | 100.000 |
| C - Newgate Link South (North) | | ONE HOUR | ✓ | 1152 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 27 | 1081 |
| | B - Old Newgate Link | 21 | 0 | 27 |
| | C - Newgate Link South (North) | 1131 | 21 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|--------------------------------|--------------------------|----------------------|--------------------------------|
| | | A - Newgate Link (South) | B - Old Newgate Link | C - Newgate Link South (North) |
| From | A - Newgate Link (South) | 0 | 0 | 2 |
| | B - Old Newgate Link | 0 | 0 | 0 |
| | C - Newgate Link South (North) | 1 | 0 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-C | 0.08 | 10.37 | 0.1 | B | 25 | 37 |
| B-A | 0.35 | 83.85 | 0.5 | F | 19 | 29 |
| C-AB | 0.05 | 7.87 | 0.1 | A | 19 | 29 |
| C-A | | | | | 1038 | 1557 |
| A-B | | | | | 25 | 37 |
| A-C | | | | | 992 | 1488 |

Main Results for each time segment

15:45 - 16:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 518 | 0.039 | 20 | 0.0 | 0.0 | 7.227 | A |
| B-A | 16 | 4 | 233 | 0.068 | 16 | 0.0 | 0.1 | 16.520 | C |
| C-AB | 16 | 4 | 607 | 0.026 | 16 | 0.0 | 0.0 | 6.084 | A |
| C-A | 851 | 213 | | | 851 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 814 | 203 | | | 814 | | | | |

16:00 - 16:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 24 | 6 | 467 | 0.052 | 24 | 0.0 | 0.1 | 8.122 | A |
| B-A | 19 | 5 | 163 | 0.116 | 19 | 0.1 | 0.1 | 24.972 | C |
| C-AB | 19 | 5 | 554 | 0.034 | 19 | 0.0 | 0.0 | 6.723 | A |
| C-A | 1017 | 254 | | | 1017 | | | | |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 972 | 243 | | | 972 | | | | |

16:15 - 16:30

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 30 | 7 | 381 | 0.078 | 30 | 0.1 | 0.1 | 10.244 | B |
| B-A | 23 | 6 | 65 | 0.354 | 22 | 0.1 | 0.5 | 80.221 | F |
| C-AB | 23 | 6 | 481 | 0.048 | 23 | 0.0 | 0.1 | 7.865 | A |
| C-A | 1245 | 311 | | | 1245 | | | | |
| A-B | 30 | 7 | | | 30 | | | | |
| A-C | 1190 | 298 | | | 1190 | | | | |

16:30 - 16:45

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 30 | 7 | 377 | 0.079 | 30 | 0.1 | 0.1 | 10.367 | B |
| B-A | 23 | 6 | 66 | 0.352 | 23 | 0.5 | 0.5 | 83.848 | F |
| C-AB | 23 | 6 | 481 | 0.048 | 23 | 0.1 | 0.1 | 7.867 | A |
| C-A | 1245 | 311 | | | 1245 | | | | |
| A-B | 30 | 7 | | | 30 | | | | |
| A-C | 1190 | 298 | | | 1190 | | | | |

16:45 - 17:00

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 24 | 6 | 463 | 0.052 | 24 | 0.1 | 0.1 | 8.213 | A |
| B-A | 19 | 5 | 164 | 0.115 | 20 | 0.5 | 0.1 | 25.306 | D |
| C-AB | 19 | 5 | 554 | 0.034 | 19 | 0.1 | 0.0 | 6.725 | A |
| C-A | 1017 | 254 | | | 1017 | | | | |
| A-B | 24 | 6 | | | 24 | | | | |
| A-C | 972 | 243 | | | 972 | | | | |

17:00 - 17:15

| Stream | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-C | 20 | 5 | 517 | 0.039 | 20 | 0.1 | 0.0 | 7.254 | A |
| B-A | 16 | 4 | 234 | 0.068 | 16 | 0.1 | 0.1 | 16.566 | C |
| C-AB | 16 | 4 | 607 | 0.026 | 16 | 0.0 | 0.0 | 6.084 | A |
| C-A | 851 | 213 | | | 851 | | | | |
| A-B | 20 | 5 | | | 20 | | | | |
| A-C | 814 | 203 | | | 814 | | | | |

| |
|--|
| Junctions 10 |
| ARCADY 10 - Roundabout Module |
| Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021 |
| For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com |
| 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: Site Access Roundabout v2 DD.j10
Path: F:\clients\l-transport\ITB10353 Fareham\Dec21
Report generation date: 19/01/2022 17:06:51

- »2028 Base + Com + Dev , AM
- »2028 Base + Com + Dev , PM
- »2028 Base + Com + Dev - Sens test (DS2), AM
- »2028 Base + Com + Dev - Sens test (DS2), PM
- »2037 Base + Com + Dev (DS2), AM
- »2037 Base + Com + Dev (DS2), PM
- »2037 Base + Com + Dev - Sens test (DS2), AM
- »2037 Base + Com + Dev - Sens test (DS2), PM

Summary of junction performance

| | AM | | | PM | | |
|---|-------------|-----------|------|-------------|-----------|------|
| | Queue (Veh) | Delay (s) | RFC | Queue (Veh) | Delay (s) | RFC |
| 2028 Base + Com + Dev | | | | | | |
| 1 - Newgate Lane North | 0.7 | 3.23 | 0.42 | 1.5 | 4.59 | 0.60 |
| 2 - Site Access East | 0.1 | 3.41 | 0.12 | 0.1 | 3.81 | 0.06 |
| 3 - Newgate Lane South | 3.9 | 7.74 | 0.80 | 1.0 | 3.14 | 0.51 |
| 4 - Newgate Lane West (Connection) | 0.1 | 8.38 | 0.13 | 0.1 | 4.09 | 0.08 |
| 2028 Base + Com + Dev - Sens test (DS2) | | | | | | |
| 1 - Newgate Lane North | 0.7 | 3.27 | 0.42 | 1.5 | 4.69 | 0.61 |
| 2 - Site Access East | 0.1 | 3.44 | 0.12 | 0.1 | 3.85 | 0.06 |
| 3 - Newgate Lane South | 3.9 | 7.74 | 0.80 | 1.0 | 3.15 | 0.51 |
| 4 - Newgate Lane West (Connection) | 0.1 | 8.38 | 0.13 | 0.1 | 4.11 | 0.08 |
| 2037 Base + Com + Dev (DS2) | | | | | | |
| 1 - Newgate Lane North | 0.8 | 3.31 | 0.44 | 1.6 | 4.90 | 0.62 |
| 2 - Site Access East | 0.1 | 3.49 | 0.12 | 0.1 | 3.93 | 0.06 |
| 3 - Newgate Lane South | 5.0 | 9.54 | 0.84 | 1.1 | 3.30 | 0.53 |
| 4 - Newgate Lane West (Connection) | 0.2 | 9.59 | 0.15 | 0.1 | 4.25 | 0.08 |
| 2037 Base + Com + Dev - Sens test (DS2) | | | | | | |
| 1 - Newgate Lane North | 0.8 | 3.35 | 0.44 | 1.7 | 5.00 | 0.63 |
| 2 - Site Access East | 0.1 | 3.52 | 0.12 | 0.1 | 3.98 | 0.06 |
| 3 - Newgate Lane South | 5.0 | 9.54 | 0.84 | 1.1 | 3.32 | 0.54 |
| 4 - Newgate Lane West (Connection) | 0.2 | 9.59 | 0.15 | 0.1 | 4.27 | 0.08 |

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

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

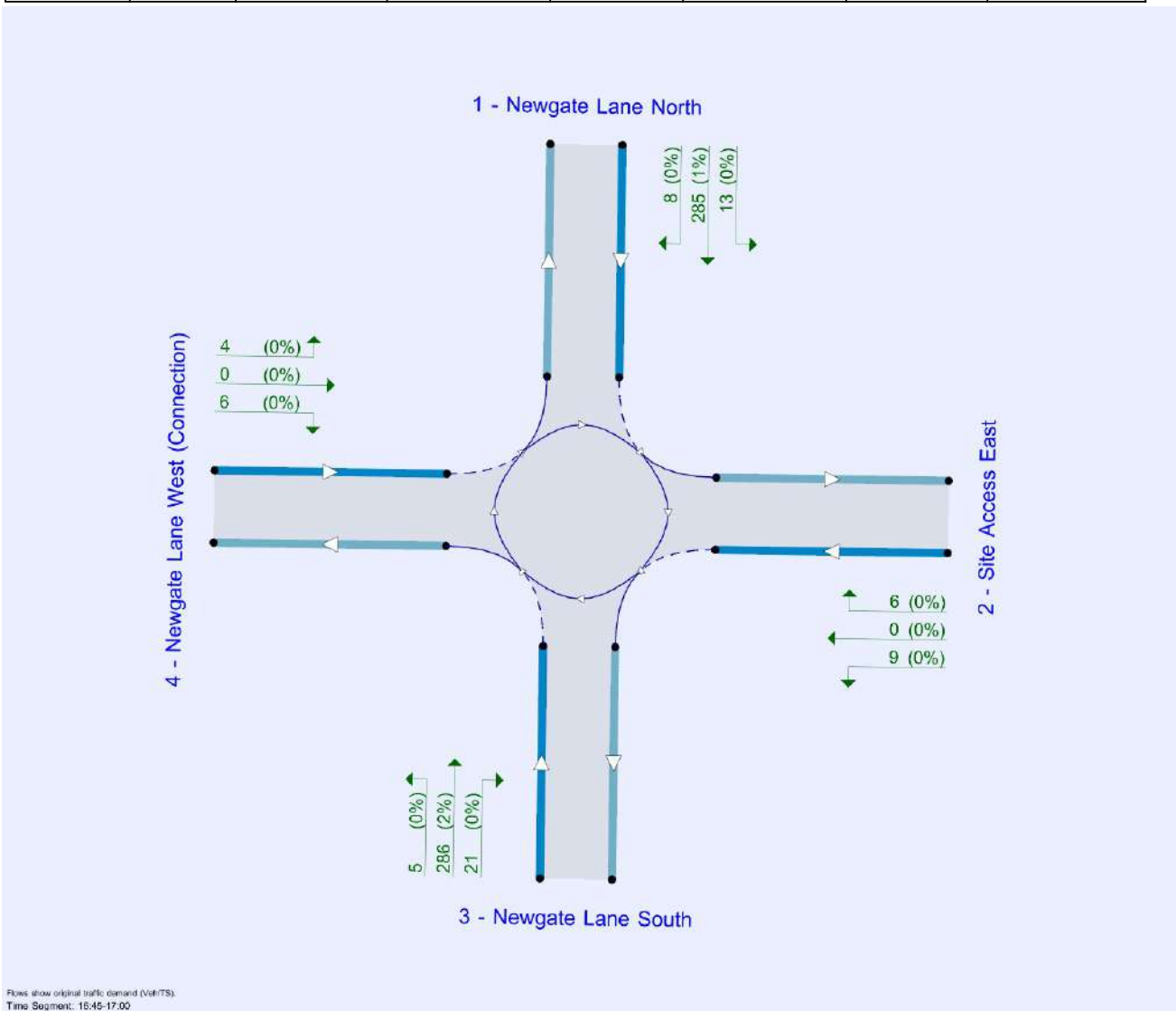
File summary

File Description

| | |
|-------------|---------------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 05/01/2018 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | I-TRANSPORT\Hotdesk |
| Description | |

Units

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



Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) | Use iterations with HCM roundabouts | Max number of iterations for roundabouts |
|--------------------|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|-------------------------------------|--|
| 5.75 | | | | | | 0.85 | 36.00 | 20.00 | | 500 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D1 | 2028 Base + Com + Dev | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D2 | 2028 Base + Com + Dev | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |
| D3 | 2028 Base + Com + Dev - Sens test (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D4 | 2028 Base + Com + Dev - Sens test (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |
| D5 | 2037 Base + Com + Dev (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D6 | 2037 Base + Com + Dev (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |
| D7 | 2037 Base + Com + Dev - Sens test (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D8 | 2037 Base + Com + Dev - Sens test (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |

Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓ | 100.000 | 100.000 |

2028 Base + Com + Dev , AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 6.20 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 6.20 | A |

Arms

Arms

| Arm | Name | Description | No give-way line |
|-----|--------------------------------|-------------|------------------|
| 1 | Newgate Lane North | | |
| 2 | Site Access East | | |
| 3 | Newgate Lane South | | |
| 4 | Newgate Lane West (Connection) | | |

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) | Entry only | Exit only |
|------------------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|------------|-----------|
| 1 - Newgate Lane North | 3.65 | 8.25 | 21.8 | 25.0 | 50.0 | 18.4 | | |
| 2 - Site Access East | 3.00 | 7.56 | 16.7 | 25.0 | 50.0 | 19.9 | | |
| 3 - Newgate Lane South | 3.65 | 8.84 | 52.1 | 26.0 | 50.0 | 18.6 | | |
| 4 - Newgate Lane West (Connection) | 3.65 | 7.91 | 8.7 | 25.0 | 50.0 | 23.7 | | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|------------------------------------|-------------|--------------------------|
| 1 - Newgate Lane North | 0.686 | 508.835 |
| 2 - Site Access East | 0.625 | 430.013 |
| 3 - Newgate Lane South | 0.759 | 603.914 |
| 4 - Newgate Lane West (Connection) | 0.610 | 415.095 |

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 period length (min) | Time segment length (min) | Run automatically |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D1 | 2028 Base + Com + Dev | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Origin-Destination Data

Demand (Veh/TS)

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 193.00 | 3.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 383.00 | 8.00 | 0.00 | 8.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 187.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 423.00 | 8.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 5.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 180.00 | 7.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 444.00 | 8.00 | 0.00 | 5.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 9.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 165.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 380.00 | 8.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 16 |
| | 4 - Newgate Lane West (Connection) | 20 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 6 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 5 | 17 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 14 |
| | 4 - Newgate Lane West (Connection) | 33 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) |
|------------------------------------|--------------|-----------------|------------------------|
| 1 - Newgate Lane North | 07:45-08:00 | 201.00 | 208.72 |
| | 08:00-08:15 | 197.00 | 204.48 |
| | 08:15-08:30 | 192.00 | 202.80 |
| | 08:30-08:45 | 175.00 | 184.10 |
| 2 - Site Access East | 07:45-08:00 | 36.00 | 36.00 |
| | 08:00-08:15 | 36.00 | 36.00 |
| | 08:15-08:30 | 36.00 | 36.00 |
| | 08:30-08:45 | 36.00 | 36.00 |
| 3 - Newgate Lane South | 07:45-08:00 | 399.00 | 407.94 |
| | 08:00-08:15 | 435.00 | 443.46 |
| | 08:15-08:30 | 457.00 | 470.32 |
| | 08:30-08:45 | 397.00 | 405.86 |
| 4 - Newgate Lane West (Connection) | 07:45-08:00 | 13.00 | 14.40 |
| | 08:00-08:15 | 12.00 | 12.00 |
| | 08:15-08:30 | 16.00 | 16.00 |
| | 08:30-08:45 | 10.00 | 11.32 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.42 | 3.23 | 0.7 | A | 191.25 | 765.00 |
| 2 - Site Access East | 0.12 | 3.41 | 0.1 | A | 36.00 | 144.00 |
| 3 - Newgate Lane South | 0.80 | 7.74 | 3.9 | A | 422.00 | 1688.01 |
| 4 - Newgate Lane West (Connection) | 0.13 | 8.38 | 0.1 | A | 12.75 | 51.00 |

Main Results for each time segment

07:45 - 08:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 201.00 | 201.00 | 13.91 | 480.82 | 0.418 | 200.29 | 401.79 | 0.0 | 0.7 | 3.200 | A |
| 2 - Site Access East | 36.00 | 36.00 | 201.26 | 299.38 | 0.120 | 35.86 | 12.94 | 0.0 | 0.1 | 3.413 | A |
| 3 - Newgate Lane South | 399.00 | 399.00 | 16.94 | 578.11 | 0.690 | 396.81 | 220.19 | 0.0 | 2.2 | 4.906 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 402.80 | 148.69 | 0.087 | 12.90 | 10.95 | 0.0 | 0.1 | 6.624 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 197.00 | 197.00 | 14.98 | 480.32 | 0.410 | 197.02 | 441.24 | 0.7 | 0.7 | 3.176 | A |
| 2 - Site Access East | 36.00 | 36.00 | 199.00 | 300.92 | 0.120 | 36.00 | 12.99 | 0.1 | 0.1 | 3.399 | A |
| 3 - Newgate Lane South | 435.00 | 435.00 | 18.99 | 578.26 | 0.752 | 434.24 | 216.01 | 2.2 | 3.0 | 6.213 | A |
| 4 - Newgate Lane West (Connection) | 12.00 | 12.00 | 444.21 | 138.83 | 0.086 | 12.00 | 9.01 | 0.1 | 0.1 | 7.095 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 192.00 | 192.00 | 16.96 | 470.74 | 0.408 | 192.01 | 464.12 | 0.7 | 0.7 | 3.230 | A |
| 2 - Site Access East | 36.00 | 36.00 | 195.98 | 300.74 | 0.120 | 36.00 | 12.99 | 0.1 | 0.1 | 3.401 | A |
| 3 - Newgate Lane South | 457.00 | 457.00 | 20.99 | 571.37 | 0.800 | 456.11 | 210.99 | 3.0 | 3.8 | 7.739 | A |
| 4 - Newgate Lane West (Connection) | 16.00 | 16.00 | 465.13 | 123.23 | 0.130 | 15.95 | 11.98 | 0.1 | 0.1 | 8.384 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 175.00 | 175.00 | 14.06 | 474.50 | 0.369 | 175.10 | 399.61 | 0.7 | 0.6 | 3.008 | A |
| 2 - Site Access East | 36.00 | 36.00 | 176.14 | 314.19 | 0.115 | 36.01 | 13.02 | 0.1 | 0.1 | 3.237 | A |
| 3 - Newgate Lane South | 397.00 | 397.00 | 19.01 | 575.96 | 0.689 | 398.60 | 193.14 | 3.8 | 2.3 | 5.120 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 403.60 | 145.24 | 0.069 | 10.07 | 14.00 | 0.1 | 0.1 | 6.661 | A |

2028 Base + Com + Dev , PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 3.87 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 3.87 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D2 | 2028 Base + Com + Dev | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Origin-Destination Data

Demand (Veh/TS)

16:00 - 16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 270.00 | 3.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 236.00 | 21.00 | 0.00 | 3.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 3.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North |
|------|------------------------------------|
| | 2 - Site Access East |
| | 3 - Newgate Lane South |
| | 4 - Newgate Lane West (Connection) |

Demand (Veh/TS)

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 260.00 | 5.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 257.00 | 21.00 | 0.00 | 10.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 271.00 | 4.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 259.00 | 21.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 13.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 269.00 | 8.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 271.00 | 21.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 4 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 1 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) |
|------------------------------------|--------------|-----------------|------------------------|
| 1 - Newgate Lane North | 16:00-16:15 | 286.00 | 288.70 |
| | 16:15-16:30 | 278.00 | 280.60 |
| | 16:30-16:45 | 288.00 | 290.71 |
| | 16:45-17:00 | 290.00 | 292.69 |
| 2 - Site Access East | 16:00-16:15 | 15.00 | 15.00 |
| | 16:15-16:30 | 15.00 | 15.00 |
| | 16:30-16:45 | 15.00 | 15.00 |
| | 16:45-17:00 | 15.00 | 15.00 |
| 3 - Newgate Lane South | 16:00-16:15 | 260.00 | 267.08 |
| | 16:15-16:30 | 288.00 | 298.28 |
| | 16:30-16:45 | 289.00 | 291.59 |
| | 16:45-17:00 | 296.00 | 301.42 |
| 4 - Newgate Lane West (Connection) | 16:00-16:15 | 7.00 | 7.00 |
| | 16:15-16:30 | 10.00 | 10.00 |
| | 16:30-16:45 | 19.00 | 19.00 |
| | 16:45-17:00 | 10.00 | 10.00 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.60 | 4.59 | 1.5 | A | 285.50 | 1142.00 |
| 2 - Site Access East | 0.06 | 3.81 | 0.1 | A | 15.00 | 60.00 |
| 3 - Newgate Lane South | 0.51 | 3.14 | 1.0 | A | 283.25 | 1132.99 |
| 4 - Newgate Lane West (Connection) | 0.08 | 4.09 | 0.1 | A | 11.50 | 46.00 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 286.00 | 286.00 | 23.92 | 487.81 | 0.586 | 284.60 | 245.23 | 0.0 | 1.4 | 4.400 | A |
| 2 - Site Access East | 15.00 | 15.00 | 274.65 | 256.62 | 0.058 | 14.94 | 33.87 | 0.0 | 0.1 | 3.723 | A |
| 3 - Newgate Lane South | 260.00 | 260.00 | 8.96 | 581.29 | 0.447 | 259.20 | 280.63 | 0.0 | 0.8 | 2.787 | A |
| 4 - Newgate Lane West (Connection) | 7.00 | 7.00 | 262.18 | 250.83 | 0.028 | 6.97 | 5.98 | 0.0 | 0.0 | 3.690 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 278.00 | 278.00 | 26.98 | 485.78 | 0.572 | 278.05 | 266.84 | 1.4 | 1.4 | 4.333 | A |
| 2 - Site Access East | 15.00 | 15.00 | 271.03 | 258.94 | 0.058 | 15.00 | 33.99 | 0.1 | 0.1 | 3.691 | A |
| 3 - Newgate Lane South | 288.00 | 288.00 | 10.99 | 575.06 | 0.501 | 287.81 | 275.04 | 0.8 | 1.0 | 3.132 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 283.83 | 235.67 | 0.042 | 9.98 | 14.97 | 0.0 | 0.0 | 3.987 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 288.00 | 288.00 | 27.00 | 485.73 | 0.593 | 287.91 | 277.98 | 1.4 | 1.4 | 4.547 | A |
| 2 - Site Access East | 15.00 | 15.00 | 280.91 | 252.69 | 0.059 | 15.00 | 34.00 | 0.1 | 0.1 | 3.785 | A |
| 3 - Newgate Lane South | 289.00 | 289.00 | 10.00 | 590.97 | 0.489 | 289.03 | 285.90 | 1.0 | 1.0 | 2.982 | A |
| 4 - Newgate Lane West (Connection) | 19.00 | 19.00 | 286.03 | 238.99 | 0.080 | 18.96 | 13.01 | 0.0 | 0.1 | 4.090 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 290.00 | 290.00 | 27.00 | 485.80 | 0.597 | 289.97 | 280.96 | 1.4 | 1.5 | 4.594 | A |
| 2 - Site Access East | 15.00 | 15.00 | 282.97 | 251.42 | 0.060 | 15.00 | 34.00 | 0.1 | 0.1 | 3.805 | A |
| 3 - Newgate Lane South | 296.00 | 296.00 | 13.98 | 582.66 | 0.508 | 295.94 | 283.99 | 1.0 | 1.0 | 3.138 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 297.92 | 230.03 | 0.043 | 10.04 | 12.00 | 0.1 | 0.0 | 4.093 | A |

2028 Base + Com + Dev - Sens test (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 6.20 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 6.20 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D3 | 2028 Base + Com + Dev - Sens test (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Origin-Destination Data

Demand (Veh/TS)

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 196.00 | 3.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 383.00 | 8.00 | 0.00 | 8.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North |
|------|------------------------------------|
| | 2 - Site Access East |
| | 3 - Newgate Lane South |
| | 4 - Newgate Lane West (Connection) |

Demand (Veh/TS)

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 190.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 423.00 | 8.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 5.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 183.00 | 7.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 444.00 | 8.00 | 0.00 | 5.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 9.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 167.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 380.00 | 8.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 16 |
| | 4 - Newgate Lane West (Connection) | 20 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 6 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 5 | 17 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 14 |
| | 4 - Newgate Lane West (Connection) | 33 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) |
|------------------------------------|--------------|-----------------|------------------------|
| 1 - Newgate Lane North | 07:45-08:00 | 204.00 | 211.84 |
| | 08:00-08:15 | 200.00 | 207.60 |
| | 08:15-08:30 | 195.00 | 205.98 |
| | 08:30-08:45 | 177.00 | 186.20 |
| 2 - Site Access East | 07:45-08:00 | 36.00 | 36.00 |
| | 08:00-08:15 | 36.00 | 36.00 |
| | 08:15-08:30 | 36.00 | 36.00 |
| | 08:30-08:45 | 36.00 | 36.00 |
| 3 - Newgate Lane South | 07:45-08:00 | 399.00 | 407.94 |
| | 08:00-08:15 | 435.00 | 443.46 |
| | 08:15-08:30 | 457.00 | 470.32 |
| | 08:30-08:45 | 397.00 | 405.86 |
| 4 - Newgate Lane West (Connection) | 07:45-08:00 | 13.00 | 14.40 |
| | 08:00-08:15 | 12.00 | 12.00 |
| | 08:15-08:30 | 16.00 | 16.00 |
| | 08:30-08:45 | 10.00 | 11.32 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.42 | 3.27 | 0.7 | A | 194.00 | 776.00 |
| 2 - Site Access East | 0.12 | 3.44 | 0.1 | A | 36.00 | 144.00 |
| 3 - Newgate Lane South | 0.80 | 7.74 | 3.9 | A | 422.00 | 1688.01 |
| 4 - Newgate Lane West (Connection) | 0.13 | 8.38 | 0.1 | A | 12.75 | 51.00 |

Main Results for each time segment

07:45 - 08:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 204.00 | 204.00 | 13.91 | 480.81 | 0.424 | 203.27 | 401.79 | 0.0 | 0.7 | 3.235 | A |
| 2 - Site Access East | 36.00 | 36.00 | 204.24 | 297.44 | 0.121 | 35.86 | 12.94 | 0.0 | 0.1 | 3.438 | A |
| 3 - Newgate Lane South | 399.00 | 399.00 | 16.94 | 578.11 | 0.690 | 396.81 | 223.17 | 0.0 | 2.2 | 4.906 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 402.80 | 148.69 | 0.087 | 12.90 | 10.95 | 0.0 | 0.1 | 6.624 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 200.00 | 200.00 | 14.98 | 480.30 | 0.416 | 200.02 | 441.24 | 0.7 | 0.7 | 3.210 | A |
| 2 - Site Access East | 36.00 | 36.00 | 202.00 | 298.97 | 0.120 | 36.00 | 12.99 | 0.1 | 0.1 | 3.424 | A |
| 3 - Newgate Lane South | 435.00 | 435.00 | 18.99 | 578.26 | 0.752 | 434.24 | 219.01 | 2.2 | 3.0 | 6.213 | A |
| 4 - Newgate Lane West (Connection) | 12.00 | 12.00 | 444.21 | 138.83 | 0.086 | 12.00 | 9.01 | 0.1 | 0.1 | 7.095 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 195.00 | 195.00 | 16.96 | 470.72 | 0.414 | 195.01 | 464.12 | 0.7 | 0.7 | 3.266 | A |
| 2 - Site Access East | 36.00 | 36.00 | 198.98 | 298.75 | 0.121 | 36.00 | 12.99 | 0.1 | 0.1 | 3.427 | A |
| 3 - Newgate Lane South | 457.00 | 457.00 | 20.99 | 571.37 | 0.800 | 456.11 | 213.99 | 3.0 | 3.8 | 7.739 | A |
| 4 - Newgate Lane West (Connection) | 16.00 | 16.00 | 465.13 | 123.23 | 0.130 | 15.95 | 11.98 | 0.1 | 0.1 | 8.384 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 177.00 | 177.00 | 14.06 | 474.51 | 0.373 | 177.11 | 399.61 | 0.7 | 0.6 | 3.029 | A |
| 2 - Site Access East | 36.00 | 36.00 | 178.15 | 312.88 | 0.115 | 36.01 | 13.02 | 0.1 | 0.1 | 3.249 | A |
| 3 - Newgate Lane South | 397.00 | 397.00 | 19.01 | 575.96 | 0.689 | 398.60 | 195.14 | 3.8 | 2.3 | 5.120 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 403.60 | 145.24 | 0.069 | 10.07 | 14.00 | 0.1 | 0.1 | 6.663 | A |

2028 Base + Com + Dev - Sens test (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 3.92 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 3.92 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D4 | 2028 Base + Com + Dev - Sens test (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Origin-Destination Data

Demand (Veh/TS)

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 273.00 | 3.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 237.00 | 21.00 | 0.00 | 3.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 3.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North |
|------|------------------------------------|
| | 2 - Site Access East |
| | 3 - Newgate Lane South |
| | 4 - Newgate Lane West (Connection) |

Demand (Veh/TS)

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 263.00 | 5.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 259.00 | 21.00 | 0.00 | 10.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 274.00 | 4.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 261.00 | 21.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 13.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 273.00 | 8.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 272.00 | 21.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 4 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 1 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) |
|------------------------------------|--------------|-----------------|------------------------|
| 1 - Newgate Lane North | 16:00-16:15 | 289.00 | 291.73 |
| | 16:15-16:30 | 281.00 | 283.63 |
| | 16:30-16:45 | 291.00 | 293.74 |
| | 16:45-17:00 | 294.00 | 296.73 |
| 2 - Site Access East | 16:00-16:15 | 15.00 | 15.00 |
| | 16:15-16:30 | 15.00 | 15.00 |
| | 16:30-16:45 | 15.00 | 15.00 |
| | 16:45-17:00 | 15.00 | 15.00 |
| 3 - Newgate Lane South | 16:00-16:15 | 261.00 | 268.11 |
| | 16:15-16:30 | 290.00 | 300.36 |
| | 16:30-16:45 | 291.00 | 293.61 |
| | 16:45-17:00 | 297.00 | 302.44 |
| 4 - Newgate Lane West (Connection) | 16:00-16:15 | 7.00 | 7.00 |
| | 16:15-16:30 | 10.00 | 10.00 |
| | 16:30-16:45 | 19.00 | 19.00 |
| | 16:45-17:00 | 10.00 | 10.00 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.61 | 4.69 | 1.5 | A | 288.75 | 1155.00 |
| 2 - Site Access East | 0.06 | 3.85 | 0.1 | A | 15.00 | 60.00 |
| 3 - Newgate Lane South | 0.51 | 3.15 | 1.0 | A | 284.75 | 1139.00 |
| 4 - Newgate Lane West (Connection) | 0.08 | 4.11 | 0.1 | A | 11.50 | 46.00 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 289.00 | 289.00 | 23.92 | 487.81 | 0.592 | 287.56 | 246.22 | 0.0 | 1.4 | 4.462 | A |
| 2 - Site Access East | 15.00 | 15.00 | 277.62 | 254.75 | 0.059 | 14.94 | 33.87 | 0.0 | 0.1 | 3.752 | A |
| 3 - Newgate Lane South | 261.00 | 261.00 | 8.96 | 581.28 | 0.449 | 260.19 | 283.59 | 0.0 | 0.8 | 2.796 | A |
| 4 - Newgate Lane West (Connection) | 7.00 | 7.00 | 263.17 | 250.21 | 0.028 | 6.97 | 5.98 | 0.0 | 0.0 | 3.699 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 281.00 | 281.00 | 26.98 | 485.77 | 0.578 | 281.05 | 268.83 | 1.4 | 1.4 | 4.399 | A |
| 2 - Site Access East | 15.00 | 15.00 | 274.04 | 257.04 | 0.058 | 15.00 | 33.99 | 0.1 | 0.1 | 3.717 | A |
| 3 - Newgate Lane South | 290.00 | 290.00 | 10.99 | 575.05 | 0.504 | 289.80 | 278.05 | 0.8 | 1.0 | 3.154 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 285.82 | 234.40 | 0.043 | 9.98 | 14.96 | 0.0 | 0.0 | 4.010 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 291.00 | 291.00 | 27.00 | 485.73 | 0.599 | 290.91 | 279.99 | 1.4 | 1.5 | 4.617 | A |
| 2 - Site Access East | 15.00 | 15.00 | 283.91 | 250.80 | 0.060 | 15.00 | 34.00 | 0.1 | 0.1 | 3.815 | A |
| 3 - Newgate Lane South | 291.00 | 291.00 | 10.00 | 590.97 | 0.492 | 291.04 | 288.90 | 1.0 | 1.0 | 3.002 | A |
| 4 - Newgate Lane West (Connection) | 19.00 | 19.00 | 288.03 | 237.76 | 0.080 | 18.96 | 13.01 | 0.0 | 0.1 | 4.113 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 294.00 | 294.00 | 27.00 | 485.79 | 0.605 | 293.96 | 281.97 | 1.5 | 1.5 | 4.690 | A |
| 2 - Site Access East | 15.00 | 15.00 | 286.96 | 248.90 | 0.060 | 15.00 | 34.00 | 0.1 | 0.1 | 3.847 | A |
| 3 - Newgate Lane South | 297.00 | 297.00 | 13.98 | 582.65 | 0.510 | 296.94 | 287.98 | 1.0 | 1.0 | 3.149 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 298.93 | 229.41 | 0.044 | 10.04 | 12.00 | 0.1 | 0.0 | 4.104 | A |

2037 Base + Com + Dev (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 7.41 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 7.41 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D5 | 2037 Base + Com + Dev (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Origin-Destination Data

Demand (Veh/TS)

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 201.00 | 4.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 402.00 | 8.00 | 0.00 | 8.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North |
|------|------------------------------------|
| | 2 - Site Access East |
| | 3 - Newgate Lane South |
| | 4 - Newgate Lane West (Connection) |

Demand (Veh/TS)

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 194.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 444.00 | 8.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 6.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 187.00 | 7.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 466.00 | 8.00 | 0.00 | 6.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 9.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 171.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 399.00 | 8.00 | 0.00 | 10.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 16 |
| | 4 - Newgate Lane West (Connection) | 20 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 5 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 6 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 5 | 17 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 14 |
| | 4 - Newgate Lane West (Connection) | 33 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) |
|------------------------------------|--------------|-----------------|------------------------|
| 1 - Newgate Lane North | 07:45-08:00 | 210.00 | 218.04 |
| | 08:00-08:15 | 204.00 | 213.70 |
| | 08:15-08:30 | 199.00 | 210.22 |
| | 08:30-08:45 | 181.00 | 190.40 |
| 2 - Site Access East | 07:45-08:00 | 36.00 | 36.00 |
| | 08:00-08:15 | 36.00 | 36.00 |
| | 08:15-08:30 | 36.00 | 36.00 |
| | 08:30-08:45 | 36.00 | 36.00 |
| 3 - Newgate Lane South | 07:45-08:00 | 418.00 | 427.32 |
| | 08:00-08:15 | 456.00 | 464.88 |
| | 08:15-08:30 | 480.00 | 493.98 |
| | 08:30-08:45 | 417.00 | 426.38 |
| 4 - Newgate Lane West (Connection) | 07:45-08:00 | 13.00 | 14.40 |
| | 08:00-08:15 | 13.00 | 13.00 |
| | 08:15-08:30 | 16.00 | 16.00 |
| | 08:30-08:45 | 10.00 | 11.32 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.44 | 3.31 | 0.8 | A | 198.50 | 794.00 |
| 2 - Site Access East | 0.12 | 3.49 | 0.1 | A | 36.00 | 144.00 |
| 3 - Newgate Lane South | 0.84 | 9.54 | 5.0 | A | 442.75 | 1771.01 |
| 4 - Newgate Lane West (Connection) | 0.15 | 9.59 | 0.2 | A | 13.00 | 52.00 |

Main Results for each time segment

07:45 - 08:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 210.00 | 210.00 | 13.90 | 480.88 | 0.437 | 209.23 | 420.42 | 0.0 | 0.8 | 3.303 | A |
| 2 - Site Access East | 36.00 | 36.00 | 210.20 | 293.59 | 0.123 | 35.86 | 12.93 | 0.0 | 0.1 | 3.490 | A |
| 3 - Newgate Lane South | 418.00 | 418.00 | 17.93 | 577.43 | 0.724 | 415.43 | 228.13 | 0.0 | 2.6 | 5.472 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 421.43 | 138.22 | 0.094 | 12.90 | 11.94 | 0.0 | 0.1 | 7.175 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 204.00 | 204.00 | 14.97 | 475.95 | 0.429 | 204.02 | 462.96 | 0.8 | 0.8 | 3.311 | A |
| 2 - Site Access East | 36.00 | 36.00 | 206.00 | 295.16 | 0.122 | 36.00 | 12.99 | 0.1 | 0.1 | 3.474 | A |
| 3 - Newgate Lane South | 456.00 | 456.00 | 19.00 | 578.24 | 0.789 | 454.97 | 223.01 | 2.6 | 3.6 | 7.235 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 464.95 | 125.93 | 0.103 | 12.99 | 9.02 | 0.1 | 0.1 | 7.967 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 199.00 | 199.00 | 16.95 | 470.68 | 0.423 | 199.02 | 485.67 | 0.8 | 0.7 | 3.315 | A |
| 2 - Site Access East | 36.00 | 36.00 | 202.98 | 296.10 | 0.122 | 36.00 | 12.98 | 0.1 | 0.1 | 3.459 | A |
| 3 - Newgate Lane South | 480.00 | 480.00 | 20.99 | 571.39 | 0.840 | 478.64 | 217.99 | 3.6 | 5.0 | 9.543 | A |
| 4 - Newgate Lane West (Connection) | 16.00 | 16.00 | 486.67 | 109.69 | 0.146 | 15.95 | 12.96 | 0.1 | 0.2 | 9.593 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 181.00 | 181.00 | 14.08 | 474.52 | 0.381 | 181.11 | 419.29 | 0.7 | 0.6 | 3.068 | A |
| 2 - Site Access East | 36.00 | 36.00 | 182.16 | 310.24 | 0.116 | 36.01 | 13.03 | 0.1 | 0.1 | 3.281 | A |
| 3 - Newgate Lane South | 417.00 | 417.00 | 19.01 | 575.86 | 0.724 | 419.29 | 199.16 | 5.0 | 2.7 | 5.830 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 423.28 | 134.43 | 0.075 | 10.08 | 15.01 | 0.2 | 0.1 | 7.242 | A |

2037 Base + Com + Dev (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 4.09 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 4.09 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D6 | 2037 Base + Com + Dev (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Origin-Destination Data

Demand (Veh/TS)

16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 282.00 | 3.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 248.00 | 21.00 | 0.00 | 3.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 3.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North |
|------|------------------------------------|
| | 2 - Site Access East |
| | 3 - Newgate Lane South |
| | 4 - Newgate Lane West (Connection) |

Demand (Veh/TS)

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 271.00 | 6.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 270.00 | 21.00 | 0.00 | 11.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 283.00 | 5.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 272.00 | 21.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 13.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 281.00 | 8.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 284.00 | 21.00 | 0.00 | 5.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 4 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 1 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) |
|------------------------------------|--------------|-----------------|------------------------|
| 1 - Newgate Lane North | 16:00-16:15 | 298.00 | 300.82 |
| | 16:15-16:30 | 290.00 | 292.71 |
| | 16:30-16:45 | 301.00 | 303.83 |
| | 16:45-17:00 | 302.00 | 304.81 |
| 2 - Site Access East | 16:00-16:15 | 15.00 | 15.00 |
| | 16:15-16:30 | 15.00 | 15.00 |
| | 16:30-16:45 | 15.00 | 15.00 |
| | 16:45-17:00 | 15.00 | 15.00 |
| 3 - Newgate Lane South | 16:00-16:15 | 272.00 | 279.44 |
| | 16:15-16:30 | 302.00 | 312.80 |
| | 16:30-16:45 | 302.00 | 304.72 |
| | 16:45-17:00 | 310.00 | 315.68 |
| 4 - Newgate Lane West (Connection) | 16:00-16:15 | 7.00 | 7.00 |
| | 16:15-16:30 | 11.00 | 11.00 |
| | 16:30-16:45 | 19.00 | 19.00 |
| | 16:45-17:00 | 10.00 | 10.00 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.62 | 4.90 | 1.6 | A | 297.75 | 1191.00 |
| 2 - Site Access East | 0.06 | 3.93 | 0.1 | A | 15.00 | 60.00 |
| 3 - Newgate Lane South | 0.53 | 3.30 | 1.1 | A | 296.50 | 1185.99 |
| 4 - Newgate Lane West (Connection) | 0.08 | 4.25 | 0.1 | A | 11.75 | 47.00 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 298.00 | 298.00 | 23.92 | 487.80 | 0.611 | 296.45 | 257.16 | 0.0 | 1.5 | 4.667 | A |
| 2 - Site Access East | 15.00 | 15.00 | 286.51 | 249.14 | 0.060 | 14.94 | 33.86 | 0.0 | 0.1 | 3.842 | A |
| 3 - Newgate Lane South | 272.00 | 272.00 | 8.96 | 581.22 | 0.468 | 271.13 | 292.48 | 0.0 | 0.9 | 2.894 | A |
| 4 - Newgate Lane West (Connection) | 7.00 | 7.00 | 274.11 | 243.34 | 0.029 | 6.97 | 5.97 | 0.0 | 0.0 | 3.807 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 290.00 | 290.00 | 27.97 | 485.10 | 0.598 | 290.05 | 279.81 | 1.5 | 1.5 | 4.617 | A |
| 2 - Site Access East | 15.00 | 15.00 | 284.03 | 250.74 | 0.060 | 15.00 | 33.99 | 0.1 | 0.1 | 3.816 | A |
| 3 - Newgate Lane South | 302.00 | 302.00 | 11.98 | 574.30 | 0.526 | 301.77 | 287.04 | 0.9 | 1.1 | 3.299 | A |
| 4 - Newgate Lane West (Connection) | 11.00 | 11.00 | 296.80 | 227.44 | 0.048 | 10.98 | 16.95 | 0.0 | 0.1 | 4.157 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 301.00 | 301.00 | 27.01 | 485.73 | 0.620 | 300.89 | 290.99 | 1.5 | 1.6 | 4.865 | A |
| 2 - Site Access East | 15.00 | 15.00 | 293.90 | 244.50 | 0.061 | 15.00 | 34.00 | 0.1 | 0.1 | 3.921 | A |
| 3 - Newgate Lane South | 302.00 | 302.00 | 11.00 | 590.19 | 0.512 | 302.04 | 297.89 | 1.1 | 1.1 | 3.125 | A |
| 4 - Newgate Lane West (Connection) | 19.00 | 19.00 | 299.04 | 230.98 | 0.082 | 18.96 | 14.01 | 0.1 | 0.1 | 4.245 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 302.00 | 302.00 | 27.00 | 485.78 | 0.622 | 301.98 | 293.96 | 1.6 | 1.6 | 4.896 | A |
| 2 - Site Access East | 15.00 | 15.00 | 294.98 | 243.83 | 0.062 | 15.00 | 34.00 | 0.1 | 0.1 | 3.932 | A |
| 3 - Newgate Lane South | 310.00 | 310.00 | 13.98 | 582.65 | 0.532 | 309.93 | 296.00 | 1.1 | 1.1 | 3.300 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 310.91 | 221.95 | 0.045 | 10.04 | 13.00 | 0.1 | 0.0 | 4.247 | A |

2037 Base + Com + Dev - Sens test (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 7.41 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 7.41 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D7 | 2037 Base + Com + Dev - Sens test (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Origin-Destination Data

Demand (Veh/TS)

07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 204.00 | 4.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 402.00 | 8.00 | 0.00 | 8.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North |
|------|------------------------------------|
| | 2 - Site Access East |
| | 3 - Newgate Lane South |
| | 4 - Newgate Lane West (Connection) |

Demand (Veh/TS)

08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 197.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 444.00 | 8.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 6.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 190.00 | 7.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 466.00 | 8.00 | 0.00 | 6.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 9.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 174.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 399.00 | 8.00 | 0.00 | 10.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 16 |
| | 4 - Newgate Lane West (Connection) | 20 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 6 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 5 | 17 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 14 |
| | 4 - Newgate Lane West (Connection) | 33 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) |
|------------------------------------|--------------|-----------------|------------------------|
| 1 - Newgate Lane North | 07:45-08:00 | 213.00 | 221.16 |
| | 08:00-08:15 | 207.00 | 214.88 |
| | 08:15-08:30 | 202.00 | 213.40 |
| | 08:30-08:45 | 184.00 | 193.55 |
| 2 - Site Access East | 07:45-08:00 | 36.00 | 36.00 |
| | 08:00-08:15 | 36.00 | 36.00 |
| | 08:15-08:30 | 36.00 | 36.00 |
| | 08:30-08:45 | 36.00 | 36.00 |
| 3 - Newgate Lane South | 07:45-08:00 | 418.00 | 427.32 |
| | 08:00-08:15 | 456.00 | 464.88 |
| | 08:15-08:30 | 480.00 | 493.98 |
| | 08:30-08:45 | 417.00 | 426.38 |
| 4 - Newgate Lane West (Connection) | 07:45-08:00 | 13.00 | 14.40 |
| | 08:00-08:15 | 13.00 | 13.00 |
| | 08:15-08:30 | 16.00 | 16.00 |
| | 08:30-08:45 | 10.00 | 11.32 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.44 | 3.35 | 0.8 | A | 201.50 | 806.00 |
| 2 - Site Access East | 0.12 | 3.52 | 0.1 | A | 36.00 | 144.00 |
| 3 - Newgate Lane South | 0.84 | 9.54 | 5.0 | A | 442.75 | 1771.01 |
| 4 - Newgate Lane West (Connection) | 0.15 | 9.59 | 0.2 | A | 13.00 | 52.00 |

Main Results for each time segment

07:45 - 08:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 213.00 | 213.00 | 13.90 | 480.87 | 0.443 | 212.21 | 420.42 | 0.0 | 0.8 | 3.340 | A |
| 2 - Site Access East | 36.00 | 36.00 | 213.18 | 291.65 | 0.123 | 35.86 | 12.93 | 0.0 | 0.1 | 3.516 | A |
| 3 - Newgate Lane South | 418.00 | 418.00 | 17.93 | 577.43 | 0.724 | 415.43 | 231.11 | 0.0 | 2.6 | 5.472 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 421.43 | 138.22 | 0.094 | 12.90 | 11.94 | 0.0 | 0.1 | 7.175 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 207.00 | 207.00 | 14.97 | 480.27 | 0.431 | 207.03 | 462.96 | 0.8 | 0.8 | 3.295 | A |
| 2 - Site Access East | 36.00 | 36.00 | 209.01 | 294.41 | 0.122 | 36.00 | 12.99 | 0.1 | 0.1 | 3.482 | A |
| 3 - Newgate Lane South | 456.00 | 456.00 | 19.00 | 578.24 | 0.789 | 454.97 | 226.02 | 2.6 | 3.6 | 7.235 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 464.95 | 125.93 | 0.103 | 12.99 | 9.02 | 0.1 | 0.1 | 7.967 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 202.00 | 202.00 | 16.95 | 470.67 | 0.429 | 202.01 | 485.67 | 0.8 | 0.8 | 3.349 | A |
| 2 - Site Access East | 36.00 | 36.00 | 205.97 | 294.12 | 0.122 | 36.00 | 12.98 | 0.1 | 0.1 | 3.485 | A |
| 3 - Newgate Lane South | 480.00 | 480.00 | 20.99 | 571.39 | 0.840 | 478.64 | 220.98 | 3.6 | 5.0 | 9.543 | A |
| 4 - Newgate Lane West (Connection) | 16.00 | 16.00 | 486.67 | 109.69 | 0.146 | 15.95 | 12.96 | 0.1 | 0.2 | 9.593 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 184.00 | 184.00 | 14.08 | 474.53 | 0.388 | 184.12 | 419.29 | 0.8 | 0.6 | 3.102 | A |
| 2 - Site Access East | 36.00 | 36.00 | 185.16 | 308.27 | 0.117 | 36.01 | 13.03 | 0.1 | 0.1 | 3.304 | A |
| 3 - Newgate Lane South | 417.00 | 417.00 | 19.01 | 575.86 | 0.724 | 419.29 | 202.16 | 5.0 | 2.7 | 5.828 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 423.28 | 134.43 | 0.075 | 10.08 | 15.01 | 0.2 | 0.1 | 7.245 | A |

2037 Base + Com + Dev - Sens test (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 4.16 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 4.16 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D8 | 2037 Base + Com + Dev - Sens test (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Origin-Destination Data

Demand (Veh/TS)

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 285.00 | 3.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 249.00 | 21.00 | 0.00 | 3.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 3.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North |
|------|------------------------------------|
| | 2 - Site Access East |
| | 3 - Newgate Lane South |
| | 4 - Newgate Lane West (Connection) |

Demand (Veh/TS)

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 275.00 | 6.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 272.00 | 21.00 | 0.00 | 11.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 286.00 | 5.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 274.00 | 21.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 13.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 285.00 | 8.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 286.00 | 21.00 | 0.00 | 5.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 4 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 1 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) |
|------------------------------------|--------------|-----------------|------------------------|
| 1 - Newgate Lane North | 16:00-16:15 | 301.00 | 303.85 |
| | 16:15-16:30 | 294.00 | 296.75 |
| | 16:30-16:45 | 304.00 | 306.86 |
| | 16:45-17:00 | 306.00 | 308.85 |
| 2 - Site Access East | 16:00-16:15 | 15.00 | 15.00 |
| | 16:15-16:30 | 15.00 | 15.00 |
| | 16:30-16:45 | 15.00 | 15.00 |
| | 16:45-17:00 | 15.00 | 15.00 |
| 3 - Newgate Lane South | 16:00-16:15 | 273.00 | 280.47 |
| | 16:15-16:30 | 304.00 | 314.88 |
| | 16:30-16:45 | 304.00 | 306.74 |
| | 16:45-17:00 | 312.00 | 317.72 |
| 4 - Newgate Lane West (Connection) | 16:00-16:15 | 7.00 | 7.00 |
| | 16:15-16:30 | 11.00 | 11.00 |
| | 16:30-16:45 | 19.00 | 19.00 |
| | 16:45-17:00 | 10.00 | 10.00 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.63 | 5.00 | 1.7 | A | 301.25 | 1205.00 |
| 2 - Site Access East | 0.06 | 3.98 | 0.1 | A | 15.00 | 60.00 |
| 3 - Newgate Lane South | 0.54 | 3.32 | 1.1 | A | 298.25 | 1192.99 |
| 4 - Newgate Lane West (Connection) | 0.08 | 4.27 | 0.1 | A | 11.75 | 47.00 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 301.00 | 301.00 | 23.92 | 487.80 | 0.617 | 299.41 | 258.16 | 0.0 | 1.6 | 4.738 | A |
| 2 - Site Access East | 15.00 | 15.00 | 289.47 | 247.27 | 0.061 | 14.94 | 33.86 | 0.0 | 0.1 | 3.873 | A |
| 3 - Newgate Lane South | 273.00 | 273.00 | 8.96 | 581.22 | 0.470 | 272.12 | 295.44 | 0.0 | 0.9 | 2.903 | A |
| 4 - Newgate Lane West (Connection) | 7.00 | 7.00 | 275.10 | 242.71 | 0.029 | 6.97 | 5.97 | 0.0 | 0.0 | 3.817 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 294.00 | 294.00 | 27.97 | 485.10 | 0.606 | 294.04 | 281.80 | 1.6 | 1.6 | 4.711 | A |
| 2 - Site Access East | 15.00 | 15.00 | 288.02 | 248.23 | 0.060 | 15.00 | 33.99 | 0.1 | 0.1 | 3.858 | A |
| 3 - Newgate Lane South | 304.00 | 304.00 | 11.98 | 574.28 | 0.529 | 303.76 | 291.03 | 0.9 | 1.1 | 3.323 | A |
| 4 - Newgate Lane West (Connection) | 11.00 | 11.00 | 298.79 | 226.17 | 0.049 | 10.98 | 16.95 | 0.0 | 0.1 | 4.182 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 304.00 | 304.00 | 27.01 | 485.73 | 0.626 | 303.90 | 292.99 | 1.6 | 1.7 | 4.946 | A |
| 2 - Site Access East | 15.00 | 15.00 | 296.91 | 242.60 | 0.062 | 15.00 | 34.00 | 0.1 | 0.1 | 3.954 | A |
| 3 - Newgate Lane South | 304.00 | 304.00 | 11.00 | 590.19 | 0.515 | 304.05 | 300.90 | 1.1 | 1.1 | 3.145 | A |
| 4 - Newgate Lane West (Connection) | 19.00 | 19.00 | 301.04 | 229.74 | 0.083 | 18.96 | 14.01 | 0.1 | 0.1 | 4.270 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|------------------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Newgate Lane North | 306.00 | 306.00 | 27.00 | 485.78 | 0.630 | 305.97 | 295.96 | 1.7 | 1.7 | 5.003 | A |
| 2 - Site Access East | 15.00 | 15.00 | 298.97 | 241.32 | 0.062 | 15.00 | 34.00 | 0.1 | 0.1 | 3.976 | A |
| 3 - Newgate Lane South | 312.00 | 312.00 | 13.98 | 582.64 | 0.536 | 311.92 | 299.98 | 1.1 | 1.1 | 3.324 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 312.91 | 220.71 | 0.045 | 10.04 | 13.00 | 0.1 | 0.0 | 4.272 | A |



| |
|--|
| Junctions 10 |
| ARCADY 10 - Roundabout Module |
| Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021 |
| For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com |
| 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: Site Access Roundabout v2 - Peds DD.j10
Path: F:\clients\l-transport\ITB10353 Fareham\Dec21
Report generation date: 19/01/2022 17:08:45

- »2028 Base + Com + Dev , AM
- »2028 Base + Com + Dev , PM
- »2028 Base + Com + Dev - Sens test (DS2), AM
- »2028 Base + Com + Dev - Sens test (DS2), PM
- »2037 Base + Com + Dev (DS2), AM
- »2037 Base + Com + Dev (DS2), PM
- »2037 Base + Com + Dev - Sens test (DS2), AM
- »2037 Base + Com + Dev - Sens test (DS2), PM

Summary of junction performance

| | AM | | | PM | | |
|--|-------------|-----------|------|-------------|-----------|------|
| | Queue (Veh) | Delay (s) | RFC | Queue (Veh) | Delay (s) | RFC |
| 2028 Base + Com + Dev | | | | | | |
| 1 - Newgate Lane North | 0.9 | 4.19 | 0.49 | 2.1 | 6.65 | 0.68 |
| 2 - Site Access East | 0.1 | 3.41 | 0.12 | 0.1 | 3.81 | 0.06 |
| 3 - Newgate Lane South | 3.9 | 7.74 | 0.80 | 1.0 | 3.14 | 0.51 |
| 4 - Newgate Lane West (Connection) | 0.1 | 8.38 | 0.13 | 0.1 | 4.09 | 0.08 |
| 2028 Base + Com + Dev - Sens test (DS2) | | | | | | |
| 1 - Newgate Lane North | 1.0 | 4.25 | 0.49 | 2.2 | 6.86 | 0.69 |
| 2 - Site Access East | 0.1 | 3.44 | 0.12 | 0.1 | 3.85 | 0.06 |
| 3 - Newgate Lane South | 3.9 | 7.74 | 0.80 | 1.0 | 3.15 | 0.51 |
| 4 - Newgate Lane West (Connection) | 0.1 | 8.38 | 0.13 | 0.1 | 4.11 | 0.08 |
| 2037 Base + Com + Dev (DS2) | | | | | | |
| 1 - Newgate Lane North | 1.0 | 4.37 | 0.51 | 2.4 | 7.31 | 0.71 |
| 2 - Site Access East | 0.1 | 3.49 | 0.12 | 0.1 | 3.93 | 0.06 |
| 3 - Newgate Lane South | 5.0 | 9.54 | 0.84 | 1.1 | 3.30 | 0.53 |
| 4 - Newgate Lane West (Connection) | 0.2 | 9.59 | 0.15 | 0.1 | 4.25 | 0.08 |
| 2037 Base + Com + Dev - Sens test (DS2) | | | | | | |
| 1 - Newgate Lane North | 1.0 | 4.43 | 0.51 | 2.5 | 7.56 | 0.72 |
| 2 - Site Access East | 0.1 | 3.51 | 0.12 | 0.1 | 3.98 | 0.06 |
| 3 - Newgate Lane South | 5.0 | 9.54 | 0.84 | 1.1 | 3.32 | 0.54 |
| 4 - Newgate Lane West (Connection) | 0.2 | 9.59 | 0.15 | 0.1 | 4.27 | 0.08 |

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

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

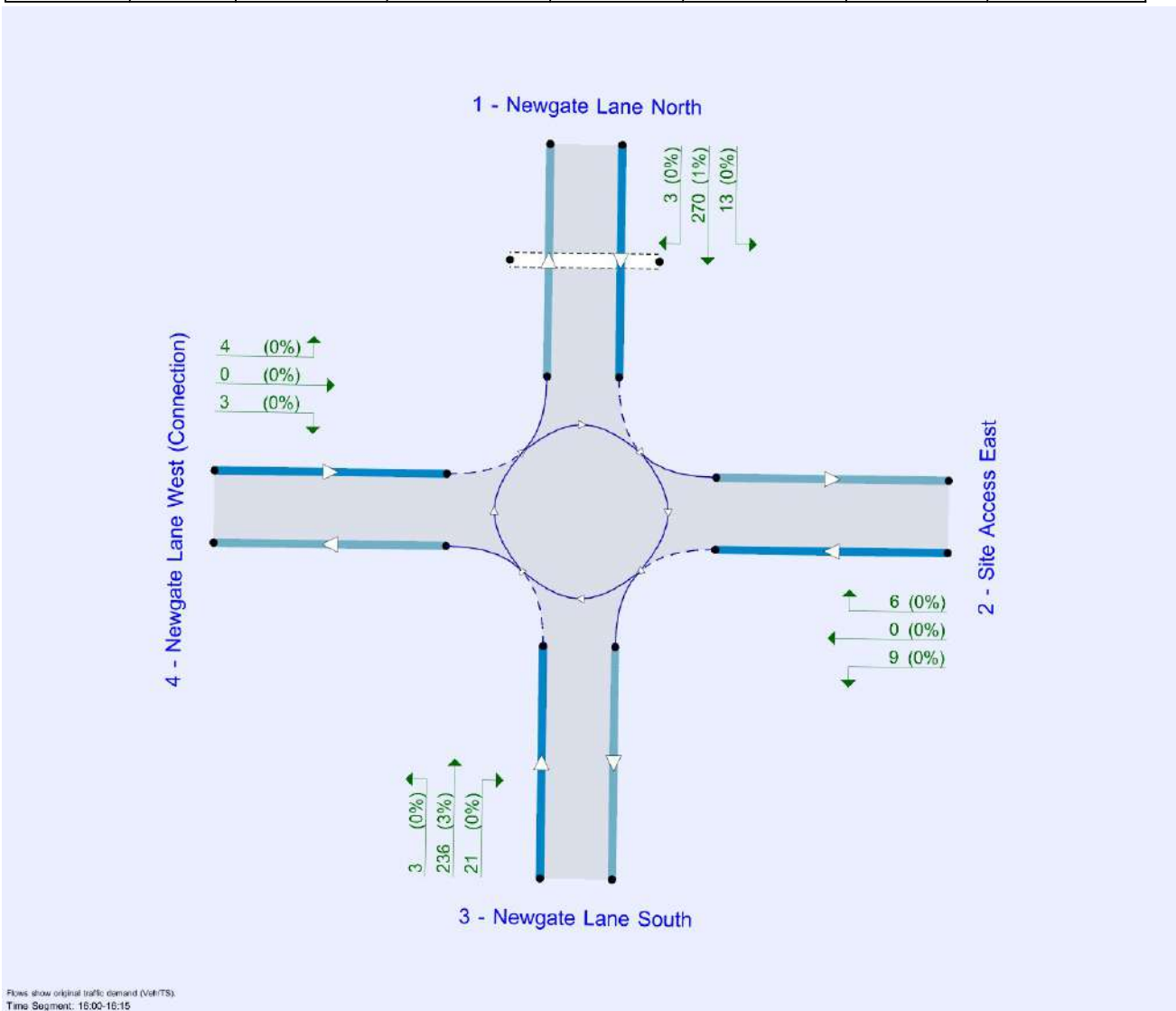
File summary

File Description

| | |
|-------------|---------------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 05/01/2018 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | I-TRANSPORT\Hotdesk |
| Description | |

Units

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



Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) | Use iterations with HCM roundabouts | Max number of iterations for roundabouts |
|--------------------|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|-------------------------------------|--|
| 5.75 | | | | | | 0.85 | 36.00 | 20.00 | | 500 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D1 | 2028 Base + Com + Dev | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D2 | 2028 Base + Com + Dev | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |
| D3 | 2028 Base + Com + Dev - Sens test (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D4 | 2028 Base + Com + Dev - Sens test (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |
| D5 | 2037 Base + Com + Dev (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D6 | 2037 Base + Com + Dev (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |
| D7 | 2037 Base + Com + Dev - Sens test (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |
| D8 | 2037 Base + Com + Dev - Sens test (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |

Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓ | 100.000 | 100.000 |

2028 Base + Com + Dev , AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 6.48 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 6.48 | A |

Arms

Arms

| Arm | Name | Description | No give-way line |
|-----|--------------------------------|-------------|------------------|
| 1 | Newgate Lane North | | |
| 2 | Site Access East | | |
| 3 | Newgate Lane South | | |
| 4 | Newgate Lane West (Connection) | | |

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) | Entry only | Exit only |
|------------------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|------------|-----------|
| 1 - Newgate Lane North | 3.65 | 8.25 | 21.8 | 25.0 | 50.0 | 18.4 | | |
| 2 - Site Access East | 3.00 | 7.56 | 16.7 | 25.0 | 50.0 | 19.9 | | |
| 3 - Newgate Lane South | 3.65 | 8.84 | 52.1 | 26.0 | 50.0 | 18.6 | | |
| 4 - Newgate Lane West (Connection) | 3.65 | 7.91 | 8.7 | 25.0 | 50.0 | 23.7 | | |

Pelican/Puffin Crossings

| Arm | Space between crossing and junc. 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) |
|------------------------|---|------------------------------|----------------------------------|--|---------------------------------|----------------------|---------------------------|
| 1 - Newgate Lane North | 4.00 | 3.00 | 2.00 | 3.00 | 6.00 | 8.00 | 30.00 |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/TS) |
|------------------------------------|-------------|--------------------------|
| 1 - Newgate Lane North | 0.686 | 508.835 |
| 2 - Site Access East | 0.625 | 430.013 |
| 3 - Newgate Lane South | 0.759 | 603.914 |
| 4 - Newgate Lane West (Connection) | 0.610 | 415.095 |

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 period length (min) | Time segment length (min) | Run automatically |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D1 | 2028 Base + Com + Dev | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Demand overview (Pedestrians)

| Arm | Profile type |
|------------------------------------|--------------|
| 1 - Newgate Lane North | [DIRECT] |
| 2 - Site Access East | |
| 3 - Newgate Lane South | |
| 4 - Newgate Lane West (Connection) | |

Origin-Destination Data

Demand (Veh/TS)

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 193.00 | 3.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 383.00 | 8.00 | 0.00 | 8.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North |
|------|------------------------------------|
| | 2 - Site Access East |
| | 3 - Newgate Lane South |
| | 4 - Newgate Lane West (Connection) |

Demand (Veh/TS)

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 187.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 423.00 | 8.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 5.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North |
|------|------------------------------------|
| | 2 - Site Access East |
| | 3 - Newgate Lane South |
| | 4 - Newgate Lane West (Connection) |

Demand (Veh/TS)

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 180.00 | 7.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 444.00 | 8.00 | 0.00 | 5.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 9.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North |
|------|------------------------------------|
| | 2 - Site Access East |
| | 3 - Newgate Lane South |
| | 4 - Newgate Lane West (Connection) |

Demand (Veh/TS)

08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 165.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 380.00 | 8.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 16 |
| | 4 - Newgate Lane West (Connection) | 20 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 6 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 5 | 17 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 14 |
| | 4 - Newgate Lane West (Connection) | 33 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) | Pedestrian Demand (Ped/TS) |
|------------------------------------|--------------|-----------------|------------------------|----------------------------|
| 1 - Newgate Lane North | 07:45-08:00 | 201.00 | 208.72 | 15.00 |
| | 08:00-08:15 | 197.00 | 204.48 | 15.00 |
| | 08:15-08:30 | 192.00 | 202.80 | 15.00 |
| | 08:30-08:45 | 175.00 | 184.10 | 15.00 |
| 2 - Site Access East | 07:45-08:00 | 36.00 | 36.00 | |
| | 08:00-08:15 | 36.00 | 36.00 | |
| | 08:15-08:30 | 36.00 | 36.00 | |
| | 08:30-08:45 | 36.00 | 36.00 | |
| 3 - Newgate Lane South | 07:45-08:00 | 399.00 | 407.94 | |
| | 08:00-08:15 | 435.00 | 443.46 | |
| | 08:15-08:30 | 457.00 | 470.32 | |
| | 08:30-08:45 | 397.00 | 405.86 | |
| 4 - Newgate Lane West (Connection) | 07:45-08:00 | 13.00 | 14.40 | |
| | 08:00-08:15 | 12.00 | 12.00 | |
| | 08:15-08:30 | 16.00 | 16.00 | |
| | 08:30-08:45 | 10.00 | 11.32 | |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.49 | 4.19 | 0.9 | A | 191.25 | 765.00 |
| 2 - Site Access East | 0.12 | 3.41 | 0.1 | A | 36.00 | 144.00 |
| 3 - Newgate Lane South | 0.80 | 7.74 | 3.9 | A | 422.00 | 1688.01 |
| 4 - Newgate Lane West (Connection) | 0.13 | 8.38 | 0.1 | A | 12.75 | 51.00 |

Main Results for each time segment

07:45 - 08:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 201.00 | 201.00 | 13.91 | 15.00 | 413.94 | 0.486 | 200.06 | 401.79 | 0.0 | 0.9 | 4.189 | A |
| 2 - Site Access East | 36.00 | 36.00 | 201.04 | | 299.52 | 0.120 | 35.86 | 12.93 | 0.0 | 0.1 | 3.411 | A |
| 3 - Newgate Lane South | 399.00 | 399.00 | 16.93 | | 578.11 | 0.690 | 396.81 | 219.98 | 0.0 | 2.2 | 4.906 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 402.80 | | 148.69 | 0.087 | 12.90 | 10.94 | 0.0 | 0.1 | 6.624 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 197.00 | 197.00 | 14.98 | 15.00 | 414.15 | 0.476 | 197.02 | 441.24 | 0.9 | 0.9 | 4.146 | A |
| 2 - Site Access East | 36.00 | 36.00 | 199.01 | | 300.91 | 0.120 | 36.00 | 12.99 | 0.1 | 0.1 | 3.396 | A |
| 3 - Newgate Lane South | 435.00 | 435.00 | 18.99 | | 578.26 | 0.752 | 434.24 | 216.02 | 2.2 | 3.0 | 6.212 | A |
| 4 - Newgate Lane West (Connection) | 12.00 | 12.00 | 444.21 | | 138.83 | 0.086 | 12.00 | 9.01 | 0.1 | 0.1 | 7.095 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 192.00 | 192.00 | 16.96 | 15.00 | 407.05 | 0.472 | 192.01 | 464.12 | 0.9 | 0.9 | 4.187 | A |
| 2 - Site Access East | 36.00 | 36.00 | 195.99 | | 300.74 | 0.120 | 36.00 | 12.99 | 0.1 | 0.1 | 3.398 | A |
| 3 - Newgate Lane South | 457.00 | 457.00 | 20.99 | | 571.37 | 0.800 | 456.11 | 211.00 | 3.0 | 3.8 | 7.739 | A |
| 4 - Newgate Lane West (Connection) | 16.00 | 16.00 | 465.13 | | 123.23 | 0.130 | 15.95 | 11.98 | 0.1 | 0.1 | 8.384 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 175.00 | 175.00 | 14.06 | 15.00 | 408.77 | 0.428 | 175.14 | 399.61 | 0.9 | 0.8 | 3.855 | A |
| 2 - Site Access East | 36.00 | 36.00 | 176.18 | | 314.17 | 0.115 | 36.01 | 13.02 | 0.1 | 0.1 | 3.237 | A |
| 3 - Newgate Lane South | 397.00 | 397.00 | 19.01 | | 575.96 | 0.689 | 398.60 | 193.17 | 3.8 | 2.3 | 5.118 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 403.60 | | 145.24 | 0.069 | 10.07 | 14.01 | 0.1 | 0.1 | 6.661 | A |

2028 Base + Com + Dev , PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 4.85 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 4.85 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D2 | 2028 Base + Com + Dev | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Demand overview (Pedestrians)

| Arm | Profile type |
|------------------------------------|--------------|
| 1 - Newgate Lane North | [DIRECT] |
| 2 - Site Access East | |
| 3 - Newgate Lane South | |
| 4 - Newgate Lane West (Connection) | |

Origin-Destination Data

Demand (Veh/TS)

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 270.00 | 3.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 236.00 | 21.00 | 0.00 | 3.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 3.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 260.00 | 5.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 257.00 | 21.00 | 0.00 | 10.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 271.00 | 4.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 259.00 | 21.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 13.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 269.00 | 8.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 271.00 | 21.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 4 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 1 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) | Pedestrian Demand (Ped/TS) |
|------------------------------------|--------------|-----------------|------------------------|----------------------------|
| 1 - Newgate Lane North | 16:00-16:15 | 286.00 | 288.70 | 15.00 |
| | 16:15-16:30 | 278.00 | 280.60 | 15.00 |
| | 16:30-16:45 | 288.00 | 290.71 | 15.00 |
| | 16:45-17:00 | 290.00 | 292.69 | 15.00 |
| 2 - Site Access East | 16:00-16:15 | 15.00 | 15.00 | |
| | 16:15-16:30 | 15.00 | 15.00 | |
| | 16:30-16:45 | 15.00 | 15.00 | |
| | 16:45-17:00 | 15.00 | 15.00 | |
| 3 - Newgate Lane South | 16:00-16:15 | 260.00 | 267.08 | |
| | 16:15-16:30 | 288.00 | 298.28 | |
| | 16:30-16:45 | 289.00 | 291.59 | |
| | 16:45-17:00 | 296.00 | 301.42 | |
| 4 - Newgate Lane West (Connection) | 16:00-16:15 | 7.00 | 7.00 | |
| | 16:15-16:30 | 10.00 | 10.00 | |
| | 16:30-16:45 | 19.00 | 19.00 | |
| | 16:45-17:00 | 10.00 | 10.00 | |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.68 | 6.65 | 2.1 | A | 285.50 | 1142.00 |
| 2 - Site Access East | 0.06 | 3.81 | 0.1 | A | 15.00 | 60.00 |
| 3 - Newgate Lane South | 0.51 | 3.14 | 1.0 | A | 283.25 | 1132.99 |
| 4 - Newgate Lane West (Connection) | 0.08 | 4.09 | 0.1 | A | 11.50 | 46.00 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 286.00 | 286.00 | 23.92 | 15.00 | 425.04 | 0.673 | 283.99 | 245.23 | 0.0 | 2.0 | 6.295 | A |
| 2 - Site Access East | 15.00 | 15.00 | 274.07 | | 256.99 | 0.058 | 14.94 | 33.84 | 0.0 | 0.1 | 3.718 | A |
| 3 - Newgate Lane South | 260.00 | 260.00 | 8.95 | | 581.29 | 0.447 | 259.20 | 280.05 | 0.0 | 0.8 | 2.787 | A |
| 4 - Newgate Lane West (Connection) | 7.00 | 7.00 | 262.18 | | 250.83 | 0.028 | 6.97 | 5.97 | 0.0 | 0.0 | 3.690 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 278.00 | 278.00 | 26.98 | 15.00 | 425.17 | 0.654 | 278.10 | 266.84 | 2.0 | 1.9 | 6.124 | A |
| 2 - Site Access East | 15.00 | 15.00 | 271.08 | | 258.91 | 0.058 | 15.00 | 33.99 | 0.1 | 0.1 | 3.691 | A |
| 3 - Newgate Lane South | 288.00 | 288.00 | 10.99 | | 575.07 | 0.501 | 287.81 | 275.09 | 0.8 | 1.0 | 3.132 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 283.83 | | 235.67 | 0.042 | 9.98 | 14.96 | 0.0 | 0.0 | 3.987 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 288.00 | 288.00 | 27.00 | 15.00 | 425.03 | 0.678 | 287.85 | 277.98 | 1.9 | 2.1 | 6.551 | A |
| 2 - Site Access East | 15.00 | 15.00 | 280.86 | | 252.73 | 0.059 | 15.00 | 34.00 | 0.1 | 0.1 | 3.784 | A |
| 3 - Newgate Lane South | 289.00 | 289.00 | 10.01 | | 590.97 | 0.489 | 289.03 | 285.85 | 1.0 | 1.0 | 2.980 | A |
| 4 - Newgate Lane West (Connection) | 19.00 | 19.00 | 286.03 | | 238.99 | 0.080 | 18.96 | 13.01 | 0.0 | 0.1 | 4.090 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 290.00 | 290.00 | 27.00 | 15.00 | 425.06 | 0.682 | 289.95 | 280.96 | 2.1 | 2.1 | 6.654 | A |
| 2 - Site Access East | 15.00 | 15.00 | 282.95 | | 251.43 | 0.060 | 15.00 | 34.00 | 0.1 | 0.1 | 3.805 | A |
| 3 - Newgate Lane South | 296.00 | 296.00 | 13.97 | | 582.66 | 0.508 | 295.94 | 283.98 | 1.0 | 1.0 | 3.138 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 297.92 | | 230.03 | 0.043 | 10.04 | 11.99 | 0.1 | 0.0 | 4.091 | A |

2028 Base + Com + Dev - Sens test (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 6.49 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 6.49 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D3 | 2028 Base + Com + Dev - Sens test (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Demand overview (Pedestrians)

| Arm | Profile type |
|------------------------------------|--------------|
| 1 - Newgate Lane North | [DIRECT] |
| 2 - Site Access East | |
| 3 - Newgate Lane South | |
| 4 - Newgate Lane West (Connection) | |

Origin-Destination Data

Demand (Veh/TS)

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 196.00 | 3.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 383.00 | 8.00 | 0.00 | 8.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 190.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 423.00 | 8.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 5.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 183.00 | 7.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 444.00 | 8.00 | 0.00 | 5.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 9.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 167.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 380.00 | 8.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 16 |
| | 4 - Newgate Lane West (Connection) | 20 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 6 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 5 | 17 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 14 |
| | 4 - Newgate Lane West (Connection) | 33 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) | Pedestrian Demand (Ped/TS) |
|------------------------------------|--------------|-----------------|------------------------|----------------------------|
| 1 - Newgate Lane North | 07:45-08:00 | 204.00 | 211.84 | 15.00 |
| | 08:00-08:15 | 200.00 | 207.60 | 15.00 |
| | 08:15-08:30 | 195.00 | 205.98 | 15.00 |
| | 08:30-08:45 | 177.00 | 186.20 | 15.00 |
| 2 - Site Access East | 07:45-08:00 | 36.00 | 36.00 | |
| | 08:00-08:15 | 36.00 | 36.00 | |
| | 08:15-08:30 | 36.00 | 36.00 | |
| | 08:30-08:45 | 36.00 | 36.00 | |
| 3 - Newgate Lane South | 07:45-08:00 | 399.00 | 407.94 | |
| | 08:00-08:15 | 435.00 | 443.46 | |
| | 08:15-08:30 | 457.00 | 470.32 | |
| | 08:30-08:45 | 397.00 | 405.86 | |
| 4 - Newgate Lane West (Connection) | 07:45-08:00 | 13.00 | 14.40 | |
| | 08:00-08:15 | 12.00 | 12.00 | |
| | 08:15-08:30 | 16.00 | 16.00 | |
| | 08:30-08:45 | 10.00 | 11.32 | |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.49 | 4.25 | 1.0 | A | 194.00 | 776.00 |
| 2 - Site Access East | 0.12 | 3.44 | 0.1 | A | 36.00 | 144.00 |
| 3 - Newgate Lane South | 0.80 | 7.74 | 3.9 | A | 422.00 | 1688.01 |
| 4 - Newgate Lane West (Connection) | 0.13 | 8.38 | 0.1 | A | 12.75 | 51.00 |

Main Results for each time segment

07:45 - 08:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 204.00 | 204.00 | 13.91 | 15.00 | 413.91 | 0.493 | 203.04 | 401.79 | 0.0 | 1.0 | 4.248 | A |
| 2 - Site Access East | 36.00 | 36.00 | 204.02 | | 297.58 | 0.121 | 35.86 | 12.93 | 0.0 | 0.1 | 3.437 | A |
| 3 - Newgate Lane South | 399.00 | 399.00 | 16.93 | | 578.11 | 0.690 | 396.81 | 222.95 | 0.0 | 2.2 | 4.906 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 402.80 | | 148.69 | 0.087 | 12.90 | 10.94 | 0.0 | 0.1 | 6.624 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 200.00 | 200.00 | 14.98 | 15.00 | 414.12 | 0.483 | 200.02 | 441.24 | 1.0 | 0.9 | 4.205 | A |
| 2 - Site Access East | 36.00 | 36.00 | 202.01 | | 298.96 | 0.120 | 36.00 | 12.99 | 0.1 | 0.1 | 3.424 | A |
| 3 - Newgate Lane South | 435.00 | 435.00 | 18.99 | | 578.26 | 0.752 | 434.24 | 219.02 | 2.2 | 3.0 | 6.212 | A |
| 4 - Newgate Lane West (Connection) | 12.00 | 12.00 | 444.21 | | 138.83 | 0.086 | 12.00 | 9.01 | 0.1 | 0.1 | 7.095 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 195.00 | 195.00 | 16.96 | 15.00 | 407.01 | 0.479 | 195.01 | 464.12 | 0.9 | 0.9 | 4.247 | A |
| 2 - Site Access East | 36.00 | 36.00 | 198.99 | | 298.75 | 0.121 | 36.00 | 12.99 | 0.1 | 0.1 | 3.424 | A |
| 3 - Newgate Lane South | 457.00 | 457.00 | 20.99 | | 571.37 | 0.800 | 456.11 | 214.00 | 3.0 | 3.8 | 7.739 | A |
| 4 - Newgate Lane West (Connection) | 16.00 | 16.00 | 465.13 | | 123.23 | 0.130 | 15.95 | 11.98 | 0.1 | 0.1 | 8.384 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 177.00 | 177.00 | 14.06 | 15.00 | 408.77 | 0.433 | 177.15 | 399.61 | 0.9 | 0.8 | 3.888 | A |
| 2 - Site Access East | 36.00 | 36.00 | 178.19 | | 312.85 | 0.115 | 36.01 | 13.02 | 0.1 | 0.1 | 3.252 | A |
| 3 - Newgate Lane South | 397.00 | 397.00 | 19.01 | | 575.96 | 0.689 | 398.60 | 195.19 | 3.8 | 2.3 | 5.120 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 403.60 | | 145.24 | 0.069 | 10.07 | 14.01 | 0.1 | 0.1 | 6.663 | A |

2028 Base + Com + Dev - Sens test (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 4.96 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 4.96 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D4 | 2028 Base + Com + Dev - Sens test (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Demand overview (Pedestrians)

| Arm | Profile type |
|------------------------------------|--------------|
| 1 - Newgate Lane North | [DIRECT] |
| 2 - Site Access East | |
| 3 - Newgate Lane South | |
| 4 - Newgate Lane West (Connection) | |

Origin-Destination Data

Demand (Veh/TS)

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 273.00 | 3.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 237.00 | 21.00 | 0.00 | 3.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 3.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 263.00 | 5.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 259.00 | 21.00 | 0.00 | 10.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 274.00 | 4.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 261.00 | 21.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 13.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 273.00 | 8.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 272.00 | 21.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 4 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 1 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) | Pedestrian Demand (Ped/TS) |
|------------------------------------|--------------|-----------------|------------------------|----------------------------|
| 1 - Newgate Lane North | 16:00-16:15 | 289.00 | 291.73 | 15.00 |
| | 16:15-16:30 | 281.00 | 283.63 | 15.00 |
| | 16:30-16:45 | 291.00 | 293.74 | 15.00 |
| | 16:45-17:00 | 294.00 | 296.73 | 15.00 |
| 2 - Site Access East | 16:00-16:15 | 15.00 | 15.00 | |
| | 16:15-16:30 | 15.00 | 15.00 | |
| | 16:30-16:45 | 15.00 | 15.00 | |
| | 16:45-17:00 | 15.00 | 15.00 | |
| 3 - Newgate Lane South | 16:00-16:15 | 261.00 | 268.11 | |
| | 16:15-16:30 | 290.00 | 300.36 | |
| | 16:30-16:45 | 291.00 | 293.61 | |
| | 16:45-17:00 | 297.00 | 302.44 | |
| 4 - Newgate Lane West (Connection) | 16:00-16:15 | 7.00 | 7.00 | |
| | 16:15-16:30 | 10.00 | 10.00 | |
| | 16:30-16:45 | 19.00 | 19.00 | |
| | 16:45-17:00 | 10.00 | 10.00 | |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.69 | 6.86 | 2.2 | A | 288.75 | 1155.00 |
| 2 - Site Access East | 0.06 | 3.85 | 0.1 | A | 15.00 | 60.00 |
| 3 - Newgate Lane South | 0.51 | 3.15 | 1.0 | A | 284.75 | 1139.00 |
| 4 - Newgate Lane West (Connection) | 0.08 | 4.11 | 0.1 | A | 11.50 | 46.00 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 289.00 | 289.00 | 23.92 | 15.00 | 425.00 | 0.680 | 286.92 | 246.22 | 0.0 | 2.1 | 6.425 | A |
| 2 - Site Access East | 15.00 | 15.00 | 277.00 | | 255.14 | 0.059 | 14.94 | 33.84 | 0.0 | 0.1 | 3.746 | A |
| 3 - Newgate Lane South | 261.00 | 261.00 | 8.95 | | 581.29 | 0.449 | 260.19 | 282.99 | 0.0 | 0.8 | 2.796 | A |
| 4 - Newgate Lane West (Connection) | 7.00 | 7.00 | 263.17 | | 250.21 | 0.028 | 6.97 | 5.97 | 0.0 | 0.0 | 3.699 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 281.00 | 281.00 | 26.98 | 15.00 | 425.13 | 0.661 | 281.10 | 268.83 | 2.1 | 2.0 | 6.254 | A |
| 2 - Site Access East | 15.00 | 15.00 | 274.08 | | 257.01 | 0.058 | 15.00 | 33.99 | 0.1 | 0.1 | 3.717 | A |
| 3 - Newgate Lane South | 290.00 | 290.00 | 10.99 | | 575.05 | 0.504 | 289.80 | 278.10 | 0.8 | 1.0 | 3.154 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 285.82 | | 234.40 | 0.043 | 9.98 | 14.96 | 0.0 | 0.0 | 4.010 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 291.00 | 291.00 | 27.00 | 15.00 | 424.99 | 0.685 | 290.85 | 279.99 | 2.0 | 2.1 | 6.700 | A |
| 2 - Site Access East | 15.00 | 15.00 | 283.85 | | 250.84 | 0.060 | 15.00 | 34.00 | 0.1 | 0.1 | 3.815 | A |
| 3 - Newgate Lane South | 291.00 | 291.00 | 10.01 | | 590.97 | 0.492 | 291.04 | 288.85 | 1.0 | 1.0 | 3.002 | A |
| 4 - Newgate Lane West (Connection) | 19.00 | 19.00 | 288.03 | | 237.76 | 0.080 | 18.96 | 13.01 | 0.0 | 0.1 | 4.113 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 294.00 | 294.00 | 27.00 | 15.00 | 425.01 | 0.692 | 293.92 | 281.97 | 2.1 | 2.2 | 6.857 | A |
| 2 - Site Access East | 15.00 | 15.00 | 286.93 | | 248.92 | 0.060 | 15.00 | 33.99 | 0.1 | 0.1 | 3.847 | A |
| 3 - Newgate Lane South | 297.00 | 297.00 | 13.97 | | 582.66 | 0.510 | 296.94 | 287.96 | 1.0 | 1.0 | 3.149 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 298.93 | | 229.41 | 0.044 | 10.04 | 11.99 | 0.1 | 0.0 | 4.103 | A |

2037 Base + Com + Dev (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 7.72 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 7.72 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D5 | 2037 Base + Com + Dev (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Demand overview (Pedestrians)

| Arm | Profile type |
|------------------------------------|--------------|
| 1 - Newgate Lane North | [DIRECT] |
| 2 - Site Access East | |
| 3 - Newgate Lane South | |
| 4 - Newgate Lane West (Connection) | |

Origin-Destination Data

Demand (Veh/TS)

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 201.00 | 4.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 402.00 | 8.00 | 0.00 | 8.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 194.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 444.00 | 8.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 6.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 187.00 | 7.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 466.00 | 8.00 | 0.00 | 6.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 9.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 171.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 399.00 | 8.00 | 0.00 | 10.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 16 |
| | 4 - Newgate Lane West (Connection) | 20 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 5 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 6 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 5 | 17 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 14 |
| | 4 - Newgate Lane West (Connection) | 33 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) | Pedestrian Demand (Ped/TS) |
|------------------------------------|--------------|-----------------|------------------------|----------------------------|
| 1 - Newgate Lane North | 07:45-08:00 | 210.00 | 218.04 | 15.00 |
| | 08:00-08:15 | 204.00 | 213.70 | 15.00 |
| | 08:15-08:30 | 199.00 | 210.22 | 15.00 |
| | 08:30-08:45 | 181.00 | 190.40 | 15.00 |
| 2 - Site Access East | 07:45-08:00 | 36.00 | 36.00 | |
| | 08:00-08:15 | 36.00 | 36.00 | |
| | 08:15-08:30 | 36.00 | 36.00 | |
| | 08:30-08:45 | 36.00 | 36.00 | |
| 3 - Newgate Lane South | 07:45-08:00 | 418.00 | 427.32 | |
| | 08:00-08:15 | 456.00 | 464.88 | |
| | 08:15-08:30 | 480.00 | 493.98 | |
| | 08:30-08:45 | 417.00 | 426.38 | |
| 4 - Newgate Lane West (Connection) | 07:45-08:00 | 13.00 | 14.40 | |
| | 08:00-08:15 | 13.00 | 13.00 | |
| | 08:15-08:30 | 16.00 | 16.00 | |
| | 08:30-08:45 | 10.00 | 11.32 | |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.51 | 4.37 | 1.0 | A | 198.50 | 794.00 |
| 2 - Site Access East | 0.12 | 3.49 | 0.1 | A | 36.00 | 144.00 |
| 3 - Newgate Lane South | 0.84 | 9.54 | 5.0 | A | 442.75 | 1771.01 |
| 4 - Newgate Lane West (Connection) | 0.15 | 9.59 | 0.2 | A | 13.00 | 52.00 |

Main Results for each time segment

07:45 - 08:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 210.00 | 210.00 | 13.90 | 15.00 | 413.92 | 0.507 | 208.98 | 420.42 | 0.0 | 1.0 | 4.369 | A |
| 2 - Site Access East | 36.00 | 36.00 | 209.96 | | 293.75 | 0.123 | 35.86 | 12.93 | 0.0 | 0.1 | 3.488 | A |
| 3 - Newgate Lane South | 418.00 | 418.00 | 17.93 | | 577.44 | 0.724 | 415.43 | 227.89 | 0.0 | 2.6 | 5.472 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 421.43 | | 138.22 | 0.094 | 12.90 | 11.93 | 0.0 | 0.1 | 7.175 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 204.00 | 204.00 | 14.97 | 15.00 | 410.33 | 0.497 | 204.02 | 462.96 | 1.0 | 1.0 | 4.364 | A |
| 2 - Site Access East | 36.00 | 36.00 | 206.01 | | 295.16 | 0.122 | 36.00 | 12.99 | 0.1 | 0.1 | 3.471 | A |
| 3 - Newgate Lane South | 456.00 | 456.00 | 19.00 | | 578.24 | 0.789 | 454.97 | 223.01 | 2.6 | 3.6 | 7.235 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 464.95 | | 125.93 | 0.103 | 12.99 | 9.02 | 0.1 | 0.1 | 7.967 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 199.00 | 199.00 | 16.95 | 15.00 | 406.93 | 0.489 | 199.03 | 485.67 | 1.0 | 1.0 | 4.329 | A |
| 2 - Site Access East | 36.00 | 36.00 | 203.00 | | 296.09 | 0.122 | 36.00 | 12.98 | 0.1 | 0.1 | 3.462 | A |
| 3 - Newgate Lane South | 480.00 | 480.00 | 20.99 | | 571.39 | 0.840 | 478.64 | 218.01 | 3.6 | 5.0 | 9.543 | A |
| 4 - Newgate Lane West (Connection) | 16.00 | 16.00 | 486.67 | | 109.69 | 0.146 | 15.95 | 12.96 | 0.1 | 0.2 | 9.593 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 181.00 | 181.00 | 14.08 | 15.00 | 408.76 | 0.443 | 181.16 | 419.29 | 1.0 | 0.8 | 3.957 | A |
| 2 - Site Access East | 36.00 | 36.00 | 182.21 | | 310.21 | 0.116 | 36.01 | 13.03 | 0.1 | 0.1 | 3.284 | A |
| 3 - Newgate Lane South | 417.00 | 417.00 | 19.01 | | 575.86 | 0.724 | 419.29 | 199.20 | 5.0 | 2.7 | 5.828 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 423.28 | | 134.43 | 0.075 | 10.08 | 15.02 | 0.2 | 0.1 | 7.242 | A |

2037 Base + Com + Dev (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 5.25 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 5.25 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D6 | 2037 Base + Com + Dev (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Demand overview (Pedestrians)

| Arm | Profile type |
|------------------------------------|--------------|
| 1 - Newgate Lane North | [DIRECT] |
| 2 - Site Access East | |
| 3 - Newgate Lane South | |
| 4 - Newgate Lane West (Connection) | |

Origin-Destination Data

Demand (Veh/TS)

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 282.00 | 3.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 248.00 | 21.00 | 0.00 | 3.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 3.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 271.00 | 6.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 270.00 | 21.00 | 0.00 | 11.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 283.00 | 5.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 272.00 | 21.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 13.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 281.00 | 8.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 284.00 | 21.00 | 0.00 | 5.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 4 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 1 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) | Pedestrian Demand (Ped/TS) |
|------------------------------------|--------------|-----------------|------------------------|----------------------------|
| 1 - Newgate Lane North | 16:00-16:15 | 298.00 | 300.82 | 15.00 |
| | 16:15-16:30 | 290.00 | 292.71 | 15.00 |
| | 16:30-16:45 | 301.00 | 303.83 | 15.00 |
| | 16:45-17:00 | 302.00 | 304.81 | 15.00 |
| 2 - Site Access East | 16:00-16:15 | 15.00 | 15.00 | |
| | 16:15-16:30 | 15.00 | 15.00 | |
| | 16:30-16:45 | 15.00 | 15.00 | |
| | 16:45-17:00 | 15.00 | 15.00 | |
| 3 - Newgate Lane South | 16:00-16:15 | 272.00 | 279.44 | |
| | 16:15-16:30 | 302.00 | 312.80 | |
| | 16:30-16:45 | 302.00 | 304.72 | |
| | 16:45-17:00 | 310.00 | 315.68 | |
| 4 - Newgate Lane West (Connection) | 16:00-16:15 | 7.00 | 7.00 | |
| | 16:15-16:30 | 11.00 | 11.00 | |
| | 16:30-16:45 | 19.00 | 19.00 | |
| | 16:45-17:00 | 10.00 | 10.00 | |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.71 | 7.31 | 2.4 | A | 297.75 | 1191.00 |
| 2 - Site Access East | 0.06 | 3.93 | 0.1 | A | 15.00 | 60.00 |
| 3 - Newgate Lane South | 0.53 | 3.30 | 1.1 | A | 296.50 | 1185.99 |
| 4 - Newgate Lane West (Connection) | 0.08 | 4.25 | 0.1 | A | 11.75 | 47.00 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 298.00 | 298.00 | 23.92 | 15.00 | 424.90 | 0.701 | 295.71 | 257.16 | 0.0 | 2.3 | 6.850 | A |
| 2 - Site Access East | 15.00 | 15.00 | 285.80 | | 249.58 | 0.060 | 14.94 | 33.83 | 0.0 | 0.1 | 3.835 | A |
| 3 - Newgate Lane South | 272.00 | 272.00 | 8.95 | | 581.23 | 0.468 | 271.13 | 291.78 | 0.0 | 0.9 | 2.893 | A |
| 4 - Newgate Lane West (Connection) | 7.00 | 7.00 | 274.11 | | 243.34 | 0.029 | 6.97 | 5.97 | 0.0 | 0.0 | 3.807 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 290.00 | 290.00 | 27.97 | 15.00 | 425.03 | 0.682 | 290.10 | 279.81 | 2.3 | 2.2 | 6.677 | A |
| 2 - Site Access East | 15.00 | 15.00 | 284.08 | | 250.71 | 0.060 | 15.00 | 33.99 | 0.1 | 0.1 | 3.817 | A |
| 3 - Newgate Lane South | 302.00 | 302.00 | 11.98 | | 574.30 | 0.526 | 301.77 | 287.11 | 0.9 | 1.1 | 3.299 | A |
| 4 - Newgate Lane West (Connection) | 11.00 | 11.00 | 296.80 | | 227.44 | 0.048 | 10.98 | 16.95 | 0.0 | 0.1 | 4.157 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 301.00 | 301.00 | 27.01 | 15.00 | 424.89 | 0.708 | 300.81 | 290.99 | 2.2 | 2.4 | 7.238 | A |
| 2 - Site Access East | 15.00 | 15.00 | 293.81 | | 244.55 | 0.061 | 15.00 | 34.00 | 0.1 | 0.1 | 3.920 | A |
| 3 - Newgate Lane South | 302.00 | 302.00 | 11.01 | | 590.19 | 0.512 | 302.04 | 297.81 | 1.1 | 1.1 | 3.123 | A |
| 4 - Newgate Lane West (Connection) | 19.00 | 19.00 | 299.04 | | 230.98 | 0.082 | 18.96 | 14.01 | 0.1 | 0.1 | 4.245 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 302.00 | 302.00 | 27.00 | 15.00 | 424.91 | 0.711 | 301.96 | 293.96 | 2.4 | 2.4 | 7.312 | A |
| 2 - Site Access East | 15.00 | 15.00 | 294.96 | | 243.85 | 0.062 | 15.00 | 34.00 | 0.1 | 0.1 | 3.932 | A |
| 3 - Newgate Lane South | 310.00 | 310.00 | 13.98 | | 582.66 | 0.532 | 309.93 | 295.98 | 1.1 | 1.1 | 3.300 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 310.91 | | 221.95 | 0.045 | 10.04 | 12.99 | 0.1 | 0.0 | 4.249 | A |

2037 Base + Com + Dev - Sens test (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 7.73 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 7.73 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D7 | 2037 Base + Com + Dev - Sens test (DS2) | AM | DIRECT | 07:45 | 08:45 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Demand overview (Pedestrians)

| Arm | Profile type |
|------------------------------------|--------------|
| 1 - Newgate Lane North | [DIRECT] |
| 2 - Site Access East | |
| 3 - Newgate Lane South | |
| 4 - Newgate Lane West (Connection) | |

Origin-Destination Data

Demand (Veh/TS)

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 204.00 | 4.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 402.00 | 8.00 | 0.00 | 8.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 197.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 444.00 | 8.00 | 0.00 | 4.00 |
| | 4 - Newgate Lane West (Connection) | 6.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 190.00 | 7.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 466.00 | 8.00 | 0.00 | 6.00 |
| | 4 - Newgate Lane West (Connection) | 7.00 | 0.00 | 9.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 5.00 | 174.00 | 5.00 |
| | 2 - Site Access East | 14.00 | 0.00 | 22.00 | 0.00 |
| | 3 - Newgate Lane South | 399.00 | 8.00 | 0.00 | 10.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

 07:45
-
08:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 16 |
| | 4 - Newgate Lane West (Connection) | 20 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:00
-
08:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 4 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:15
-
08:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 6 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 08:30
-
08:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 5 | 17 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 14 |
| | 4 - Newgate Lane West (Connection) | 33 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) | Pedestrian Demand (Ped/TS) |
|------------------------------------|--------------|-----------------|------------------------|----------------------------|
| 1 - Newgate Lane North | 07:45-08:00 | 213.00 | 221.16 | 15.00 |
| | 08:00-08:15 | 207.00 | 214.88 | 15.00 |
| | 08:15-08:30 | 202.00 | 213.40 | 15.00 |
| | 08:30-08:45 | 184.00 | 193.55 | 15.00 |
| 2 - Site Access East | 07:45-08:00 | 36.00 | 36.00 | |
| | 08:00-08:15 | 36.00 | 36.00 | |
| | 08:15-08:30 | 36.00 | 36.00 | |
| | 08:30-08:45 | 36.00 | 36.00 | |
| 3 - Newgate Lane South | 07:45-08:00 | 418.00 | 427.32 | |
| | 08:00-08:15 | 456.00 | 464.88 | |
| | 08:15-08:30 | 480.00 | 493.98 | |
| | 08:30-08:45 | 417.00 | 426.38 | |
| 4 - Newgate Lane West (Connection) | 07:45-08:00 | 13.00 | 14.40 | |
| | 08:00-08:15 | 13.00 | 13.00 | |
| | 08:15-08:30 | 16.00 | 16.00 | |
| | 08:30-08:45 | 10.00 | 11.32 | |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.51 | 4.43 | 1.0 | A | 201.50 | 806.00 |
| 2 - Site Access East | 0.12 | 3.51 | 0.1 | A | 36.00 | 144.00 |
| 3 - Newgate Lane South | 0.84 | 9.54 | 5.0 | A | 442.75 | 1771.01 |
| 4 - Newgate Lane West (Connection) | 0.15 | 9.59 | 0.2 | A | 13.00 | 52.00 |

Main Results for each time segment

07:45 - 08:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 213.00 | 213.00 | 13.90 | 15.00 | 413.89 | 0.515 | 211.95 | 420.42 | 0.0 | 1.0 | 4.434 | A |
| 2 - Site Access East | 36.00 | 36.00 | 212.93 | | 291.81 | 0.123 | 35.86 | 12.93 | 0.0 | 0.1 | 3.514 | A |
| 3 - Newgate Lane South | 418.00 | 418.00 | 17.93 | | 577.44 | 0.724 | 415.43 | 230.86 | 0.0 | 2.6 | 5.472 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 421.43 | | 138.22 | 0.094 | 12.90 | 11.93 | 0.0 | 0.1 | 7.175 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 207.00 | 207.00 | 14.97 | 15.00 | 414.03 | 0.500 | 207.04 | 462.96 | 1.0 | 1.0 | 4.348 | A |
| 2 - Site Access East | 36.00 | 36.00 | 209.03 | | 294.40 | 0.122 | 36.00 | 12.99 | 0.1 | 0.1 | 3.484 | A |
| 3 - Newgate Lane South | 456.00 | 456.00 | 19.00 | | 578.24 | 0.789 | 454.97 | 226.03 | 2.6 | 3.6 | 7.235 | A |
| 4 - Newgate Lane West (Connection) | 13.00 | 13.00 | 464.95 | | 125.93 | 0.103 | 12.99 | 9.02 | 0.1 | 0.1 | 7.967 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 202.00 | 202.00 | 16.95 | 15.00 | 406.91 | 0.496 | 202.01 | 485.67 | 1.0 | 1.0 | 4.394 | A |
| 2 - Site Access East | 36.00 | 36.00 | 205.98 | | 294.12 | 0.122 | 36.00 | 12.98 | 0.1 | 0.1 | 3.485 | A |
| 3 - Newgate Lane South | 480.00 | 480.00 | 20.99 | | 571.39 | 0.840 | 478.64 | 220.99 | 3.6 | 5.0 | 9.543 | A |
| 4 - Newgate Lane West (Connection) | 16.00 | 16.00 | 486.67 | | 109.69 | 0.146 | 15.95 | 12.96 | 0.1 | 0.2 | 9.593 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 184.00 | 184.00 | 14.08 | 15.00 | 408.75 | 0.450 | 184.17 | 419.29 | 1.0 | 0.8 | 4.010 | A |
| 2 - Site Access East | 36.00 | 36.00 | 185.21 | | 308.24 | 0.117 | 36.01 | 13.03 | 0.1 | 0.1 | 3.305 | A |
| 3 - Newgate Lane South | 417.00 | 417.00 | 19.01 | | 575.86 | 0.724 | 419.29 | 202.20 | 5.0 | 2.7 | 5.828 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 423.28 | | 134.43 | 0.075 | 10.08 | 15.02 | 0.2 | 0.1 | 7.245 | A |

2037 Base + Com + Dev - Sens test (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|----------|--|--|
| Warning | Geometry | 3 - Newgate Lane South - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | Site Access | Standard Roundabout | | 1, 2, 3, 4 | 5.38 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 5.38 | A |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time period length (min) | Time segment length (min) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|
| D8 | 2037 Base + Com + Dev - Sens test (DS2) | PM | DIRECT | 16:00 | 17:00 | 60 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Scaling Factor (%) |
|------------------------------------|------------|--------------|--------------|--------------------|
| 1 - Newgate Lane North | | DIRECT | ✓ | 100.000 |
| 2 - Site Access East | | DIRECT | ✓ | 100.000 |
| 3 - Newgate Lane South | | DIRECT | ✓ | 100.000 |
| 4 - Newgate Lane West (Connection) | | DIRECT | ✓ | 100.000 |

Demand overview (Pedestrians)

| Arm | Profile type |
|------------------------------------|--------------|
| 1 - Newgate Lane North | [DIRECT] |
| 2 - Site Access East | |
| 3 - Newgate Lane South | |
| 4 - Newgate Lane West (Connection) | |

Origin-Destination Data

Demand (Veh/TS)

16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 285.00 | 3.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 249.00 | 21.00 | 0.00 | 3.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 3.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 275.00 | 6.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 272.00 | 21.00 | 0.00 | 11.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 7.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 286.00 | 5.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 274.00 | 21.00 | 0.00 | 9.00 |
| | 4 - Newgate Lane West (Connection) | 13.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Demand (Veh/TS)

16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0.00 | 13.00 | 285.00 | 8.00 |
| | 2 - Site Access East | 6.00 | 0.00 | 9.00 | 0.00 |
| | 3 - Newgate Lane South | 286.00 | 21.00 | 0.00 | 5.00 |
| | 4 - Newgate Lane West (Connection) | 4.00 | 0.00 | 6.00 | 0.00 |

Proportions

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Vehicle Mix

Heavy Vehicle Percentages

16:00
-
16:15

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 3 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:15
-
16:30

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 4 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:30
-
16:45

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 1 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Heavy Vehicle Percentages

 16:45
-
17:00

| | | To | | | |
|------|------------------------------------|------------------------|----------------------|------------------------|------------------------------------|
| | | 1 - Newgate Lane North | 2 - Site Access East | 3 - Newgate Lane South | 4 - Newgate Lane West (Connection) |
| From | 1 - Newgate Lane North | 0 | 0 | 1 | 0 |
| | 2 - Site Access East | 0 | 0 | 0 | 0 |
| | 3 - Newgate Lane South | 2 | 0 | 0 | 0 |
| | 4 - Newgate Lane West (Connection) | 0 | 0 | 0 | 0 |

Average PCU Per Veh

| From | 1 - Newgate Lane North | | | | |
|------|------------------------------------|--|--|--|--|
| | 2 - Site Access East | | | | |
| | 3 - Newgate Lane South | | | | |
| | 4 - Newgate Lane West (Connection) | | | | |

Detailed Demand Data

Demand for each time segment

| Arm | Time Segment | Demand (Veh/TS) | Demand in PCU (PCU/TS) | Pedestrian Demand (Ped/TS) |
|------------------------------------|--------------|-----------------|------------------------|----------------------------|
| 1 - Newgate Lane North | 16:00-16:15 | 301.00 | 303.85 | 15.00 |
| | 16:15-16:30 | 294.00 | 296.75 | 15.00 |
| | 16:30-16:45 | 304.00 | 306.86 | 15.00 |
| | 16:45-17:00 | 306.00 | 308.85 | 15.00 |
| 2 - Site Access East | 16:00-16:15 | 15.00 | 15.00 | |
| | 16:15-16:30 | 15.00 | 15.00 | |
| | 16:30-16:45 | 15.00 | 15.00 | |
| | 16:45-17:00 | 15.00 | 15.00 | |
| 3 - Newgate Lane South | 16:00-16:15 | 273.00 | 280.47 | |
| | 16:15-16:30 | 304.00 | 314.88 | |
| | 16:30-16:45 | 304.00 | 306.74 | |
| | 16:45-17:00 | 312.00 | 317.72 | |
| 4 - Newgate Lane West (Connection) | 16:00-16:15 | 7.00 | 7.00 | |
| | 16:15-16:30 | 11.00 | 11.00 | |
| | 16:30-16:45 | 19.00 | 19.00 | |
| | 16:45-17:00 | 10.00 | 10.00 | |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max LOS | Average Demand (Veh/TS) | Total Junction Arrivals (Veh) |
|------------------------------------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1 - Newgate Lane North | 0.72 | 7.56 | 2.5 | A | 301.25 | 1205.00 |
| 2 - Site Access East | 0.06 | 3.98 | 0.1 | A | 15.00 | 60.00 |
| 3 - Newgate Lane South | 0.54 | 3.32 | 1.1 | A | 298.25 | 1192.99 |
| 4 - Newgate Lane West (Connection) | 0.08 | 4.27 | 0.1 | A | 11.75 | 47.00 |

Main Results for each time segment

16:00 - 16:15

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 301.00 | 301.00 | 23.92 | 15.00 | 424.86 | 0.708 | 298.63 | 258.16 | 0.0 | 2.4 | 7.007 | A |
| 2 - Site Access East | 15.00 | 15.00 | 288.72 | | 247.74 | 0.061 | 14.94 | 33.83 | 0.0 | 0.1 | 3.865 | A |
| 3 - Newgate Lane South | 273.00 | 273.00 | 8.95 | | 581.22 | 0.470 | 272.12 | 294.71 | 0.0 | 0.9 | 2.903 | A |
| 4 - Newgate Lane West (Connection) | 7.00 | 7.00 | 275.10 | | 242.71 | 0.029 | 6.97 | 5.97 | 0.0 | 0.0 | 3.817 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 294.00 | 294.00 | 27.97 | 15.00 | 424.99 | 0.692 | 294.08 | 281.80 | 2.4 | 2.3 | 6.882 | A |
| 2 - Site Access East | 15.00 | 15.00 | 288.06 | | 248.20 | 0.060 | 15.00 | 33.99 | 0.1 | 0.1 | 3.859 | A |
| 3 - Newgate Lane South | 304.00 | 304.00 | 11.98 | | 574.29 | 0.529 | 303.76 | 291.09 | 0.9 | 1.1 | 3.323 | A |
| 4 - Newgate Lane West (Connection) | 11.00 | 11.00 | 298.79 | | 226.17 | 0.049 | 10.98 | 16.95 | 0.0 | 0.1 | 4.182 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 304.00 | 304.00 | 27.01 | 15.00 | 424.85 | 0.716 | 303.82 | 292.99 | 2.3 | 2.5 | 7.420 | A |
| 2 - Site Access East | 15.00 | 15.00 | 296.83 | | 242.65 | 0.062 | 15.00 | 34.00 | 0.1 | 0.1 | 3.953 | A |
| 3 - Newgate Lane South | 304.00 | 304.00 | 11.01 | | 590.19 | 0.515 | 304.05 | 300.82 | 1.1 | 1.1 | 3.147 | A |
| 4 - Newgate Lane West (Connection) | 19.00 | 19.00 | 301.04 | | 229.74 | 0.083 | 18.96 | 14.01 | 0.1 | 0.1 | 4.270 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/TS) | Junction Arrivals (Veh) | Circulating flow (Veh/TS) | Pedestrian demand (Ped/TS) | Capacity (Veh/TS) | RFC | Throughput (Veh/TS) | Throughput (exit side) (Veh/TS) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignal level servic |
|------------------------------------|-----------------------|-------------------------|---------------------------|----------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-----------------------|
| 1 - Newgate Lane North | 306.00 | 306.00 | 27.00 | 15.00 | 424.86 | 0.720 | 305.93 | 295.96 | 2.5 | 2.5 | 7.558 | A |
| 2 - Site Access East | 15.00 | 15.00 | 298.93 | | 241.34 | 0.062 | 15.00 | 33.99 | 0.1 | 0.1 | 3.976 | A |
| 3 - Newgate Lane South | 312.00 | 312.00 | 13.97 | | 582.65 | 0.536 | 311.92 | 299.96 | 1.1 | 1.1 | 3.324 | A |
| 4 - Newgate Lane West (Connection) | 10.00 | 10.00 | 312.91 | | 220.71 | 0.045 | 10.04 | 12.99 | 0.1 | 0.0 | 4.272 | A |

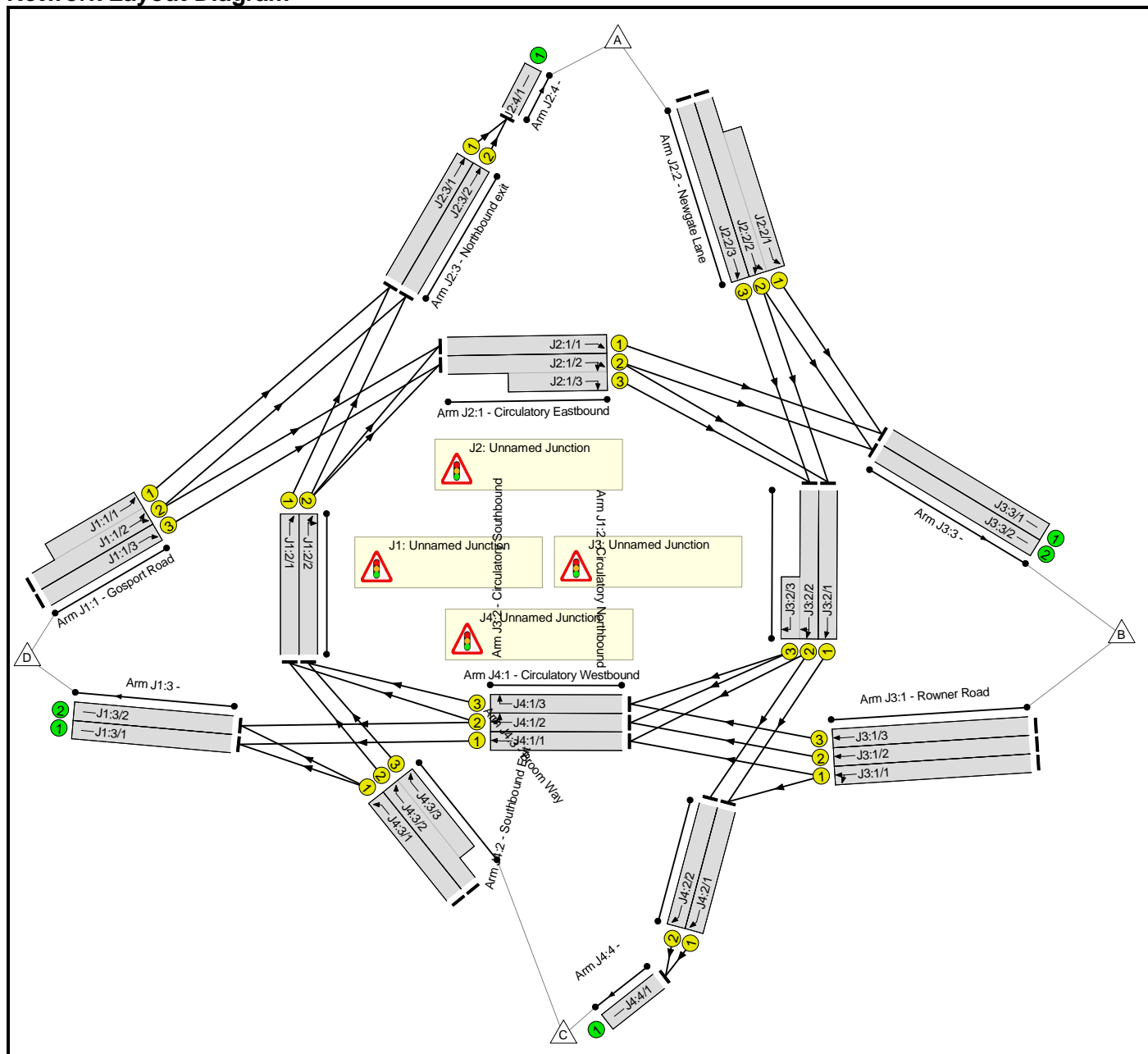


Full Input Data And Results
Full Input Data And Results

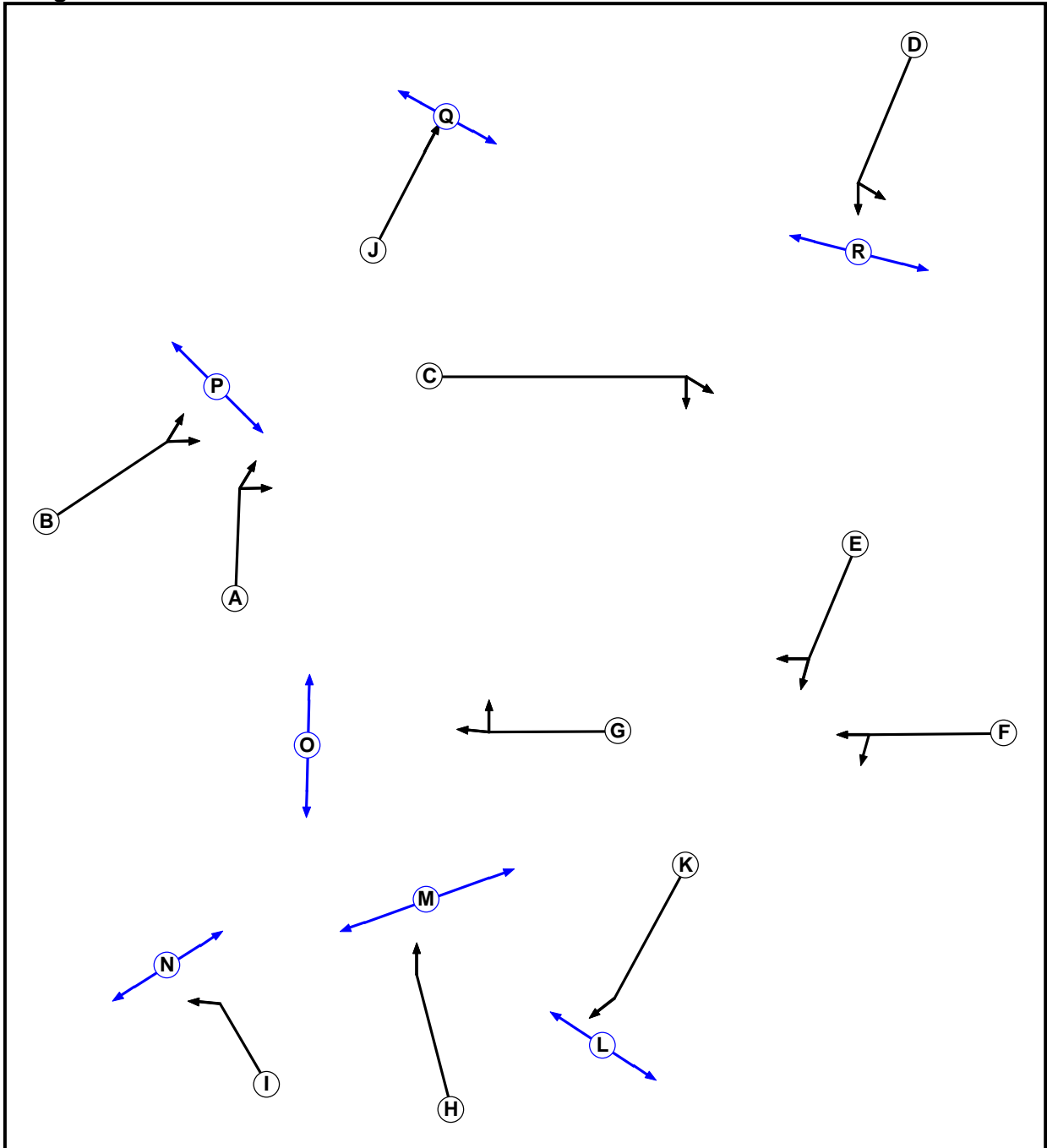
User and Project Details

| | |
|---------------------------|---------------------------------------|
| Project: | Gosport Western Access |
| Title: | Stubbington Bypass - Red Route |
| Location: | Peel Common Roundabout |
| Additional detail: | |
| File name: | PCR Full Sig 2024.lsg3x |
| Author: | K McDonald |
| Company: | Hampshire County Council |
| Address: | |

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

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

Full Input Data And Results

Phase Intergreens Matrix

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

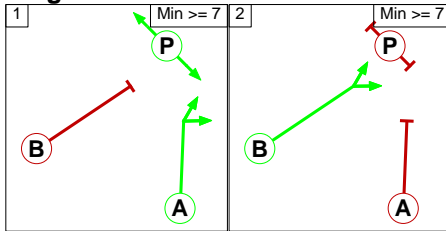
Phases in Stage

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

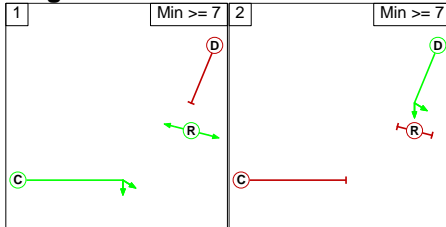
Full Input Data And Results

Stage Diagram

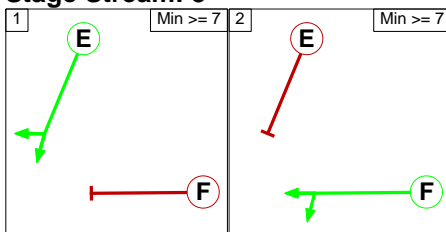
Stage Stream: 1



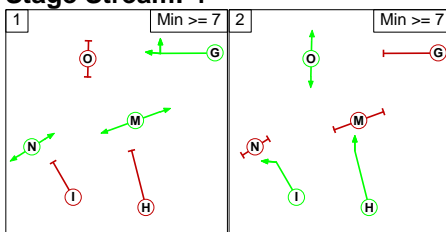
Stage Stream: 2



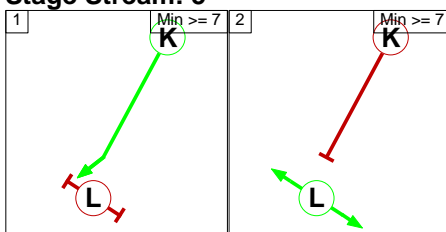
Stage Stream: 3



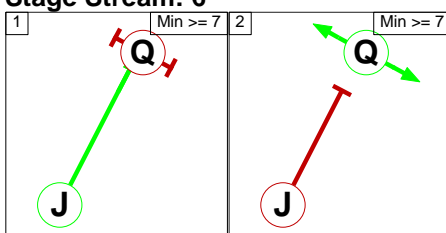
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Phase Delays

Stage Stream: 1

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

Full Input Data And Results

Stage Stream: 2

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

Stage Stream: 3

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

Stage Stream: 4

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

Stage Stream: 5

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

Stage Stream: 6

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

Prohibited Stage Change

Stage Stream: 1

| | To Stage | |
|------------|----------|---|
| From Stage | 1 | 2 |
| | 1 | 5 |
| | 2 | 5 |

Stage Stream: 2

| | To Stage | |
|------------|----------|---|
| From Stage | 1 | 2 |
| | 1 | 5 |
| | 2 | 5 |

Stage Stream: 3

| | To Stage | |
|------------|----------|---|
| From Stage | 1 | 2 |
| | 1 | 5 |
| | 2 | 5 |

Stage Stream: 4

| | To Stage | |
|------------|----------|---|
| From Stage | 1 | 2 |
| | 1 | 6 |
| | 2 | 6 |

Full Input Data And Results

Stage Stream: 5

| | | To Stage | |
|------------|---|----------|---|
| | | 1 | 2 |
| From Stage | 1 | | 5 |
| | 2 | 6 | |

Stage Stream: 6

| | | To Stage | |
|------------|---|----------|---|
| | | 1 | 2 |
| From Stage | 1 | | 5 |
| | 2 | 6 | |

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J2: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J3: Unnamed Junction

There are no Opposed Lanes in this Junction

Junction: J4: Unnamed Junction

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

| Junction: J1: Unnamed Junction | | | | | | | | | | | | |
|------------------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------|--------------------|
| Lane | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns | Turning Radius (m) |
| J1:1/1 (Gosport Road) | U | B | 2 | 3 | 13.9 | User | 1800 | - | - | - | - | - |
| J1:1/2 (Gosport Road) | U | B | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J1:1/3 (Gosport Road) | U | B | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J1:2/1 (Circulatory Northbound) | U | A | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J1:2/2 (Circulatory Northbound) | U | A | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J1:3/1 | U | | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J1:3/2 | U | | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |

| Junction: J2: Unnamed Junction | | | | | | | | | | | | |
|-----------------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------|--------------------|
| Lane | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns | Turning Radius (m) |
| J2:1/1 (Circulatory Eastbound) | U | C | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J2:1/2 (Circulatory Eastbound) | U | C | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J2:1/3 (Circulatory Eastbound) | U | C | 2 | 3 | 8.0 | User | 1800 | - | - | - | - | - |
| J2:2/1 (Newgate Lane) | U | D | 2 | 3 | 20.0 | User | 1800 | - | - | - | - | - |
| J2:2/2 (Newgate Lane) | U | D | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J2:2/3 (Newgate Lane) | U | D | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J2:3/1 (Northbound exit) | U | J | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J2:3/2 (Northbound exit) | U | J | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J2:4/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

Full Input Data And Results

| Junction: J3: Unnamed Junction | | | | | | | | | | | | |
|------------------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------|--------------------|
| Lane | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns | Turning Radius (m) |
| J3:1/1 (Rowner Road) | U | F | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J3:1/2 (Rowner Road) | U | F | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J3:1/3 (Rowner Road) | U | F | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J3:2/1 (Circulatory Southbound) | U | E | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J3:2/2 (Circulatory Southbound) | U | E | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J3:2/3 (Circulatory Southbound) | U | E | 2 | 3 | 5.0 | User | 1800 | - | - | - | - | - |
| J3:3/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| J3:3/2 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

| Junction: J4: Unnamed Junction | | | | | | | | | | | | |
|-----------------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------|--------------------|
| Lane | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns | Turning Radius (m) |
| J4:1/1 (Circulatory Westbound) | U | G | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J4:1/2 (Circulatory Westbound) | U | G | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J4:1/3 (Circulatory Westbound) | U | G | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J4:2/1 (Southbound Exit) | U | K | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J4:2/2 (Southbound Exit) | U | K | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J4:3/1 (Broom Way) | U | I | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J4:3/2 (Broom Way) | U | H | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| J4:3/3 (Broom Way) | U | H | 2 | 3 | 10.4 | User | 1800 | - | - | - | - | - |
| J4:4/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

Full Input Data And Results

Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|--|------------|----------|----------|---------|
| 1: '2021 AM Baseline (DS2)' | 07:45 | 08:45 | 01:00 | |
| 2: '2021 PM Baseline (DS2)' | 16:00 | 17:00 | 01:00 | |
| 3: '2028 AM Base + Com (DS2)' | 07:45 | 08:45 | 01:00 | |
| 4: '2028 PM Base + Com (DS2)' | 16:00 | 17:00 | 01:00 | |
| 5: '2028 AM Base + Com - Sens Test (DS2)' | 07:45 | 08:45 | 01:00 | |
| 6: '2028 PM Base + Com - Sens Test (DS2)' | 16:00 | 17:00 | 01:00 | |
| 7: '2028 AM Base + Com + Dev (DS2)' | 07:45 | 08:45 | 01:00 | |
| 8: '2028 PM Base + Com + Dev (DS2)' | 16:00 | 17:00 | 01:00 | |
| 9: '2028 AM Base + Com + Dev - Sens test (DS2)' | 07:45 | 08:45 | 01:00 | |
| 10: '2028 PM Base + Com + Dev - Sens test (DS2)' | 16:00 | 17:00 | 01:00 | |
| 11: '2037 AM Base + Com (DS2)' | 07:45 | 08:45 | 01:00 | |
| 12: '2037 PM Base + Com (DS2)' | 16:00 | 17:00 | 01:00 | |
| 13: '2037 AM Base + Com - Sens Test (DS2)' | 07:45 | 08:45 | 01:00 | |
| 14: '2037 PM Base + Com - Sens Test (DS2)' | 16:00 | 17:00 | 01:00 | |
| 15: '2037 AM Base + Com + Dev (DS2)' | 07:45 | 08:45 | 01:00 | |
| 16: '2037 PM Base + Com + Dev (DS2)' | 16:00 | 17:00 | 01:00 | |
| 17: '2037 AM Base + Com + Dev - Sens Test (DS2)' | 07:45 | 08:45 | 01:00 | |
| 18: '2037 PM Base + Com + Dev - Sens Test (DS2)' | 16:00 | 17:00 | 01:00 | |

Scenario 1: '1' (FG1: '2021 AM Baseline (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | | | Tot. |
|--------|-------------|------|-----|-----|------|------|
| | A | B | C | D | | |
| Origin | A | 0 | 211 | 246 | 157 | 614 |
| | B | 468 | 0 | 91 | 580 | 1139 |
| | C | 628 | 134 | 0 | 709 | 1471 |
| | D | 204 | 139 | 294 | 0 | 637 |
| | Tot. | 1300 | 484 | 631 | 1446 | 3861 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 1: 1 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 63 |
| J1:1/2 (with short) | 343(In) 280(Out) |
| J1:1/3 | 294 |
| J1:2/1 | 691 |
| J1:2/2 | 539 |
| J1:3/1 | 723 |
| J1:3/2 | 723 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 143 |
| J2:1/2 (with short) | 424(In) 256(Out) |
| J2:1/3 (short) | 168 |
| J2:2/1 (short) | 195 |
| J2:2/2 (with short) | 423(In) 228(Out) |
| J2:2/3 | 191 |
| J2:3/1 | 754 |
| J2:3/2 | 546 |
| J2:4/1 | 1300 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 393 |
| J3:1/2 | 370 |
| J3:1/3 | 376 |
| J3:2/1 | 338 |
| J3:2/2 (with short) | 359(In) 311(Out) |
| J3:2/3 (short) | 48 |
| J3:3/1 | 338 |
| J3:3/2 | 146 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 411 |
| J4:1/2 | 418 |
| J4:1/3 | 376 |
| J4:2/1 | 429 |
| J4:2/2 | 202 |
| J4:3/1 | 709 |
| J4:3/2 (with short) | 762(In) 599(Out) |
| J4:3/3 (short) | 163 |
| J4:4/1 | 631 |

Full Input Data And Results

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 2: '2' (FG2: '2021 PM Baseline (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 312 | 385 | 227 | 924 |
| | B | 82 | 0 | 77 | 312 | 471 |
| | C | 330 | 100 | 0 | 293 | 723 |
| | D | 143 | 841 | 497 | 0 | 1481 |
| | Tot. | 555 | 1253 | 959 | 832 | 3599 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 2: 2 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 143 |
| J1:1/2 (with short) | 782(In) 639(Out) |
| J1:1/3 | 699 |
| J1:2/1 | 244 |
| J1:2/2 | 268 |
| J1:3/1 | 415 |
| J1:3/2 | 417 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 639 |
| J2:1/2 (with short) | 799(In) 476(Out) |
| J2:1/3 (short) | 323 |
| J2:2/1 (short) | 311 |
| J2:2/2 (with short) | 662(In) 351(Out) |
| J2:2/3 | 262 |
| J2:3/1 | 387 |
| J2:3/2 | 168 |
| J2:4/1 | 555 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 199 |
| J3:1/2 | 190 |
| J3:1/3 | 82 |
| J3:2/1 | 524 |
| J3:2/2 (with short) | 585(In) 497(Out) |
| J3:2/3 (short) | 88 |
| J3:3/1 | 950 |
| J3:3/2 | 303 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 261 |
| J4:1/2 | 278 |
| J4:1/3 | 82 |
| J4:2/1 | 601 |
| J4:2/2 | 358 |
| J4:3/1 | 293 |
| J4:3/2 (with short) | 430(In) 244(Out) |
| J4:3/3 (short) | 186 |
| J4:4/1 | 959 |

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | | | | | | | 1800 | 1800 |
| J1:3/1 | | | | | | | 1800 | 1800 |
| J1:3/2 | | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | | | | | | | 1800 | 1800 |
| J2:4/1 | | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 3: '3' (FG3: '2028 AM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|-----|-----|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 221 | 393 | 184 | 798 |
| | B | 489 | 0 | 177 | 623 | 1289 |
| | C | 668 | 225 | 0 | 743 | 1636 |
| | D | 225 | 159 | 309 | 0 | 693 |
| | Tot. | 1382 | 605 | 879 | 1550 | 4416 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 3: 3 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 64 |
| J1:1/2 (with short) | 384(In) 320(Out) |
| J1:1/3 | 309 |
| J1:2/1 | 740 |
| J1:2/2 | 642 |
| J1:3/1 | 774 |
| J1:3/2 | 776 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 195 |
| J2:1/2 (with short) | 498(In) 313(Out) |
| J2:1/3 (short) | 185 |
| J2:2/1 (short) | 220 |
| J2:2/2 (with short) | 527(In) 307(Out) |
| J2:2/3 | 271 |
| J2:3/1 | 804 |
| J2:3/2 | 578 |
| J2:4/1 | 1382 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 461 |
| J3:1/2 | 414 |
| J3:1/3 | 414 |
| J3:2/1 | 430 |
| J3:2/2 (with short) | 456(In) 420(Out) |
| J3:2/3 (short) | 36 |
| J3:3/1 | 415 |
| J3:3/2 | 190 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 432 |
| J4:1/2 | 450 |
| J4:1/3 | 414 |
| J4:2/1 | 607 |
| J4:2/2 | 272 |
| J4:3/1 | 743 |
| J4:3/2 (with short) | 893(In) 665(Out) |
| J4:3/3 (short) | 228 |
| J4:4/1 | 879 |

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 4: '4' (FG4: '2028 PM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|------|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 325 | 535 | 255 | 1115 |
| | B | 88 | 0 | 162 | 350 | 600 |
| | C | 361 | 192 | 0 | 319 | 872 |
| | D | 163 | 889 | 519 | 0 | 1571 |
| | Tot. | 612 | 1406 | 1216 | 924 | 4158 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 4: 4 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 163 |
| J1:1/2 (with short) | 855(In) 692(Out) |
| J1:1/3 | 716 |
| J1:2/1 | 313 |
| J1:2/2 | 328 |
| J1:3/1 | 457 |
| J1:3/2 | 467 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 692 |
| J2:1/2 (with short) | 908(In) 576(Out) |
| J2:1/3 (short) | 332 |
| J2:2/1 (short) | 325 |
| J2:2/2 (with short) | 759(In) 434(Out) |
| J2:2/3 | 356 |
| J2:3/1 | 476 |
| J2:3/2 | 136 |
| J2:4/1 | 612 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 263 |
| J3:1/2 | 249 |
| J3:1/3 | 88 |
| J3:2/1 | 621 |
| J3:2/2 (with short) | 688(In) 592(Out) |
| J3:2/3 (short) | 96 |
| J3:3/1 | 1017 |
| J3:3/2 | 389 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 260 |
| J4:1/2 | 345 |
| J4:1/3 | 88 |
| J4:2/1 | 783 |
| J4:2/2 | 433 |
| J4:3/1 | 319 |
| J4:3/2 (with short) | 553(In) 313(Out) |
| J4:3/3 (short) | 240 |
| J4:4/1 | 1216 |

Full Input Data And Results

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 5: '5' (FG5: '2028 AM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|-----|-----|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 226 | 399 | 184 | 809 |
| | B | 489 | 0 | 177 | 623 | 1289 |
| | C | 668 | 225 | 0 | 743 | 1636 |
| | D | 225 | 159 | 309 | 0 | 693 |
| | Tot. | 1382 | 610 | 885 | 1550 | 4427 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 5: 5 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 64 |
| J1:1/2 (with short) | 384(In) 320(Out) |
| J1:1/3 | 309 |
| J1:2/1 | 740 |
| J1:2/2 | 642 |
| J1:3/1 | 775 |
| J1:3/2 | 775 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 195 |
| J2:1/2 (with short) | 498(In) 313(Out) |
| J2:1/3 (short) | 185 |
| J2:2/1 (short) | 224 |
| J2:2/2 (with short) | 536(In) 312(Out) |
| J2:2/3 | 273 |
| J2:3/1 | 804 |
| J2:3/2 | 578 |
| J2:4/1 | 1382 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 461 |
| J3:1/2 | 413 |
| J3:1/3 | 415 |
| J3:2/1 | 434 |
| J3:2/2 (with short) | 458(In) 423(Out) |
| J3:2/3 (short) | 35 |
| J3:3/1 | 419 |
| J3:3/2 | 191 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 433 |
| J4:1/2 | 448 |
| J4:1/3 | 415 |
| J4:2/1 | 611 |
| J4:2/2 | 274 |
| J4:3/1 | 743 |
| J4:3/2 (with short) | 893(In) 666(Out) |
| J4:3/3 (short) | 227 |
| J4:4/1 | 885 |

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | | | | | | | 1800 | 1800 |
| J1:3/1 | | | | | | | 1800 | 1800 |
| J1:3/2 | | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | | | | | | | 1800 | 1800 |
| J2:4/1 | | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 6: '6' (FG6: '2028 PM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|------|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 331 | 542 | 255 | 1128 |
| | B | 94 | 0 | 162 | 350 | 606 |
| | C | 386 | 192 | 0 | 319 | 897 |
| | D | 163 | 889 | 519 | 0 | 1571 |
| | Tot. | 643 | 1412 | 1223 | 924 | 4202 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 6: 6 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 163 |
| J1:1/2 (with short) | 855(In) 692(Out) |
| J1:1/3 | 716 |
| J1:2/1 | 330 |
| J1:2/2 | 342 |
| J1:3/1 | 457 |
| J1:3/2 | 467 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 692 |
| J2:1/2 (with short) | 908(In) 576(Out) |
| J2:1/3 (short) | 332 |
| J2:2/1 (short) | 331 |
| J2:2/2 (with short) | 768(In) 437(Out) |
| J2:2/3 | 360 |
| J2:3/1 | 493 |
| J2:3/2 | 150 |
| J2:4/1 | 643 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 263 |
| J3:1/2 | 249 |
| J3:1/3 | 94 |
| J3:2/1 | 624 |
| J3:2/2 (with short) | 692(In) 596(Out) |
| J3:2/3 (short) | 96 |
| J3:3/1 | 1023 |
| J3:3/2 | 389 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 260 |
| J4:1/2 | 345 |
| J4:1/3 | 94 |
| J4:2/1 | 786 |
| J4:2/2 | 437 |
| J4:3/1 | 319 |
| J4:3/2 (with short) | 578(In) 330(Out) |
| J4:3/3 (short) | 248 |
| J4:4/1 | 1223 |

Full Input Data And Results

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 7: '7' (FG7: '2028 AM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|-----|-----|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 264 | 401 | 220 | 885 |
| | B | 504 | 0 | 177 | 623 | 1304 |
| | C | 671 | 225 | 0 | 743 | 1639 |
| | D | 237 | 159 | 309 | 0 | 705 |
| | Tot. | 1412 | 648 | 887 | 1586 | 4533 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 7: 7 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 6 |
| J1:1/2 (with short) | 361(In) 355(Out) |
| J1:1/3 | 344 |
| J1:2/1 | 743 |
| J1:2/2 | 657 |
| J1:3/1 | 792 |
| J1:3/2 | 794 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 179 |
| J2:1/2 (with short) | 514(In) 332(Out) |
| J2:1/3 (short) | 182 |
| J2:2/1 (short) | 259 |
| J2:2/2 (with short) | 585(In) 326(Out) |
| J2:2/3 | 300 |
| J2:3/1 | 749 |
| J2:3/2 | 663 |
| J2:4/1 | 1412 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 466 |
| J3:1/2 | 410 |
| J3:1/3 | 428 |
| J3:2/1 | 448 |
| J3:2/2 (with short) | 482(In) 425(Out) |
| J3:2/3 (short) | 57 |
| J3:3/1 | 438 |
| J3:3/2 | 210 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 452 |
| J4:1/2 | 467 |
| J4:1/3 | 428 |
| J4:2/1 | 625 |
| J4:2/2 | 262 |
| J4:3/1 | 743 |
| J4:3/2 (with short) | 896(In) 667(Out) |
| J4:3/3 (short) | 229 |
| J4:4/1 | 887 |

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 8: '8' (FG8: '2028 PM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|------|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 343 | 539 | 270 | 1152 |
| | B | 129 | 0 | 162 | 350 | 641 |
| | C | 369 | 192 | 0 | 319 | 880 |
| | D | 197 | 889 | 519 | 0 | 1605 |
| | Tot. | 695 | 1424 | 1220 | 939 | 4278 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 8: 8 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 197 |
| J1:1/2 (with short) | 888(In) 691(Out) |
| J1:1/3 | 717 |
| J1:2/1 | 326 |
| J1:2/2 | 364 |
| J1:3/1 | 468 |
| J1:3/2 | 471 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 691 |
| J2:1/2 (with short) | 909(In) 560(Out) |
| J2:1/3 (short) | 349 |
| J2:2/1 (short) | 343 |
| J2:2/2 (with short) | 804(In) 461(Out) |
| J2:2/3 | 348 |
| J2:3/1 | 523 |
| J2:3/2 | 172 |
| J2:4/1 | 695 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 265 |
| J3:1/2 | 247 |
| J3:1/3 | 129 |
| J3:2/1 | 631 |
| J3:2/2 (with short) | 697(In) 608(Out) |
| J3:2/3 (short) | 89 |
| J3:3/1 | 1034 |
| J3:3/2 | 390 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 284 |
| J4:1/2 | 336 |
| J4:1/3 | 129 |
| J4:2/1 | 793 |
| J4:2/2 | 427 |
| J4:3/1 | 319 |
| J4:3/2 (with short) | 561(In) 326(Out) |
| J4:3/3 (short) | 235 |
| J4:4/1 | 1220 |

Full Input Data And Results

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 9: '9' (FG9: '2028 AM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|-----|-----|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 269 | 407 | 220 | 896 |
| | B | 504 | 0 | 177 | 623 | 1304 |
| | C | 671 | 225 | 0 | 743 | 1639 |
| | D | 237 | 159 | 309 | 0 | 705 |
| | Tot. | 1412 | 653 | 893 | 1586 | 4544 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 9: 9 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 8 |
| J1:1/2 (with short) | 361(In) 353(Out) |
| J1:1/3 | 344 |
| J1:2/1 | 743 |
| J1:2/2 | 657 |
| J1:3/1 | 793 |
| J1:3/2 | 793 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 179 |
| J2:1/2 (with short) | 514(In) 329(Out) |
| J2:1/3 (short) | 185 |
| J2:2/1 (short) | 264 |
| J2:2/2 (with short) | 594(In) 330(Out) |
| J2:2/3 | 302 |
| J2:3/1 | 751 |
| J2:3/2 | 661 |
| J2:4/1 | 1412 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 467 |
| J3:1/2 | 409 |
| J3:1/3 | 428 |
| J3:2/1 | 449 |
| J3:2/2 (with short) | 487(In) 430(Out) |
| J3:2/3 (short) | 57 |
| J3:3/1 | 443 |
| J3:3/2 | 210 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 453 |
| J4:1/2 | 466 |
| J4:1/3 | 428 |
| J4:2/1 | 626 |
| J4:2/2 | 267 |
| J4:3/1 | 743 |
| J4:3/2 (with short) | 896(In) 667(Out) |
| J4:3/3 (short) | 229 |
| J4:4/1 | 893 |

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:1/2 (Gosport Road Lane 2) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:1/3 (Gosport Road Lane 3) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:2/1 (Circulatory Northbound Lane 1) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:2/2 (Circulatory Northbound Lane 2) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:3/1 | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:3/2 | | | | | | | This lane uses a directly entered Saturation Flow | |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:1/2 (Circulatory Eastbound Lane 2) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:1/3 (Circulatory Eastbound Lane 3) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:2/1 (Newgate Lane Lane 1) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:2/2 (Newgate Lane Lane 2) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:2/3 (Newgate Lane Lane 3) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:3/1 (Northbound exit Lane 1) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:3/2 (Northbound exit Lane 2) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:4/1 | | | | | | | Infinite Saturation Flow | |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 10: '10' (FG10: '2028 PM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|------|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 349 | 546 | 270 | 1165 |
| | B | 135 | 0 | 162 | 350 | 647 |
| | C | 394 | 192 | 0 | 319 | 905 |
| | D | 197 | 889 | 519 | 0 | 1605 |
| | Tot. | 726 | 1430 | 1227 | 939 | 4322 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 10: 10 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 197 |
| J1:1/2 (with short) | 888(In) 691(Out) |
| J1:1/3 | 717 |
| J1:2/1 | 343 |
| J1:2/2 | 378 |
| J1:3/1 | 468 |
| J1:3/2 | 471 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 691 |
| J2:1/2 (with short) | 909(In) 560(Out) |
| J2:1/3 (short) | 349 |
| J2:2/1 (short) | 349 |
| J2:2/2 (with short) | 814(In) 465(Out) |
| J2:2/3 | 351 |
| J2:3/1 | 540 |
| J2:3/2 | 186 |
| J2:4/1 | 726 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 265 |
| J3:1/2 | 247 |
| J3:1/3 | 135 |
| J3:2/1 | 635 |
| J3:2/2 (with short) | 700(In) 611(Out) |
| J3:2/3 (short) | 89 |
| J3:3/1 | 1040 |
| J3:3/2 | 390 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 284 |
| J4:1/2 | 336 |
| J4:1/3 | 135 |
| J4:2/1 | 797 |
| J4:2/2 | 430 |
| J4:3/1 | 319 |
| J4:3/2 (with short) | 586(In) 343(Out) |
| J4:3/3 (short) | 243 |
| J4:4/1 | 1227 |

Full Input Data And Results

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 11: '11' (FG11: '2037 AM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|-----|-----|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 232 | 406 | 192 | 830 |
| | B | 514 | 0 | 182 | 654 | 1350 |
| | C | 701 | 232 | 0 | 780 | 1713 |
| | D | 235 | 166 | 325 | 0 | 726 |
| | Tot. | 1450 | 630 | 913 | 1626 | 4619 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 11: 11 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 63 |
| J1:1/2 (with short) | 401(In) 338(Out) |
| J1:1/3 | 325 |
| J1:2/1 | 776 |
| J1:2/2 | 671 |
| J1:3/1 | 814 |
| J1:3/2 | 812 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 220 |
| J2:1/2 (with short) | 503(In) 312(Out) |
| J2:1/3 (short) | 191 |
| J2:2/1 (short) | 231 |
| J2:2/2 (with short) | 548(In) 317(Out) |
| J2:2/3 | 282 |
| J2:3/1 | 839 |
| J2:3/2 | 611 |
| J2:4/1 | 1450 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 491 |
| J3:1/2 | 424 |
| J3:1/3 | 435 |
| J3:2/1 | 450 |
| J3:2/2 (with short) | 473(In) 427(Out) |
| J3:2/3 (short) | 46 |
| J3:3/1 | 451 |
| J3:3/2 | 179 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 455 |
| J4:1/2 | 470 |
| J4:1/3 | 435 |
| J4:2/1 | 632 |
| J4:2/2 | 281 |
| J4:3/1 | 780 |
| J4:3/2 (with short) | 933(In) 697(Out) |
| J4:3/3 (short) | 236 |
| J4:4/1 | 913 |

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 12: '12' (FG12: '2037 PM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|------|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 342 | 556 | 267 | 1165 |
| | B | 93 | 0 | 166 | 367 | 626 |
| | C | 378 | 197 | 0 | 334 | 909 |
| | D | 170 | 934 | 546 | 0 | 1650 |
| | Tot. | 641 | 1473 | 1268 | 968 | 4350 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 12: 12 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 170 |
| J1:1/2 (with short) | 872(In) 702(Out) |
| J1:1/3 | 778 |
| J1:2/1 | 324 |
| J1:2/2 | 344 |
| J1:3/1 | 456 |
| J1:3/2 | 512 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 702 |
| J2:1/2 (with short) | 975(In) 511(Out) |
| J2:1/3 (short) | 464 |
| J2:2/1 (short) | 341 |
| J2:2/2 (with short) | 811(In) 470(Out) |
| J2:2/3 | 354 |
| J2:3/1 | 494 |
| J2:3/2 | 147 |
| J2:4/1 | 641 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 279 |
| J3:1/2 | 254 |
| J3:1/3 | 93 |
| J3:2/1 | 551 |
| J3:2/2 (with short) | 818(In) 630(Out) |
| J3:2/3 (short) | 188 |
| J3:3/1 | 1043 |
| J3:3/2 | 430 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 192 |
| J4:1/2 | 442 |
| J4:1/3 | 93 |
| J4:2/1 | 717 |
| J4:2/2 | 551 |
| J4:3/1 | 334 |
| J4:3/2 (with short) | 575(In) 324(Out) |
| J4:3/3 (short) | 251 |
| J4:4/1 | 1268 |

Full Input Data And Results

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 13: '13' (FG13: '2037 AM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|-----|-----|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 237 | 412 | 192 | 841 |
| | B | 514 | 0 | 182 | 654 | 1350 |
| | C | 701 | 232 | 0 | 780 | 1713 |
| | D | 235 | 166 | 325 | 0 | 726 |
| | Tot. | 1450 | 635 | 919 | 1626 | 4630 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 13: 13 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 63 |
| J1:1/2 (with short) | 401(In) 338(Out) |
| J1:1/3 | 325 |
| J1:2/1 | 776 |
| J1:2/2 | 671 |
| J1:3/1 | 815 |
| J1:3/2 | 811 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 221 |
| J2:1/2 (with short) | 502(In) 312(Out) |
| J2:1/3 (short) | 190 |
| J2:2/1 (short) | 235 |
| J2:2/2 (with short) | 554(In) 319(Out) |
| J2:2/3 | 287 |
| J2:3/1 | 839 |
| J2:3/2 | 611 |
| J2:4/1 | 1450 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 489 |
| J3:1/2 | 426 |
| J3:1/3 | 435 |
| J3:2/1 | 452 |
| J3:2/2 (with short) | 477(In) 434(Out) |
| J3:2/3 (short) | 43 |
| J3:3/1 | 456 |
| J3:3/2 | 179 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 456 |
| J4:1/2 | 469 |
| J4:1/3 | 435 |
| J4:2/1 | 634 |
| J4:2/2 | 285 |
| J4:3/1 | 780 |
| J4:3/2 (with short) | 933(In) 697(Out) |
| J4:3/3 (short) | 236 |
| J4:4/1 | 919 |

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:1/2 (Gosport Road Lane 2) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:1/3 (Gosport Road Lane 3) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:2/1 (Circulatory Northbound Lane 1) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:2/2 (Circulatory Northbound Lane 2) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:3/1 | | | | | | | This lane uses a directly entered Saturation Flow | |
| J1:3/2 | | | | | | | This lane uses a directly entered Saturation Flow | |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:1/2 (Circulatory Eastbound Lane 2) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:1/3 (Circulatory Eastbound Lane 3) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:2/1 (Newgate Lane Lane 1) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:2/2 (Newgate Lane Lane 2) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:2/3 (Newgate Lane Lane 3) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:3/1 (Northbound exit Lane 1) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:3/2 (Northbound exit Lane 2) | | | | | | | This lane uses a directly entered Saturation Flow | |
| J2:4/1 | | | | | | | Infinite Saturation Flow | |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 14: '14' (FG14: '2037 PM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|------|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 348 | 563 | 267 | 1178 |
| | B | 99 | 0 | 166 | 367 | 632 |
| | C | 403 | 197 | 0 | 334 | 934 |
| | D | 170 | 934 | 546 | 0 | 1650 |
| | Tot. | 672 | 1479 | 1275 | 968 | 4394 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 14: 14 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 170 |
| J1:1/2 (with short) | 871(In) 701(Out) |
| J1:1/3 | 779 |
| J1:2/1 | 340 |
| J1:2/2 | 359 |
| J1:3/1 | 457 |
| J1:3/2 | 511 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 702 |
| J2:1/2 (with short) | 975(In) 511(Out) |
| J2:1/3 (short) | 464 |
| J2:2/1 (short) | 348 |
| J2:2/2 (with short) | 820(In) 472(Out) |
| J2:2/3 | 358 |
| J2:3/1 | 510 |
| J2:3/2 | 162 |
| J2:4/1 | 672 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 279 |
| J3:1/2 | 254 |
| J3:1/3 | 99 |
| J3:2/1 | 554 |
| J3:2/2 (with short) | 822(In) 632(Out) |
| J3:2/3 (short) | 190 |
| J3:3/1 | 1050 |
| J3:3/2 | 429 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 190 |
| J4:1/2 | 444 |
| J4:1/3 | 99 |
| J4:2/1 | 720 |
| J4:2/2 | 555 |
| J4:3/1 | 334 |
| J4:3/2 (with short) | 600(In) 340(Out) |
| J4:3/3 (short) | 260 |
| J4:4/1 | 1275 |

Full Input Data And Results

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 15: '15' (FG15: '2037 AM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|-----|-----|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 275 | 414 | 228 | 917 |
| | B | 529 | 0 | 182 | 654 | 1365 |
| | C | 704 | 232 | 0 | 780 | 1716 |
| | D | 248 | 166 | 325 | 0 | 739 |
| | Tot. | 1481 | 673 | 921 | 1662 | 4737 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 15: 15 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 18 |
| J1:1/2 (with short) | 392(In) 374(Out) |
| J1:1/3 | 347 |
| J1:2/1 | 779 |
| J1:2/2 | 686 |
| J1:3/1 | 831 |
| J1:3/2 | 831 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 199 |
| J2:1/2 (with short) | 524(In) 330(Out) |
| J2:1/3 (short) | 194 |
| J2:2/1 (short) | 268 |
| J2:2/2 (with short) | 609(In) 341(Out) |
| J2:2/3 | 308 |
| J2:3/1 | 797 |
| J2:3/2 | 684 |
| J2:4/1 | 1481 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 490 |
| J3:1/2 | 432 |
| J3:1/3 | 443 |
| J3:2/1 | 465 |
| J3:2/2 (with short) | 502(In) 442(Out) |
| J3:2/3 (short) | 60 |
| J3:3/1 | 467 |
| J3:3/2 | 206 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 476 |
| J4:1/2 | 492 |
| J4:1/3 | 443 |
| J4:2/1 | 647 |
| J4:2/2 | 274 |
| J4:3/1 | 780 |
| J4:3/2 (with short) | 936(In) 693(Out) |
| J4:3/3 (short) | 243 |
| J4:4/1 | 921 |

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 16: '16' (FG16: '2037 PM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|------|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 360 | 560 | 282 | 1202 |
| | B | 133 | 0 | 166 | 367 | 666 |
| | C | 386 | 197 | 0 | 334 | 917 |
| | D | 204 | 934 | 546 | 0 | 1684 |
| | Tot. | 723 | 1491 | 1272 | 983 | 4469 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 16: 16 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 204 |
| J1:1/2 (with short) | 914(In) 710(Out) |
| J1:1/3 | 770 |
| J1:2/1 | 342 |
| J1:2/2 | 374 |
| J1:3/1 | 461 |
| J1:3/2 | 522 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 710 |
| J2:1/2 (with short) | 967(In) 507(Out) |
| J2:1/3 (short) | 460 |
| J2:2/1 (short) | 360 |
| J2:2/2 (with short) | 839(In) 479(Out) |
| J2:2/3 | 363 |
| J2:3/1 | 546 |
| J2:3/2 | 177 |
| J2:4/1 | 723 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 277 |
| J3:1/2 | 256 |
| J3:1/3 | 133 |
| J3:2/1 | 565 |
| J3:2/2 (with short) | 823(In) 614(Out) |
| J3:2/3 (short) | 209 |
| J3:3/1 | 1070 |
| J3:3/2 | 421 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 184 |
| J4:1/2 | 465 |
| J4:1/3 | 133 |
| J4:2/1 | 731 |
| J4:2/2 | 541 |
| J4:3/1 | 334 |
| J4:3/2 (with short) | 583(In) 342(Out) |
| J4:3/3 (short) | 241 |
| J4:4/1 | 1272 |

Full Input Data And Results

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 17: '17' (FG17: '2037 AM Base + Com + Dev - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|-----|-----|------|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 280 | 420 | 228 | 928 |
| | B | 529 | 0 | 182 | 654 | 1365 |
| | C | 704 | 232 | 0 | 780 | 1716 |
| | D | 248 | 166 | 325 | 0 | 739 |
| | Tot. | 1481 | 678 | 927 | 1662 | 4748 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 17: 17 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 20 |
| J1:1/2 (with short) | 394(In) 374(Out) |
| J1:1/3 | 345 |
| J1:2/1 | 780 |
| J1:2/2 | 685 |
| J1:3/1 | 830 |
| J1:3/2 | 832 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 201 |
| J2:1/2 (with short) | 522(In) 327(Out) |
| J2:1/3 (short) | 195 |
| J2:2/1 (short) | 273 |
| J2:2/2 (with short) | 617(In) 344(Out) |
| J2:2/3 | 311 |
| J2:3/1 | 800 |
| J2:3/2 | 681 |
| J2:4/1 | 1481 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 489 |
| J3:1/2 | 433 |
| J3:1/3 | 443 |
| J3:2/1 | 467 |
| J3:2/2 (with short) | 506(In) 446(Out) |
| J3:2/3 (short) | 60 |
| J3:3/1 | 474 |
| J3:3/2 | 204 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 475 |
| J4:1/2 | 493 |
| J4:1/3 | 443 |
| J4:2/1 | 649 |
| J4:2/2 | 278 |
| J4:3/1 | 780 |
| J4:3/2 (with short) | 936(In) 694(Out) |
| J4:3/3 (short) | 242 |
| J4:4/1 | 927 |

Full Input Data And Results

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

| Junction: J3: 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) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 18: '18' (FG18: '2037 PM Base + Com + Dev - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | |
|--------|------|-------------|------|------|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 366 | 567 | 282 | 1215 |
| | B | 139 | 0 | 166 | 367 | 672 |
| | C | 411 | 197 | 0 | 334 | 942 |
| | D | 204 | 934 | 546 | 0 | 1684 |
| | Tot. | 754 | 1497 | 1279 | 983 | 4513 |

Full Input Data And Results

Traffic Lane Flows

Full Input Data And Results

| Lane | Scenario 18: 18 |
|---------------------------------------|---------------------|
| Junction: J1: Unnamed Junction | |
| J1:1/1 (short) | 204 |
| J1:1/2 (with short) | 913(In) 709(Out) |
| J1:1/3 | 771 |
| J1:2/1 | 360 |
| J1:2/2 | 387 |
| J1:3/1 | 460 |
| J1:3/2 | 523 |
| Junction: J2: Unnamed Junction | |
| J2:1/1 | 710 |
| J2:1/2 (with short) | 967(In) 507(Out) |
| J2:1/3 (short) | 460 |
| J2:2/1 (short) | 365 |
| J2:2/2 (with short) | 848(In) 483(Out) |
| J2:2/3 | 367 |
| J2:3/1 | 564 |
| J2:3/2 | 190 |
| J2:4/1 | 754 |
| Junction: J3: Unnamed Junction | |
| J3:1/1 | 277 |
| J3:1/2 | 256 |
| J3:1/3 | 139 |
| J3:2/1 | 568 |
| J3:2/2 (with short) | 827(In) 616(Out) |
| J3:2/3 (short) | 211 |
| J3:3/1 | 1075 |
| J3:3/2 | 422 |
| Junction: J4: Unnamed Junction | |
| J4:1/1 | 182 |
| J4:1/2 | 467 |
| J4:1/3 | 139 |
| J4:2/1 | 734 |
| J4:2/2 | 545 |
| J4:3/1 | 334 |
| J4:3/2 (with short) | 608(In) 360(Out) |
| J4:3/3 (short) | 248 |
| J4:4/1 | 1279 |

Full Input Data And Results

Lane Saturation Flows

| Junction: J1: 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) |
| J1:1/1 (Gosport Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/2 (Gosport Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:1/3 (Gosport Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/1 (Circulatory Northbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:2/2 (Circulatory Northbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/1 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J1:3/2 | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |

| Junction: J2: 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) |
| J2:1/1 (Circulatory Eastbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/2 (Circulatory Eastbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:1/3 (Circulatory Eastbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/1 (Newgate Lane Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/2 (Newgate Lane Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:2/3 (Newgate Lane Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/1 (Northbound exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:3/2 (Northbound exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J2:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

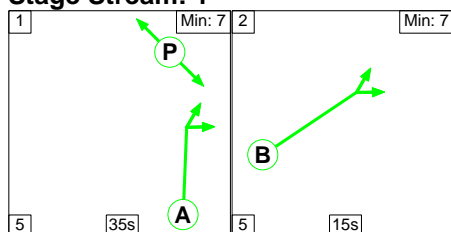
| Junction: J3: Unnamed Junction | | | | | | | | |
|---|---|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
| J3:1/1 (Rowner Road Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/2 (Rowner Road Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:1/3 (Rowner Road Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/1 (Circulatory Southbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/2 (Circulatory Southbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:2/3 (Circulatory Southbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J3:3/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| J3:3/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

| Junction: J4: 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) |
| J4:1/1 (Circulatory Westbound Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/2 (Circulatory Westbound Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:1/3 (Circulatory Westbound Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/1 (Southbound Exit Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:2/2 (Southbound Exit Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/1 (Broom Way Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/2 (Broom Way Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:3/3 (Broom Way Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| J4:4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 1: '1' (FG1: '2021 AM Baseline (DS2)', Plan 1: 'Network Control Plan 1')

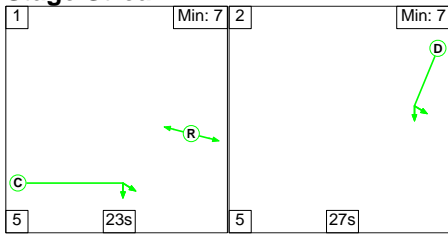
Stage Sequence Diagram

Stage Stream: 1

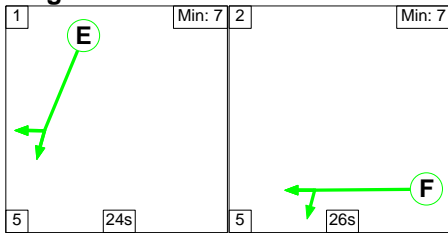


Full Input Data And Results

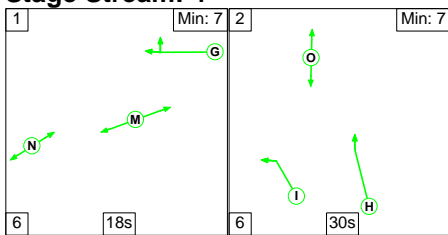
Stage Stream: 2



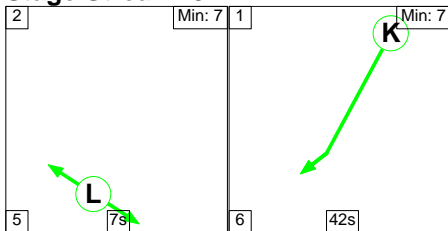
Stage Stream: 3



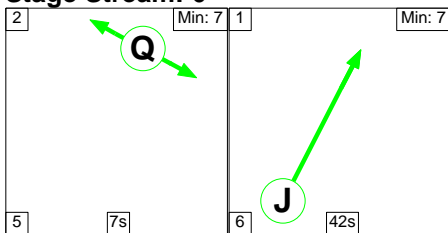
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 35 | 15 |
| Change Point | 47 | 27 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 23 | 27 |
| Change Point | 27 | 55 |

Full Input Data And Results

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 26 |
| Change Point | 54 | 23 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 18 | 30 |
| Change Point | 22 | 46 |

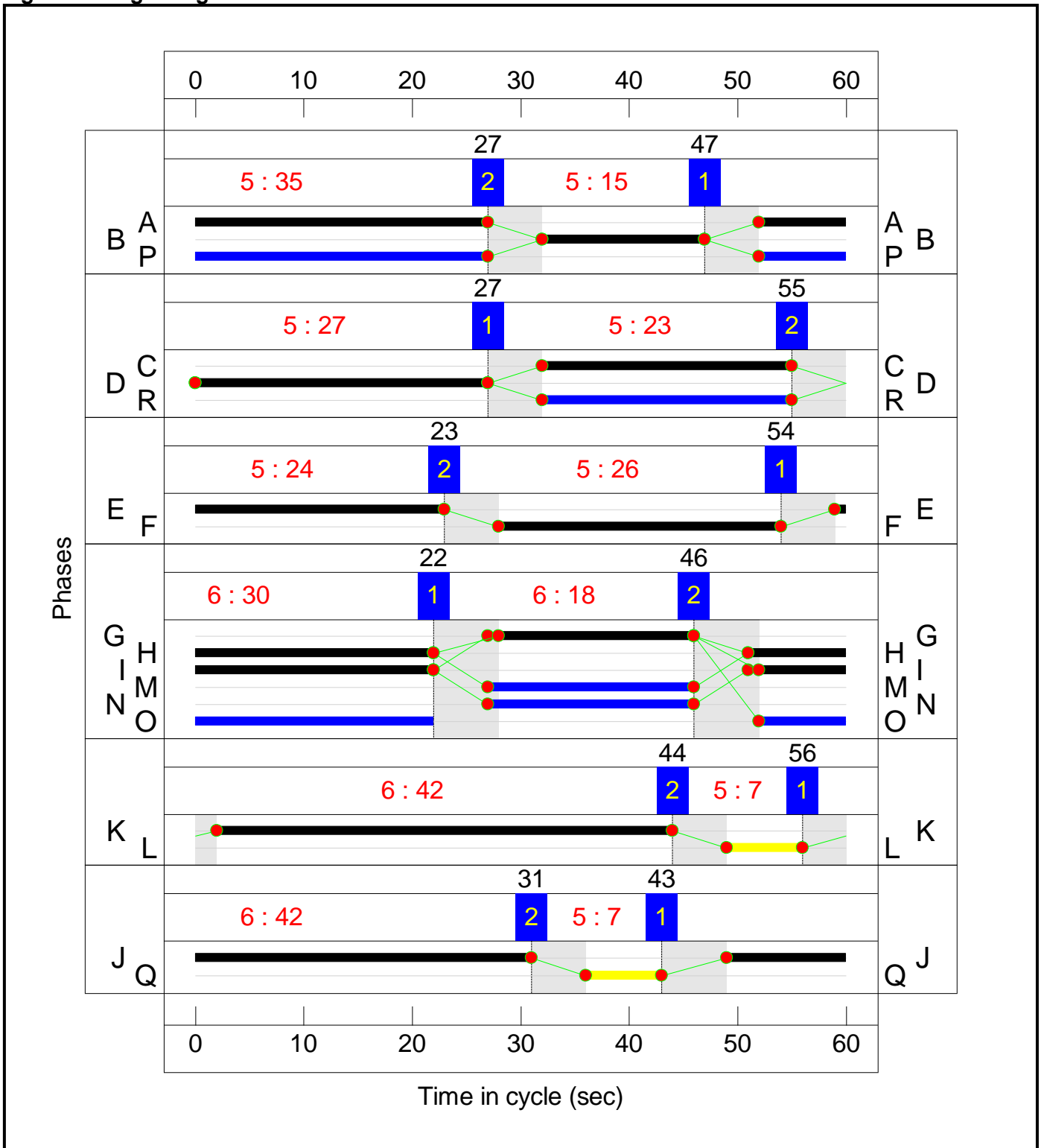
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 42 |
| Change Point | 44 | 56 |

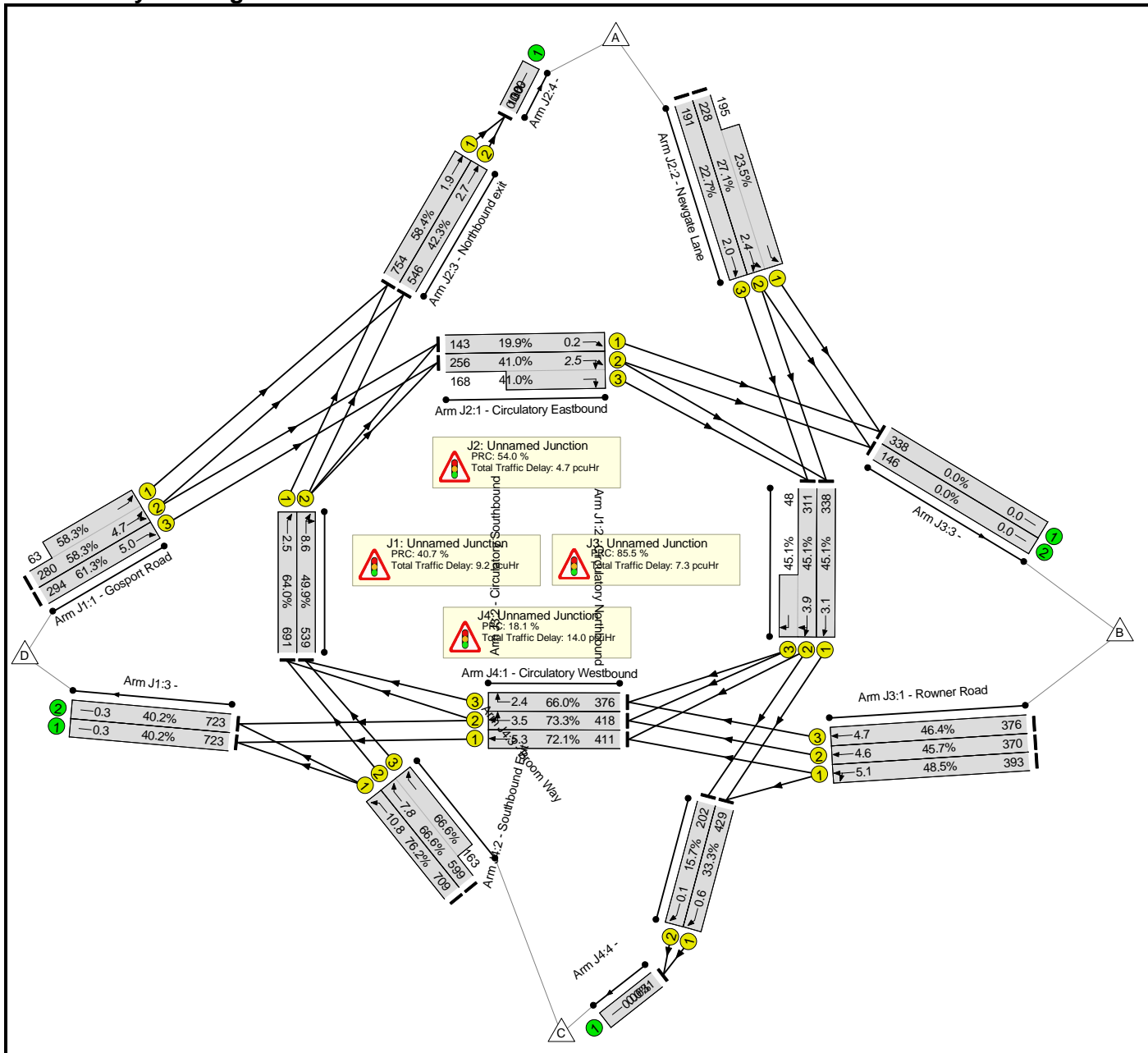
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 42 |
| Change Point | 31 | 43 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|-----|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 26 | - | 393 | 1800 | 810 | 48.5% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 26 | - | 370 | 1800 | 810 | 45.7% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 26 | - | 376 | 1800 | 810 | 46.4% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 24 | - | 338 | 1800 | 750 | 45.1% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 24 | - | 359 | 1800:1800 | 690+106 | 45.1 : 45.1% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 338 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 146 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 76.2% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 18 | - | 411 | 1800 | 570 | 72.1% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 18 | - | 418 | 1800 | 570 | 73.3% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 18 | - | 376 | 1800 | 570 | 66.0% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 42 | - | 429 | 1800 | 1290 | 33.3% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 42 | - | 202 | 1800 | 1290 | 15.7% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 30 | - | 709 | 1800 | 930 | 76.2% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 31 | - | 762 | 1800:1800 | 899+245 | 66.6 : 66.6% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 631 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 21.1 | 14.0 | 0.0 | 35.2 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 5.7 | 3.5 | 0.0 | 9.2 | - | - | - | - |
| 1/2+1/1 | 343 | 343 | - | - | - | 1.8 | 0.7 | - | 2.5 | 26.0 | 4.0 | 0.7 | 4.7 |
| 1/3 | 294 | 294 | - | - | - | 1.6 | 0.8 | - | 2.4 | 28.9 | 4.2 | 0.8 | 5.0 |
| 2/1 | 691 | 691 | - | - | - | 0.4 | 0.9 | - | 1.2 | 6.5 | 1.7 | 0.9 | 2.5 |
| 2/2 | 539 | 539 | - | - | - | 2.0 | 0.5 | - | 2.5 | 16.4 | 8.1 | 0.5 | 8.6 |
| 3/1 | 723 | 723 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.7 | 0.0 | 0.3 | 0.3 |
| 3/2 | 723 | 723 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.7 | 0.0 | 0.3 | 0.3 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 2.8 | 1.9 | 0.0 | 4.7 | - | - | - | - |
| 1/1 | 143 | 143 | - | - | - | 0.0 | 0.1 | - | 0.1 | 3.7 | 0.1 | 0.1 | 0.2 |
| 1/2+1/3 | 424 | 424 | - | - | - | 0.6 | 0.3 | - | 0.9 | 7.9 | 2.2 | 0.3 | 2.5 |
| 2/2+2/1 | 423 | 423 | - | - | - | 1.1 | 0.2 | - | 1.3 | 11.1 | 2.3 | 0.2 | 2.4 |
| 2/3 | 191 | 191 | - | - | - | 0.5 | 0.1 | - | 0.7 | 12.3 | 1.9 | 0.1 | 2.0 |
| 3/1 | 754 | 754 | - | - | - | 0.2 | 0.7 | - | 0.9 | 4.5 | 1.2 | 0.7 | 1.9 |
| 3/2 | 546 | 546 | - | - | - | 0.4 | 0.4 | - | 0.7 | 4.7 | 2.3 | 0.4 | 2.7 |
| 4/1 | 1300 | 1300 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 5.1 | 2.1 | 0.0 | 7.3 | - | - | - | - |
| 1/1 | 393 | 393 | - | - | - | 1.3 | 0.5 | - | 1.7 | 15.9 | 4.6 | 0.5 | 5.1 |
| 1/2 | 370 | 370 | - | - | - | 1.2 | 0.4 | - | 1.6 | 15.5 | 4.2 | 0.4 | 4.6 |
| 1/3 | 376 | 376 | - | - | - | 1.2 | 0.4 | - | 1.6 | 15.6 | 4.3 | 0.4 | 4.7 |
| 2/1 | 338 | 338 | - | - | - | 0.7 | 0.4 | - | 1.1 | 11.7 | 2.6 | 0.4 | 3.1 |
| 2/2+2/3 | 359 | 359 | - | - | - | 0.8 | 0.4 | - | 1.2 | 12.3 | 3.5 | 0.4 | 3.9 |
| 3/1 | 338 | 338 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

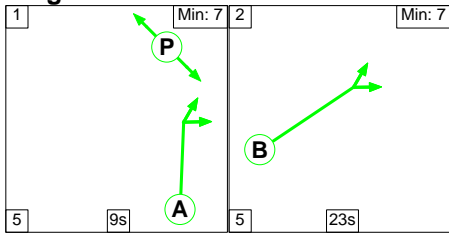
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---------------------------------------|-------|--|----------|-----------------|------------|------------|------------|-------------|------|-----|-----|------|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|-------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|-------|-----------------|----|----|---------------------------------------|-------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 146 | 146 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 7.5 | 6.5 | 0.0 | 14.0 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 411 | 411 | - | - | - | 1.2 | 1.3 | - | 2.5 | 22.1 | 4.0 | 1.3 | 5.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 418 | 418 | - | - | - | 1.1 | 1.4 | - | 2.4 | 20.8 | 2.2 | 1.4 | 3.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 376 | 376 | - | - | - | 0.8 | 1.0 | - | 1.8 | 17.3 | 1.4 | 1.0 | 2.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 429 | 429 | - | - | - | 0.1 | 0.2 | - | 0.3 | 2.7 | 0.4 | 0.2 | 0.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 202 | 202 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 709 | 709 | - | - | - | 2.3 | 1.6 | - | 3.9 | 19.6 | 9.3 | 1.6 | 10.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 762 | 762 | - | - | - | 2.0 | 1.0 | - | 2.9 | 13.9 | 6.8 | 1.0 | 7.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 631 | 631 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>40.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.54</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>119.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.04</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>85.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.29</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>18.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.55</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>170.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>54.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.65</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>18.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>35.15</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 PRC for Signalled Lanes (%) | 40.7 | Total Delay for Signalled Lanes (pcuHr): | 8.54 | Cycle Time (s): | 60 | C1 | Stream: 2 PRC for Signalled Lanes (%) | 119.7 | Total Delay for Signalled Lanes (pcuHr): | 3.04 | Cycle Time (s): | 60 | C1 | Stream: 3 PRC for Signalled Lanes (%) | 85.5 | Total Delay for Signalled Lanes (pcuHr): | 7.29 | Cycle Time (s): | 60 | C1 | Stream: 4 PRC for Signalled Lanes (%) | 18.1 | Total Delay for Signalled Lanes (pcuHr): | 13.55 | Cycle Time (s): | 60 | C1 | Stream: 5 PRC for Signalled Lanes (%) | 170.6 | Total Delay for Signalled Lanes (pcuHr): | 0.41 | Cycle Time (s): | 60 | C1 | Stream: 6 PRC for Signalled Lanes (%) | 54.0 | Total Delay for Signalled Lanes (pcuHr): | 1.65 | Cycle Time (s): | 60 | | PRC Over All Lanes (%) | 18.1 | Total Delay Over All Lanes(pcuHr): | 35.15 | | |
| C1 | Stream: 1 PRC for Signalled Lanes (%) | 40.7 | Total Delay for Signalled Lanes (pcuHr): | 8.54 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 PRC for Signalled Lanes (%) | 119.7 | Total Delay for Signalled Lanes (pcuHr): | 3.04 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 PRC for Signalled Lanes (%) | 85.5 | Total Delay for Signalled Lanes (pcuHr): | 7.29 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 PRC for Signalled Lanes (%) | 18.1 | Total Delay for Signalled Lanes (pcuHr): | 13.55 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 PRC for Signalled Lanes (%) | 170.6 | Total Delay for Signalled Lanes (pcuHr): | 0.41 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 PRC for Signalled Lanes (%) | 54.0 | Total Delay for Signalled Lanes (pcuHr): | 1.65 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PRC Over All Lanes (%) | 18.1 | Total Delay Over All Lanes(pcuHr): | 35.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

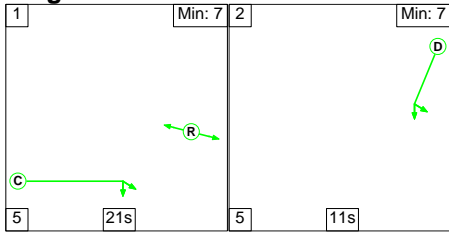
Scenario 2: '2' (FG2: '2021 PM Baseline (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

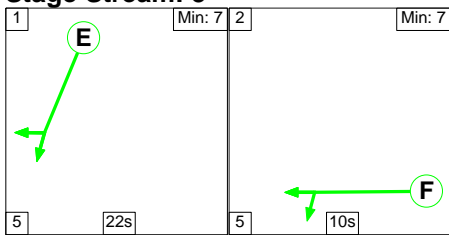
Stage Stream: 1



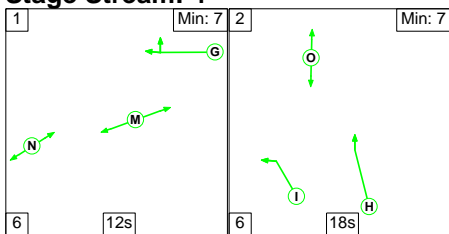
Stage Stream: 2



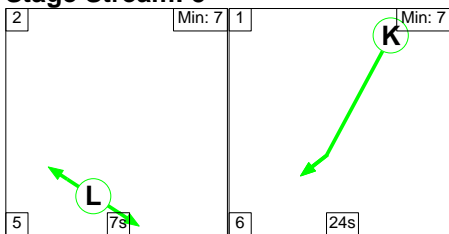
Stage Stream: 3



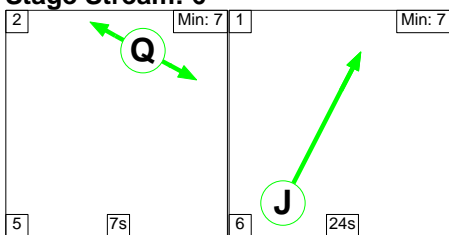
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|---|----|
| Duration | 9 | 23 |
| Change Point | 3 | 17 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 21 | 11 |
| Change Point | 20 | 4 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 22 | 10 |
| Change Point | 3 | 30 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 12 | 18 |
| Change Point | 27 | 3 |

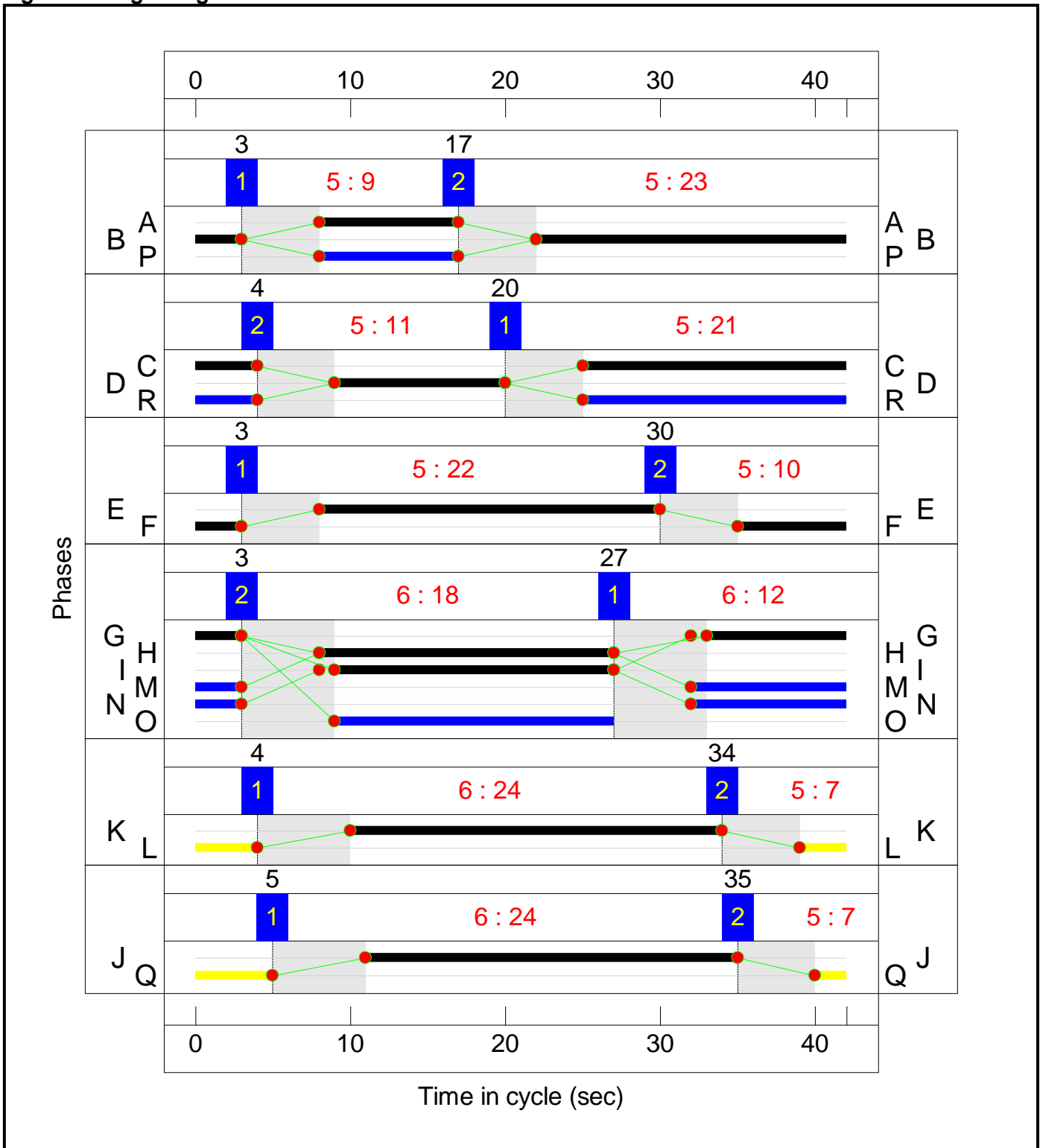
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 24 |
| Change Point | 34 | 4 |

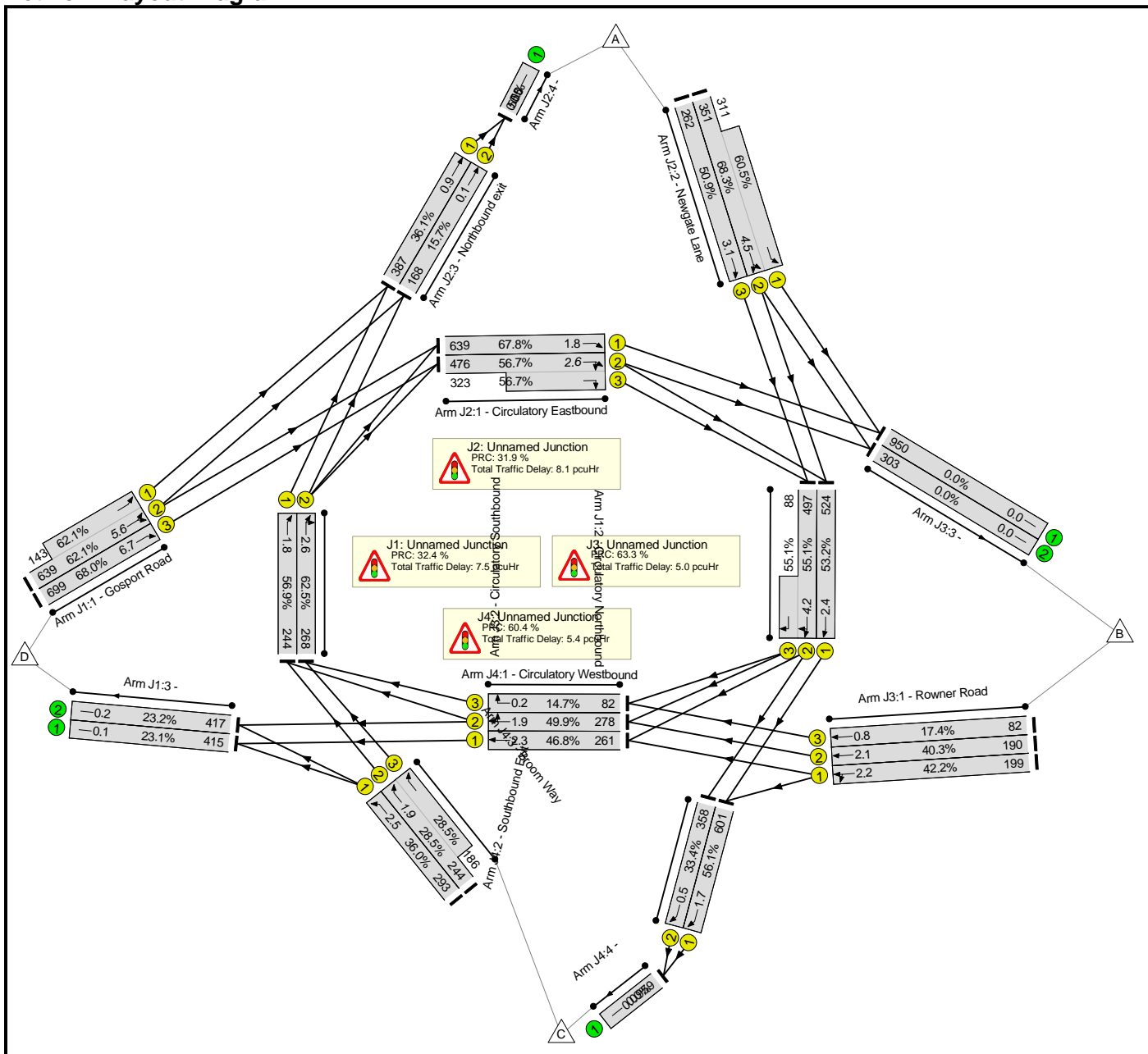
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 24 |
| Change Point | 35 | 5 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|-----|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 10 | - | 199 | 1800 | 471 | 42.2% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 10 | - | 190 | 1800 | 471 | 40.3% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 10 | - | 82 | 1800 | 471 | 17.4% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 22 | - | 524 | 1800 | 986 | 53.2% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 22 | - | 585 | 1800:1800 | 902+160 | 55.1 : 55.1% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 950 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 303 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 56.1% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 12 | - | 261 | 1800 | 557 | 46.8% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 12 | - | 278 | 1800 | 557 | 49.9% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 12 | - | 82 | 1800 | 557 | 14.7% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 24 | - | 601 | 1800 | 1071 | 56.1% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 24 | - | 358 | 1800 | 1071 | 33.4% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 18 | - | 293 | 1800 | 814 | 36.0% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 19 | - | 430 | 1800:1800 | 857+653 | 28.5 : 28.5% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 959 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 14.5 | 11.5 | 0.0 | 26.0 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 3.9 | 3.7 | 0.0 | 7.5 | - | - | - | - |
| 1/2+1/1 | 782 | 782 | - | - | - | 1.2 | 0.8 | - | 2.0 | 9.4 | 4.8 | 0.8 | 5.6 |
| 1/3 | 699 | 699 | - | - | - | 1.2 | 1.1 | - | 2.3 | 11.7 | 5.6 | 1.1 | 6.7 |
| 2/1 | 244 | 244 | - | - | - | 0.7 | 0.7 | - | 1.4 | 20.4 | 1.2 | 0.7 | 1.8 |
| 2/2 | 268 | 268 | - | - | - | 0.7 | 0.8 | - | 1.5 | 20.4 | 1.8 | 0.8 | 2.6 |
| 3/1 | 415 | 415 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.3 | 0.0 | 0.1 | 0.1 |
| 3/2 | 417 | 417 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 4.6 | 3.5 | 0.0 | 8.1 | - | - | - | - |
| 1/1 | 639 | 639 | - | - | - | 0.3 | 1.0 | - | 1.4 | 7.8 | 0.8 | 1.0 | 1.8 |
| 1/2+1/3 | 799 | 799 | - | - | - | 0.8 | 0.7 | - | 1.4 | 6.4 | 1.9 | 0.7 | 2.6 |
| 2/2+2/1 | 662 | 662 | - | - | - | 2.4 | 0.9 | - | 3.3 | 18.0 | 3.6 | 0.9 | 4.5 |
| 2/3 | 262 | 262 | - | - | - | 0.9 | 0.5 | - | 1.4 | 19.7 | 2.5 | 0.5 | 3.1 |
| 3/1 | 387 | 387 | - | - | - | 0.1 | 0.3 | - | 0.4 | 4.0 | 0.6 | 0.3 | 0.9 |
| 3/2 | 168 | 168 | - | - | - | 0.0 | 0.1 | - | 0.1 | 2.0 | 0.0 | 0.1 | 0.1 |
| 4/1 | 555 | 555 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 3.0 | 2.0 | 0.0 | 5.0 | - | - | - | - |
| 1/1 | 199 | 199 | - | - | - | 0.7 | 0.4 | - | 1.1 | 19.5 | 1.9 | 0.4 | 2.2 |
| 1/2 | 190 | 190 | - | - | - | 0.7 | 0.3 | - | 1.0 | 19.2 | 1.8 | 0.3 | 2.1 |
| 1/3 | 82 | 82 | - | - | - | 0.3 | 0.1 | - | 0.4 | 16.7 | 0.7 | 0.1 | 0.8 |
| 2/1 | 524 | 524 | - | - | - | 0.4 | 0.6 | - | 1.0 | 7.0 | 1.8 | 0.6 | 2.4 |
| 2/2+2/3 | 585 | 585 | - | - | - | 0.9 | 0.6 | - | 1.5 | 9.4 | 3.6 | 0.6 | 4.2 |
| 3/1 | 950 | 950 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

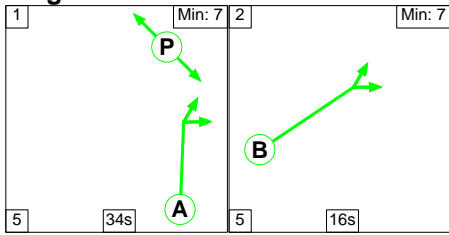
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|-----------------------------|----------|--|----------|-----------------|------------|------------|------------|------|-----|-----|-----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|-------|--|------|-----------------|----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 303 | 303 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 3.0 | 2.4 | 0.0 | 5.4 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 261 | 261 | - | - | - | 0.6 | 0.4 | - | 1.1 | 14.7 | 1.9 | 0.4 | 2.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 278 | 278 | - | - | - | 0.5 | 0.5 | - | 1.0 | 13.3 | 1.4 | 0.5 | 1.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 82 | 82 | - | - | - | 0.1 | 0.1 | - | 0.2 | 7.7 | 0.1 | 0.1 | 0.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 601 | 601 | - | - | - | 0.3 | 0.6 | - | 0.9 | 5.3 | 1.0 | 0.6 | 1.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 358 | 358 | - | - | - | 0.1 | 0.3 | - | 0.4 | 3.6 | 0.3 | 0.3 | 0.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 293 | 293 | - | - | - | 0.6 | 0.3 | - | 0.9 | 11.0 | 2.2 | 0.3 | 2.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 430 | 430 | - | - | - | 0.8 | 0.2 | - | 1.0 | 8.2 | 1.7 | 0.2 | 1.9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 959 | 959 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>32.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.23</td> <td>Cycle Time (s):</td> <td>42</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>31.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.55</td> <td>Cycle Time (s):</td> <td>42</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>63.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.00</td> <td>Cycle Time (s):</td> <td>42</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>80.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.14</td> <td>Cycle Time (s):</td> <td>42</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>60.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.25</td> <td>Cycle Time (s):</td> <td>42</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>149.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.52</td> <td>Cycle Time (s):</td> <td>42</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>31.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>26.00</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 32.4 | Total Delay for Signalled Lanes (pcuHr): | 7.23 | Cycle Time (s): | 42 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 31.9 | Total Delay for Signalled Lanes (pcuHr): | 7.55 | Cycle Time (s): | 42 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 63.3 | Total Delay for Signalled Lanes (pcuHr): | 5.00 | Cycle Time (s): | 42 | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 80.4 | Total Delay for Signalled Lanes (pcuHr): | 4.14 | Cycle Time (s): | 42 | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 60.4 | Total Delay for Signalled Lanes (pcuHr): | 1.25 | Cycle Time (s): | 42 | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 149.2 | Total Delay for Signalled Lanes (pcuHr): | 0.52 | Cycle Time (s): | 42 | | | PRC Over All Lanes (%) | 31.9 | Total Delay Over All Lanes(pcuHr): | 26.00 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 32.4 | Total Delay for Signalled Lanes (pcuHr): | 7.23 | Cycle Time (s): | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 31.9 | Total Delay for Signalled Lanes (pcuHr): | 7.55 | Cycle Time (s): | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 63.3 | Total Delay for Signalled Lanes (pcuHr): | 5.00 | Cycle Time (s): | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 | PRC for Signalled Lanes (%) | 80.4 | Total Delay for Signalled Lanes (pcuHr): | 4.14 | Cycle Time (s): | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 | PRC for Signalled Lanes (%) | 60.4 | Total Delay for Signalled Lanes (pcuHr): | 1.25 | Cycle Time (s): | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 | PRC for Signalled Lanes (%) | 149.2 | Total Delay for Signalled Lanes (pcuHr): | 0.52 | Cycle Time (s): | 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 31.9 | Total Delay Over All Lanes(pcuHr): | 26.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

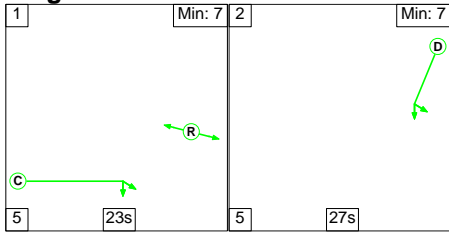
Scenario 3: '3' (FG3: '2028 AM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

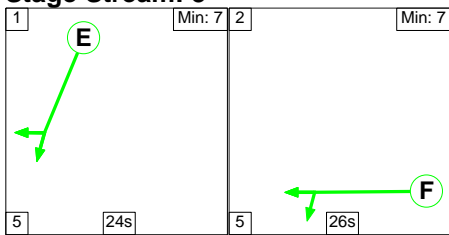
Stage Stream: 1



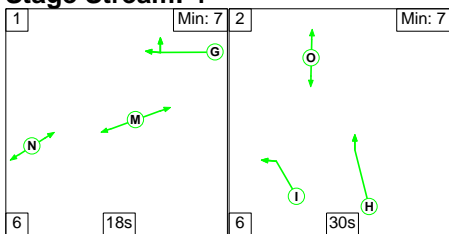
Stage Stream: 2



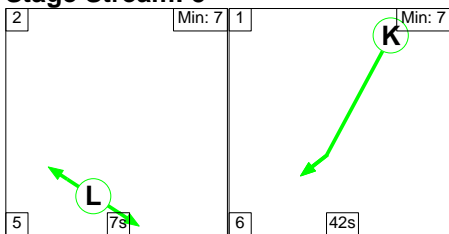
Stage Stream: 3



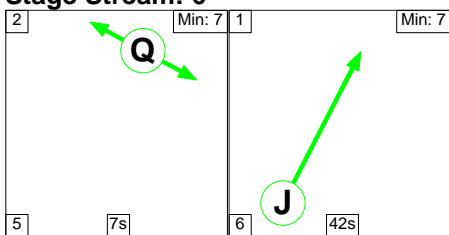
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 34 | 16 |
| Change Point | 47 | 26 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 23 | 27 |
| Change Point | 27 | 55 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 26 |
| Change Point | 52 | 21 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 18 | 30 |
| Change Point | 21 | 45 |

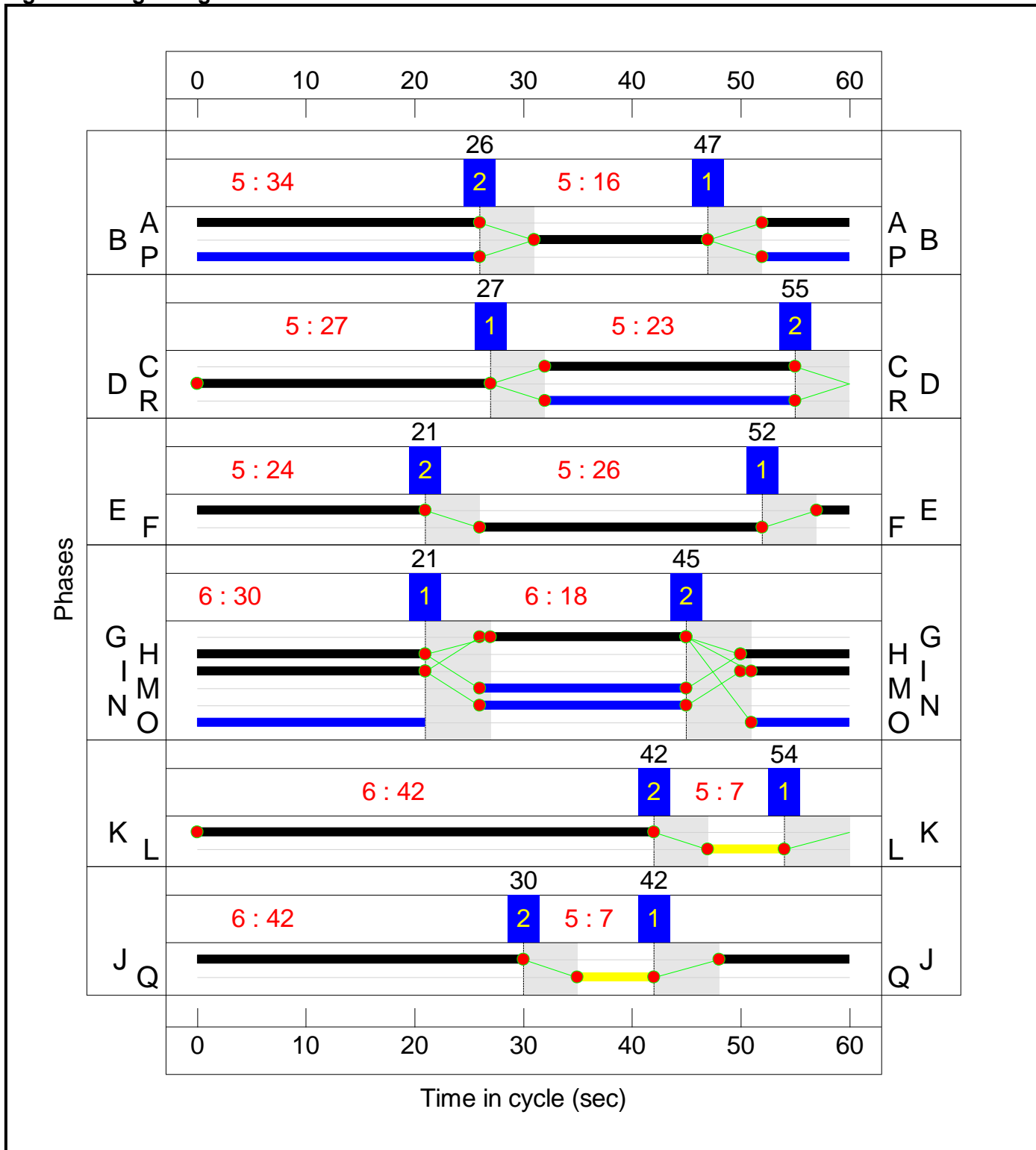
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 42 |
| Change Point | 42 | 54 |

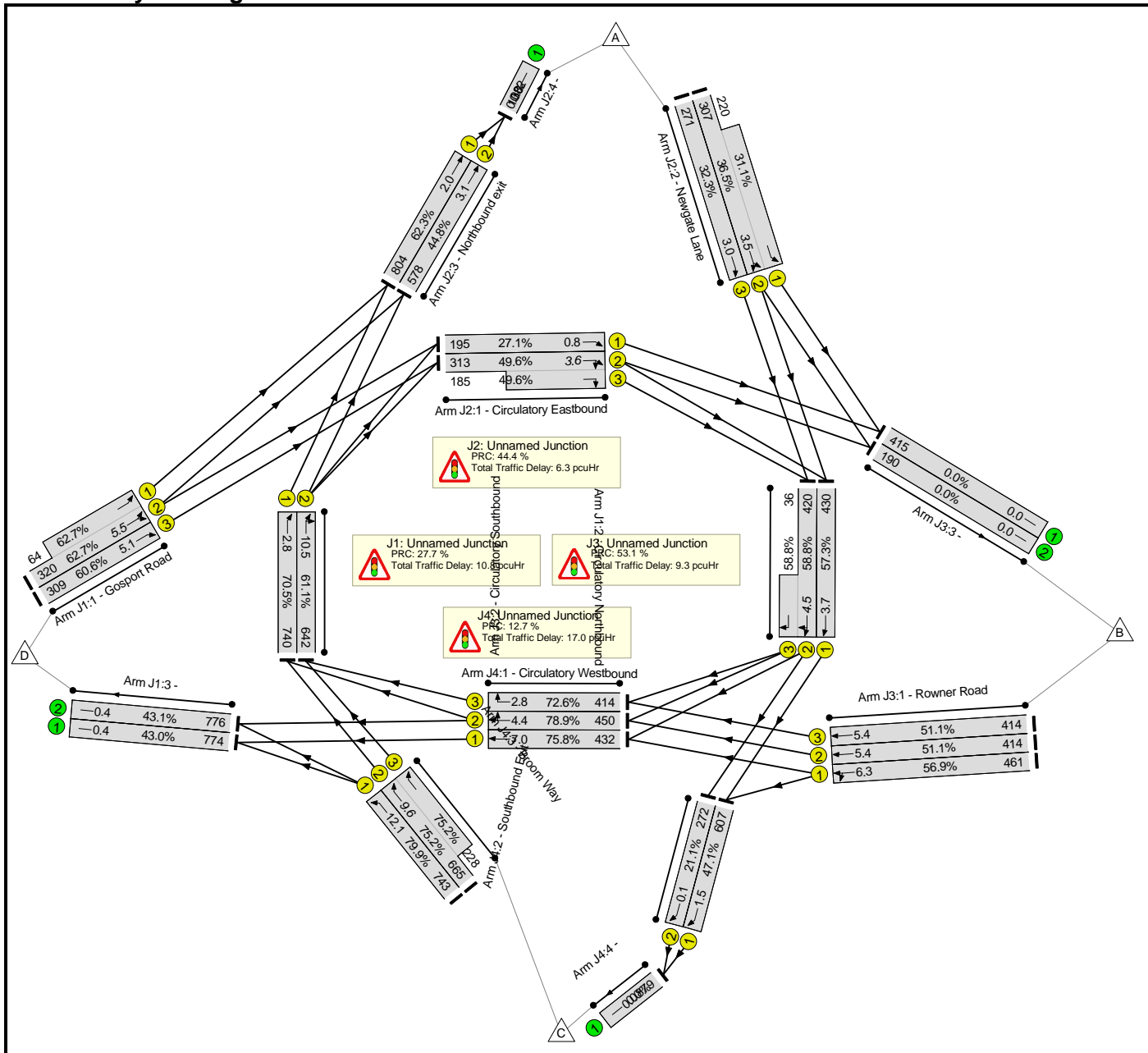
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 42 |
| Change Point | 30 | 42 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|-----|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 26 | - | 461 | 1800 | 810 | 56.9% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 26 | - | 414 | 1800 | 810 | 51.1% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 26 | - | 414 | 1800 | 810 | 51.1% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 24 | - | 430 | 1800 | 750 | 57.3% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 24 | - | 456 | 1800:1800 | 714+61 | 58.8 : 58.8% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 415 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 190 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 79.9% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 18 | - | 432 | 1800 | 570 | 75.8% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 18 | - | 450 | 1800 | 570 | 78.9% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 18 | - | 414 | 1800 | 570 | 72.6% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 42 | - | 607 | 1800 | 1290 | 47.1% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 42 | - | 272 | 1800 | 1290 | 21.1% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 30 | - | 743 | 1800 | 930 | 79.9% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 31 | - | 893 | 1800:1800 | 885+303 | 75.2 : 75.2% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 879 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 24.8 | 18.5 | 0.0 | 43.3 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 6.4 | 4.3 | 0.0 | 10.8 | - | - | - | - |
| 1/2+1/1 | 384 | 384 | - | - | - | 2.0 | 0.8 | - | 2.8 | 26.1 | 4.6 | 0.8 | 5.5 |
| 1/3 | 309 | 309 | - | - | - | 1.6 | 0.8 | - | 2.4 | 27.5 | 4.4 | 0.8 | 5.1 |
| 2/1 | 740 | 740 | - | - | - | 0.3 | 1.2 | - | 1.5 | 7.4 | 1.6 | 1.2 | 2.8 |
| 2/2 | 642 | 642 | - | - | - | 2.6 | 0.8 | - | 3.3 | 18.8 | 9.7 | 0.8 | 10.5 |
| 3/1 | 774 | 774 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| 3/2 | 776 | 776 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 3.9 | 2.4 | 0.0 | 6.3 | - | - | - | - |
| 1/1 | 195 | 195 | - | - | - | 0.2 | 0.2 | - | 0.4 | 6.5 | 0.6 | 0.2 | 0.8 |
| 1/2+1/3 | 498 | 498 | - | - | - | 0.8 | 0.5 | - | 1.3 | 9.7 | 3.2 | 0.5 | 3.6 |
| 2/2+2/1 | 527 | 527 | - | - | - | 1.5 | 0.3 | - | 1.7 | 11.8 | 3.2 | 0.3 | 3.5 |
| 2/3 | 271 | 271 | - | - | - | 0.8 | 0.2 | - | 1.0 | 13.2 | 2.8 | 0.2 | 3.0 |
| 3/1 | 804 | 804 | - | - | - | 0.2 | 0.8 | - | 1.1 | 4.7 | 1.2 | 0.8 | 2.0 |
| 3/2 | 578 | 578 | - | - | - | 0.4 | 0.4 | - | 0.8 | 4.9 | 2.6 | 0.4 | 3.1 |
| 4/1 | 1382 | 1382 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 6.2 | 3.1 | 0.0 | 9.3 | - | - | - | - |
| 1/1 | 461 | 461 | - | - | - | 1.6 | 0.7 | - | 2.2 | 17.3 | 5.6 | 0.7 | 6.3 |
| 1/2 | 414 | 414 | - | - | - | 1.4 | 0.5 | - | 1.9 | 16.3 | 4.8 | 0.5 | 5.4 |
| 1/3 | 414 | 414 | - | - | - | 1.4 | 0.5 | - | 1.9 | 16.3 | 4.8 | 0.5 | 5.4 |
| 2/1 | 430 | 430 | - | - | - | 0.9 | 0.7 | - | 1.5 | 12.9 | 3.0 | 0.7 | 3.7 |
| 2/2+2/3 | 456 | 456 | - | - | - | 1.0 | 0.7 | - | 1.7 | 13.7 | 3.8 | 0.7 | 4.5 |
| 3/1 | 415 | 415 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

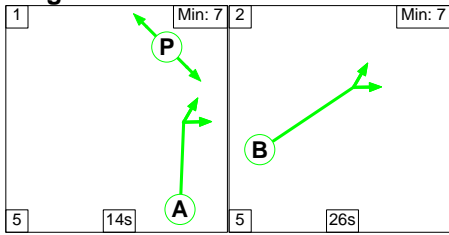
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------------------|------|--|----------|-----------------|------------|------------|------------|-------------|------|------|-----|------|----|---------------------------------------|------|--|-------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|-------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 190 | 190 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 8.3 | 8.7 | 0.0 | 17.0 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 432 | 432 | - | - | - | 1.4 | 1.5 | - | 2.9 | 24.5 | 5.5 | 1.5 | 7.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 450 | 450 | - | - | - | 1.1 | 1.8 | - | 2.9 | 23.0 | 2.6 | 1.8 | 4.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 414 | 414 | - | - | - | 0.9 | 1.3 | - | 2.2 | 18.9 | 1.4 | 1.3 | 2.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 607 | 607 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.5 | 1.0 | 0.4 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 272 | 272 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.8 | 0.0 | 0.1 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 743 | 743 | - | - | - | 2.5 | 1.9 | - | 4.4 | 21.4 | 10.1 | 1.9 | 12.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 893 | 893 | - | - | - | 2.4 | 1.5 | - | 3.9 | 15.7 | 8.1 | 1.5 | 9.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 879 | 879 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>27.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.01</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>81.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>53.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.25</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>12.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.29</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>91.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.73</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>44.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.85</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>12.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>43.29</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 PRC for Signalled Lanes (%) | 27.7 | Total Delay for Signalled Lanes (pcuHr): | 10.01 | Cycle Time (s): | 60 | C1 | Stream: 2 PRC for Signalled Lanes (%) | 81.4 | Total Delay for Signalled Lanes (pcuHr): | 4.41 | Cycle Time (s): | 60 | C1 | Stream: 3 PRC for Signalled Lanes (%) | 53.1 | Total Delay for Signalled Lanes (pcuHr): | 9.25 | Cycle Time (s): | 60 | C1 | Stream: 4 PRC for Signalled Lanes (%) | 12.7 | Total Delay for Signalled Lanes (pcuHr): | 16.29 | Cycle Time (s): | 60 | C1 | Stream: 5 PRC for Signalled Lanes (%) | 91.3 | Total Delay for Signalled Lanes (pcuHr): | 0.73 | Cycle Time (s): | 60 | C1 | Stream: 6 PRC for Signalled Lanes (%) | 44.4 | Total Delay for Signalled Lanes (pcuHr): | 1.85 | Cycle Time (s): | 60 | | PRC Over All Lanes (%) | 12.7 | Total Delay Over All Lanes(pcuHr): | 43.29 | | |
| C1 | Stream: 1 PRC for Signalled Lanes (%) | 27.7 | Total Delay for Signalled Lanes (pcuHr): | 10.01 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 PRC for Signalled Lanes (%) | 81.4 | Total Delay for Signalled Lanes (pcuHr): | 4.41 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 PRC for Signalled Lanes (%) | 53.1 | Total Delay for Signalled Lanes (pcuHr): | 9.25 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 PRC for Signalled Lanes (%) | 12.7 | Total Delay for Signalled Lanes (pcuHr): | 16.29 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 PRC for Signalled Lanes (%) | 91.3 | Total Delay for Signalled Lanes (pcuHr): | 0.73 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 PRC for Signalled Lanes (%) | 44.4 | Total Delay for Signalled Lanes (pcuHr): | 1.85 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PRC Over All Lanes (%) | 12.7 | Total Delay Over All Lanes(pcuHr): | 43.29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

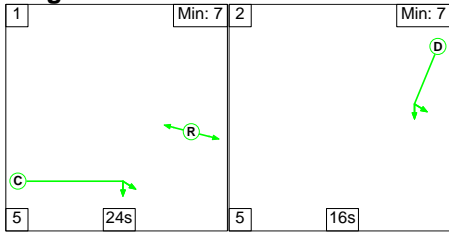
Scenario 4: '4' (FG4: '2028 PM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

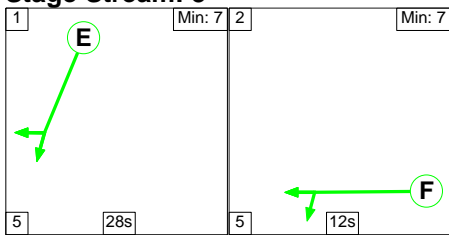
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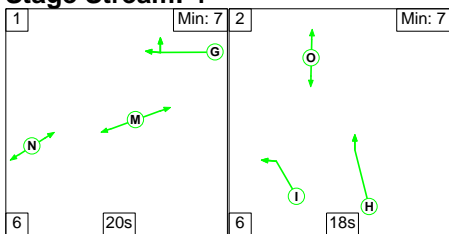
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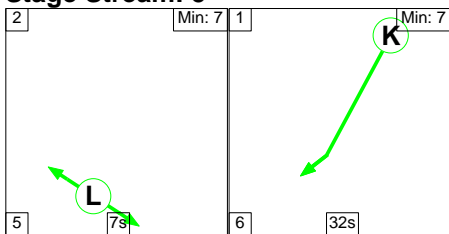
Stage Stream: 3



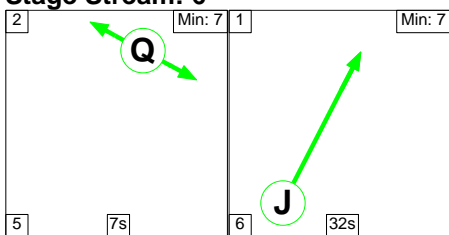
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 14 | 26 |
| Change Point | 3 | 22 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 16 |
| Change Point | 24 | 3 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 28 | 12 |
| Change Point | 45 | 28 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 20 | 18 |
| Change Point | 24 | 0 |

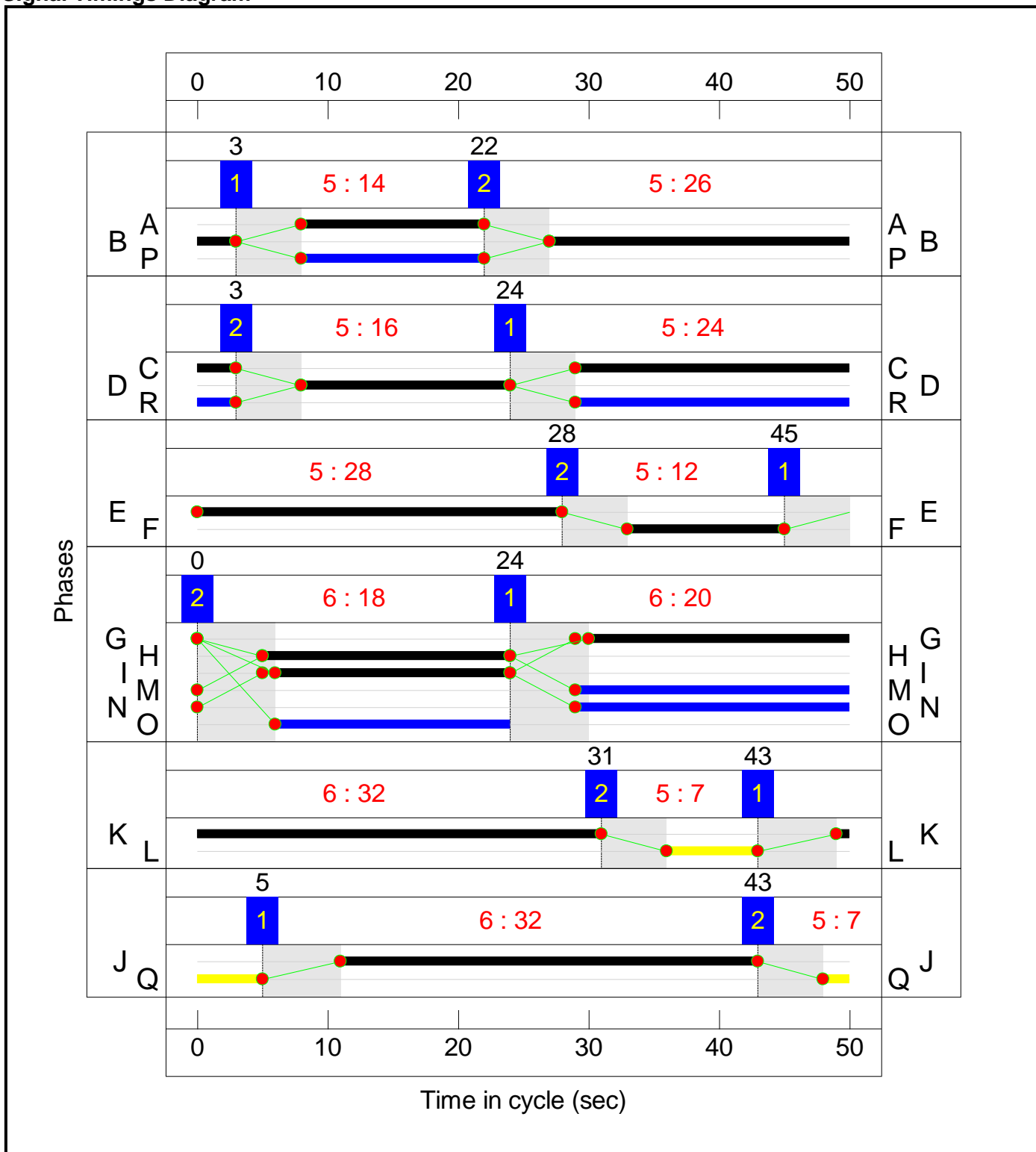
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 32 |
| Change Point | 31 | 43 |

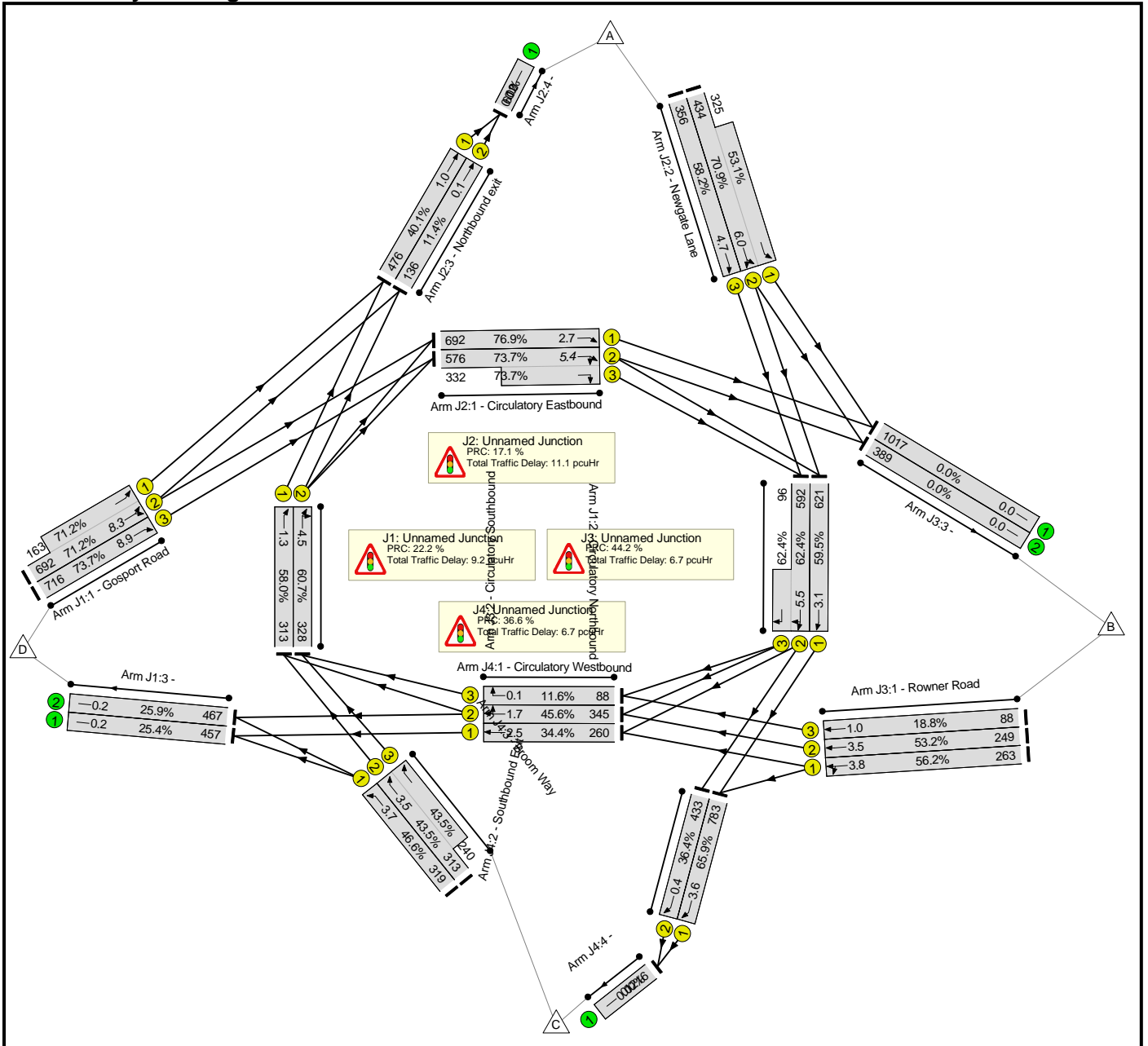
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 32 |
| Change Point | 43 | 5 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|------|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 12 | - | 263 | 1800 | 468 | 56.2% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 249 | 1800 | 468 | 53.2% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 88 | 1800 | 468 | 18.8% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 28 | - | 621 | 1800 | 1044 | 59.5% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 28 | - | 688 | 1800:1800 | 949+154 | 62.4 : 62.4% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1017 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 389 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 65.9% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 20 | - | 260 | 1800 | 756 | 34.4% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 20 | - | 345 | 1800 | 756 | 45.6% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 20 | - | 88 | 1800 | 756 | 11.6% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 32 | - | 783 | 1800 | 1188 | 65.9% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 32 | - | 433 | 1800 | 1188 | 36.4% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 18 | - | 319 | 1800 | 684 | 46.6% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 19 | - | 553 | 1800:1800 | 720+552 | 43.5 : 43.5% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1216 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 18.8 | 15.0 | 0.0 | 33.8 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 4.8 | 4.4 | 0.0 | 9.2 | - | - | - | - |
| 1/2+1/1 | 855 | 855 | - | - | - | 1.9 | 1.2 | - | 3.1 | 13.2 | 7.1 | 1.2 | 8.3 |
| 1/3 | 716 | 716 | - | - | - | 1.7 | 1.4 | - | 3.1 | 15.7 | 7.6 | 1.4 | 8.9 |
| 2/1 | 313 | 313 | - | - | - | 0.4 | 0.7 | - | 1.1 | 12.7 | 0.7 | 0.7 | 1.3 |
| 2/2 | 328 | 328 | - | - | - | 0.7 | 0.8 | - | 1.5 | 16.4 | 3.8 | 0.8 | 4.5 |
| 3/1 | 457 | 457 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| 3/2 | 467 | 467 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 6.2 | 4.9 | 0.0 | 11.1 | - | - | - | - |
| 1/1 | 692 | 692 | - | - | - | 0.5 | 1.6 | - | 2.1 | 11.0 | 1.0 | 1.6 | 2.7 |
| 1/2+1/3 | 908 | 908 | - | - | - | 1.3 | 1.4 | - | 2.7 | 10.7 | 4.1 | 1.4 | 5.4 |
| 2/2+2/1 | 759 | 759 | - | - | - | 2.9 | 0.8 | - | 3.7 | 17.8 | 5.2 | 0.8 | 6.0 |
| 2/3 | 356 | 356 | - | - | - | 1.3 | 0.7 | - | 2.0 | 20.6 | 4.1 | 0.7 | 4.7 |
| 3/1 | 476 | 476 | - | - | - | 0.1 | 0.3 | - | 0.5 | 3.6 | 0.7 | 0.3 | 1.0 |
| 3/2 | 136 | 136 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 |
| 4/1 | 612 | 612 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 3.9 | 2.9 | 0.0 | 6.7 | - | - | - | - |
| 1/1 | 263 | 263 | - | - | - | 1.2 | 0.6 | - | 1.8 | 24.8 | 3.1 | 0.6 | 3.8 |
| 1/2 | 249 | 249 | - | - | - | 1.1 | 0.6 | - | 1.7 | 24.1 | 2.9 | 0.6 | 3.5 |
| 1/3 | 88 | 88 | - | - | - | 0.4 | 0.1 | - | 0.5 | 19.1 | 0.9 | 0.1 | 1.0 |
| 2/1 | 621 | 621 | - | - | - | 0.4 | 0.7 | - | 1.1 | 6.6 | 2.4 | 0.7 | 3.1 |
| 2/2+2/3 | 688 | 688 | - | - | - | 0.8 | 0.8 | - | 1.7 | 8.6 | 4.7 | 0.8 | 5.5 |
| 3/1 | 1017 | 1017 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

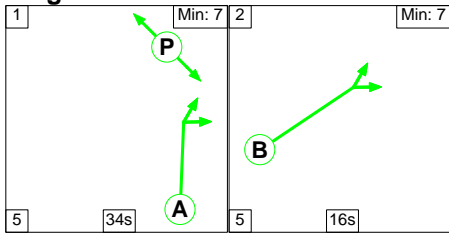
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------|--|----------|-----------------|------------|------------|------------|------------|------|-----|-----|-----|----|--|------|--|------|-----------------|----|----|--|------|--|-------|-----------------|----|----|--|------|--|------|-----------------|----|----|--|------|--|------|-----------------|----|----|--|------|--|------|-----------------|----|----|--|-------|--|------|-----------------|----|--|-------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 389 | 389 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 3.9 | 2.8 | 0.0 | 6.7 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 260 | 260 | - | - | - | 0.4 | 0.3 | - | 0.7 | 9.3 | 2.2 | 0.3 | 2.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 345 | 345 | - | - | - | 0.3 | 0.4 | - | 0.7 | 7.0 | 1.3 | 0.4 | 1.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 88 | 88 | - | - | - | 0.0 | 0.1 | - | 0.1 | 3.2 | 0.0 | 0.1 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 783 | 783 | - | - | - | 0.6 | 1.0 | - | 1.5 | 7.0 | 2.6 | 1.0 | 3.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 433 | 433 | - | - | - | 0.0 | 0.3 | - | 0.3 | 2.6 | 0.1 | 0.3 | 0.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 319 | 319 | - | - | - | 1.0 | 0.4 | - | 1.5 | 16.6 | 3.3 | 0.4 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 553 | 553 | - | - | - | 1.6 | 0.4 | - | 2.0 | 13.2 | 3.1 | 0.4 | 3.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1216 | 1216 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| C1 | Stream: 1 PRC for Signalled Lanes (%): | 22.2 | Total Delay for Signalled Lanes (pcuHr): | 8.87 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 PRC for Signalled Lanes (%): | 17.1 | Total Delay for Signalled Lanes (pcuHr): | 10.60 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 PRC for Signalled Lanes (%): | 44.2 | Total Delay for Signalled Lanes (pcuHr): | 6.73 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 PRC for Signalled Lanes (%): | 93.0 | Total Delay for Signalled Lanes (pcuHr): | 4.92 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 PRC for Signalled Lanes (%): | 36.6 | Total Delay for Signalled Lanes (pcuHr): | 1.82 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 PRC for Signalled Lanes (%): | 124.6 | Total Delay for Signalled Lanes (pcuHr): | 0.54 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PRC Over All Lanes (%): | 17.1 | Total Delay Over All Lanes(pcuHr): | 33.82 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

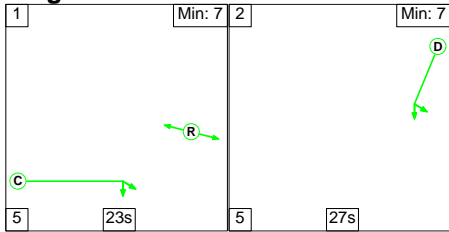
Scenario 5: '5' (FG5: '2028 AM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

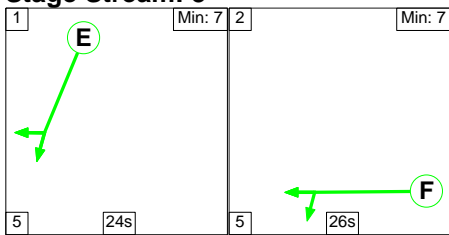
Stage Stream: 1



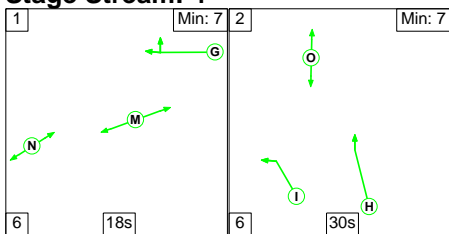
Stage Stream: 2



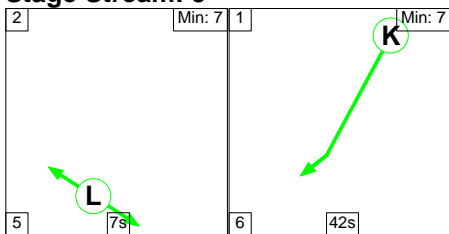
Stage Stream: 3



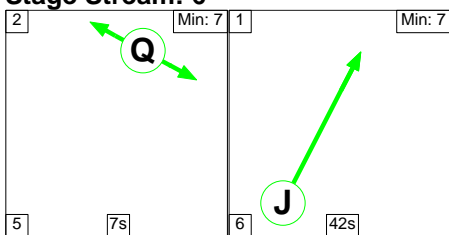
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 34 | 16 |
| Change Point | 47 | 26 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 23 | 27 |
| Change Point | 27 | 55 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 26 |
| Change Point | 52 | 21 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 18 | 30 |
| Change Point | 21 | 45 |

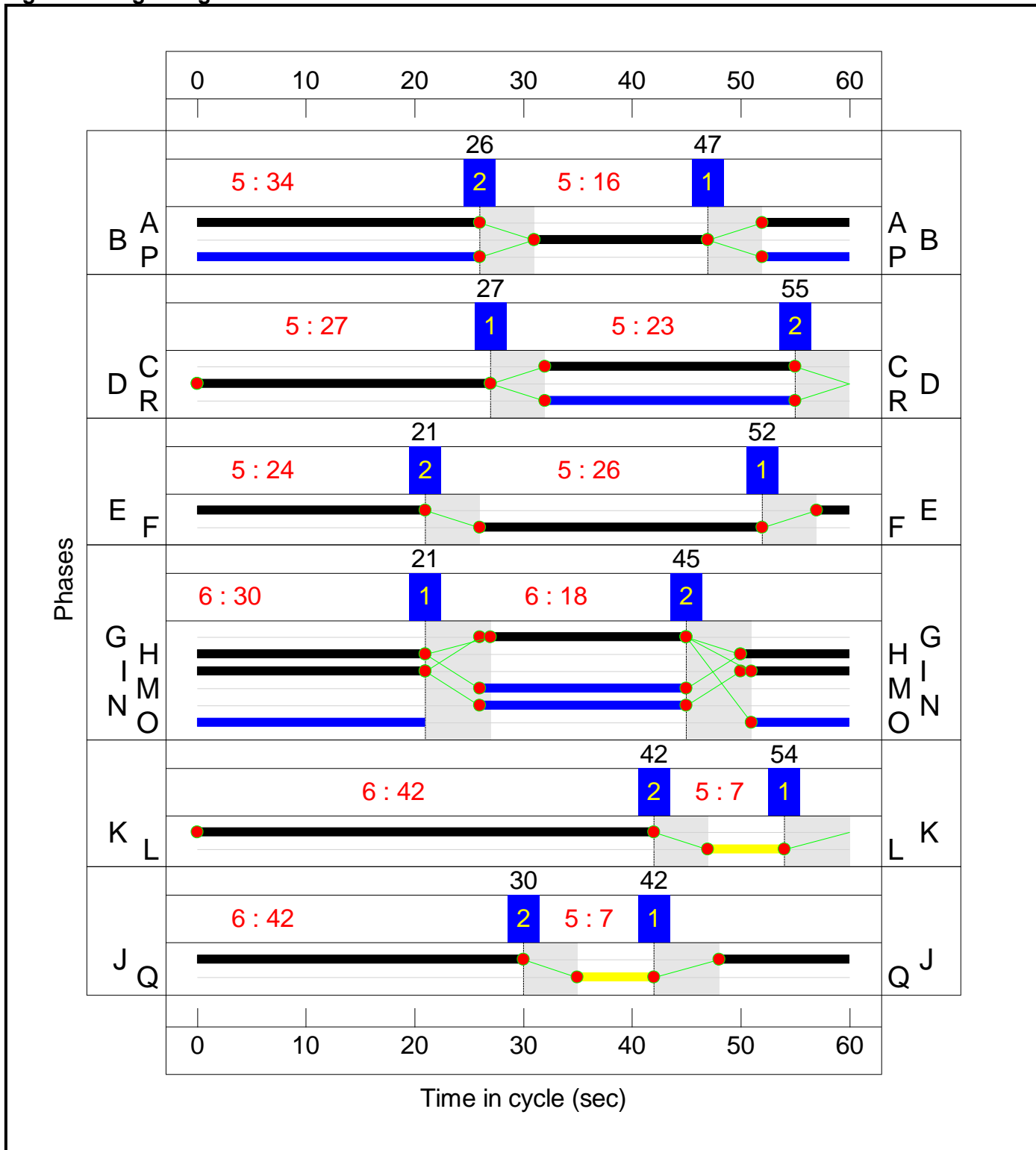
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 42 |
| Change Point | 42 | 54 |

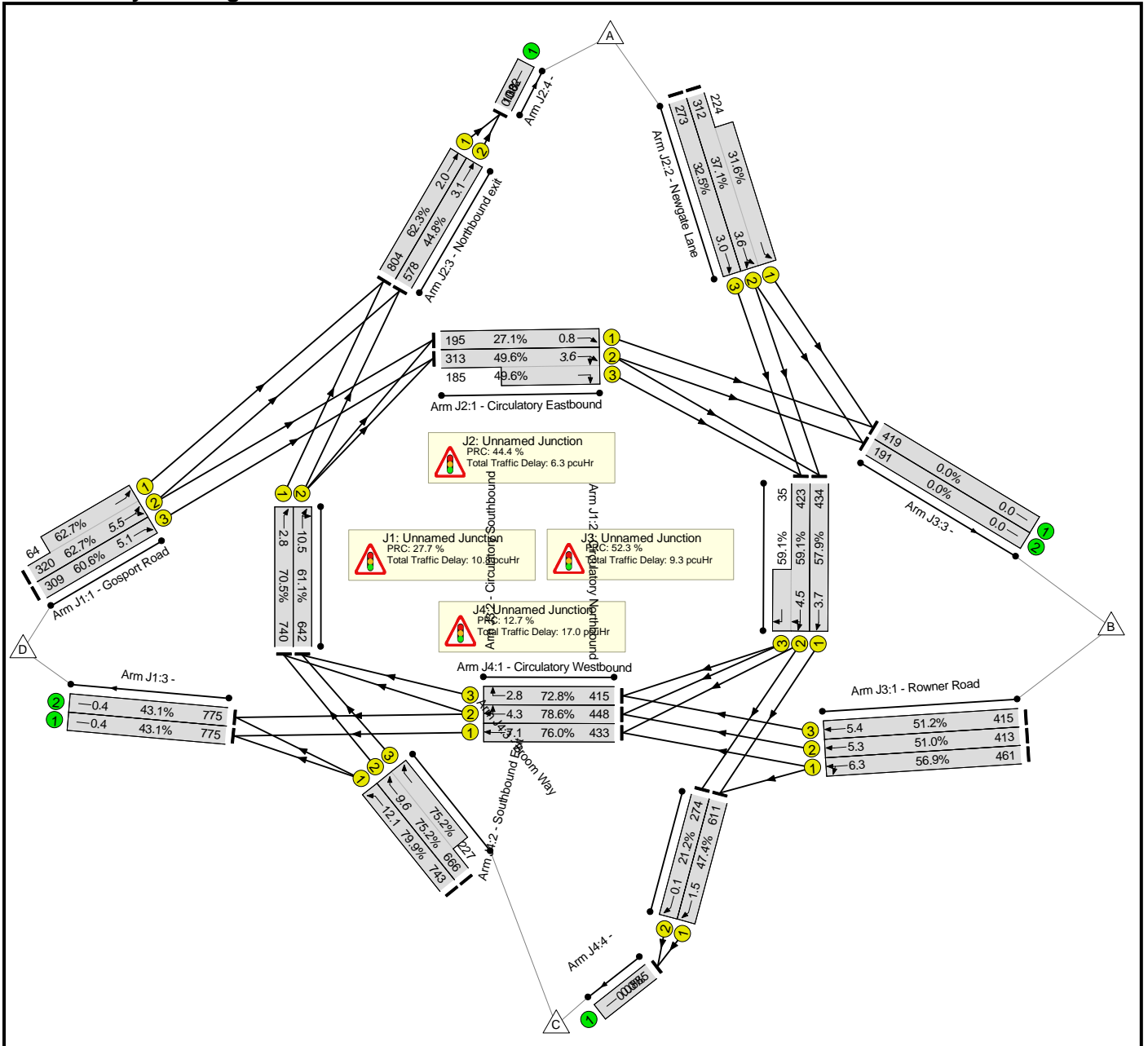
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 42 |
| Change Point | 30 | 42 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|-----|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 26 | - | 461 | 1800 | 810 | 56.9% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 26 | - | 413 | 1800 | 810 | 51.0% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 26 | - | 415 | 1800 | 810 | 51.2% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 24 | - | 434 | 1800 | 750 | 57.9% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 24 | - | 458 | 1800:1800 | 716+59 | 59.1 : 59.1% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 419 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 191 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 79.9% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 18 | - | 433 | 1800 | 570 | 76.0% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 18 | - | 448 | 1800 | 570 | 78.6% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 18 | - | 415 | 1800 | 570 | 72.8% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 42 | - | 611 | 1800 | 1290 | 47.4% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 42 | - | 274 | 1800 | 1290 | 21.2% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 30 | - | 743 | 1800 | 930 | 79.9% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 31 | - | 893 | 1800:1800 | 885+302 | 75.2 : 75.2% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 885 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 24.9 | 18.5 | 0.0 | 43.4 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 6.4 | 4.3 | 0.0 | 10.8 | - | - | - | - |
| 1/2+1/1 | 384 | 384 | - | - | - | 2.0 | 0.8 | - | 2.8 | 26.1 | 4.6 | 0.8 | 5.5 |
| 1/3 | 309 | 309 | - | - | - | 1.6 | 0.8 | - | 2.4 | 27.5 | 4.4 | 0.8 | 5.1 |
| 2/1 | 740 | 740 | - | - | - | 0.3 | 1.2 | - | 1.5 | 7.3 | 1.6 | 1.2 | 2.8 |
| 2/2 | 642 | 642 | - | - | - | 2.6 | 0.8 | - | 3.4 | 18.8 | 9.7 | 0.8 | 10.5 |
| 3/1 | 775 | 775 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| 3/2 | 775 | 775 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 3.9 | 2.4 | 0.0 | 6.3 | - | - | - | - |
| 1/1 | 195 | 195 | - | - | - | 0.2 | 0.2 | - | 0.4 | 6.5 | 0.6 | 0.2 | 0.8 |
| 1/2+1/3 | 498 | 498 | - | - | - | 0.8 | 0.5 | - | 1.3 | 9.7 | 3.2 | 0.5 | 3.6 |
| 2/2+2/1 | 536 | 536 | - | - | - | 1.5 | 0.3 | - | 1.8 | 11.9 | 3.3 | 0.3 | 3.6 |
| 2/3 | 273 | 273 | - | - | - | 0.8 | 0.2 | - | 1.0 | 13.2 | 2.8 | 0.2 | 3.0 |
| 3/1 | 804 | 804 | - | - | - | 0.2 | 0.8 | - | 1.1 | 4.7 | 1.2 | 0.8 | 2.0 |
| 3/2 | 578 | 578 | - | - | - | 0.4 | 0.4 | - | 0.8 | 4.9 | 2.6 | 0.4 | 3.1 |
| 4/1 | 1382 | 1382 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 6.2 | 3.1 | 0.0 | 9.3 | - | - | - | - |
| 1/1 | 461 | 461 | - | - | - | 1.6 | 0.7 | - | 2.2 | 17.3 | 5.6 | 0.7 | 6.3 |
| 1/2 | 413 | 413 | - | - | - | 1.4 | 0.5 | - | 1.9 | 16.3 | 4.8 | 0.5 | 5.3 |
| 1/3 | 415 | 415 | - | - | - | 1.4 | 0.5 | - | 1.9 | 16.3 | 4.8 | 0.5 | 5.4 |
| 2/1 | 434 | 434 | - | - | - | 0.9 | 0.7 | - | 1.6 | 12.9 | 3.0 | 0.7 | 3.7 |
| 2/2+2/3 | 458 | 458 | - | - | - | 1.0 | 0.7 | - | 1.8 | 13.8 | 3.8 | 0.7 | 4.5 |
| 3/1 | 419 | 419 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

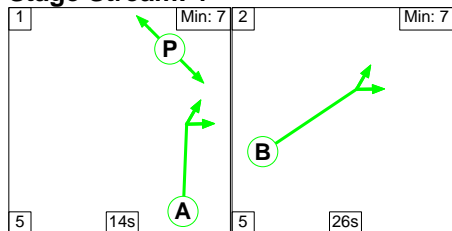
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------|-----------------------------|----------|--|----------|-----------------|------------|------------|-------------|------|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 191 | 191 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 8.3 | 8.7 | 0.0 | 17.0 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 433 | 433 | - | - | - | 1.4 | 1.5 | - | 3.0 | 24.6 | 5.5 | 1.5 | 7.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 448 | 448 | - | - | - | 1.0 | 1.8 | - | 2.8 | 22.7 | 2.6 | 1.8 | 4.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 415 | 415 | - | - | - | 0.9 | 1.3 | - | 2.2 | 19.0 | 1.4 | 1.3 | 2.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 611 | 611 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.5 | 1.0 | 0.4 | 1.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 274 | 274 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.8 | 0.0 | 0.1 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 743 | 743 | - | - | - | 2.5 | 1.9 | - | 4.4 | 21.4 | 10.1 | 1.9 | 12.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 893 | 893 | - | - | - | 2.4 | 1.5 | - | 3.9 | 15.7 | 8.1 | 1.5 | 9.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 885 | 885 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>27.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.01</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>81.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.46</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>52.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.29</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>12.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.29</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>90.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.74</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>44.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.85</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>12.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>43.38</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 27.7 | Total Delay for Signalled Lanes (pcuHr): | 10.01 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 81.4 | Total Delay for Signalled Lanes (pcuHr): | 4.46 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 52.3 | Total Delay for Signalled Lanes (pcuHr): | 9.29 | Cycle Time (s): | 60 | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 12.7 | Total Delay for Signalled Lanes (pcuHr): | 16.29 | Cycle Time (s): | 60 | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 90.0 | Total Delay for Signalled Lanes (pcuHr): | 0.74 | Cycle Time (s): | 60 | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 44.4 | Total Delay for Signalled Lanes (pcuHr): | 1.85 | Cycle Time (s): | 60 | | | PRC Over All Lanes (%) | 12.7 | Total Delay Over All Lanes(pcuHr): | 43.38 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 27.7 | Total Delay for Signalled Lanes (pcuHr): | 10.01 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 81.4 | Total Delay for Signalled Lanes (pcuHr): | 4.46 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 52.3 | Total Delay for Signalled Lanes (pcuHr): | 9.29 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 | PRC for Signalled Lanes (%) | 12.7 | Total Delay for Signalled Lanes (pcuHr): | 16.29 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 | PRC for Signalled Lanes (%) | 90.0 | Total Delay for Signalled Lanes (pcuHr): | 0.74 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 | PRC for Signalled Lanes (%) | 44.4 | Total Delay for Signalled Lanes (pcuHr): | 1.85 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 12.7 | Total Delay Over All Lanes(pcuHr): | 43.38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

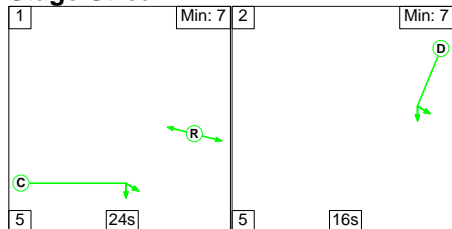
Scenario 6: '6' (FG6: '2028 PM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

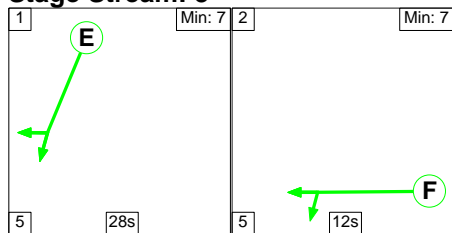
Stage Stream: 1



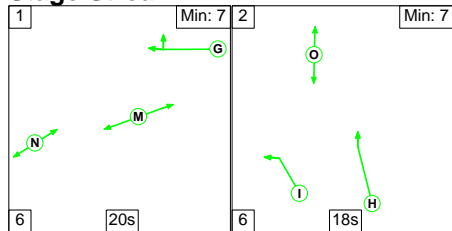
Stage Stream: 2



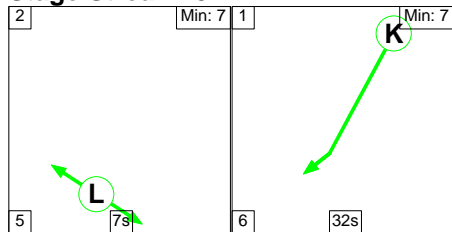
Stage Stream: 3



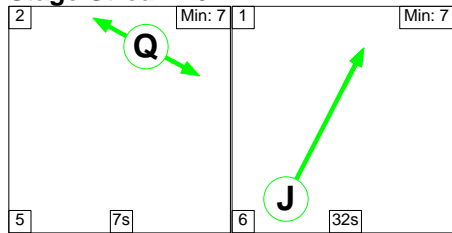
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 14 | 26 |
| Change Point | 3 | 22 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 16 |
| Change Point | 24 | 3 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 28 | 12 |
| Change Point | 45 | 28 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 20 | 18 |
| Change Point | 24 | 0 |

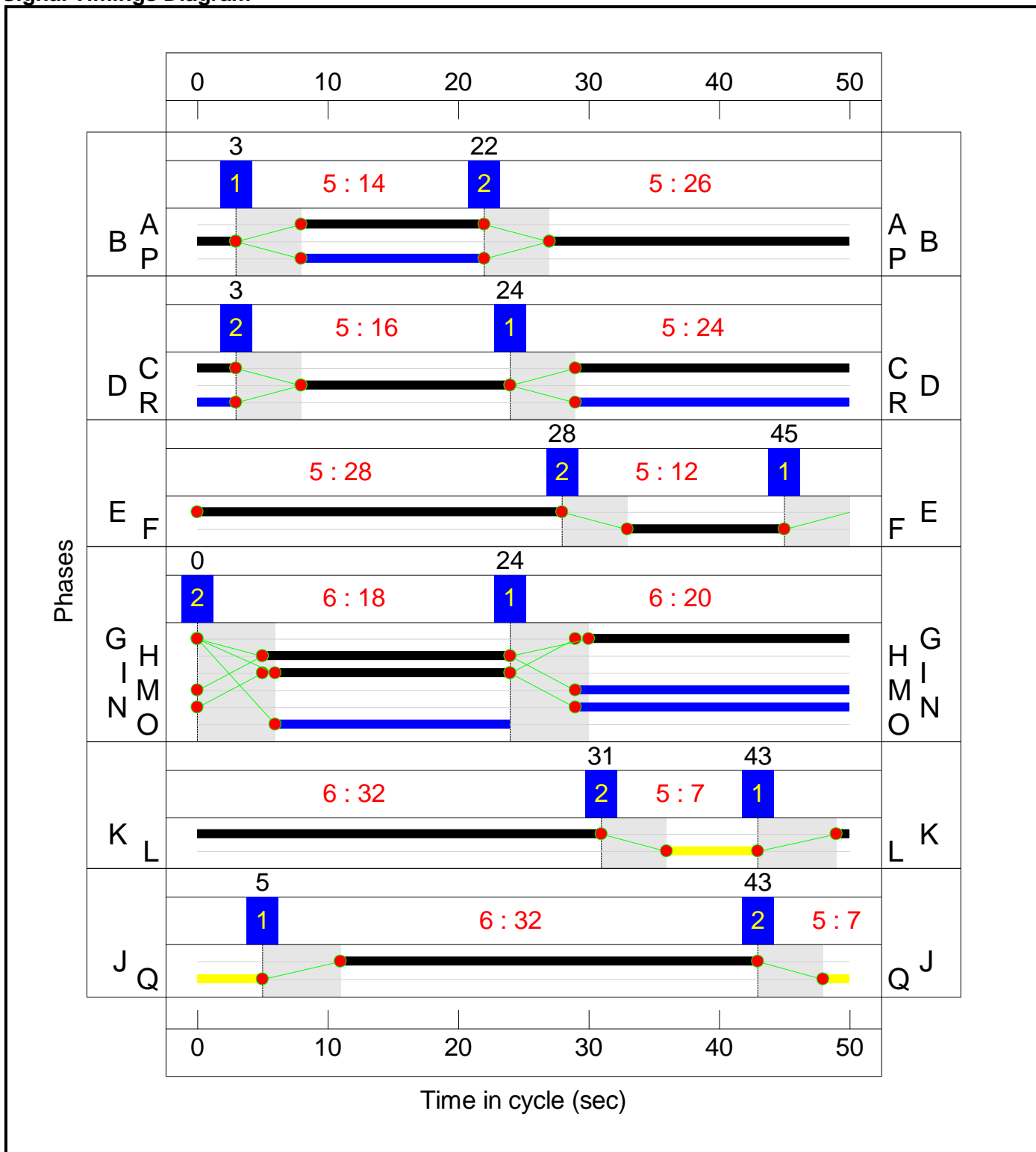
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 32 |
| Change Point | 31 | 43 |

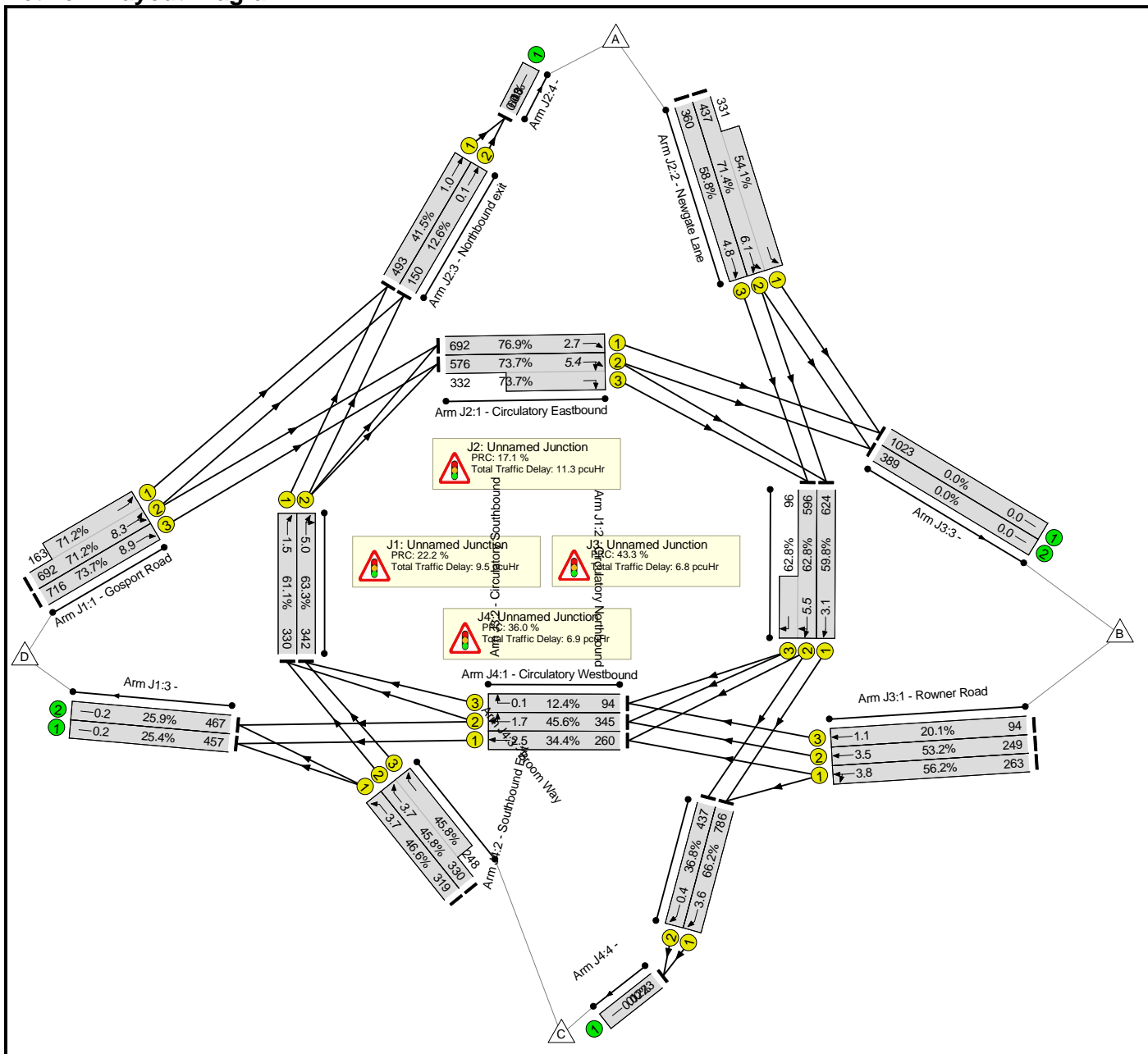
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 32 |
| Change Point | 43 | 5 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|------|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 12 | - | 263 | 1800 | 468 | 56.2% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 249 | 1800 | 468 | 53.2% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 94 | 1800 | 468 | 20.1% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 28 | - | 624 | 1800 | 1044 | 59.8% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 28 | - | 692 | 1800:1800 | 949+153 | 62.8 : 62.8% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1023 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 389 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 66.2% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 20 | - | 260 | 1800 | 756 | 34.4% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 20 | - | 345 | 1800 | 756 | 45.6% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 20 | - | 94 | 1800 | 756 | 12.4% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 32 | - | 786 | 1800 | 1188 | 66.2% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 32 | - | 437 | 1800 | 1188 | 36.8% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 18 | - | 319 | 1800 | 684 | 46.6% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 19 | - | 578 | 1800:1800 | 720+541 | 45.8 : 45.8% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1223 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 19.0 | 15.4 | 0.0 | 34.4 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 4.9 | 4.6 | 0.0 | 9.5 | - | - | - | - |
| 1/2+1/1 | 855 | 855 | - | - | - | 1.9 | 1.2 | - | 3.1 | 13.2 | 7.1 | 1.2 | 8.3 |
| 1/3 | 716 | 716 | - | - | - | 1.7 | 1.4 | - | 3.1 | 15.7 | 7.6 | 1.4 | 8.9 |
| 2/1 | 330 | 330 | - | - | - | 0.4 | 0.8 | - | 1.2 | 13.3 | 0.7 | 0.8 | 1.5 |
| 2/2 | 342 | 342 | - | - | - | 0.8 | 0.9 | - | 1.6 | 17.1 | 4.1 | 0.9 | 5.0 |
| 3/1 | 457 | 457 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| 3/2 | 467 | 467 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 6.3 | 5.0 | 0.0 | 11.3 | - | - | - | - |
| 1/1 | 692 | 692 | - | - | - | 0.5 | 1.6 | - | 2.1 | 11.0 | 1.0 | 1.6 | 2.7 |
| 1/2+1/3 | 908 | 908 | - | - | - | 1.3 | 1.4 | - | 2.7 | 10.7 | 4.1 | 1.4 | 5.4 |
| 2/2+2/1 | 768 | 768 | - | - | - | 3.0 | 0.8 | - | 3.8 | 17.9 | 5.2 | 0.8 | 6.1 |
| 2/3 | 360 | 360 | - | - | - | 1.4 | 0.7 | - | 2.1 | 20.7 | 4.1 | 0.7 | 4.8 |
| 3/1 | 493 | 493 | - | - | - | 0.1 | 0.4 | - | 0.5 | 3.6 | 0.7 | 0.4 | 1.0 |
| 3/2 | 150 | 150 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 |
| 4/1 | 643 | 643 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 3.9 | 2.9 | 0.0 | 6.8 | - | - | - | - |
| 1/1 | 263 | 263 | - | - | - | 1.2 | 0.6 | - | 1.8 | 24.8 | 3.1 | 0.6 | 3.8 |
| 1/2 | 249 | 249 | - | - | - | 1.1 | 0.6 | - | 1.7 | 24.1 | 2.9 | 0.6 | 3.5 |
| 1/3 | 94 | 94 | - | - | - | 0.4 | 0.1 | - | 0.5 | 19.3 | 1.0 | 0.1 | 1.1 |
| 2/1 | 624 | 624 | - | - | - | 0.4 | 0.7 | - | 1.1 | 6.6 | 2.4 | 0.7 | 3.1 |
| 2/2+2/3 | 692 | 692 | - | - | - | 0.8 | 0.8 | - | 1.7 | 8.7 | 4.7 | 0.8 | 5.5 |
| 3/1 | 1023 | 1023 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

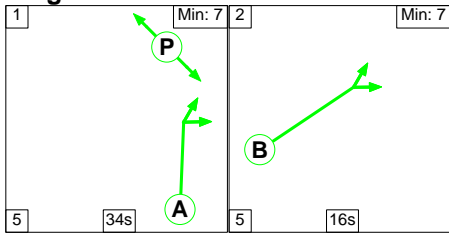
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------|-----------------------------|----------|--|----------|-----------------|------------|------------|------------|------|-----|-----|-----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|-------|--|------|-----------------|----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 389 | 389 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 4.0 | 2.9 | 0.0 | 6.9 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 260 | 260 | - | - | - | 0.4 | 0.3 | - | 0.7 | 9.3 | 2.2 | 0.3 | 2.5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 345 | 345 | - | - | - | 0.3 | 0.4 | - | 0.7 | 7.0 | 1.3 | 0.4 | 1.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 94 | 94 | - | - | - | 0.0 | 0.1 | - | 0.1 | 3.2 | 0.0 | 0.1 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 786 | 786 | - | - | - | 0.6 | 1.0 | - | 1.5 | 7.0 | 2.6 | 1.0 | 3.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 437 | 437 | - | - | - | 0.0 | 0.3 | - | 0.3 | 2.6 | 0.1 | 0.3 | 0.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 319 | 319 | - | - | - | 1.0 | 0.4 | - | 1.5 | 16.6 | 3.3 | 0.4 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 578 | 578 | - | - | - | 1.7 | 0.4 | - | 2.2 | 13.4 | 3.3 | 0.4 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1223 | 1223 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>22.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.12</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>17.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.70</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>43.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.79</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>93.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.05</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>36.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.84</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>116.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.57</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>17.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>34.41</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 22.2 | Total Delay for Signalled Lanes (pcuHr): | 9.12 | Cycle Time (s): | 50 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 17.1 | Total Delay for Signalled Lanes (pcuHr): | 10.70 | Cycle Time (s): | 50 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 43.3 | Total Delay for Signalled Lanes (pcuHr): | 6.79 | Cycle Time (s): | 50 | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 93.0 | Total Delay for Signalled Lanes (pcuHr): | 5.05 | Cycle Time (s): | 50 | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 36.0 | Total Delay for Signalled Lanes (pcuHr): | 1.84 | Cycle Time (s): | 50 | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 116.9 | Total Delay for Signalled Lanes (pcuHr): | 0.57 | Cycle Time (s): | 50 | | | PRC Over All Lanes (%) | 17.1 | Total Delay Over All Lanes(pcuHr): | 34.41 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 22.2 | Total Delay for Signalled Lanes (pcuHr): | 9.12 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 17.1 | Total Delay for Signalled Lanes (pcuHr): | 10.70 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 43.3 | Total Delay for Signalled Lanes (pcuHr): | 6.79 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 | PRC for Signalled Lanes (%) | 93.0 | Total Delay for Signalled Lanes (pcuHr): | 5.05 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 | PRC for Signalled Lanes (%) | 36.0 | Total Delay for Signalled Lanes (pcuHr): | 1.84 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 | PRC for Signalled Lanes (%) | 116.9 | Total Delay for Signalled Lanes (pcuHr): | 0.57 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 17.1 | Total Delay Over All Lanes(pcuHr): | 34.41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

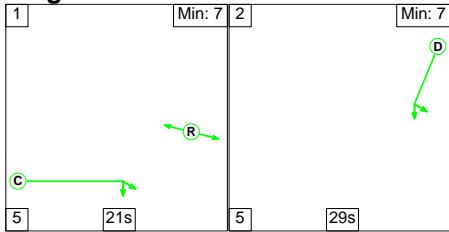
Scenario 7: '7' (FG7: '2028 AM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

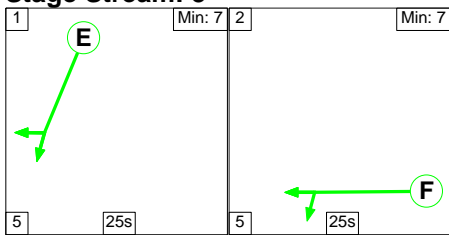
Stage Stream: 1



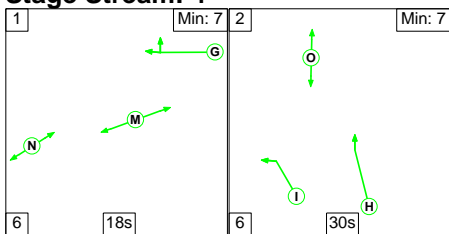
Stage Stream: 2



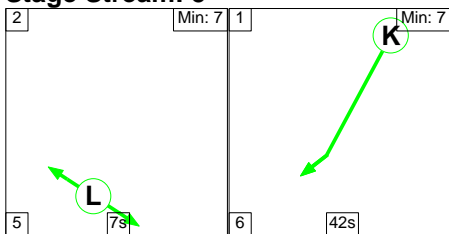
Stage Stream: 3



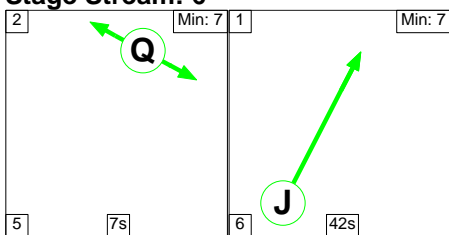
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 34 | 16 |
| Change Point | 47 | 26 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 21 | 29 |
| Change Point | 29 | 55 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 25 | 25 |
| Change Point | 53 | 23 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 18 | 30 |
| Change Point | 22 | 46 |

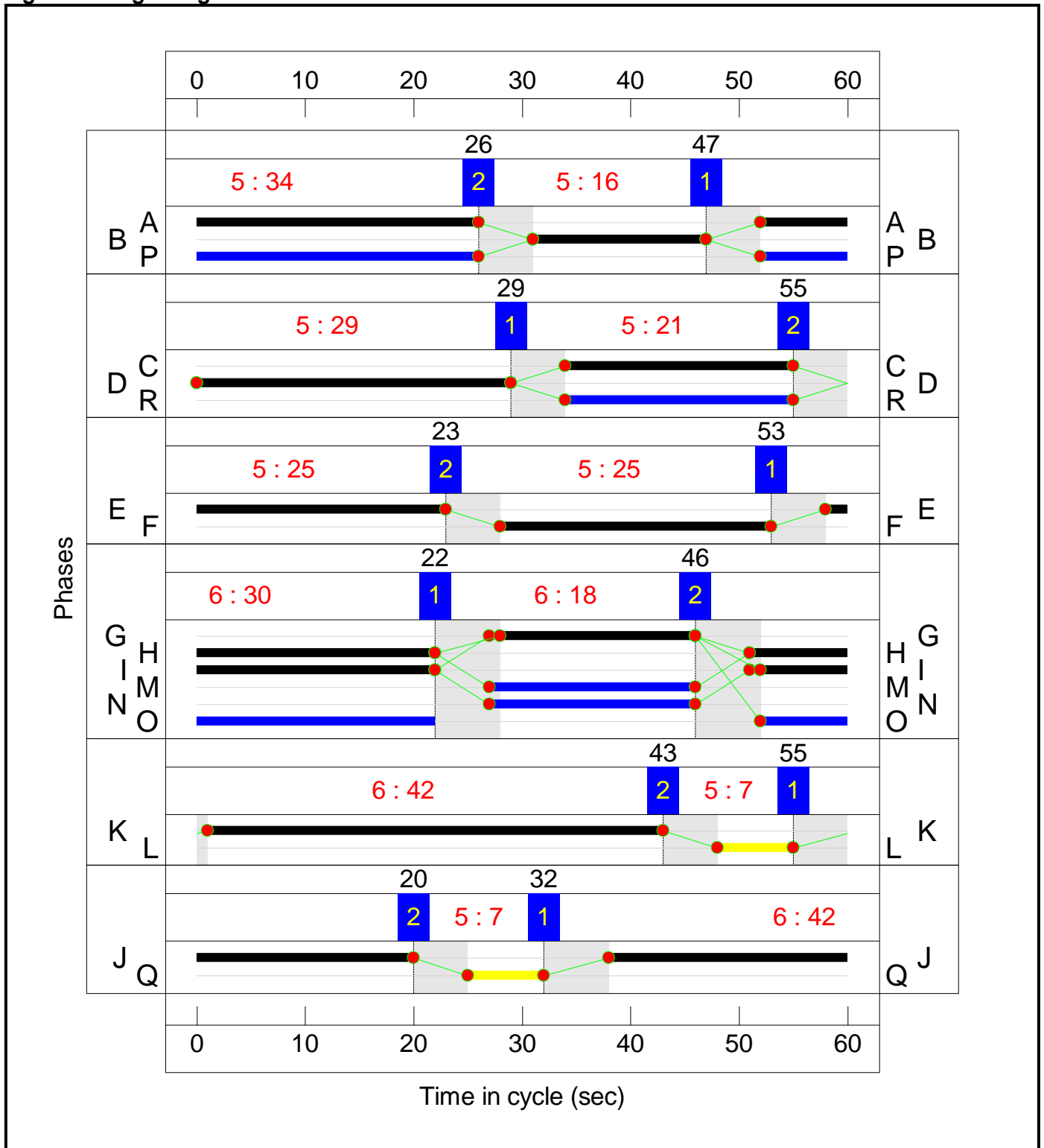
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 42 |
| Change Point | 43 | 55 |

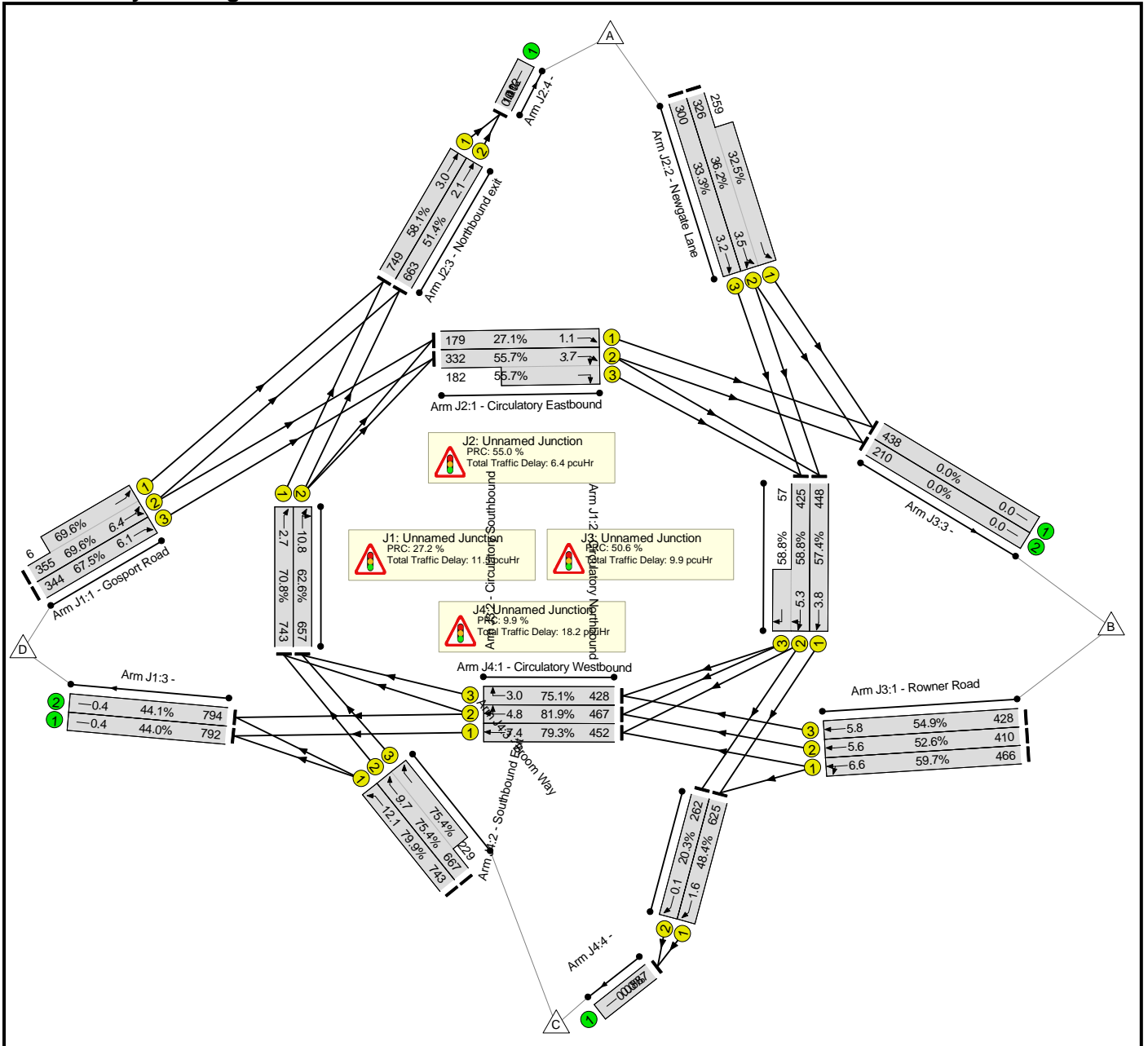
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 42 |
| Change Point | 20 | 32 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|-----|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 25 | - | 466 | 1800 | 780 | 59.7% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 25 | - | 410 | 1800 | 780 | 52.6% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 25 | - | 428 | 1800 | 780 | 54.9% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 25 | - | 448 | 1800 | 780 | 57.4% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 25 | - | 482 | 1800:1800 | 723+97 | 58.8 : 58.8% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 438 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 210 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 81.9% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 18 | - | 452 | 1800 | 570 | 79.3% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 18 | - | 467 | 1800 | 570 | 81.9% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 18 | - | 428 | 1800 | 570 | 75.1% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 42 | - | 625 | 1800 | 1290 | 48.4% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 42 | - | 262 | 1800 | 1290 | 20.3% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 30 | - | 743 | 1800 | 930 | 79.9% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 31 | - | 896 | 1800:1800 | 885+304 | 75.4 : 75.4% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 887 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 25.7 | 20.4 | 0.0 | 46.0 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 6.5 | 5.0 | 0.0 | 11.5 | - | - | - | - |
| 1/2+1/1 | 361 | 361 | - | - | - | 1.9 | 1.1 | - | 3.0 | 30.4 | 5.2 | 1.1 | 6.4 |
| 1/3 | 344 | 344 | - | - | - | 1.8 | 1.0 | - | 2.8 | 29.8 | 5.1 | 1.0 | 6.1 |
| 2/1 | 743 | 743 | - | - | - | 0.3 | 1.2 | - | 1.5 | 7.5 | 1.5 | 1.2 | 2.7 |
| 2/2 | 657 | 657 | - | - | - | 2.5 | 0.8 | - | 3.3 | 18.0 | 9.9 | 0.8 | 10.8 |
| 3/1 | 792 | 792 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| 3/2 | 794 | 794 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 3.9 | 2.5 | 0.0 | 6.4 | - | - | - | - |
| 1/1 | 179 | 179 | - | - | - | 0.3 | 0.2 | - | 0.5 | 9.4 | 0.9 | 0.2 | 1.1 |
| 1/2+1/3 | 514 | 514 | - | - | - | 0.8 | 0.6 | - | 1.5 | 10.2 | 3.1 | 0.6 | 3.7 |
| 2/2+2/1 | 585 | 585 | - | - | - | 1.5 | 0.3 | - | 1.7 | 10.6 | 3.3 | 0.3 | 3.5 |
| 2/3 | 300 | 300 | - | - | - | 0.8 | 0.2 | - | 1.0 | 12.0 | 2.9 | 0.2 | 3.2 |
| 3/1 | 749 | 749 | - | - | - | 0.5 | 0.7 | - | 1.2 | 5.8 | 2.3 | 0.7 | 3.0 |
| 3/2 | 663 | 663 | - | - | - | 0.0 | 0.5 | - | 0.6 | 3.0 | 1.5 | 0.5 | 2.1 |
| 4/1 | 1412 | 1412 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 6.6 | 3.3 | 0.0 | 9.9 | - | - | - | - |
| 1/1 | 466 | 466 | - | - | - | 1.7 | 0.7 | - | 2.4 | 18.7 | 5.8 | 0.7 | 6.6 |
| 1/2 | 410 | 410 | - | - | - | 1.4 | 0.6 | - | 2.0 | 17.3 | 5.0 | 0.6 | 5.6 |
| 1/3 | 428 | 428 | - | - | - | 1.5 | 0.6 | - | 2.1 | 17.7 | 5.2 | 0.6 | 5.8 |
| 2/1 | 448 | 448 | - | - | - | 0.9 | 0.7 | - | 1.6 | 12.7 | 3.1 | 0.7 | 3.8 |
| 2/2+2/3 | 482 | 482 | - | - | - | 1.1 | 0.7 | - | 1.8 | 13.4 | 4.6 | 0.7 | 5.3 |
| 3/1 | 438 | 438 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

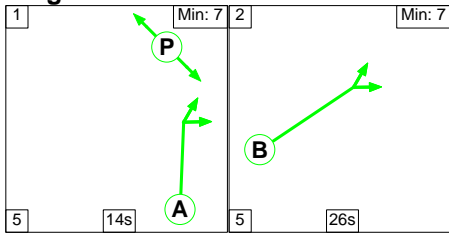
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------|-----------------------------|----------|--|----------|-----------------|------------|------------|-------------|------|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|--|--|------------------------|-----|------------------------------------|-------|--|--|
| 3/2 | 210 | 210 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 8.7 | 9.6 | 0.0 | 18.2 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 452 | 452 | - | - | - | 1.5 | 1.9 | - | 3.4 | 27.0 | 5.5 | 1.9 | 7.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 467 | 467 | - | - | - | 1.2 | 2.2 | - | 3.3 | 25.7 | 2.6 | 2.2 | 4.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 428 | 428 | - | - | - | 0.9 | 1.5 | - | 2.4 | 20.2 | 1.5 | 1.5 | 3.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 625 | 625 | - | - | - | 0.2 | 0.5 | - | 0.7 | 3.7 | 1.1 | 0.5 | 1.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 262 | 262 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.8 | 0.0 | 0.1 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 743 | 743 | - | - | - | 2.5 | 1.9 | - | 4.4 | 21.4 | 10.1 | 1.9 | 12.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 896 | 896 | - | - | - | 2.4 | 1.5 | - | 3.9 | 15.7 | 8.2 | 1.5 | 9.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 887 | 887 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>27.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.72</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>61.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.64</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>50.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.87</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>9.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.46</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>85.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.78</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>55.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.76</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>9.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>46.02</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 27.2 | Total Delay for Signalled Lanes (pcuHr): | 10.72 | Cycle Time (s): | 60 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 61.6 | Total Delay for Signalled Lanes (pcuHr): | 4.64 | Cycle Time (s): | 60 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 50.6 | Total Delay for Signalled Lanes (pcuHr): | 9.87 | Cycle Time (s): | 60 | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 9.9 | Total Delay for Signalled Lanes (pcuHr): | 17.46 | Cycle Time (s): | 60 | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 85.8 | Total Delay for Signalled Lanes (pcuHr): | 0.78 | Cycle Time (s): | 60 | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 55.0 | Total Delay for Signalled Lanes (pcuHr): | 1.76 | Cycle Time (s): | 60 | | | PRC Over All Lanes (%) | 9.9 | Total Delay Over All Lanes(pcuHr): | 46.02 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 27.2 | Total Delay for Signalled Lanes (pcuHr): | 10.72 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 61.6 | Total Delay for Signalled Lanes (pcuHr): | 4.64 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 50.6 | Total Delay for Signalled Lanes (pcuHr): | 9.87 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 | PRC for Signalled Lanes (%) | 9.9 | Total Delay for Signalled Lanes (pcuHr): | 17.46 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 | PRC for Signalled Lanes (%) | 85.8 | Total Delay for Signalled Lanes (pcuHr): | 0.78 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 | PRC for Signalled Lanes (%) | 55.0 | Total Delay for Signalled Lanes (pcuHr): | 1.76 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 9.9 | Total Delay Over All Lanes(pcuHr): | 46.02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

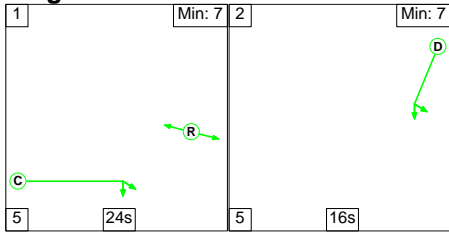
Scenario 8: '8' (FG8: '2028 PM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

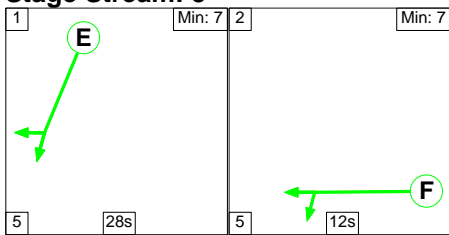
Stage Stream: 1



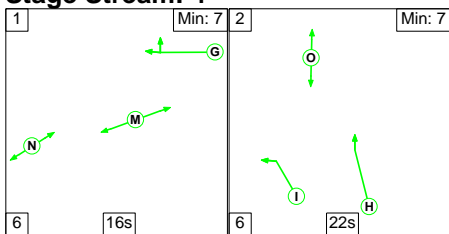
Stage Stream: 2



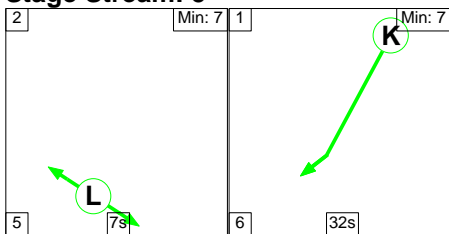
Stage Stream: 3



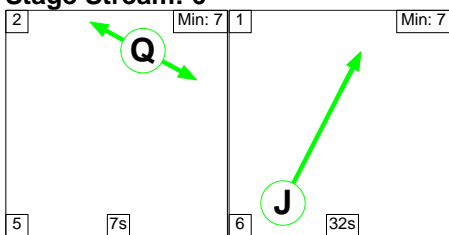
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 14 | 26 |
| Change Point | 3 | 22 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 16 |
| Change Point | 25 | 4 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 28 | 12 |
| Change Point | 2 | 35 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 16 | 22 |
| Change Point | 32 | 4 |

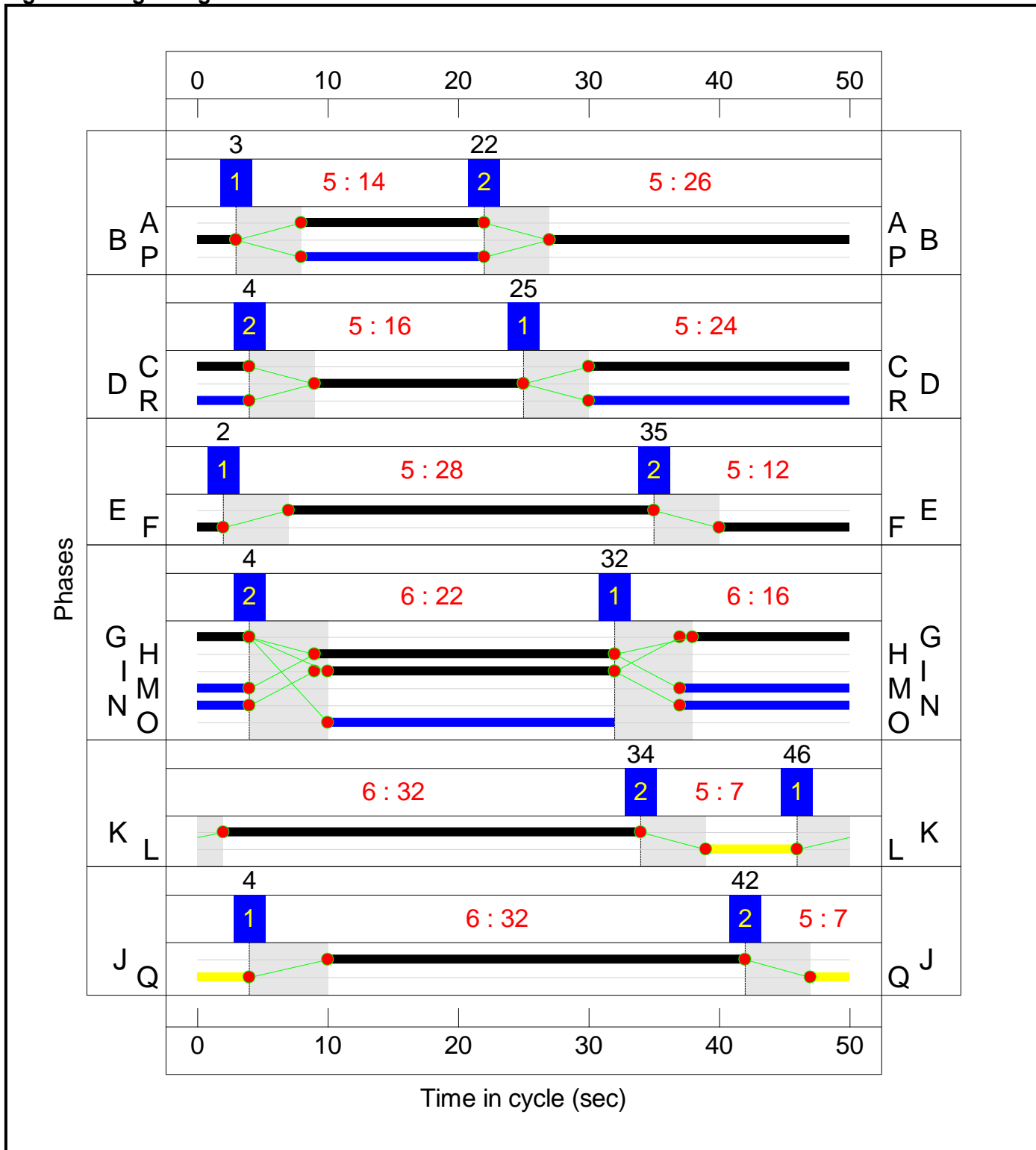
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 32 |
| Change Point | 34 | 46 |

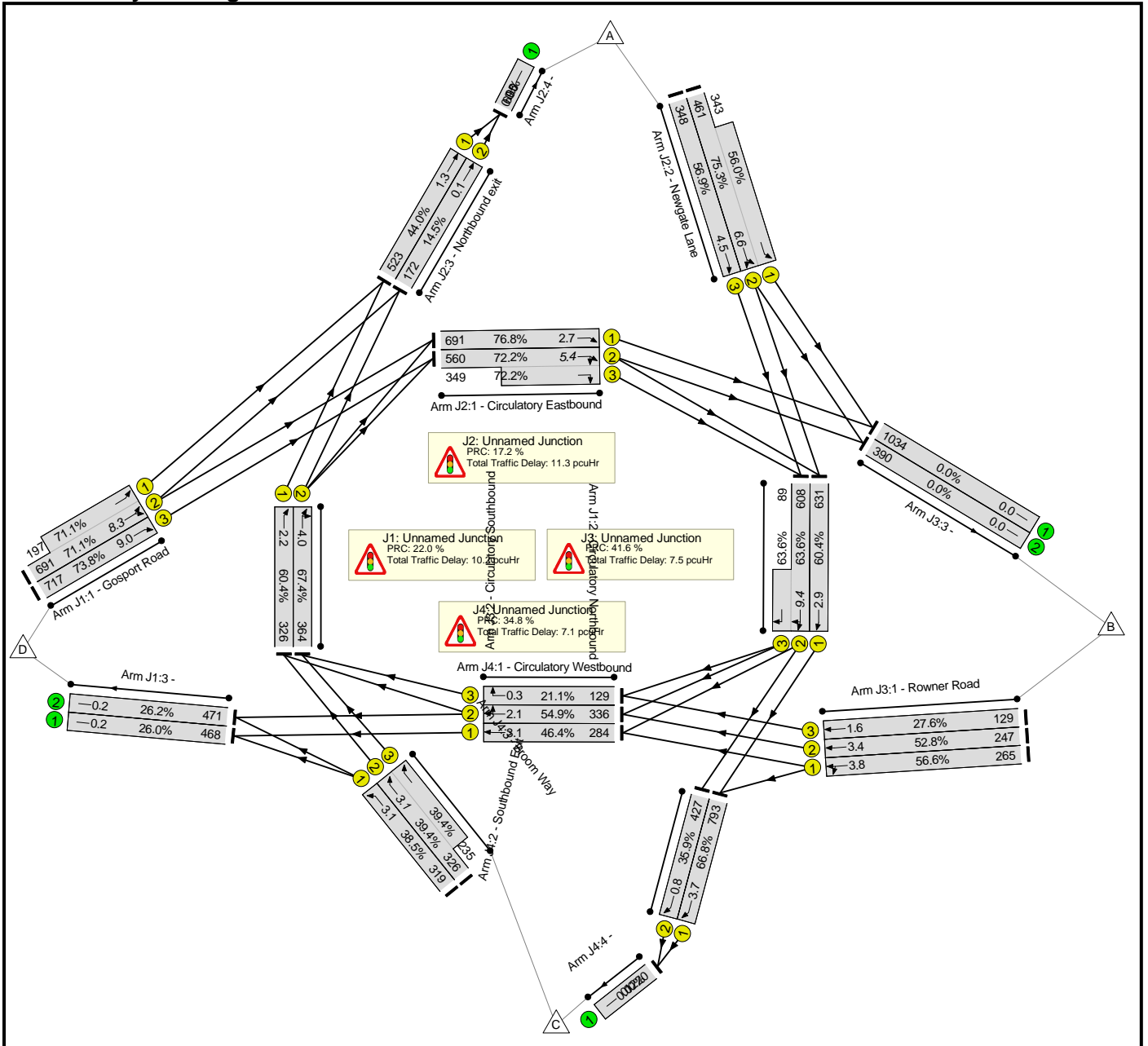
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 32 |
| Change Point | 42 | 4 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|------|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 12 | - | 265 | 1800 | 468 | 56.6% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 247 | 1800 | 468 | 52.8% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 129 | 1800 | 468 | 27.6% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 28 | - | 631 | 1800 | 1044 | 60.4% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 28 | - | 697 | 1800:1800 | 957+140 | 63.6 : 63.6% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1034 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 390 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 66.8% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 16 | - | 284 | 1800 | 612 | 46.4% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 16 | - | 336 | 1800 | 612 | 54.9% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 16 | - | 129 | 1800 | 612 | 21.1% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 32 | - | 793 | 1800 | 1188 | 66.8% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 32 | - | 427 | 1800 | 1188 | 35.9% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 22 | - | 319 | 1800 | 828 | 38.5% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 23 | - | 561 | 1800:1800 | 827+596 | 39.4 : 39.4% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1220 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 20.3 | 15.9 | 0.0 | 36.1 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 5.5 | 4.7 | 0.0 | 10.2 | - | - | - | - |
| 1/2+1/1 | 888 | 888 | - | - | - | 2.0 | 1.2 | - | 3.2 | 13.0 | 7.1 | 1.2 | 8.3 |
| 1/3 | 717 | 717 | - | - | - | 1.8 | 1.4 | - | 3.1 | 15.8 | 7.6 | 1.4 | 9.0 |
| 2/1 | 326 | 326 | - | - | - | 0.8 | 0.8 | - | 1.6 | 17.6 | 1.5 | 0.8 | 2.2 |
| 2/2 | 364 | 364 | - | - | - | 0.9 | 1.0 | - | 1.9 | 19.3 | 3.0 | 1.0 | 4.0 |
| 3/1 | 468 | 468 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| 3/2 | 471 | 471 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 6.3 | 5.0 | 0.0 | 11.3 | - | - | - | - |
| 1/1 | 691 | 691 | - | - | - | 0.4 | 1.6 | - | 2.0 | 10.5 | 1.1 | 1.6 | 2.7 |
| 1/2+1/3 | 909 | 909 | - | - | - | 1.3 | 1.3 | - | 2.6 | 10.1 | 4.2 | 1.3 | 5.4 |
| 2/2+2/1 | 804 | 804 | - | - | - | 3.2 | 1.0 | - | 4.1 | 18.4 | 5.6 | 1.0 | 6.6 |
| 2/3 | 348 | 348 | - | - | - | 1.3 | 0.7 | - | 2.0 | 20.3 | 3.9 | 0.7 | 4.5 |
| 3/1 | 523 | 523 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.9 | 0.9 | 0.4 | 1.3 |
| 3/2 | 172 | 172 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.8 | 0.0 | 0.1 | 0.1 |
| 4/1 | 695 | 695 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 4.5 | 3.0 | 0.0 | 7.5 | - | - | - | - |
| 1/1 | 265 | 265 | - | - | - | 1.2 | 0.6 | - | 1.8 | 24.9 | 3.2 | 0.6 | 3.8 |
| 1/2 | 247 | 247 | - | - | - | 1.1 | 0.6 | - | 1.6 | 24.0 | 2.9 | 0.6 | 3.4 |
| 1/3 | 129 | 129 | - | - | - | 0.5 | 0.2 | - | 0.7 | 20.1 | 1.4 | 0.2 | 1.6 |
| 2/1 | 631 | 631 | - | - | - | 0.5 | 0.8 | - | 1.2 | 7.0 | 2.2 | 0.8 | 2.9 |
| 2/2+2/3 | 697 | 697 | - | - | - | 1.2 | 0.9 | - | 2.1 | 10.9 | 8.6 | 0.9 | 9.4 |
| 3/1 | 1034 | 1034 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

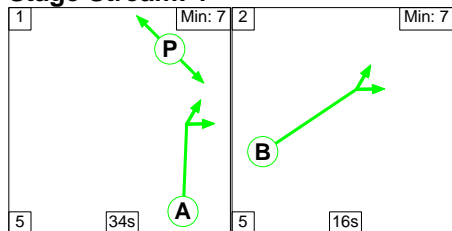
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------|-----------------------------|----------|--|----------|-----------------|------------|------------|------------|------|-----|-----|-----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|-------|--|------|-----------------|----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 390 | 390 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 4.0 | 3.1 | 0.0 | 7.1 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 284 | 284 | - | - | - | 0.8 | 0.4 | - | 1.2 | 15.8 | 2.6 | 0.4 | 3.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 336 | 336 | - | - | - | 0.5 | 0.6 | - | 1.1 | 12.0 | 1.5 | 0.6 | 2.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 129 | 129 | - | - | - | 0.1 | 0.1 | - | 0.2 | 6.0 | 0.1 | 0.1 | 0.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 793 | 793 | - | - | - | 0.4 | 1.0 | - | 1.4 | 6.4 | 2.7 | 1.0 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 427 | 427 | - | - | - | 0.1 | 0.3 | - | 0.4 | 3.4 | 0.5 | 0.3 | 0.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 319 | 319 | - | - | - | 0.8 | 0.3 | - | 1.1 | 12.4 | 2.8 | 0.3 | 3.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 561 | 561 | - | - | - | 1.3 | 0.3 | - | 1.6 | 10.1 | 2.8 | 0.3 | 3.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1220 | 1220 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>22.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.88</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>17.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.65</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>41.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.53</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>63.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.27</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>34.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.81</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>104.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.65</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>17.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>36.14</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 22.0 | Total Delay for Signalled Lanes (pcuHr): | 9.88 | Cycle Time (s): | 50 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 17.2 | Total Delay for Signalled Lanes (pcuHr): | 10.65 | Cycle Time (s): | 50 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 41.6 | Total Delay for Signalled Lanes (pcuHr): | 7.53 | Cycle Time (s): | 50 | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 63.9 | Total Delay for Signalled Lanes (pcuHr): | 5.27 | Cycle Time (s): | 50 | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 34.8 | Total Delay for Signalled Lanes (pcuHr): | 1.81 | Cycle Time (s): | 50 | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 104.4 | Total Delay for Signalled Lanes (pcuHr): | 0.65 | Cycle Time (s): | 50 | | | PRC Over All Lanes (%) | 17.2 | Total Delay Over All Lanes(pcuHr): | 36.14 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 22.0 | Total Delay for Signalled Lanes (pcuHr): | 9.88 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 17.2 | Total Delay for Signalled Lanes (pcuHr): | 10.65 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 41.6 | Total Delay for Signalled Lanes (pcuHr): | 7.53 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 | PRC for Signalled Lanes (%) | 63.9 | Total Delay for Signalled Lanes (pcuHr): | 5.27 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 | PRC for Signalled Lanes (%) | 34.8 | Total Delay for Signalled Lanes (pcuHr): | 1.81 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 | PRC for Signalled Lanes (%) | 104.4 | Total Delay for Signalled Lanes (pcuHr): | 0.65 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 17.2 | Total Delay Over All Lanes(pcuHr): | 36.14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

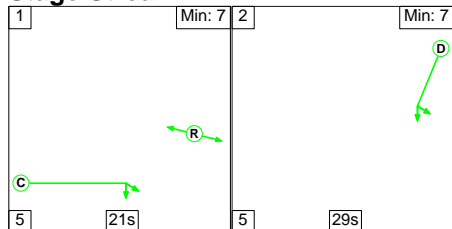
Scenario 9: '9' (FG9: '2028 AM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

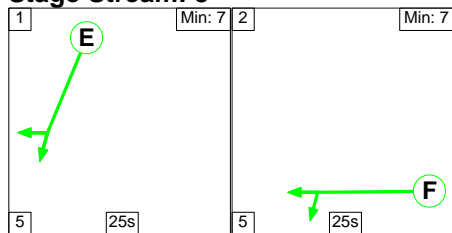
Stage Stream: 1



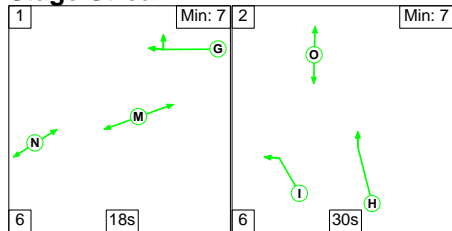
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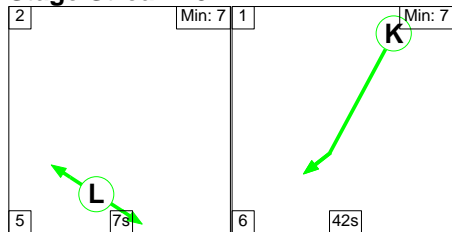
Stage Stream: 3



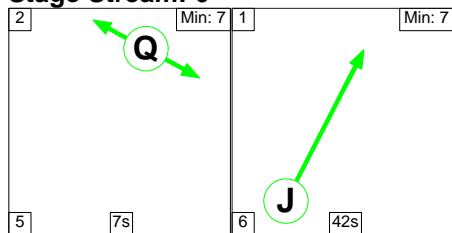
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 34 | 16 |
| Change Point | 47 | 26 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 21 | 29 |
| Change Point | 29 | 55 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 25 | 25 |
| Change Point | 53 | 23 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 18 | 30 |
| Change Point | 22 | 46 |

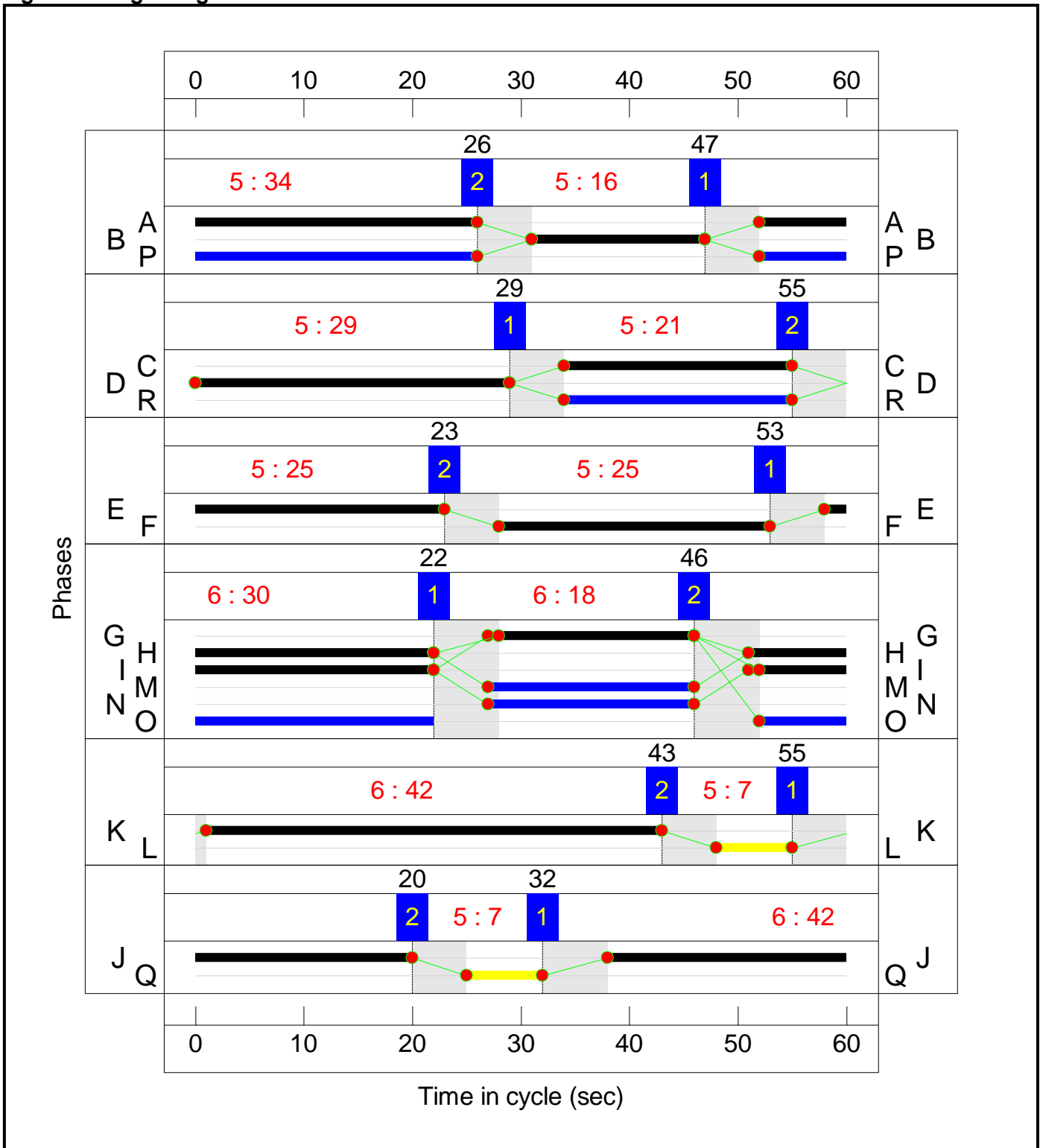
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 42 |
| Change Point | 43 | 55 |

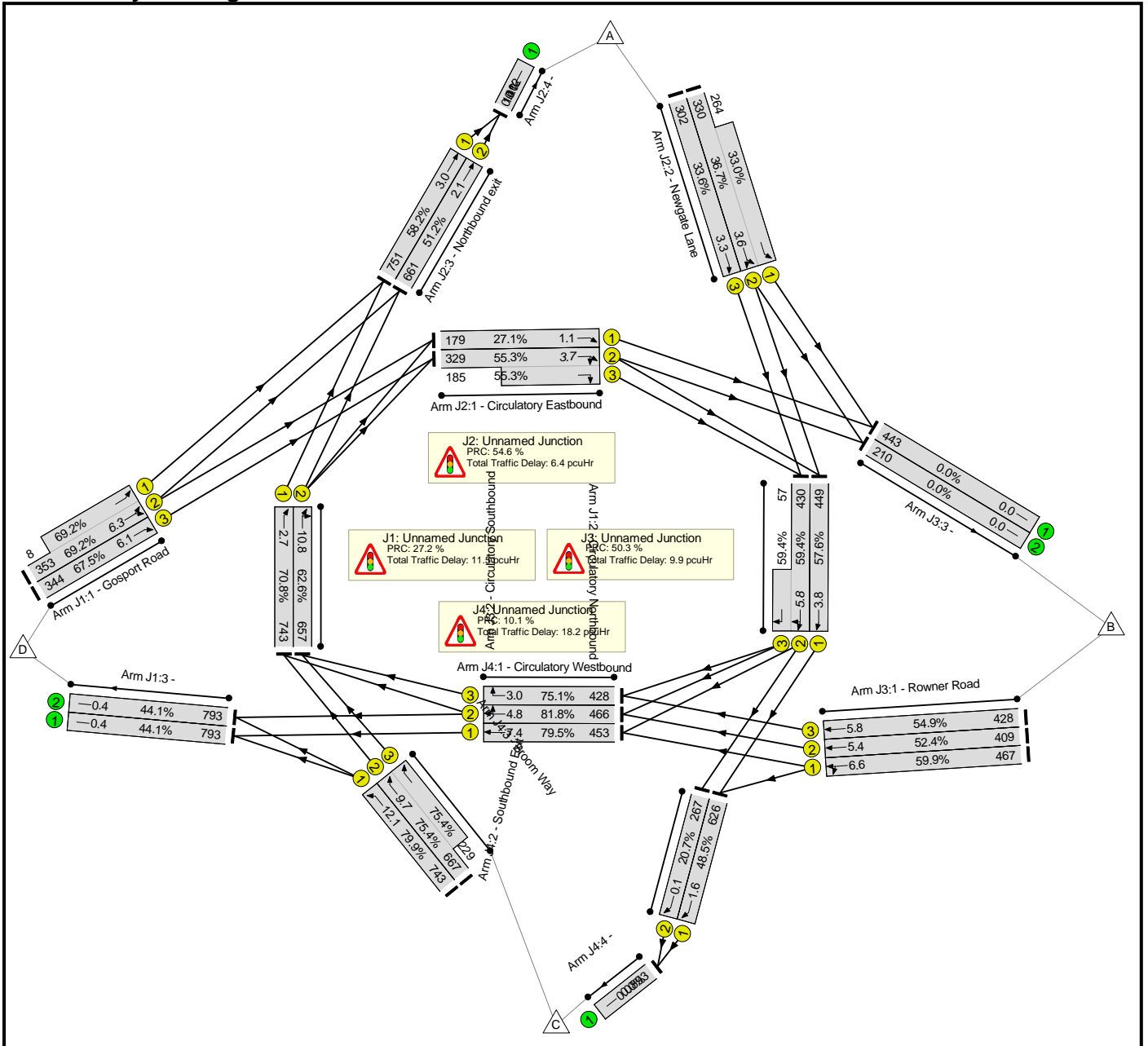
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 42 |
| Change Point | 20 | 32 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|-----|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 25 | - | 467 | 1800 | 780 | 59.9% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 25 | - | 409 | 1800 | 780 | 52.4% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 25 | - | 428 | 1800 | 780 | 54.9% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 25 | - | 449 | 1800 | 780 | 57.6% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 25 | - | 487 | 1800:1800 | 724+96 | 59.4 : 59.4% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 443 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 210 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 81.8% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 18 | - | 453 | 1800 | 570 | 79.5% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 18 | - | 466 | 1800 | 570 | 81.8% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 18 | - | 428 | 1800 | 570 | 75.1% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 42 | - | 626 | 1800 | 1290 | 48.5% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 42 | - | 267 | 1800 | 1290 | 20.7% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 30 | - | 743 | 1800 | 930 | 79.9% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 31 | - | 896 | 1800:1800 | 885+304 | 75.4 : 75.4% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 893 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 25.7 | 20.4 | 0.0 | 46.1 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 6.5 | 5.0 | 0.0 | 11.5 | - | - | - | - |
| 1/2+1/1 | 361 | 361 | - | - | - | 1.9 | 1.1 | - | 3.0 | 30.2 | 5.2 | 1.1 | 6.3 |
| 1/3 | 344 | 344 | - | - | - | 1.8 | 1.0 | - | 2.8 | 29.8 | 5.1 | 1.0 | 6.1 |
| 2/1 | 743 | 743 | - | - | - | 0.3 | 1.2 | - | 1.5 | 7.5 | 1.5 | 1.2 | 2.7 |
| 2/2 | 657 | 657 | - | - | - | 2.5 | 0.8 | - | 3.3 | 18.0 | 9.9 | 0.8 | 10.8 |
| 3/1 | 793 | 793 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| 3/2 | 793 | 793 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 3.9 | 2.5 | 0.0 | 6.4 | - | - | - | - |
| 1/1 | 179 | 179 | - | - | - | 0.3 | 0.2 | - | 0.5 | 9.4 | 0.9 | 0.2 | 1.1 |
| 1/2+1/3 | 514 | 514 | - | - | - | 0.8 | 0.6 | - | 1.4 | 10.1 | 3.1 | 0.6 | 3.7 |
| 2/2+2/1 | 594 | 594 | - | - | - | 1.5 | 0.3 | - | 1.8 | 10.6 | 3.3 | 0.3 | 3.6 |
| 2/3 | 302 | 302 | - | - | - | 0.8 | 0.3 | - | 1.0 | 12.0 | 3.0 | 0.3 | 3.3 |
| 3/1 | 751 | 751 | - | - | - | 0.5 | 0.7 | - | 1.2 | 5.8 | 2.3 | 0.7 | 3.0 |
| 3/2 | 661 | 661 | - | - | - | 0.0 | 0.5 | - | 0.6 | 3.0 | 1.5 | 0.5 | 2.1 |
| 4/1 | 1412 | 1412 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 6.6 | 3.3 | 0.0 | 9.9 | - | - | - | - |
| 1/1 | 467 | 467 | - | - | - | 1.7 | 0.7 | - | 2.4 | 18.7 | 5.8 | 0.7 | 6.6 |
| 1/2 | 409 | 409 | - | - | - | 1.4 | 0.5 | - | 2.0 | 17.3 | 4.9 | 0.5 | 5.4 |
| 1/3 | 428 | 428 | - | - | - | 1.5 | 0.6 | - | 2.1 | 17.7 | 5.2 | 0.6 | 5.8 |
| 2/1 | 449 | 449 | - | - | - | 0.9 | 0.7 | - | 1.6 | 12.7 | 3.1 | 0.7 | 3.8 |
| 2/2+2/3 | 487 | 487 | - | - | - | 1.1 | 0.7 | - | 1.8 | 13.5 | 5.0 | 0.7 | 5.8 |
| 3/1 | 443 | 443 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

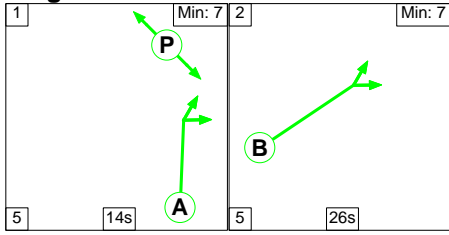
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------------------|------|--|----------|-----------------|------------|------------|------------|-------------|------|------|-----|------|----|---------------------------------------|------|--|-------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|-------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 210 | 210 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 8.7 | 9.6 | 0.0 | 18.2 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 453 | 453 | - | - | - | 1.5 | 1.9 | - | 3.4 | 27.1 | 5.5 | 1.9 | 7.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 466 | 466 | - | - | - | 1.2 | 2.2 | - | 3.3 | 25.6 | 2.6 | 2.2 | 4.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 428 | 428 | - | - | - | 0.9 | 1.5 | - | 2.4 | 20.2 | 1.5 | 1.5 | 3.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 626 | 626 | - | - | - | 0.2 | 0.5 | - | 0.7 | 3.8 | 1.1 | 0.5 | 1.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 267 | 267 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.8 | 0.0 | 0.1 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 743 | 743 | - | - | - | 2.5 | 1.9 | - | 4.4 | 21.4 | 10.1 | 1.9 | 12.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 896 | 896 | - | - | - | 2.4 | 1.5 | - | 3.9 | 15.7 | 8.2 | 1.5 | 9.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 893 | 893 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>27.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.70</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>62.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.67</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>50.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.91</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>10.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>17.45</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>85.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.78</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>54.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.76</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>10.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>46.07</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 PRC for Signalled Lanes (%) | 27.2 | Total Delay for Signalled Lanes (pcuHr): | 10.70 | Cycle Time (s): | 60 | C1 | Stream: 2 PRC for Signalled Lanes (%) | 62.8 | Total Delay for Signalled Lanes (pcuHr): | 4.67 | Cycle Time (s): | 60 | C1 | Stream: 3 PRC for Signalled Lanes (%) | 50.3 | Total Delay for Signalled Lanes (pcuHr): | 9.91 | Cycle Time (s): | 60 | C1 | Stream: 4 PRC for Signalled Lanes (%) | 10.1 | Total Delay for Signalled Lanes (pcuHr): | 17.45 | Cycle Time (s): | 60 | C1 | Stream: 5 PRC for Signalled Lanes (%) | 85.5 | Total Delay for Signalled Lanes (pcuHr): | 0.78 | Cycle Time (s): | 60 | C1 | Stream: 6 PRC for Signalled Lanes (%) | 54.6 | Total Delay for Signalled Lanes (pcuHr): | 1.76 | Cycle Time (s): | 60 | | PRC Over All Lanes (%) | 10.1 | Total Delay Over All Lanes(pcuHr): | 46.07 | | |
| C1 | Stream: 1 PRC for Signalled Lanes (%) | 27.2 | Total Delay for Signalled Lanes (pcuHr): | 10.70 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 PRC for Signalled Lanes (%) | 62.8 | Total Delay for Signalled Lanes (pcuHr): | 4.67 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 PRC for Signalled Lanes (%) | 50.3 | Total Delay for Signalled Lanes (pcuHr): | 9.91 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 PRC for Signalled Lanes (%) | 10.1 | Total Delay for Signalled Lanes (pcuHr): | 17.45 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 PRC for Signalled Lanes (%) | 85.5 | Total Delay for Signalled Lanes (pcuHr): | 0.78 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 PRC for Signalled Lanes (%) | 54.6 | Total Delay for Signalled Lanes (pcuHr): | 1.76 | Cycle Time (s): | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PRC Over All Lanes (%) | 10.1 | Total Delay Over All Lanes(pcuHr): | 46.07 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

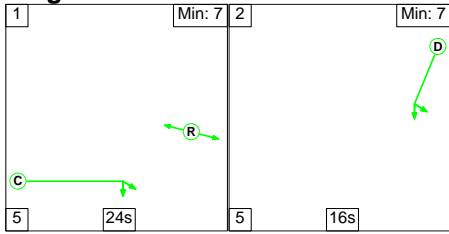
Scenario 10: '10' (FG10: '2028 PM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

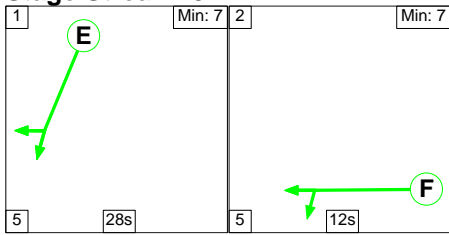
Stage Stream: 1



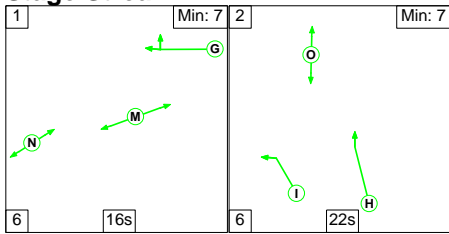
Stage Stream: 2



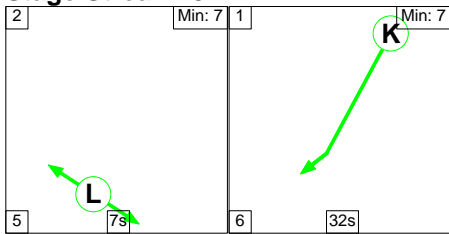
Stage Stream: 3



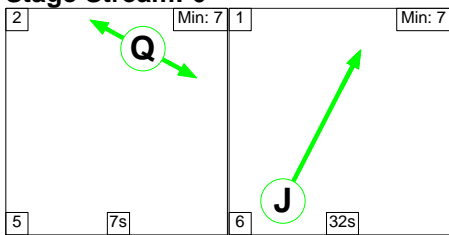
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 14 | 26 |
| Change Point | 3 | 22 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 16 |
| Change Point | 25 | 4 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 28 | 12 |
| Change Point | 2 | 35 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 16 | 22 |
| Change Point | 32 | 4 |

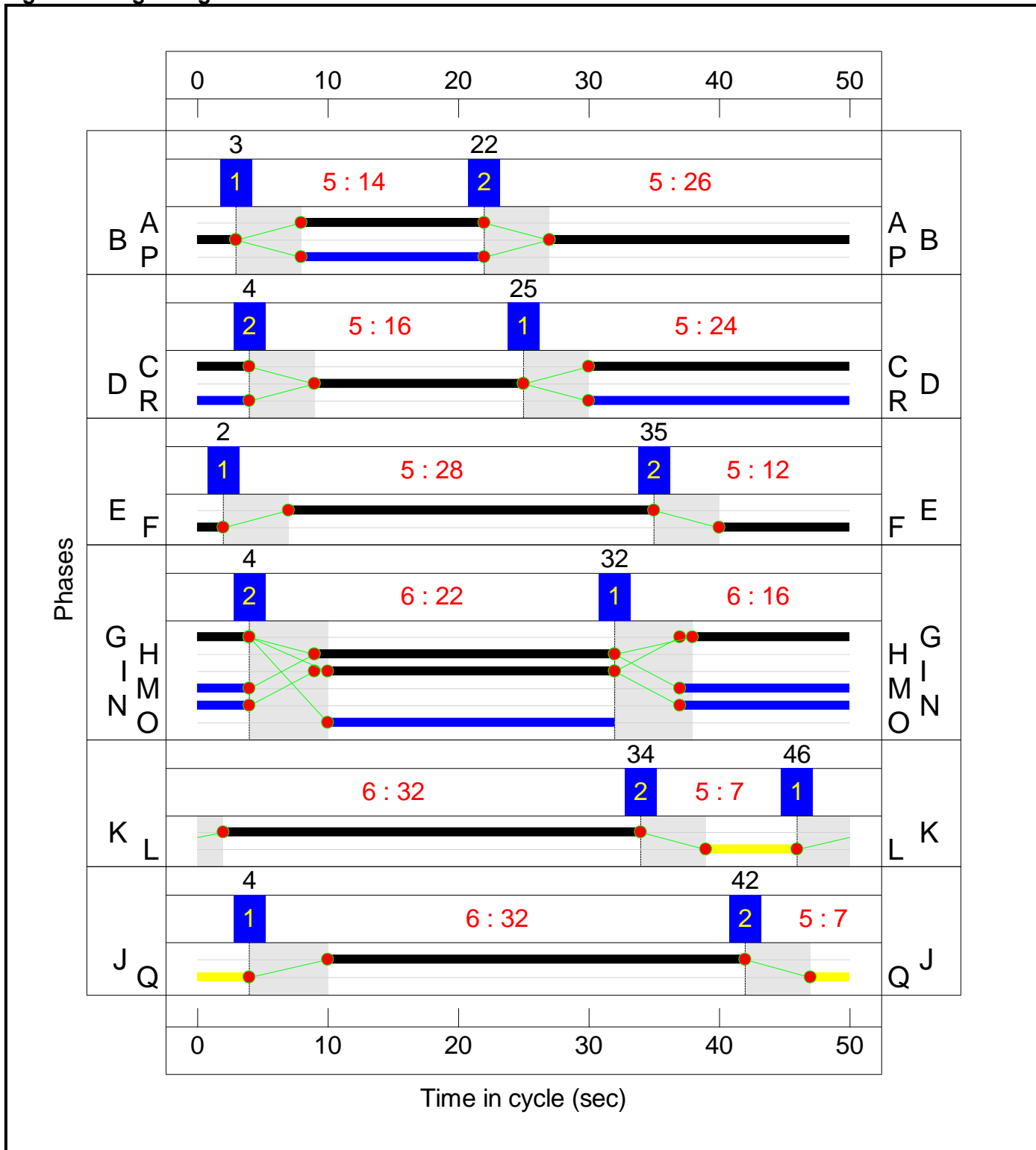
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 32 |
| Change Point | 34 | 46 |

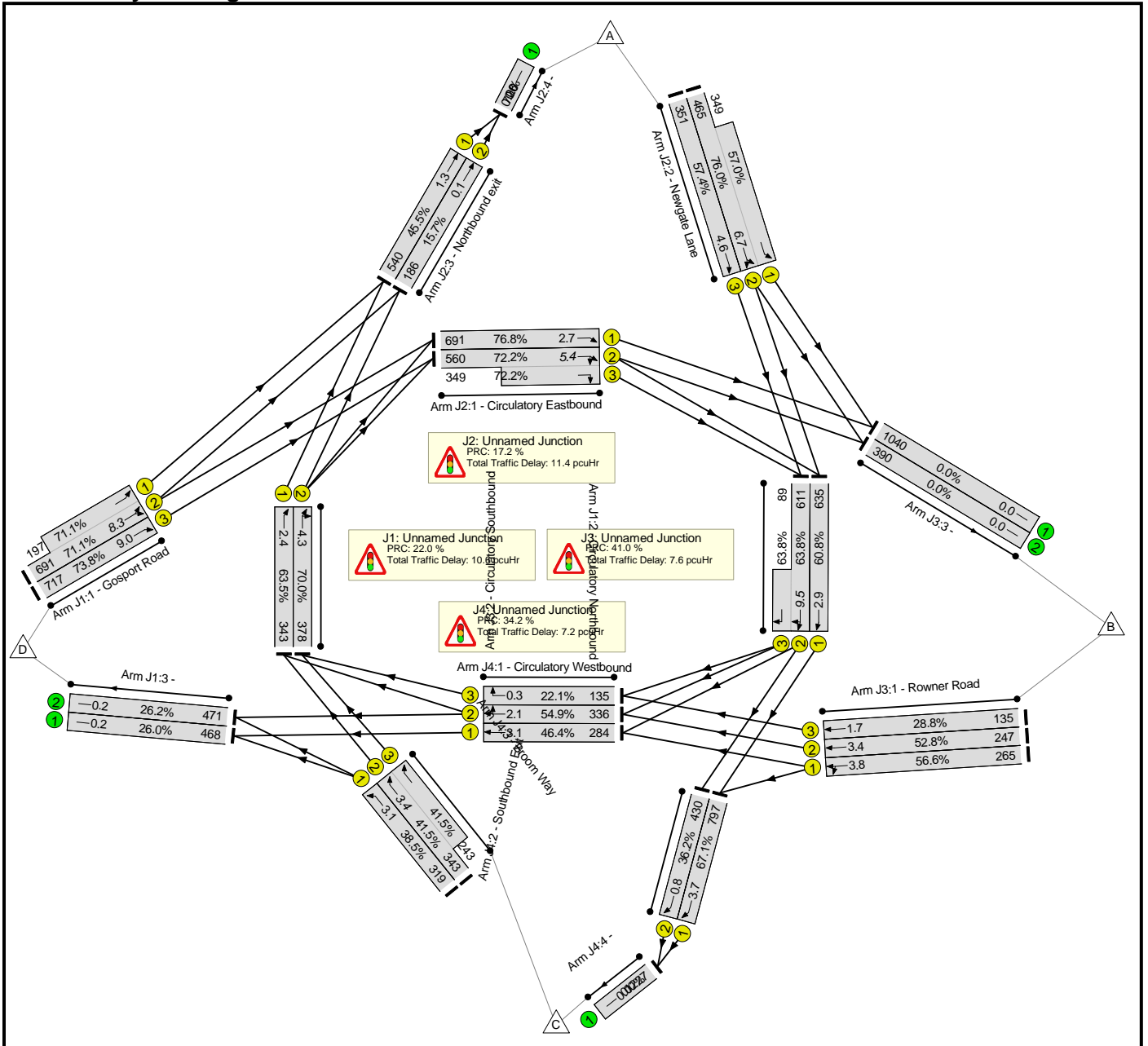
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 32 |
| Change Point | 42 | 4 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|------|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 12 | - | 265 | 1800 | 468 | 56.6% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 247 | 1800 | 468 | 52.8% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 135 | 1800 | 468 | 28.8% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 28 | - | 635 | 1800 | 1044 | 60.8% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 28 | - | 700 | 1800:1800 | 957+139 | 63.8 : 63.8% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1040 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 390 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 67.1% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 16 | - | 284 | 1800 | 612 | 46.4% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 16 | - | 336 | 1800 | 612 | 54.9% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 16 | - | 135 | 1800 | 612 | 22.1% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 32 | - | 797 | 1800 | 1188 | 67.1% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 32 | - | 430 | 1800 | 1188 | 36.2% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 22 | - | 319 | 1800 | 828 | 38.5% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 23 | - | 586 | 1800:1800 | 827+586 | 41.5 : 41.5% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1227 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 20.5 | 16.3 | 0.0 | 36.8 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 5.6 | 5.0 | 0.0 | 10.6 | - | - | - | - |
| 1/2+1/1 | 888 | 888 | - | - | - | 2.0 | 1.2 | - | 3.2 | 13.0 | 7.1 | 1.2 | 8.3 |
| 1/3 | 717 | 717 | - | - | - | 1.8 | 1.4 | - | 3.1 | 15.8 | 7.6 | 1.4 | 9.0 |
| 2/1 | 343 | 343 | - | - | - | 0.9 | 0.9 | - | 1.8 | 18.4 | 1.5 | 0.9 | 2.4 |
| 2/2 | 378 | 378 | - | - | - | 1.0 | 1.2 | - | 2.1 | 20.2 | 3.1 | 1.2 | 4.3 |
| 3/1 | 468 | 468 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| 3/2 | 471 | 471 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 6.4 | 5.1 | 0.0 | 11.4 | - | - | - | - |
| 1/1 | 691 | 691 | - | - | - | 0.4 | 1.6 | - | 2.0 | 10.5 | 1.1 | 1.6 | 2.7 |
| 1/2+1/3 | 909 | 909 | - | - | - | 1.3 | 1.3 | - | 2.5 | 10.1 | 4.2 | 1.3 | 5.4 |
| 2/2+2/1 | 814 | 814 | - | - | - | 3.2 | 1.0 | - | 4.2 | 18.6 | 5.7 | 1.0 | 6.7 |
| 2/3 | 351 | 351 | - | - | - | 1.3 | 0.7 | - | 2.0 | 20.4 | 3.9 | 0.7 | 4.6 |
| 3/1 | 540 | 540 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.9 | 0.9 | 0.4 | 1.3 |
| 3/2 | 186 | 186 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.8 | 0.0 | 0.1 | 0.1 |
| 4/1 | 726 | 726 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 4.5 | 3.1 | 0.0 | 7.6 | - | - | - | - |
| 1/1 | 265 | 265 | - | - | - | 1.2 | 0.6 | - | 1.8 | 24.9 | 3.2 | 0.6 | 3.8 |
| 1/2 | 247 | 247 | - | - | - | 1.1 | 0.6 | - | 1.6 | 24.0 | 2.9 | 0.6 | 3.4 |
| 1/3 | 135 | 135 | - | - | - | 0.6 | 0.2 | - | 0.8 | 20.2 | 1.5 | 0.2 | 1.7 |
| 2/1 | 635 | 635 | - | - | - | 0.5 | 0.8 | - | 1.2 | 7.0 | 2.2 | 0.8 | 2.9 |
| 2/2+2/3 | 700 | 700 | - | - | - | 1.2 | 0.9 | - | 2.1 | 10.9 | 8.6 | 0.9 | 9.5 |
| 3/1 | 1040 | 1040 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

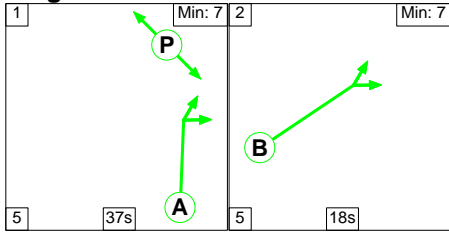
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------------------|------|--|----------|-----------------|------------|------------|------------|------------|------|-----|-----|-----|----|---------------------------------------|------|--|-------|-----------------|----|----|---------------------------------------|------|--|-------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 390 | 390 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 4.1 | 3.1 | 0.0 | 7.2 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 284 | 284 | - | - | - | 0.8 | 0.4 | - | 1.2 | 15.8 | 2.6 | 0.4 | 3.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 336 | 336 | - | - | - | 0.5 | 0.6 | - | 1.1 | 12.0 | 1.5 | 0.6 | 2.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 135 | 135 | - | - | - | 0.1 | 0.1 | - | 0.2 | 6.0 | 0.1 | 0.1 | 0.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 797 | 797 | - | - | - | 0.4 | 1.0 | - | 1.4 | 6.4 | 2.7 | 1.0 | 3.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 430 | 430 | - | - | - | 0.1 | 0.3 | - | 0.4 | 3.4 | 0.5 | 0.3 | 0.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 319 | 319 | - | - | - | 0.8 | 0.3 | - | 1.1 | 12.4 | 2.8 | 0.3 | 3.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 586 | 586 | - | - | - | 1.3 | 0.4 | - | 1.7 | 10.3 | 3.0 | 0.4 | 3.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1227 | 1227 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>22.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.21</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>17.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.75</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>41.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.59</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>63.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.37</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>34.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.83</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td>C1</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>98.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.68</td> <td>Cycle Time (s):</td> <td>50</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>17.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>36.80</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 PRC for Signalled Lanes (%) | 22.0 | Total Delay for Signalled Lanes (pcuHr): | 10.21 | Cycle Time (s): | 50 | C1 | Stream: 2 PRC for Signalled Lanes (%) | 17.2 | Total Delay for Signalled Lanes (pcuHr): | 10.75 | Cycle Time (s): | 50 | C1 | Stream: 3 PRC for Signalled Lanes (%) | 41.0 | Total Delay for Signalled Lanes (pcuHr): | 7.59 | Cycle Time (s): | 50 | C1 | Stream: 4 PRC for Signalled Lanes (%) | 63.9 | Total Delay for Signalled Lanes (pcuHr): | 5.37 | Cycle Time (s): | 50 | C1 | Stream: 5 PRC for Signalled Lanes (%) | 34.2 | Total Delay for Signalled Lanes (pcuHr): | 1.83 | Cycle Time (s): | 50 | C1 | Stream: 6 PRC for Signalled Lanes (%) | 98.0 | Total Delay for Signalled Lanes (pcuHr): | 0.68 | Cycle Time (s): | 50 | | PRC Over All Lanes (%) | 17.2 | Total Delay Over All Lanes(pcuHr): | 36.80 | | |
| C1 | Stream: 1 PRC for Signalled Lanes (%) | 22.0 | Total Delay for Signalled Lanes (pcuHr): | 10.21 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 PRC for Signalled Lanes (%) | 17.2 | Total Delay for Signalled Lanes (pcuHr): | 10.75 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 PRC for Signalled Lanes (%) | 41.0 | Total Delay for Signalled Lanes (pcuHr): | 7.59 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 PRC for Signalled Lanes (%) | 63.9 | Total Delay for Signalled Lanes (pcuHr): | 5.37 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 PRC for Signalled Lanes (%) | 34.2 | Total Delay for Signalled Lanes (pcuHr): | 1.83 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 PRC for Signalled Lanes (%) | 98.0 | Total Delay for Signalled Lanes (pcuHr): | 0.68 | Cycle Time (s): | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PRC Over All Lanes (%) | 17.2 | Total Delay Over All Lanes(pcuHr): | 36.80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

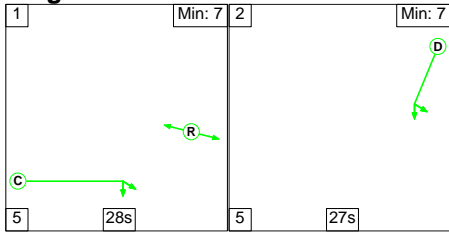
Scenario 11: '11' (FG11: '2037 AM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

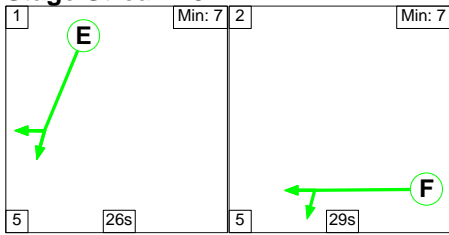
Stage Stream: 1



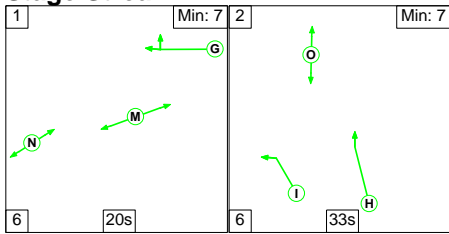
Stage Stream: 2



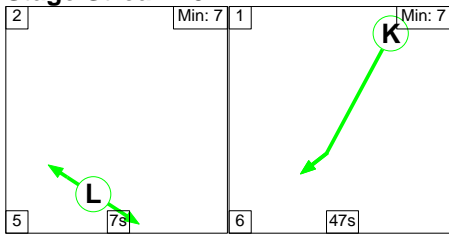
Stage Stream: 3



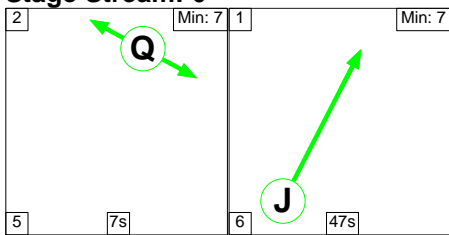
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 37 | 18 |
| Change Point | 47 | 24 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 28 | 27 |
| Change Point | 24 | 57 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 26 | 29 |
| Change Point | 54 | 20 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 20 | 33 |
| Change Point | 19 | 45 |

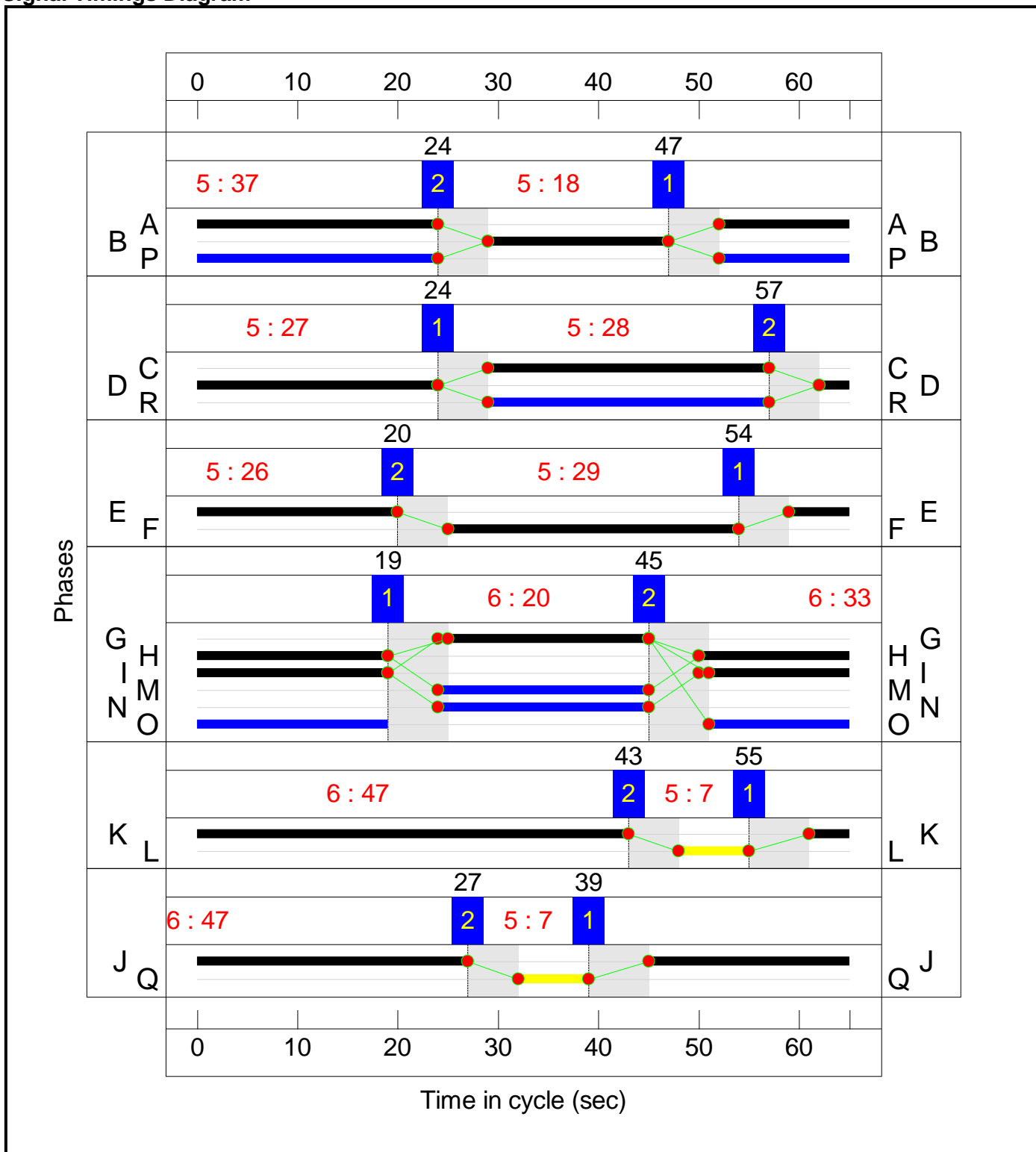
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 47 |
| Change Point | 43 | 55 |

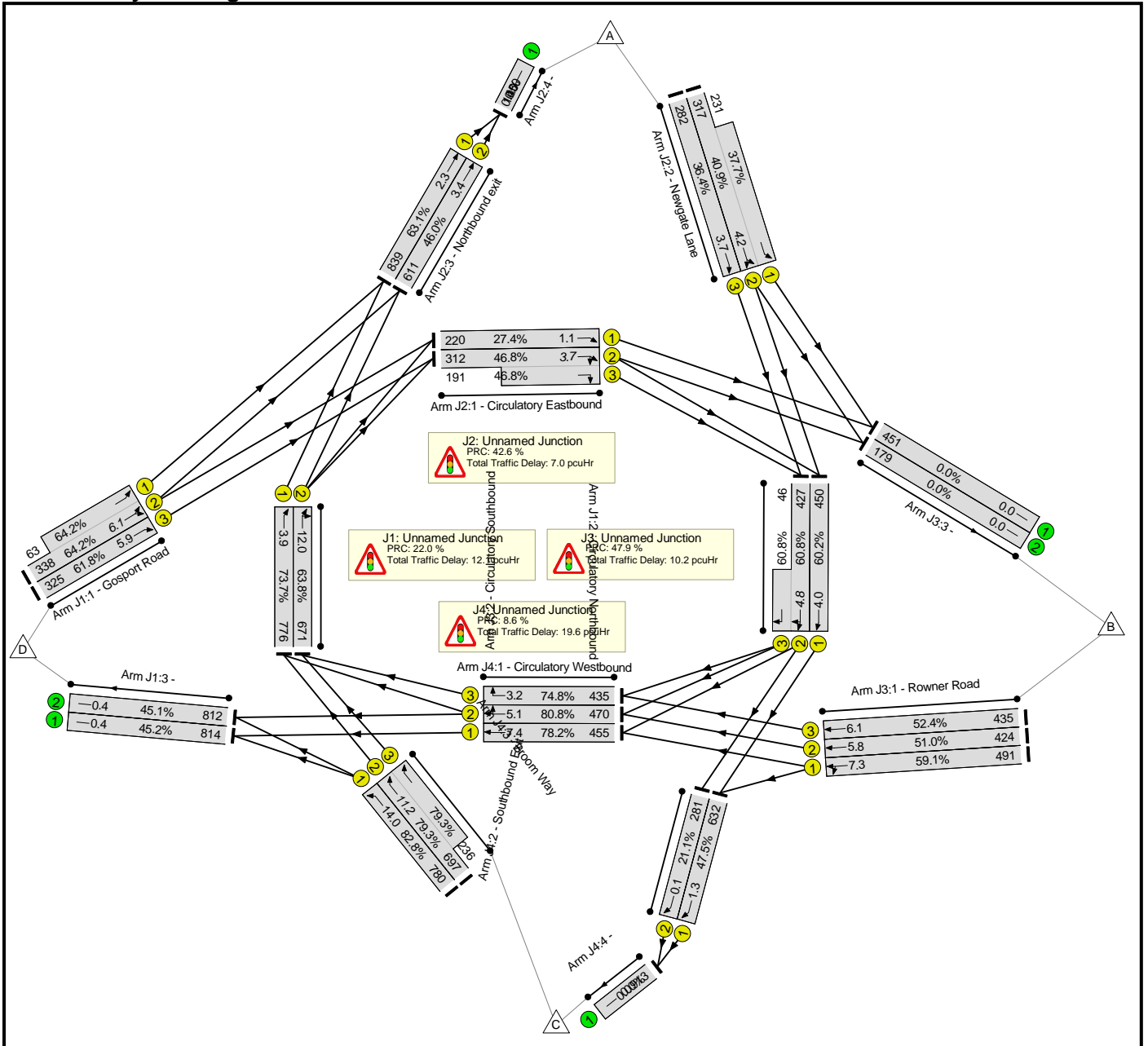
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 47 |
| Change Point | 27 | 39 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|-----|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 29 | - | 491 | 1800 | 831 | 59.1% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 29 | - | 424 | 1800 | 831 | 51.0% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 29 | - | 435 | 1800 | 831 | 52.4% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 26 | - | 450 | 1800 | 748 | 60.2% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 26 | - | 473 | 1800:1800 | 702+76 | 60.8 : 60.8% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 451 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 179 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 82.8% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 20 | - | 455 | 1800 | 582 | 78.2% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 20 | - | 470 | 1800 | 582 | 80.8% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 20 | - | 435 | 1800 | 582 | 74.8% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 47 | - | 632 | 1800 | 1329 | 47.5% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 47 | - | 281 | 1800 | 1329 | 21.1% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 33 | - | 780 | 1800 | 942 | 82.8% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 34 | - | 933 | 1800:1800 | 879+298 | 79.3 : 79.3% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 913 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 28.2 | 20.7 | 0.0 | 48.9 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 7.3 | 4.8 | 0.0 | 12.1 | - | - | - | - |
| 1/2+1/1 | 401 | 401 | - | - | - | 2.2 | 0.9 | - | 3.1 | 27.6 | 5.3 | 0.9 | 6.1 |
| 1/3 | 325 | 325 | - | - | - | 1.8 | 0.8 | - | 2.6 | 28.7 | 5.1 | 0.8 | 5.9 |
| 2/1 | 776 | 776 | - | - | - | 0.4 | 1.4 | - | 1.8 | 8.2 | 2.5 | 1.4 | 3.9 |
| 2/2 | 671 | 671 | - | - | - | 3.0 | 0.9 | - | 3.9 | 20.7 | 11.1 | 0.9 | 12.0 |
| 3/1 | 814 | 814 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| 3/2 | 812 | 812 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 4.5 | 2.5 | 0.0 | 7.0 | - | - | - | - |
| 1/1 | 220 | 220 | - | - | - | 0.2 | 0.2 | - | 0.4 | 7.0 | 1.0 | 0.2 | 1.1 |
| 1/2+1/3 | 503 | 503 | - | - | - | 0.8 | 0.4 | - | 1.2 | 8.8 | 3.2 | 0.4 | 3.7 |
| 2/2+2/1 | 548 | 548 | - | - | - | 1.9 | 0.3 | - | 2.2 | 14.6 | 3.9 | 0.3 | 4.2 |
| 2/3 | 282 | 282 | - | - | - | 1.0 | 0.3 | - | 1.3 | 16.1 | 3.4 | 0.3 | 3.7 |
| 3/1 | 839 | 839 | - | - | - | 0.3 | 0.9 | - | 1.1 | 4.8 | 1.4 | 0.9 | 2.3 |
| 3/2 | 611 | 611 | - | - | - | 0.3 | 0.4 | - | 0.8 | 4.5 | 2.9 | 0.4 | 3.4 |
| 4/1 | 1450 | 1450 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 6.9 | 3.3 | 0.0 | 10.2 | - | - | - | - |
| 1/1 | 491 | 491 | - | - | - | 1.8 | 0.7 | - | 2.5 | 18.2 | 6.5 | 0.7 | 7.3 |
| 1/2 | 424 | 424 | - | - | - | 1.5 | 0.5 | - | 2.0 | 16.7 | 5.3 | 0.5 | 5.8 |
| 1/3 | 435 | 435 | - | - | - | 1.5 | 0.5 | - | 2.0 | 17.0 | 5.6 | 0.5 | 6.1 |
| 2/1 | 450 | 450 | - | - | - | 1.0 | 0.8 | - | 1.7 | 13.7 | 3.2 | 0.8 | 4.0 |
| 2/2+2/3 | 473 | 473 | - | - | - | 1.2 | 0.8 | - | 2.0 | 14.9 | 4.0 | 0.8 | 4.8 |
| 3/1 | 451 | 451 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

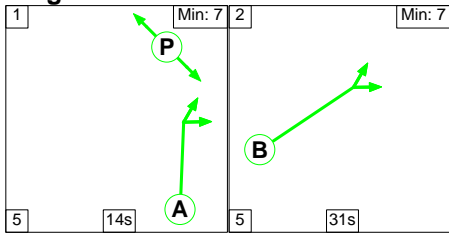
| | | | | | | | | | | | | | |
|-----------------------------|-----|-----|------------------------|-----------|-----------------------------|------------|--|------------|-----------------|------|------|-----|------|
| 3/2 | 179 | 179 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 9.5 | 10.1 | 0.0 | 19.6 | - | - | - | - |
| 1/1 | 455 | 455 | - | - | - | 1.6 | 1.7 | - | 3.3 | 26.3 | 5.7 | 1.7 | 7.4 |
| 1/2 | 470 | 470 | - | - | - | 1.3 | 2.0 | - | 3.3 | 25.2 | 3.1 | 2.0 | 5.1 |
| 1/3 | 435 | 435 | - | - | - | 1.0 | 1.5 | - | 2.5 | 20.7 | 1.8 | 1.5 | 3.2 |
| 2/1 | 632 | 632 | - | - | - | 0.1 | 0.5 | - | 0.6 | 3.4 | 0.9 | 0.5 | 1.3 |
| 2/2 | 281 | 281 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 |
| 3/1 | 780 | 780 | - | - | - | 2.8 | 2.3 | - | 5.2 | 23.9 | 11.7 | 2.3 | 14.0 |
| 3/2+3/3 | 933 | 933 | - | - | - | 2.7 | 1.9 | - | 4.6 | 17.7 | 9.3 | 1.9 | 11.2 |
| 4/1 | 913 | 913 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 22.0 | Total Delay for Signalled Lanes (pcuHr): | 11.29 | Cycle Time (s): | 65 | | | |
| | | | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 92.2 | Total Delay for Signalled Lanes (pcuHr): | 5.15 | Cycle Time (s): | 65 | | | |
| | | | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 47.9 | Total Delay for Signalled Lanes (pcuHr): | 10.18 | Cycle Time (s): | 65 | | | |
| | | | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 8.6 | Total Delay for Signalled Lanes (pcuHr): | 18.87 | Cycle Time (s): | 65 | | | |
| | | | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 89.3 | Total Delay for Signalled Lanes (pcuHr): | 0.73 | Cycle Time (s): | 65 | | | |
| | | | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 42.6 | Total Delay for Signalled Lanes (pcuHr): | 1.88 | Cycle Time (s): | 65 | | | |
| | | | PRC Over All Lanes (%) | | | 8.6 | Total Delay Over All Lanes(pcuHr): | 48.91 | | | | | |

Full Input Data And Results

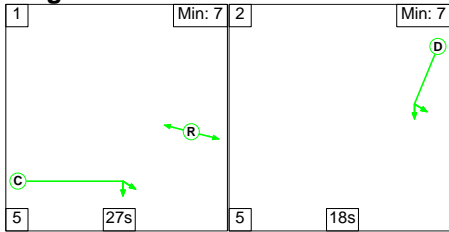
Scenario 12: '12' (FG12: '2037 PM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

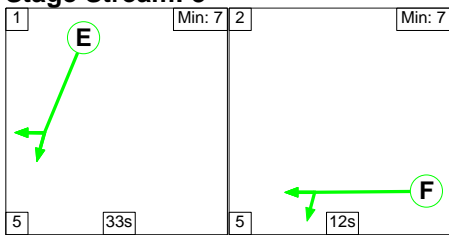
Stage Stream: 1



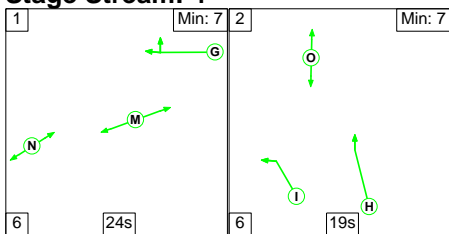
Stage Stream: 2



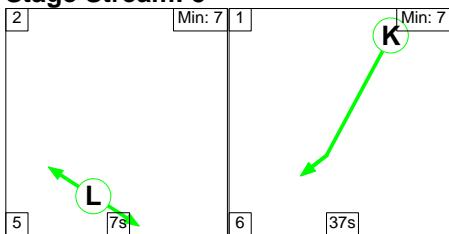
Stage Stream: 3



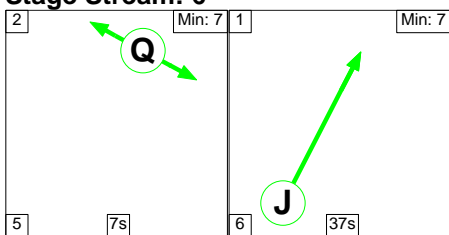
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 14 | 31 |
| Change Point | 3 | 22 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 27 | 18 |
| Change Point | 24 | 1 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 33 | 12 |
| Change Point | 18 | 1 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 19 |
| Change Point | 5 | 35 |

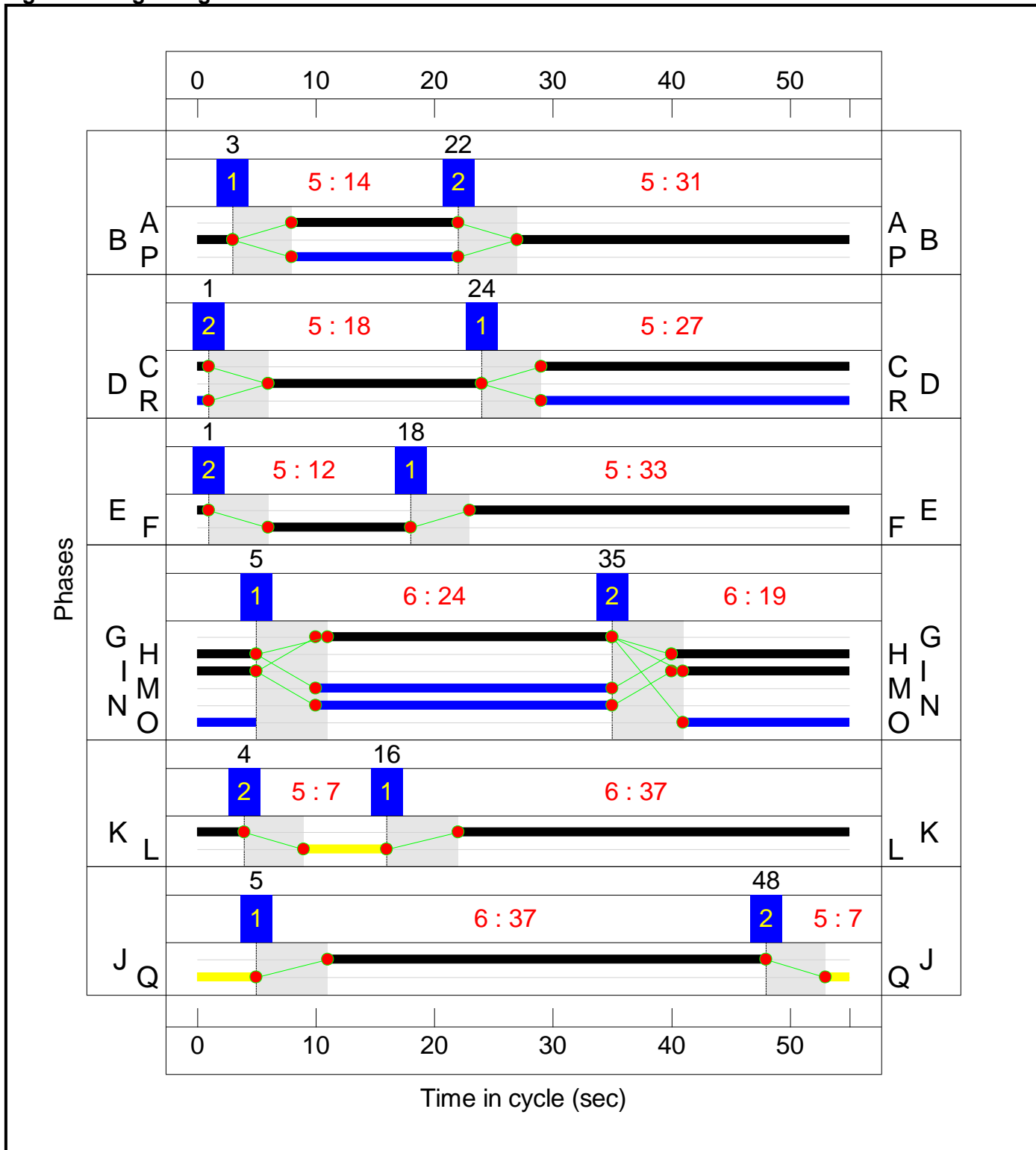
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|---|----|
| Duration | 7 | 37 |
| Change Point | 4 | 16 |

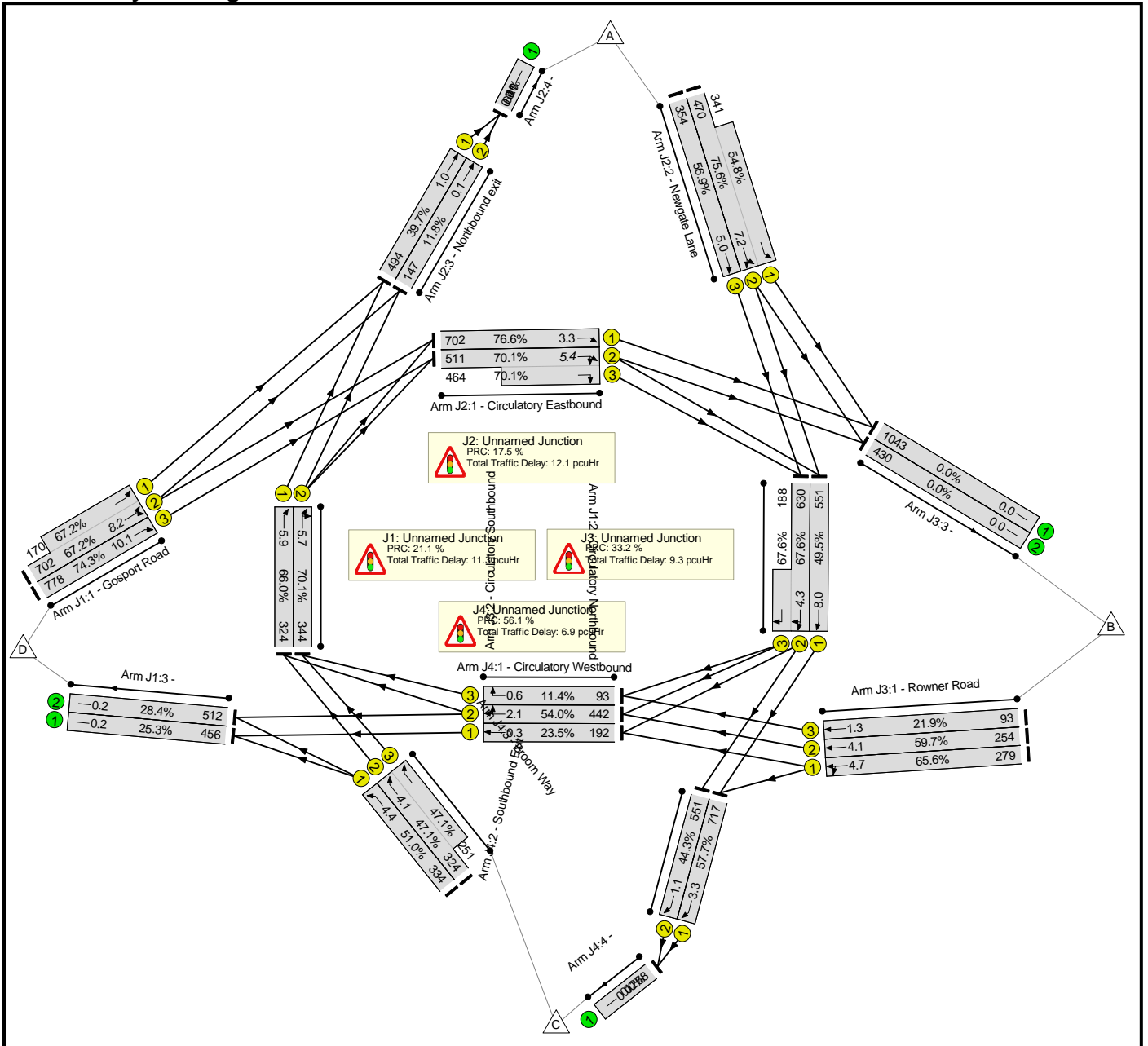
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 37 |
| Change Point | 48 | 5 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|------|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 12 | - | 279 | 1800 | 425 | 65.6% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 254 | 1800 | 425 | 59.7% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 93 | 1800 | 425 | 21.9% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 33 | - | 551 | 1800 | 1113 | 49.5% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 33 | - | 818 | 1800:1800 | 932+278 | 67.6 : 67.6% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1043 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 430 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 57.7% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 24 | - | 192 | 1800 | 818 | 23.5% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 24 | - | 442 | 1800 | 818 | 54.0% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 24 | - | 93 | 1800 | 818 | 11.4% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 37 | - | 717 | 1800 | 1244 | 57.7% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 37 | - | 551 | 1800 | 1244 | 44.3% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 19 | - | 334 | 1800 | 655 | 51.0% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 20 | - | 575 | 1800:1800 | 687+532 | 47.1 : 47.1% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1268 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 23.7 | 15.9 | 0.0 | 39.6 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 6.4 | 4.9 | 0.0 | 11.3 | - | - | - | - |
| 1/2+1/1 | 872 | 872 | - | - | - | 1.8 | 1.0 | - | 2.8 | 11.6 | 7.2 | 1.0 | 8.2 |
| 1/3 | 778 | 778 | - | - | - | 1.8 | 1.4 | - | 3.3 | 15.1 | 8.6 | 1.4 | 10.1 |
| 2/1 | 324 | 324 | - | - | - | 1.5 | 1.0 | - | 2.4 | 26.9 | 4.9 | 1.0 | 5.9 |
| 2/2 | 344 | 344 | - | - | - | 1.3 | 1.2 | - | 2.4 | 25.5 | 4.5 | 1.2 | 5.7 |
| 3/1 | 456 | 456 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| 3/2 | 512 | 512 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 7.3 | 4.8 | 0.0 | 12.1 | - | - | - | - |
| 1/1 | 702 | 702 | - | - | - | 0.6 | 1.6 | - | 2.3 | 11.6 | 1.7 | 1.6 | 3.3 |
| 1/2+1/3 | 975 | 975 | - | - | - | 1.7 | 1.2 | - | 2.8 | 10.4 | 4.3 | 1.2 | 5.4 |
| 2/2+2/1 | 811 | 811 | - | - | - | 3.5 | 0.9 | - | 4.4 | 19.5 | 6.3 | 0.9 | 7.2 |
| 2/3 | 354 | 354 | - | - | - | 1.4 | 0.7 | - | 2.1 | 21.4 | 4.3 | 0.7 | 5.0 |
| 3/1 | 494 | 494 | - | - | - | 0.1 | 0.3 | - | 0.5 | 3.4 | 0.7 | 0.3 | 1.0 |
| 3/2 | 147 | 147 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.6 | 0.0 | 0.1 | 0.1 |
| 4/1 | 641 | 641 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 6.0 | 3.3 | 0.0 | 9.3 | - | - | - | - |
| 1/1 | 279 | 279 | - | - | - | 1.5 | 0.9 | - | 2.4 | 31.1 | 3.8 | 0.9 | 4.7 |
| 1/2 | 254 | 254 | - | - | - | 1.3 | 0.7 | - | 2.1 | 29.1 | 3.4 | 0.7 | 4.1 |
| 1/3 | 93 | 93 | - | - | - | 0.4 | 0.1 | - | 0.6 | 22.4 | 1.1 | 0.1 | 1.3 |
| 2/1 | 551 | 551 | - | - | - | 1.6 | 0.5 | - | 2.1 | 13.5 | 7.5 | 0.5 | 8.0 |
| 2/2+2/3 | 818 | 818 | - | - | - | 1.2 | 1.0 | - | 2.2 | 9.7 | 3.2 | 1.0 | 4.3 |
| 3/1 | 1043 | 1043 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

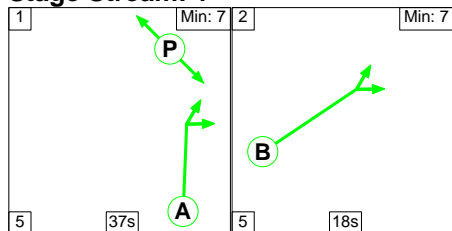
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------|-----------------------------|----------|--|----------|-----------------|------------|------------|------------|------|-----|-----|-----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|-------|--|------|-----------------|----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 430 | 430 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 4.0 | 2.8 | 0.0 | 6.9 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 192 | 192 | - | - | - | 0.0 | 0.2 | - | 0.2 | 3.7 | 0.2 | 0.2 | 0.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 442 | 442 | - | - | - | 0.1 | 0.6 | - | 0.7 | 5.4 | 1.5 | 0.6 | 2.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 93 | 93 | - | - | - | 0.0 | 0.1 | - | 0.1 | 2.7 | 0.5 | 0.1 | 0.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 717 | 717 | - | - | - | 0.4 | 0.7 | - | 1.1 | 5.6 | 2.6 | 0.7 | 3.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 551 | 551 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.9 | 0.7 | 0.4 | 1.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 334 | 334 | - | - | - | 1.3 | 0.5 | - | 1.8 | 19.3 | 3.9 | 0.5 | 4.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 575 | 575 | - | - | - | 2.0 | 0.4 | - | 2.5 | 15.4 | 3.7 | 0.4 | 4.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1268 | 1268 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>21.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.93</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>17.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.57</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>33.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.32</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>66.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.17</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>56.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.73</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>126.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.53</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>17.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>39.61</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 21.1 | Total Delay for Signalled Lanes (pcuHr): | 10.93 | Cycle Time (s): | 55 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 17.5 | Total Delay for Signalled Lanes (pcuHr): | 11.57 | Cycle Time (s): | 55 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 33.2 | Total Delay for Signalled Lanes (pcuHr): | 9.32 | Cycle Time (s): | 55 | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 66.6 | Total Delay for Signalled Lanes (pcuHr): | 5.17 | Cycle Time (s): | 55 | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 56.1 | Total Delay for Signalled Lanes (pcuHr): | 1.73 | Cycle Time (s): | 55 | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 126.6 | Total Delay for Signalled Lanes (pcuHr): | 0.53 | Cycle Time (s): | 55 | | | PRC Over All Lanes (%) | 17.5 | Total Delay Over All Lanes(pcuHr): | 39.61 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 21.1 | Total Delay for Signalled Lanes (pcuHr): | 10.93 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 17.5 | Total Delay for Signalled Lanes (pcuHr): | 11.57 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 33.2 | Total Delay for Signalled Lanes (pcuHr): | 9.32 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 | PRC for Signalled Lanes (%) | 66.6 | Total Delay for Signalled Lanes (pcuHr): | 5.17 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 | PRC for Signalled Lanes (%) | 56.1 | Total Delay for Signalled Lanes (pcuHr): | 1.73 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 | PRC for Signalled Lanes (%) | 126.6 | Total Delay for Signalled Lanes (pcuHr): | 0.53 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 17.5 | Total Delay Over All Lanes(pcuHr): | 39.61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

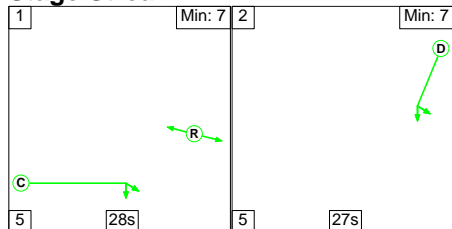
Scenario 13: '13' (FG13: '2037 AM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

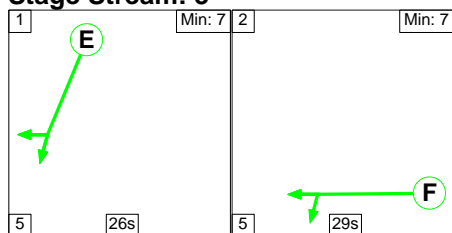
Stage Stream: 1



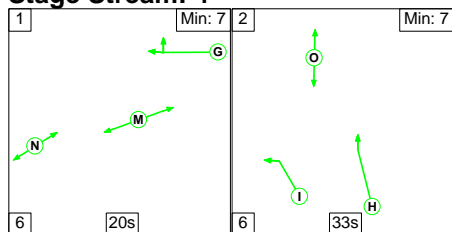
Stage Stream: 2



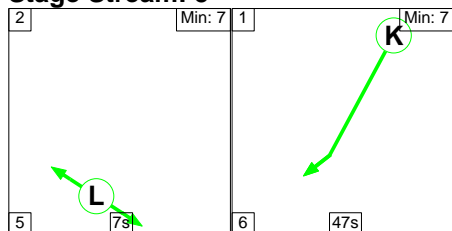
Stage Stream: 3



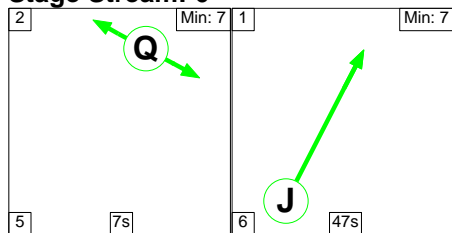
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 37 | 18 |
| Change Point | 47 | 24 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 28 | 27 |
| Change Point | 24 | 57 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 26 | 29 |
| Change Point | 54 | 20 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 20 | 33 |
| Change Point | 19 | 45 |

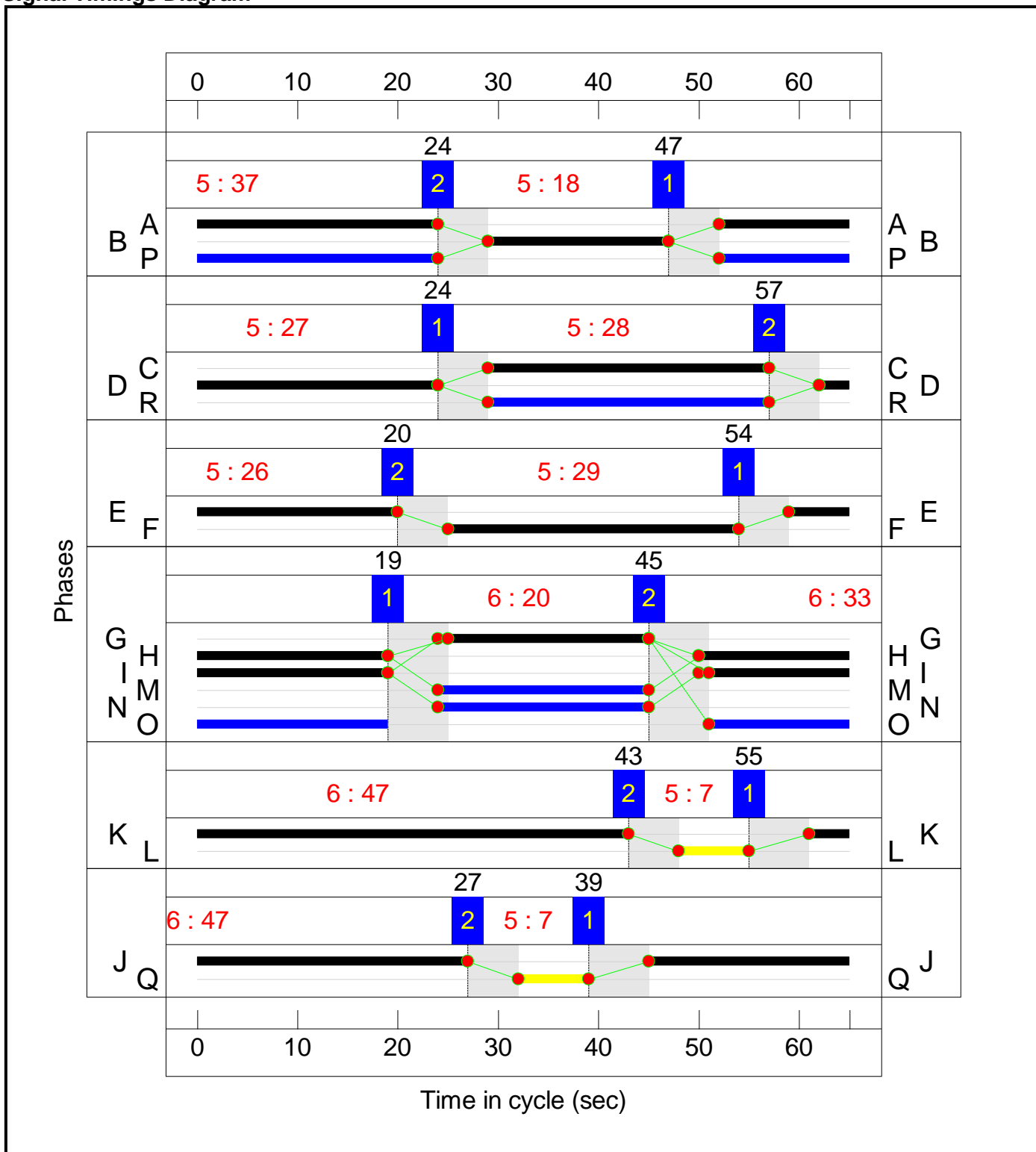
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 47 |
| Change Point | 43 | 55 |

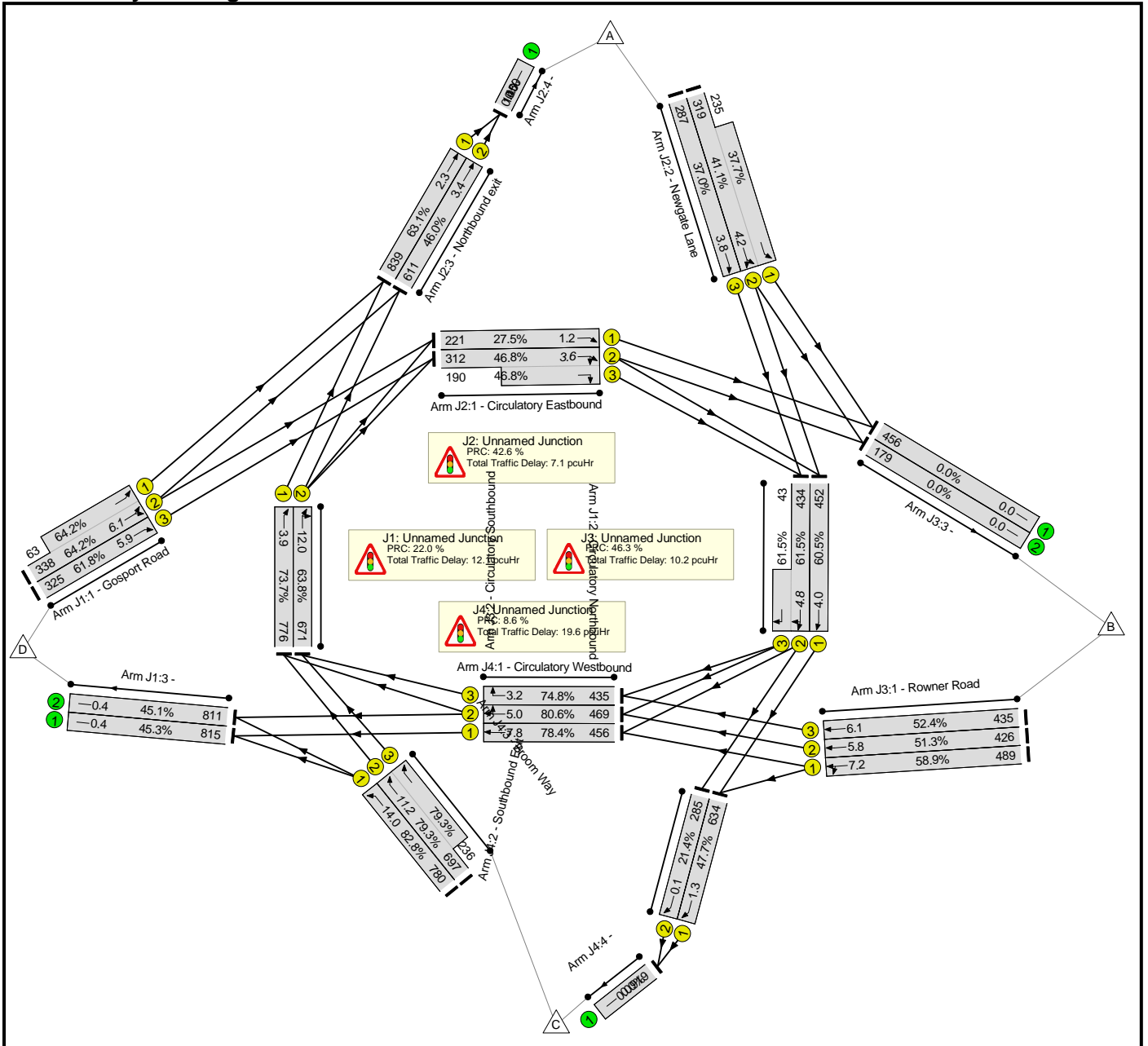
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 47 |
| Change Point | 27 | 39 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|-----|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 29 | - | 489 | 1800 | 831 | 58.9% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 29 | - | 426 | 1800 | 831 | 51.3% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 29 | - | 435 | 1800 | 831 | 52.4% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 26 | - | 452 | 1800 | 748 | 60.5% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 26 | - | 477 | 1800:1800 | 705+70 | 61.5 : 61.5% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 456 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 179 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 82.8% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 20 | - | 456 | 1800 | 582 | 78.4% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 20 | - | 469 | 1800 | 582 | 80.6% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 20 | - | 435 | 1800 | 582 | 74.8% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 47 | - | 634 | 1800 | 1329 | 47.7% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 47 | - | 285 | 1800 | 1329 | 21.4% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 33 | - | 780 | 1800 | 942 | 82.8% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 34 | - | 933 | 1800:1800 | 879+298 | 79.3 : 79.3% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 919 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 28.3 | 20.7 | 0.0 | 49.0 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 7.3 | 4.8 | 0.0 | 12.1 | - | - | - | - |
| 1/2+1/1 | 401 | 401 | - | - | - | 2.2 | 0.9 | - | 3.1 | 27.6 | 5.3 | 0.9 | 6.1 |
| 1/3 | 325 | 325 | - | - | - | 1.8 | 0.8 | - | 2.6 | 28.7 | 5.1 | 0.8 | 5.9 |
| 2/1 | 776 | 776 | - | - | - | 0.4 | 1.4 | - | 1.8 | 8.2 | 2.5 | 1.4 | 3.9 |
| 2/2 | 671 | 671 | - | - | - | 3.0 | 0.9 | - | 3.9 | 20.7 | 11.1 | 0.9 | 12.0 |
| 3/1 | 815 | 815 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| 3/2 | 811 | 811 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.8 | 0.0 | 0.4 | 0.4 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 4.6 | 2.5 | 0.0 | 7.1 | - | - | - | - |
| 1/1 | 221 | 221 | - | - | - | 0.2 | 0.2 | - | 0.4 | 7.1 | 1.0 | 0.2 | 1.2 |
| 1/2+1/3 | 502 | 502 | - | - | - | 0.8 | 0.4 | - | 1.2 | 8.7 | 3.2 | 0.4 | 3.6 |
| 2/2+2/1 | 554 | 554 | - | - | - | 1.9 | 0.3 | - | 2.3 | 14.6 | 3.9 | 0.3 | 4.2 |
| 2/3 | 287 | 287 | - | - | - | 1.0 | 0.3 | - | 1.3 | 16.2 | 3.5 | 0.3 | 3.8 |
| 3/1 | 839 | 839 | - | - | - | 0.3 | 0.9 | - | 1.1 | 4.8 | 1.4 | 0.9 | 2.3 |
| 3/2 | 611 | 611 | - | - | - | 0.3 | 0.4 | - | 0.8 | 4.5 | 2.9 | 0.4 | 3.4 |
| 4/1 | 1450 | 1450 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 6.9 | 3.3 | 0.0 | 10.2 | - | - | - | - |
| 1/1 | 489 | 489 | - | - | - | 1.8 | 0.7 | - | 2.5 | 18.2 | 6.5 | 0.7 | 7.2 |
| 1/2 | 426 | 426 | - | - | - | 1.5 | 0.5 | - | 2.0 | 16.8 | 5.3 | 0.5 | 5.8 |
| 1/3 | 435 | 435 | - | - | - | 1.5 | 0.5 | - | 2.0 | 17.0 | 5.6 | 0.5 | 6.1 |
| 2/1 | 452 | 452 | - | - | - | 1.0 | 0.8 | - | 1.7 | 13.8 | 3.3 | 0.8 | 4.0 |
| 2/2+2/3 | 477 | 477 | - | - | - | 1.2 | 0.8 | - | 2.0 | 14.9 | 4.0 | 0.8 | 4.8 |
| 3/1 | 456 | 456 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

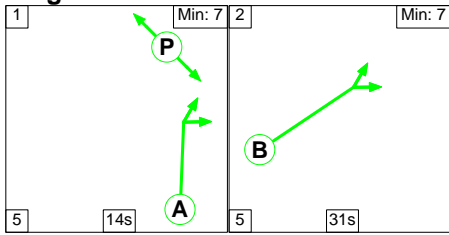
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|-----------------------------|----------|--|----------|-----------------|-------------|------------|-------------|------|------|-----|------|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|-----|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|--|--|------------------------|-----|------------------------------------|-------|--|--|
| 3/2 | 179 | 179 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 9.5 | 10.1 | 0.0 | 19.6 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 456 | 456 | - | - | - | 1.6 | 1.8 | - | 3.3 | 26.4 | 6.0 | 1.8 | 7.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 469 | 469 | - | - | - | 1.2 | 2.0 | - | 3.3 | 25.0 | 3.0 | 2.0 | 5.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 435 | 435 | - | - | - | 1.0 | 1.5 | - | 2.5 | 20.7 | 1.8 | 1.5 | 3.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 634 | 634 | - | - | - | 0.1 | 0.5 | - | 0.6 | 3.4 | 0.9 | 0.5 | 1.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 285 | 285 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 780 | 780 | - | - | - | 2.8 | 2.3 | - | 5.2 | 23.9 | 11.7 | 2.3 | 14.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 933 | 933 | - | - | - | 2.7 | 1.9 | - | 4.6 | 17.7 | 9.3 | 1.9 | 11.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 919 | 919 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>22.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.29</td> <td>Cycle Time (s):</td> <td>65</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>92.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.20</td> <td>Cycle Time (s):</td> <td>65</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>46.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.22</td> <td>Cycle Time (s):</td> <td>65</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>8.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>18.87</td> <td>Cycle Time (s):</td> <td>65</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>88.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.73</td> <td>Cycle Time (s):</td> <td>65</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>42.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.88</td> <td>Cycle Time (s):</td> <td>65</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>8.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>49.00</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 22.0 | Total Delay for Signalled Lanes (pcuHr): | 11.29 | Cycle Time (s): | 65 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 92.4 | Total Delay for Signalled Lanes (pcuHr): | 5.20 | Cycle Time (s): | 65 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 46.3 | Total Delay for Signalled Lanes (pcuHr): | 10.22 | Cycle Time (s): | 65 | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 8.6 | Total Delay for Signalled Lanes (pcuHr): | 18.87 | Cycle Time (s): | 65 | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 88.7 | Total Delay for Signalled Lanes (pcuHr): | 0.73 | Cycle Time (s): | 65 | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 42.6 | Total Delay for Signalled Lanes (pcuHr): | 1.88 | Cycle Time (s): | 65 | | | PRC Over All Lanes (%) | 8.6 | Total Delay Over All Lanes(pcuHr): | 49.00 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 22.0 | Total Delay for Signalled Lanes (pcuHr): | 11.29 | Cycle Time (s): | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 92.4 | Total Delay for Signalled Lanes (pcuHr): | 5.20 | Cycle Time (s): | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 46.3 | Total Delay for Signalled Lanes (pcuHr): | 10.22 | Cycle Time (s): | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 | PRC for Signalled Lanes (%) | 8.6 | Total Delay for Signalled Lanes (pcuHr): | 18.87 | Cycle Time (s): | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 | PRC for Signalled Lanes (%) | 88.7 | Total Delay for Signalled Lanes (pcuHr): | 0.73 | Cycle Time (s): | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 | PRC for Signalled Lanes (%) | 42.6 | Total Delay for Signalled Lanes (pcuHr): | 1.88 | Cycle Time (s): | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 8.6 | Total Delay Over All Lanes(pcuHr): | 49.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

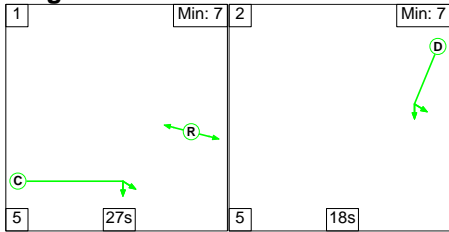
Scenario 14: '14' (FG14: '2037 PM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

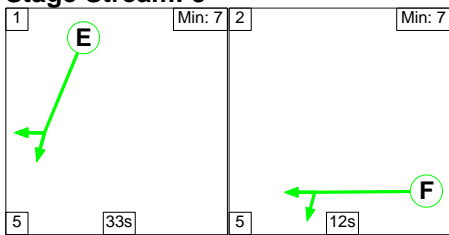
Stage Stream: 1



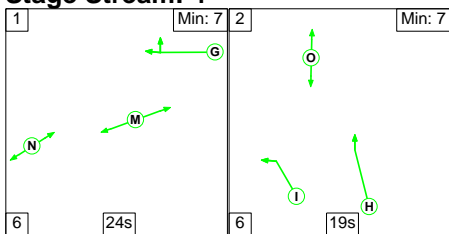
Stage Stream: 2



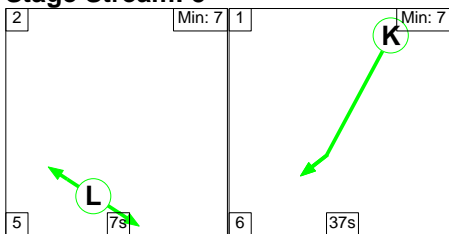
Stage Stream: 3



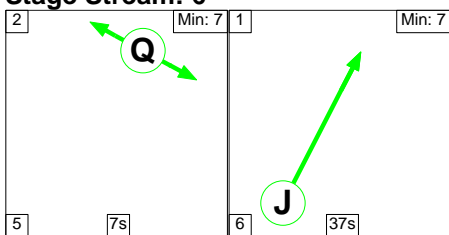
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 14 | 31 |
| Change Point | 3 | 22 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 27 | 18 |
| Change Point | 24 | 1 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 33 | 12 |
| Change Point | 18 | 1 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 19 |
| Change Point | 5 | 35 |

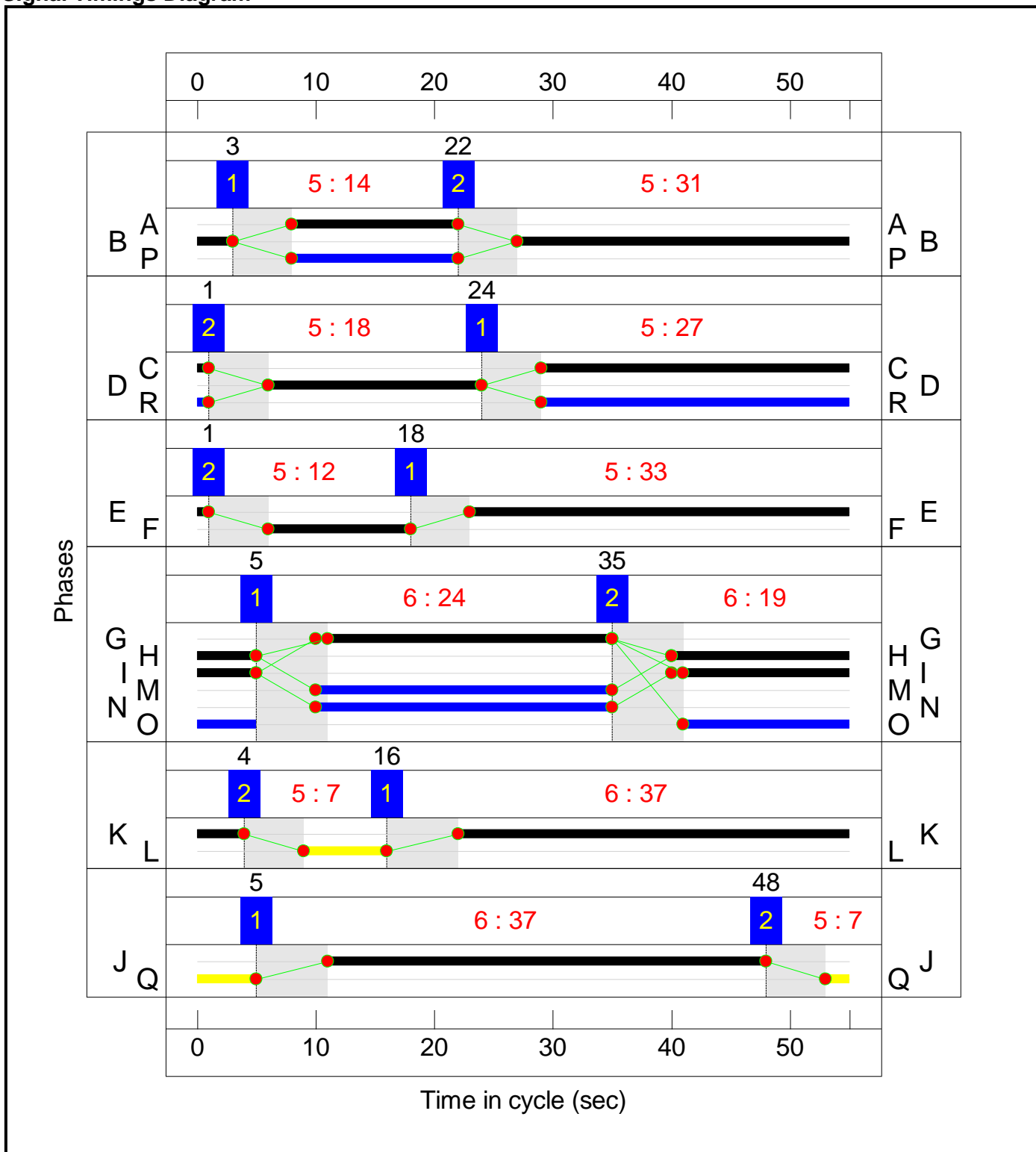
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|---|----|
| Duration | 7 | 37 |
| Change Point | 4 | 16 |

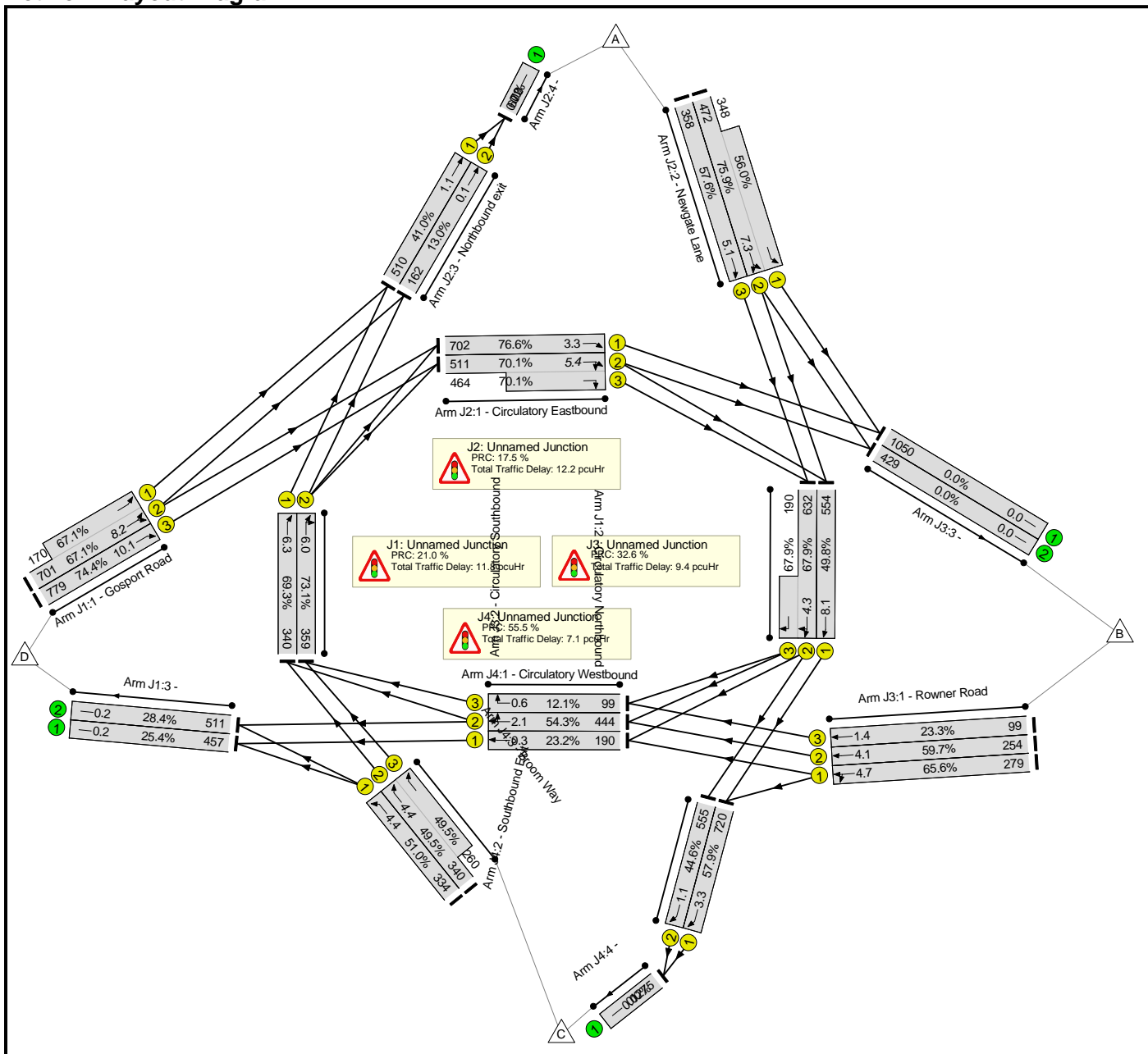
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 37 |
| Change Point | 48 | 5 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|------|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 12 | - | 279 | 1800 | 425 | 65.6% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 254 | 1800 | 425 | 59.7% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 12 | - | 99 | 1800 | 425 | 23.3% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 33 | - | 554 | 1800 | 1113 | 49.8% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 33 | - | 822 | 1800:1800 | 931+280 | 67.9 : 67.9% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1050 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 429 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 57.9% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 24 | - | 190 | 1800 | 818 | 23.2% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 24 | - | 444 | 1800 | 818 | 54.3% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 24 | - | 99 | 1800 | 818 | 12.1% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 37 | - | 720 | 1800 | 1244 | 57.9% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 37 | - | 555 | 1800 | 1244 | 44.6% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 19 | - | 334 | 1800 | 655 | 51.0% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 20 | - | 600 | 1800:1800 | 687+526 | 49.5 : 49.5% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1275 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 24.1 | 16.4 | 0.0 | 40.5 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 6.5 | 5.3 | 0.0 | 11.8 | - | - | - | - |
| 1/2+1/1 | 871 | 871 | - | - | - | 1.8 | 1.0 | - | 2.8 | 11.6 | 7.2 | 1.0 | 8.2 |
| 1/3 | 779 | 779 | - | - | - | 1.8 | 1.4 | - | 3.3 | 15.1 | 8.7 | 1.4 | 10.1 |
| 2/1 | 340 | 340 | - | - | - | 1.5 | 1.1 | - | 2.7 | 28.1 | 5.2 | 1.1 | 6.3 |
| 2/2 | 359 | 359 | - | - | - | 1.4 | 1.3 | - | 2.7 | 26.9 | 4.7 | 1.3 | 6.0 |
| 3/1 | 457 | 457 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| 3/2 | 511 | 511 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 7.4 | 4.8 | 0.0 | 12.2 | - | - | - | - |
| 1/1 | 702 | 702 | - | - | - | 0.7 | 1.6 | - | 2.3 | 11.6 | 1.7 | 1.6 | 3.3 |
| 1/2+1/3 | 975 | 975 | - | - | - | 1.6 | 1.2 | - | 2.8 | 10.4 | 4.3 | 1.2 | 5.4 |
| 2/2+2/1 | 820 | 820 | - | - | - | 3.5 | 1.0 | - | 4.5 | 19.6 | 6.3 | 1.0 | 7.3 |
| 2/3 | 358 | 358 | - | - | - | 1.5 | 0.7 | - | 2.1 | 21.5 | 4.4 | 0.7 | 5.1 |
| 3/1 | 510 | 510 | - | - | - | 0.1 | 0.3 | - | 0.5 | 3.4 | 0.7 | 0.3 | 1.1 |
| 3/2 | 162 | 162 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 |
| 4/1 | 672 | 672 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 6.0 | 3.4 | 0.0 | 9.4 | - | - | - | - |
| 1/1 | 279 | 279 | - | - | - | 1.5 | 0.9 | - | 2.4 | 31.1 | 3.8 | 0.9 | 4.7 |
| 1/2 | 254 | 254 | - | - | - | 1.3 | 0.7 | - | 2.1 | 29.1 | 3.4 | 0.7 | 4.1 |
| 1/3 | 99 | 99 | - | - | - | 0.5 | 0.2 | - | 0.6 | 22.5 | 1.2 | 0.2 | 1.4 |
| 2/1 | 554 | 554 | - | - | - | 1.6 | 0.5 | - | 2.1 | 13.6 | 7.6 | 0.5 | 8.1 |
| 2/2+2/3 | 822 | 822 | - | - | - | 1.2 | 1.1 | - | 2.2 | 9.8 | 3.3 | 1.1 | 4.3 |
| 3/1 | 1050 | 1050 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

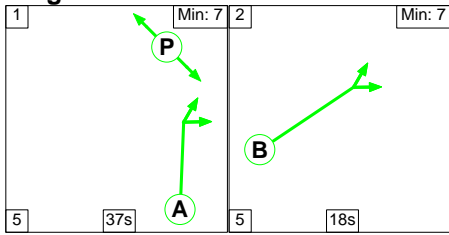
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------|-----------------------------|----------|--|----------|-----------------|------------|------------|------------|------|-----|-----|-----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|-------|--|------|-----------------|----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 429 | 429 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 4.2 | 2.9 | 0.0 | 7.1 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 190 | 190 | - | - | - | 0.0 | 0.2 | - | 0.2 | 3.7 | 0.2 | 0.2 | 0.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 444 | 444 | - | - | - | 0.1 | 0.6 | - | 0.7 | 5.4 | 1.5 | 0.6 | 2.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 99 | 99 | - | - | - | 0.0 | 0.1 | - | 0.1 | 2.7 | 0.5 | 0.1 | 0.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 720 | 720 | - | - | - | 0.4 | 0.7 | - | 1.1 | 5.7 | 2.6 | 0.7 | 3.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 555 | 555 | - | - | - | 0.2 | 0.4 | - | 0.6 | 4.0 | 0.7 | 0.4 | 1.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 334 | 334 | - | - | - | 1.3 | 0.5 | - | 1.8 | 19.3 | 3.9 | 0.5 | 4.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 600 | 600 | - | - | - | 2.1 | 0.5 | - | 2.6 | 15.6 | 3.9 | 0.5 | 4.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1275 | 1275 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="0"> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>21.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.41</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>17.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.68</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>32.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.40</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>65.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.32</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>55.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.74</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>119.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.55</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>17.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>40.48</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 21.0 | Total Delay for Signalled Lanes (pcuHr): | 11.41 | Cycle Time (s): | 55 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 17.5 | Total Delay for Signalled Lanes (pcuHr): | 11.68 | Cycle Time (s): | 55 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 32.6 | Total Delay for Signalled Lanes (pcuHr): | 9.40 | Cycle Time (s): | 55 | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 65.8 | Total Delay for Signalled Lanes (pcuHr): | 5.32 | Cycle Time (s): | 55 | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 55.5 | Total Delay for Signalled Lanes (pcuHr): | 1.74 | Cycle Time (s): | 55 | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 119.5 | Total Delay for Signalled Lanes (pcuHr): | 0.55 | Cycle Time (s): | 55 | | | PRC Over All Lanes (%) | 17.5 | Total Delay Over All Lanes(pcuHr): | 40.48 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 21.0 | Total Delay for Signalled Lanes (pcuHr): | 11.41 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 17.5 | Total Delay for Signalled Lanes (pcuHr): | 11.68 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 32.6 | Total Delay for Signalled Lanes (pcuHr): | 9.40 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 | PRC for Signalled Lanes (%) | 65.8 | Total Delay for Signalled Lanes (pcuHr): | 5.32 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 | PRC for Signalled Lanes (%) | 55.5 | Total Delay for Signalled Lanes (pcuHr): | 1.74 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 | PRC for Signalled Lanes (%) | 119.5 | Total Delay for Signalled Lanes (pcuHr): | 0.55 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 17.5 | Total Delay Over All Lanes(pcuHr): | 40.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

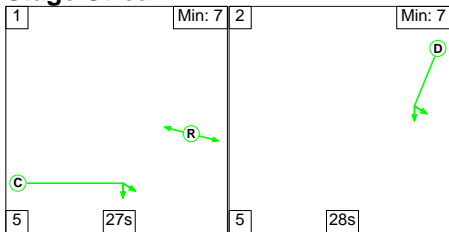
Scenario 15: '15' (FG15: '2037 AM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

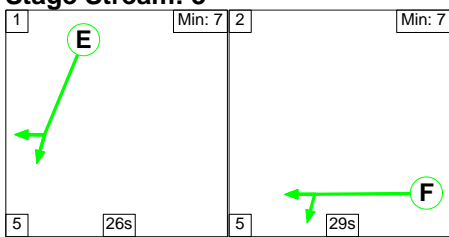
Stage Stream: 1



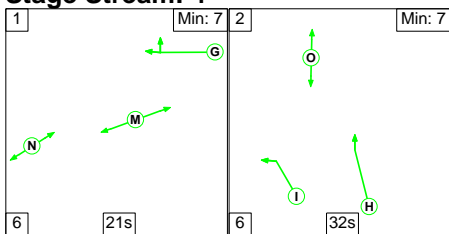
Stage Stream: 2



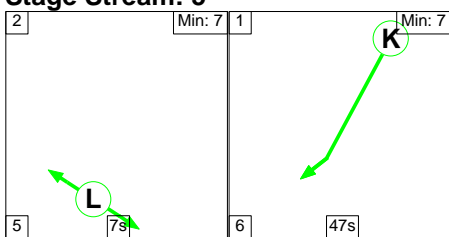
Stage Stream: 3



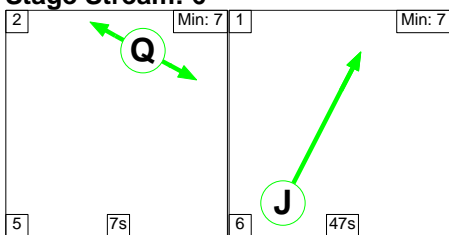
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 37 | 18 |
| Change Point | 47 | 24 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 27 | 28 |
| Change Point | 30 | 62 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 26 | 29 |
| Change Point | 56 | 22 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 21 | 32 |
| Change Point | 20 | 47 |

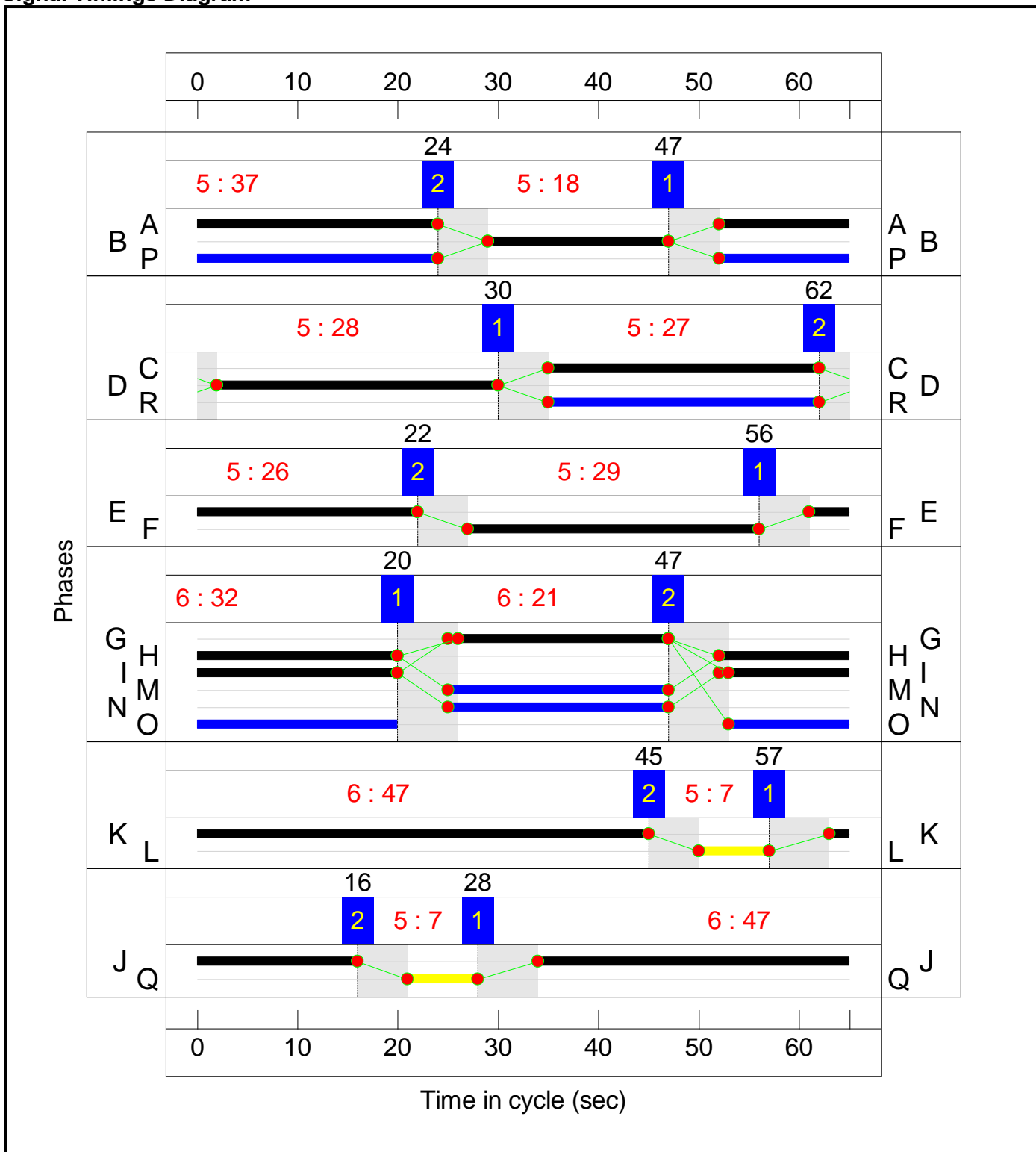
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 47 |
| Change Point | 45 | 57 |

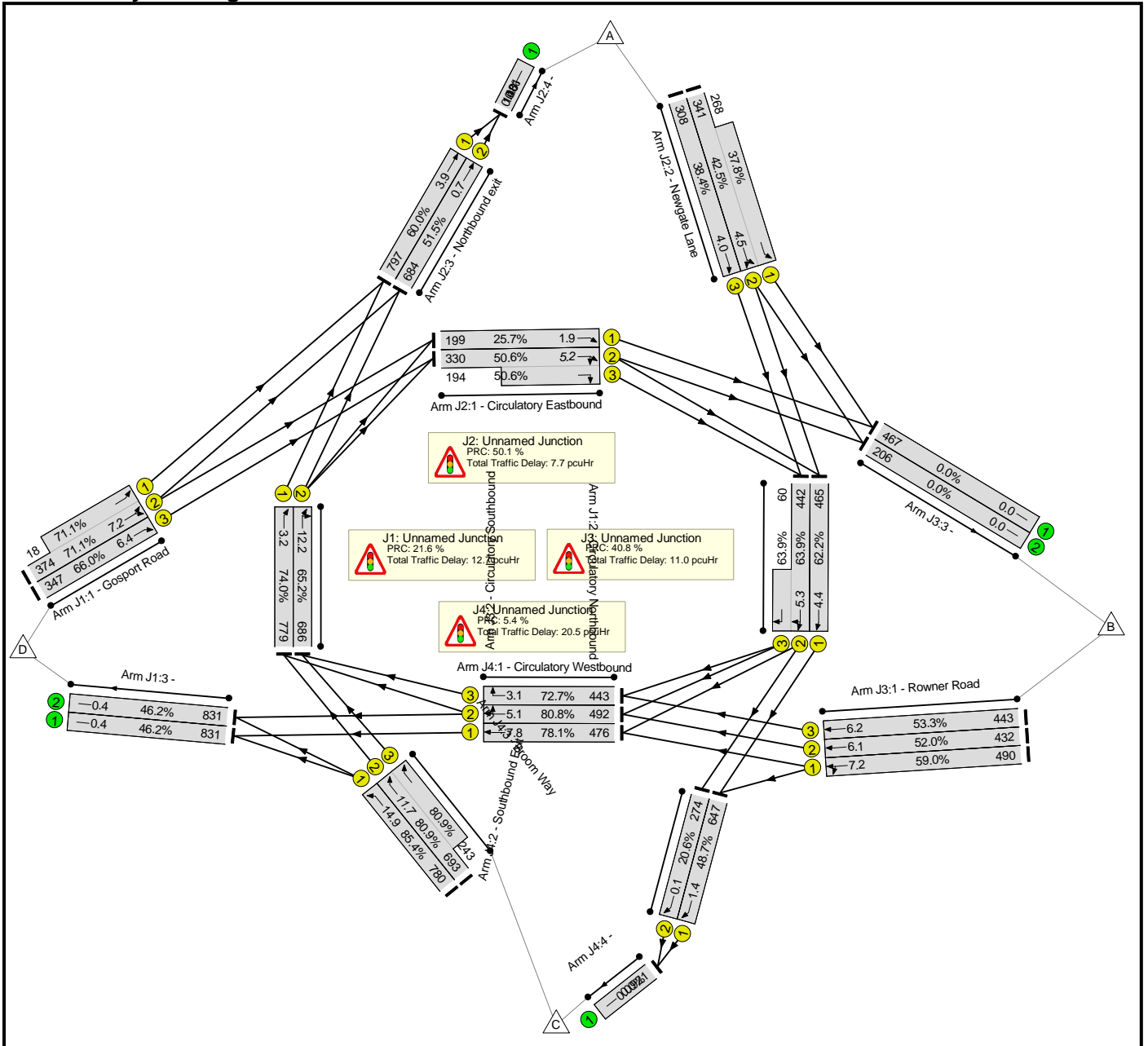
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 47 |
| Change Point | 16 | 28 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|-----|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 29 | - | 490 | 1800 | 831 | 59.0% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 29 | - | 432 | 1800 | 831 | 52.0% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 29 | - | 443 | 1800 | 831 | 53.3% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 26 | - | 465 | 1800 | 748 | 62.2% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 26 | - | 502 | 1800:1800 | 691+94 | 63.9 : 63.9% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 467 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 206 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 85.4% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 21 | - | 476 | 1800 | 609 | 78.1% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 21 | - | 492 | 1800 | 609 | 80.8% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 21 | - | 443 | 1800 | 609 | 72.7% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 47 | - | 647 | 1800 | 1329 | 48.7% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 47 | - | 274 | 1800 | 1329 | 20.6% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 32 | - | 780 | 1800 | 914 | 85.4% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 33 | - | 936 | 1800:1800 | 856+300 | 80.9 : 80.9% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 921 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 29.9 | 22.1 | 0.0 | 52.0 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 7.4 | 5.4 | 0.0 | 12.7 | - | - | - | - |
| 1/2+1/1 | 392 | 392 | - | - | - | 2.2 | 1.2 | - | 3.4 | 31.5 | 6.0 | 1.2 | 7.2 |
| 1/3 | 347 | 347 | - | - | - | 1.9 | 1.0 | - | 2.9 | 30.1 | 5.4 | 1.0 | 6.4 |
| 2/1 | 779 | 779 | - | - | - | 0.4 | 1.4 | - | 1.8 | 8.4 | 1.8 | 1.4 | 3.2 |
| 2/2 | 686 | 686 | - | - | - | 2.8 | 0.9 | - | 3.7 | 19.5 | 11.3 | 0.9 | 12.2 |
| 3/1 | 831 | 831 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.9 | 0.0 | 0.4 | 0.4 |
| 3/2 | 831 | 831 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.9 | 0.0 | 0.4 | 0.4 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 5.1 | 2.6 | 0.0 | 7.7 | - | - | - | - |
| 1/1 | 199 | 199 | - | - | - | 0.3 | 0.2 | - | 0.5 | 9.3 | 1.7 | 0.2 | 1.9 |
| 1/2+1/3 | 524 | 524 | - | - | - | 1.1 | 0.5 | - | 1.6 | 10.9 | 4.7 | 0.5 | 5.2 |
| 2/2+2/1 | 609 | 609 | - | - | - | 2.0 | 0.3 | - | 2.4 | 14.0 | 4.2 | 0.3 | 4.5 |
| 2/3 | 308 | 308 | - | - | - | 1.0 | 0.3 | - | 1.3 | 15.7 | 3.7 | 0.3 | 4.0 |
| 3/1 | 797 | 797 | - | - | - | 0.6 | 0.7 | - | 1.4 | 6.2 | 3.2 | 0.7 | 3.9 |
| 3/2 | 684 | 684 | - | - | - | 0.0 | 0.5 | - | 0.5 | 2.8 | 0.2 | 0.5 | 0.7 |
| 4/1 | 1481 | 1481 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 7.5 | 3.5 | 0.0 | 11.0 | - | - | - | - |
| 1/1 | 490 | 490 | - | - | - | 1.8 | 0.7 | - | 2.5 | 18.2 | 6.5 | 0.7 | 7.2 |
| 1/2 | 432 | 432 | - | - | - | 1.5 | 0.5 | - | 2.0 | 16.9 | 5.5 | 0.5 | 6.1 |
| 1/3 | 443 | 443 | - | - | - | 1.5 | 0.6 | - | 2.1 | 17.1 | 5.7 | 0.6 | 6.2 |
| 2/1 | 465 | 465 | - | - | - | 1.2 | 0.8 | - | 2.0 | 15.5 | 3.6 | 0.8 | 4.4 |
| 2/2+2/3 | 502 | 502 | - | - | - | 1.5 | 0.9 | - | 2.4 | 17.1 | 4.4 | 0.9 | 5.3 |
| 3/1 | 467 | 467 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

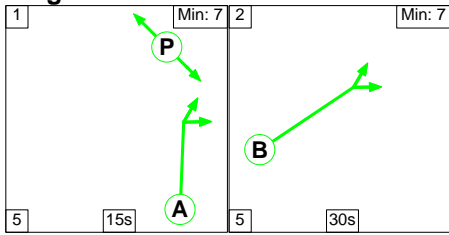
| | | | | | | | | | | | | | |
|-----------------------------|-----|-----|-------------------------|--|----------|--|-------------|------------|-------------|--------------------|------|-----|------|
| 3/2 | 206 | 206 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 9.9 | 10.6 | 0.0 | 20.5 | - | - | - | - |
| 1/1 | 476 | 476 | - | - | - | 1.6 | 1.7 | - | 3.3 | 25.0 | 6.1 | 1.7 | 7.8 |
| 1/2 | 492 | 492 | - | - | - | 1.3 | 2.0 | - | 3.3 | 24.2 | 3.0 | 2.0 | 5.1 |
| 1/3 | 443 | 443 | - | - | - | 1.0 | 1.3 | - | 2.4 | 19.1 | 1.8 | 1.3 | 3.1 |
| 2/1 | 647 | 647 | - | - | - | 0.1 | 0.5 | - | 0.6 | 3.4 | 0.9 | 0.5 | 1.4 |
| 2/2 | 274 | 274 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 |
| 3/1 | 780 | 780 | - | - | - | 3.0 | 2.8 | - | 5.8 | 26.8 | 12.1 | 2.8 | 14.9 |
| 3/2+3/3 | 936 | 936 | - | - | - | 2.9 | 2.1 | - | 5.0 | 19.1 | 9.6 | 2.1 | 11.7 |
| 4/1 | 921 | 921 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | C1 | Stream: 1 PRC for Signalled Lanes (%): | 21.6 | Total Delay for Signalled Lanes (pcuHr): | | | 11.87 | Cycle Time (s): 65 | | | |
| | | | C1 | Stream: 2 PRC for Signalled Lanes (%): | 77.9 | Total Delay for Signalled Lanes (pcuHr): | | | 5.81 | Cycle Time (s): 65 | | | |
| | | | C1 | Stream: 3 PRC for Signalled Lanes (%): | 40.8 | Total Delay for Signalled Lanes (pcuHr): | | | 11.01 | Cycle Time (s): 65 | | | |
| | | | C1 | Stream: 4 PRC for Signalled Lanes (%): | 5.4 | Total Delay for Signalled Lanes (pcuHr): | | | 19.75 | Cycle Time (s): 65 | | | |
| | | | C1 | Stream: 5 PRC for Signalled Lanes (%): | 84.9 | Total Delay for Signalled Lanes (pcuHr): | | | 0.74 | Cycle Time (s): 65 | | | |
| | | | C1 | Stream: 6 PRC for Signalled Lanes (%): | 50.1 | Total Delay for Signalled Lanes (pcuHr): | | | 1.92 | Cycle Time (s): 65 | | | |
| | | | PRC Over All Lanes (%): | | 5.4 | Total Delay Over All Lanes(pcuHr): | | | 51.96 | | | | |

Full Input Data And Results

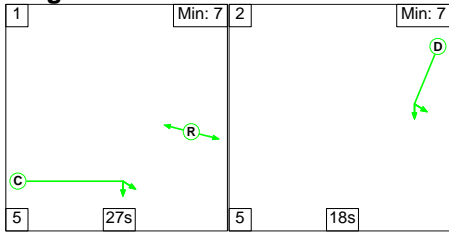
Scenario 16: '16' (FG16: '2037 PM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

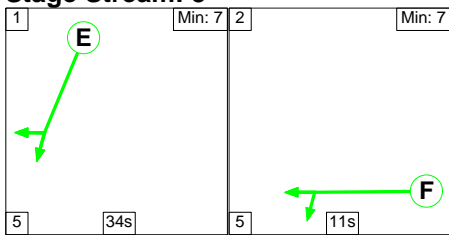
Stage Stream: 1



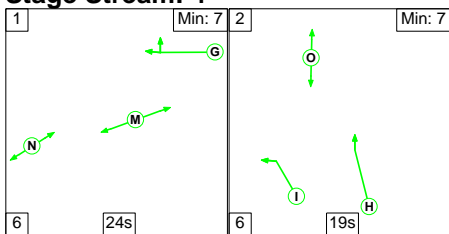
Stage Stream: 2



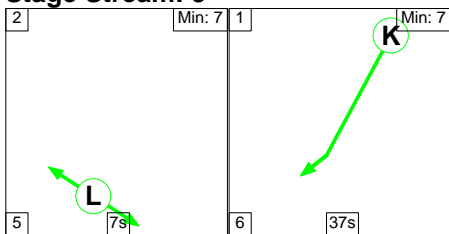
Stage Stream: 3



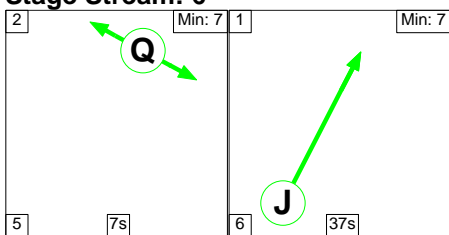
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 15 | 30 |
| Change Point | 3 | 23 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 27 | 18 |
| Change Point | 26 | 3 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 34 | 11 |
| Change Point | 17 | 1 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 19 |
| Change Point | 5 | 35 |

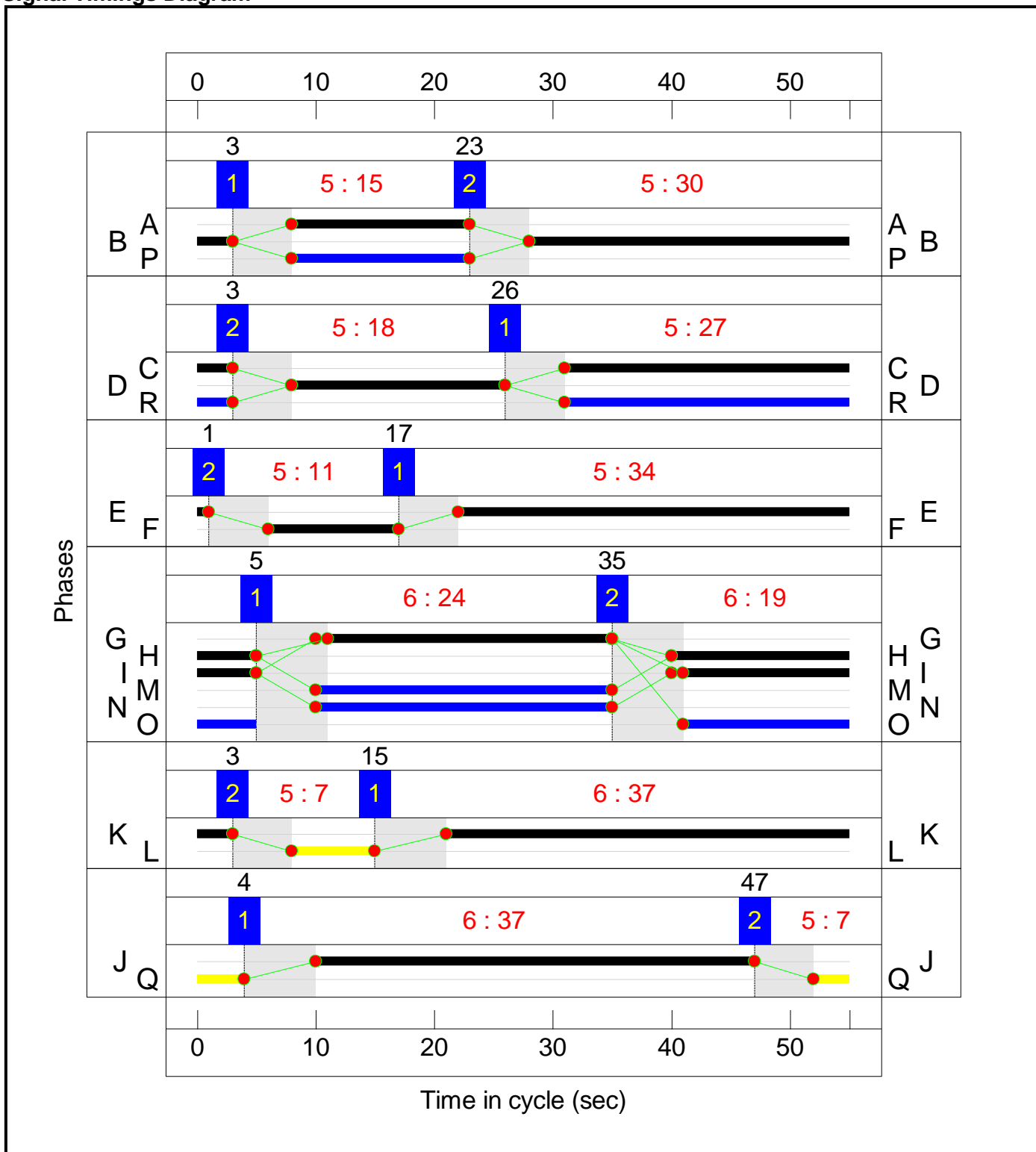
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|---|----|
| Duration | 7 | 37 |
| Change Point | 3 | 15 |

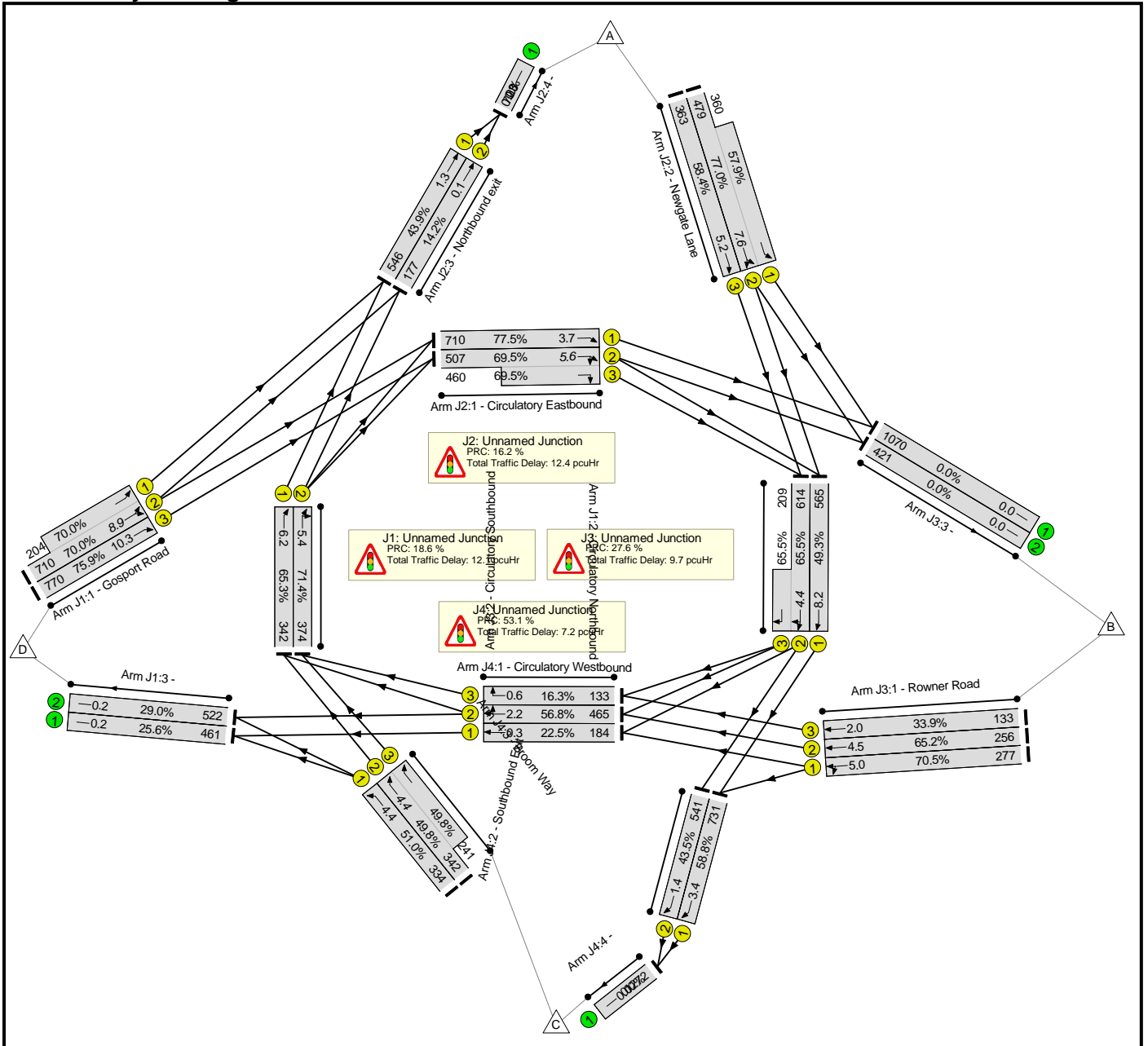
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 37 |
| Change Point | 47 | 4 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|------|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 11 | - | 277 | 1800 | 393 | 70.5% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 11 | - | 256 | 1800 | 393 | 65.2% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 11 | - | 133 | 1800 | 393 | 33.9% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 34 | - | 565 | 1800 | 1145 | 49.3% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 34 | - | 823 | 1800:1800 | 938+319 | 65.5 : 65.5% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1070 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 421 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 58.8% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 24 | - | 184 | 1800 | 818 | 22.5% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 24 | - | 465 | 1800 | 818 | 56.8% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 24 | - | 133 | 1800 | 818 | 16.3% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 37 | - | 731 | 1800 | 1244 | 58.8% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 37 | - | 541 | 1800 | 1244 | 43.5% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 19 | - | 334 | 1800 | 655 | 51.0% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 20 | - | 583 | 1800:1800 | 687+484 | 49.8 : 49.8% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1272 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 24.3 | 17.1 | 0.0 | 41.3 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 6.8 | 5.3 | 0.0 | 12.1 | - | - | - | - |
| 1/2+1/1 | 914 | 914 | - | - | - | 2.0 | 1.2 | - | 3.2 | 12.6 | 7.7 | 1.2 | 8.9 |
| 1/3 | 770 | 770 | - | - | - | 2.0 | 1.6 | - | 3.5 | 16.4 | 8.8 | 1.6 | 10.3 |
| 2/1 | 342 | 342 | - | - | - | 1.6 | 0.9 | - | 2.5 | 26.2 | 5.2 | 0.9 | 6.2 |
| 2/2 | 374 | 374 | - | - | - | 1.2 | 1.2 | - | 2.5 | 23.9 | 4.1 | 1.2 | 5.4 |
| 3/1 | 461 | 461 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| 3/2 | 522 | 522 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 7.3 | 5.0 | 0.0 | 12.4 | - | - | - | - |
| 1/1 | 710 | 710 | - | - | - | 0.5 | 1.7 | - | 2.2 | 11.1 | 2.0 | 1.7 | 3.7 |
| 1/2+1/3 | 967 | 967 | - | - | - | 1.6 | 1.1 | - | 2.7 | 10.2 | 4.5 | 1.1 | 5.6 |
| 2/2+2/1 | 839 | 839 | - | - | - | 3.6 | 1.0 | - | 4.6 | 19.9 | 6.5 | 1.0 | 7.6 |
| 2/3 | 363 | 363 | - | - | - | 1.5 | 0.7 | - | 2.2 | 21.7 | 4.5 | 0.7 | 5.2 |
| 3/1 | 546 | 546 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.7 | 0.9 | 0.4 | 1.3 |
| 3/2 | 177 | 177 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 |
| 4/1 | 723 | 723 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 5.9 | 3.8 | 0.0 | 9.7 | - | - | - | - |
| 1/1 | 277 | 277 | - | - | - | 1.5 | 1.2 | - | 2.7 | 35.1 | 3.8 | 1.2 | 5.0 |
| 1/2 | 256 | 256 | - | - | - | 1.4 | 0.9 | - | 2.3 | 32.6 | 3.6 | 0.9 | 4.5 |
| 1/3 | 133 | 133 | - | - | - | 0.7 | 0.3 | - | 0.9 | 25.1 | 1.7 | 0.3 | 2.0 |
| 2/1 | 565 | 565 | - | - | - | 1.3 | 0.5 | - | 1.7 | 11.1 | 7.7 | 0.5 | 8.2 |
| 2/2+2/3 | 823 | 823 | - | - | - | 1.1 | 0.9 | - | 2.0 | 8.9 | 3.4 | 0.9 | 4.4 |
| 3/1 | 1070 | 1070 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

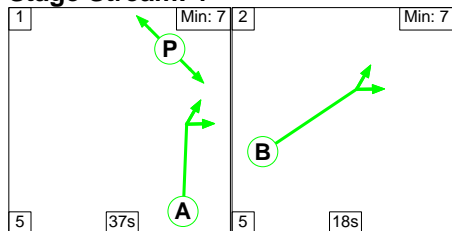
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|-----------------------------|----------|--|----------|-----------------|------------|------------|------------|------|-----|-----|-----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|-------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|------|--|------|-----------------|----|----|-----------|-----------------------------|-------|--|------|-----------------|----|--|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 421 | 421 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 4.2 | 3.0 | 0.0 | 7.2 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 184 | 184 | - | - | - | 0.0 | 0.1 | - | 0.2 | 3.7 | 0.2 | 0.1 | 0.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 465 | 465 | - | - | - | 0.1 | 0.7 | - | 0.7 | 5.7 | 1.5 | 0.7 | 2.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 133 | 133 | - | - | - | 0.0 | 0.1 | - | 0.1 | 2.7 | 0.5 | 0.1 | 0.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 731 | 731 | - | - | - | 0.4 | 0.7 | - | 1.1 | 5.6 | 2.7 | 0.7 | 3.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 541 | 541 | - | - | - | 0.3 | 0.4 | - | 0.7 | 4.5 | 1.0 | 0.4 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 334 | 334 | - | - | - | 1.3 | 0.5 | - | 1.8 | 19.3 | 3.9 | 0.5 | 4.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 583 | 583 | - | - | - | 2.0 | 0.5 | - | 2.5 | 15.7 | 3.9 | 0.5 | 4.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1272 | 1272 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>18.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.68</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>16.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.74</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>27.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.73</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>58.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.36</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>53.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.82</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>105.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.64</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>16.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>41.33</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 18.6 | Total Delay for Signalled Lanes (pcuHr): | 11.68 | Cycle Time (s): | 55 | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 16.2 | Total Delay for Signalled Lanes (pcuHr): | 11.74 | Cycle Time (s): | 55 | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 27.6 | Total Delay for Signalled Lanes (pcuHr): | 9.73 | Cycle Time (s): | 55 | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 58.4 | Total Delay for Signalled Lanes (pcuHr): | 5.36 | Cycle Time (s): | 55 | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 53.1 | Total Delay for Signalled Lanes (pcuHr): | 1.82 | Cycle Time (s): | 55 | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 105.0 | Total Delay for Signalled Lanes (pcuHr): | 0.64 | Cycle Time (s): | 55 | | | PRC Over All Lanes (%) | 16.2 | Total Delay Over All Lanes(pcuHr): | 41.33 | | |
| C1 | Stream: 1 | PRC for Signalled Lanes (%) | 18.6 | Total Delay for Signalled Lanes (pcuHr): | 11.68 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 | PRC for Signalled Lanes (%) | 16.2 | Total Delay for Signalled Lanes (pcuHr): | 11.74 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 | PRC for Signalled Lanes (%) | 27.6 | Total Delay for Signalled Lanes (pcuHr): | 9.73 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 | PRC for Signalled Lanes (%) | 58.4 | Total Delay for Signalled Lanes (pcuHr): | 5.36 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 | PRC for Signalled Lanes (%) | 53.1 | Total Delay for Signalled Lanes (pcuHr): | 1.82 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 | PRC for Signalled Lanes (%) | 105.0 | Total Delay for Signalled Lanes (pcuHr): | 0.64 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | PRC Over All Lanes (%) | 16.2 | Total Delay Over All Lanes(pcuHr): | 41.33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Full Input Data And Results

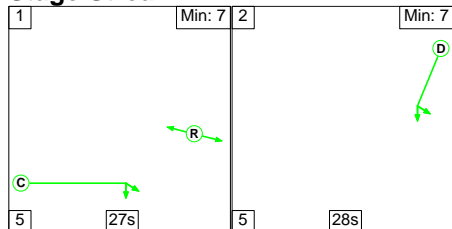
Scenario 17: '17' (FG17: '2037 AM Base + Com + Dev - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

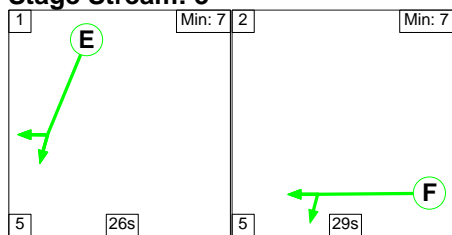
Stage Stream: 1



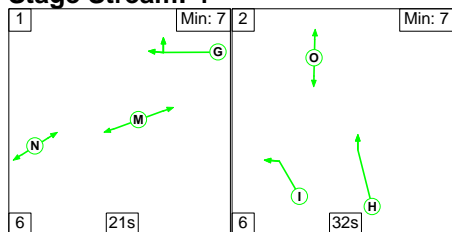
Stage Stream: 2



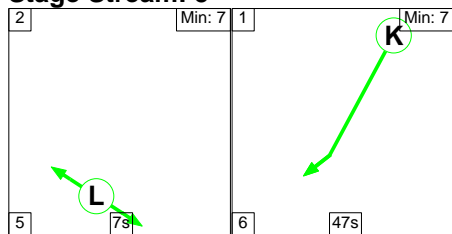
Stage Stream: 3



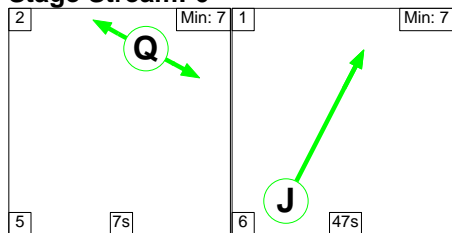
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 37 | 18 |
| Change Point | 47 | 24 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 27 | 28 |
| Change Point | 30 | 62 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 26 | 29 |
| Change Point | 56 | 22 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 21 | 32 |
| Change Point | 20 | 47 |

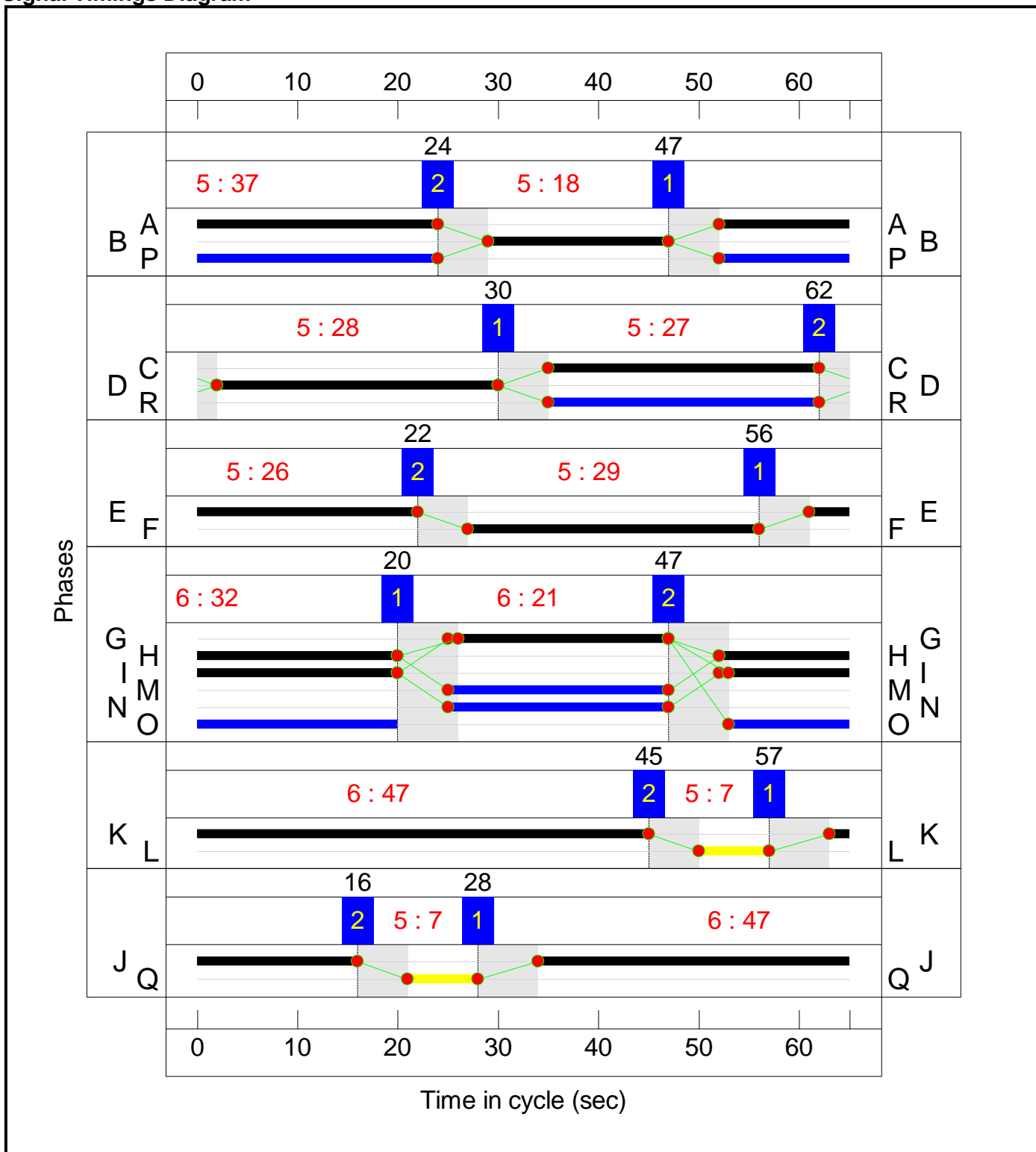
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 47 |
| Change Point | 45 | 57 |

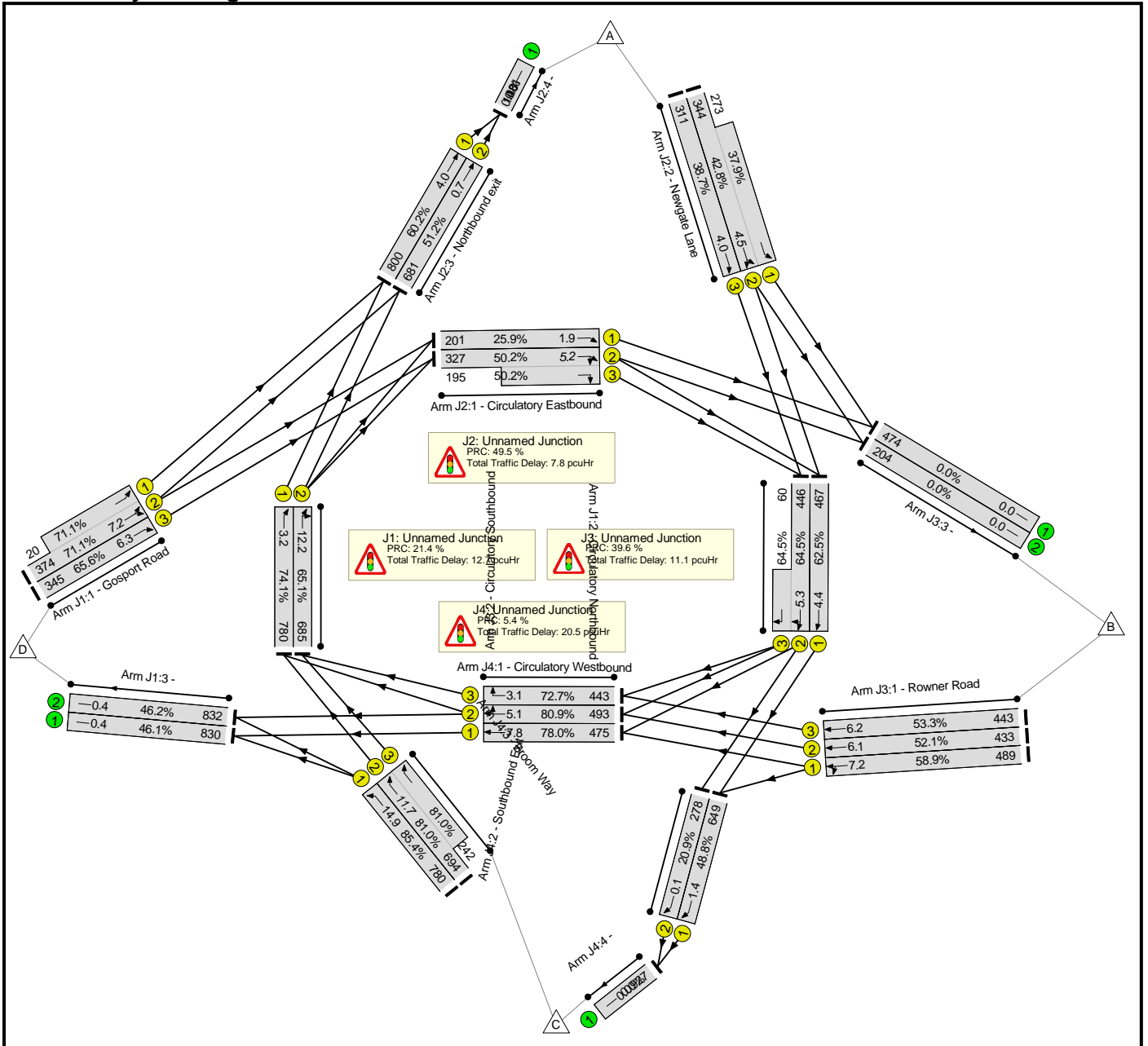
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 47 |
| Change Point | 16 | 28 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|-----|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 29 | - | 489 | 1800 | 831 | 58.9% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 29 | - | 433 | 1800 | 831 | 52.1% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 29 | - | 443 | 1800 | 831 | 53.3% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 26 | - | 467 | 1800 | 748 | 62.5% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 26 | - | 506 | 1800:1800 | 692+93 | 64.5 : 64.5% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 474 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 204 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 85.4% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 21 | - | 475 | 1800 | 609 | 78.0% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 21 | - | 493 | 1800 | 609 | 80.9% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 21 | - | 443 | 1800 | 609 | 72.7% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 47 | - | 649 | 1800 | 1329 | 48.8% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 47 | - | 278 | 1800 | 1329 | 20.9% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 32 | - | 780 | 1800 | 914 | 85.4% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 33 | - | 936 | 1800:1800 | 857+299 | 81.0 : 81.0% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 927 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 30.0 | 22.1 | 0.0 | 52.1 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 7.4 | 5.4 | 0.0 | 12.7 | - | - | - | - |
| 1/2+1/1 | 394 | 394 | - | - | - | 2.2 | 1.2 | - | 3.4 | 31.4 | 6.0 | 1.2 | 7.2 |
| 1/3 | 345 | 345 | - | - | - | 1.9 | 0.9 | - | 2.9 | 30.0 | 5.4 | 0.9 | 6.3 |
| 2/1 | 780 | 780 | - | - | - | 0.4 | 1.4 | - | 1.8 | 8.4 | 1.8 | 1.4 | 3.2 |
| 2/2 | 685 | 685 | - | - | - | 2.8 | 0.9 | - | 3.7 | 19.5 | 11.3 | 0.9 | 12.2 |
| 3/1 | 830 | 830 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.9 | 0.0 | 0.4 | 0.4 |
| 3/2 | 832 | 832 | - | - | - | 0.0 | 0.4 | - | 0.4 | 1.9 | 0.0 | 0.4 | 0.4 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 5.2 | 2.6 | 0.0 | 7.8 | - | - | - | - |
| 1/1 | 201 | 201 | - | - | - | 0.3 | 0.2 | - | 0.5 | 9.3 | 1.7 | 0.2 | 1.9 |
| 1/2+1/3 | 522 | 522 | - | - | - | 1.1 | 0.5 | - | 1.6 | 10.8 | 4.6 | 0.5 | 5.2 |
| 2/2+2/1 | 617 | 617 | - | - | - | 2.1 | 0.3 | - | 2.4 | 14.1 | 4.2 | 0.3 | 4.5 |
| 2/3 | 311 | 311 | - | - | - | 1.0 | 0.3 | - | 1.4 | 15.7 | 3.7 | 0.3 | 4.0 |
| 3/1 | 800 | 800 | - | - | - | 0.6 | 0.8 | - | 1.4 | 6.3 | 3.2 | 0.8 | 4.0 |
| 3/2 | 681 | 681 | - | - | - | 0.0 | 0.5 | - | 0.5 | 2.8 | 0.2 | 0.5 | 0.7 |
| 4/1 | 1481 | 1481 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 7.5 | 3.6 | 0.0 | 11.1 | - | - | - | - |
| 1/1 | 489 | 489 | - | - | - | 1.8 | 0.7 | - | 2.5 | 18.2 | 6.5 | 0.7 | 7.2 |
| 1/2 | 433 | 433 | - | - | - | 1.5 | 0.5 | - | 2.0 | 16.9 | 5.5 | 0.5 | 6.1 |
| 1/3 | 443 | 443 | - | - | - | 1.5 | 0.6 | - | 2.1 | 17.1 | 5.7 | 0.6 | 6.2 |
| 2/1 | 467 | 467 | - | - | - | 1.2 | 0.8 | - | 2.0 | 15.6 | 3.6 | 0.8 | 4.4 |
| 2/2+2/3 | 506 | 506 | - | - | - | 1.5 | 0.9 | - | 2.4 | 17.2 | 4.4 | 0.9 | 5.3 |
| 3/1 | 474 | 474 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

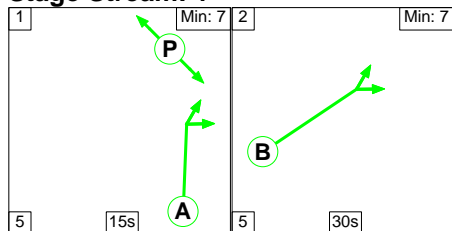
| | | | | | | | | | | | | | |
|-----------------------------|-----|-----|------------------------|-----------|-----------------------------|------------|--|------------|-----------------|------|------|-----|------|
| 3/2 | 204 | 204 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 9.9 | 10.6 | 0.0 | 20.5 | - | - | - | - |
| 1/1 | 475 | 475 | - | - | - | 1.6 | 1.7 | - | 3.3 | 24.9 | 6.1 | 1.7 | 7.8 |
| 1/2 | 493 | 493 | - | - | - | 1.3 | 2.0 | - | 3.3 | 24.3 | 3.0 | 2.0 | 5.1 |
| 1/3 | 443 | 443 | - | - | - | 1.0 | 1.3 | - | 2.4 | 19.1 | 1.8 | 1.3 | 3.1 |
| 2/1 | 649 | 649 | - | - | - | 0.1 | 0.5 | - | 0.6 | 3.4 | 0.9 | 0.5 | 1.4 |
| 2/2 | 278 | 278 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 |
| 3/1 | 780 | 780 | - | - | - | 3.0 | 2.8 | - | 5.8 | 26.8 | 12.1 | 2.8 | 14.9 |
| 3/2+3/3 | 936 | 936 | - | - | - | 2.9 | 2.1 | - | 5.0 | 19.2 | 9.6 | 2.1 | 11.7 |
| 4/1 | 927 | 927 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | C1 | Stream: 1 | PRC for Signalled Lanes (%) | 21.4 | Total Delay for Signalled Lanes (pcuHr): | 11.85 | Cycle Time (s): | 65 | | | |
| | | | C1 | Stream: 2 | PRC for Signalled Lanes (%) | 79.2 | Total Delay for Signalled Lanes (pcuHr): | 5.86 | Cycle Time (s): | 65 | | | |
| | | | C1 | Stream: 3 | PRC for Signalled Lanes (%) | 39.6 | Total Delay for Signalled Lanes (pcuHr): | 11.05 | Cycle Time (s): | 65 | | | |
| | | | C1 | Stream: 4 | PRC for Signalled Lanes (%) | 5.4 | Total Delay for Signalled Lanes (pcuHr): | 19.77 | Cycle Time (s): | 65 | | | |
| | | | C1 | Stream: 5 | PRC for Signalled Lanes (%) | 84.3 | Total Delay for Signalled Lanes (pcuHr): | 0.75 | Cycle Time (s): | 65 | | | |
| | | | C1 | Stream: 6 | PRC for Signalled Lanes (%) | 49.5 | Total Delay for Signalled Lanes (pcuHr): | 1.92 | Cycle Time (s): | 65 | | | |
| | | | PRC Over All Lanes (%) | | | 5.4 | Total Delay Over All Lanes(pcuHr): | 52.06 | | | | | |

Full Input Data And Results

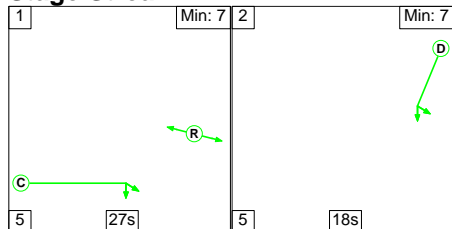
Scenario 18: '18' (FG18: '2037 PM Base + Com + Dev - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

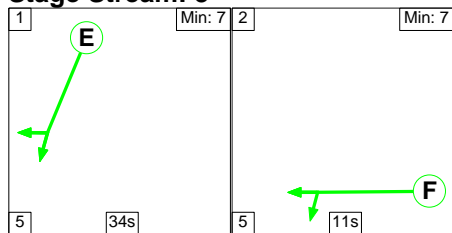
Stage Stream: 1



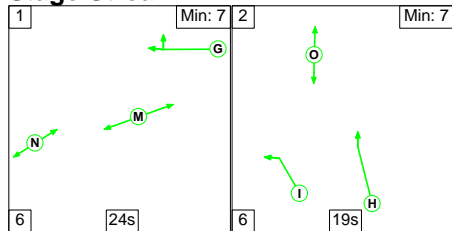
Stage Stream: 2



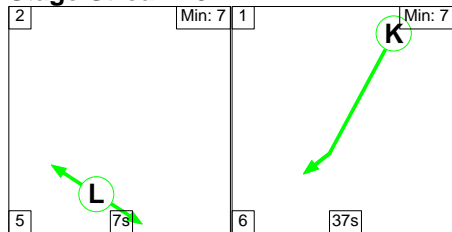
Stage Stream: 3



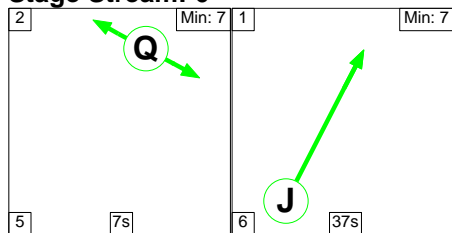
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 15 | 30 |
| Change Point | 3 | 23 |

Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 27 | 18 |
| Change Point | 26 | 3 |

Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 34 | 11 |
| Change Point | 17 | 1 |

Stage Stream: 4

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 24 | 19 |
| Change Point | 5 | 35 |

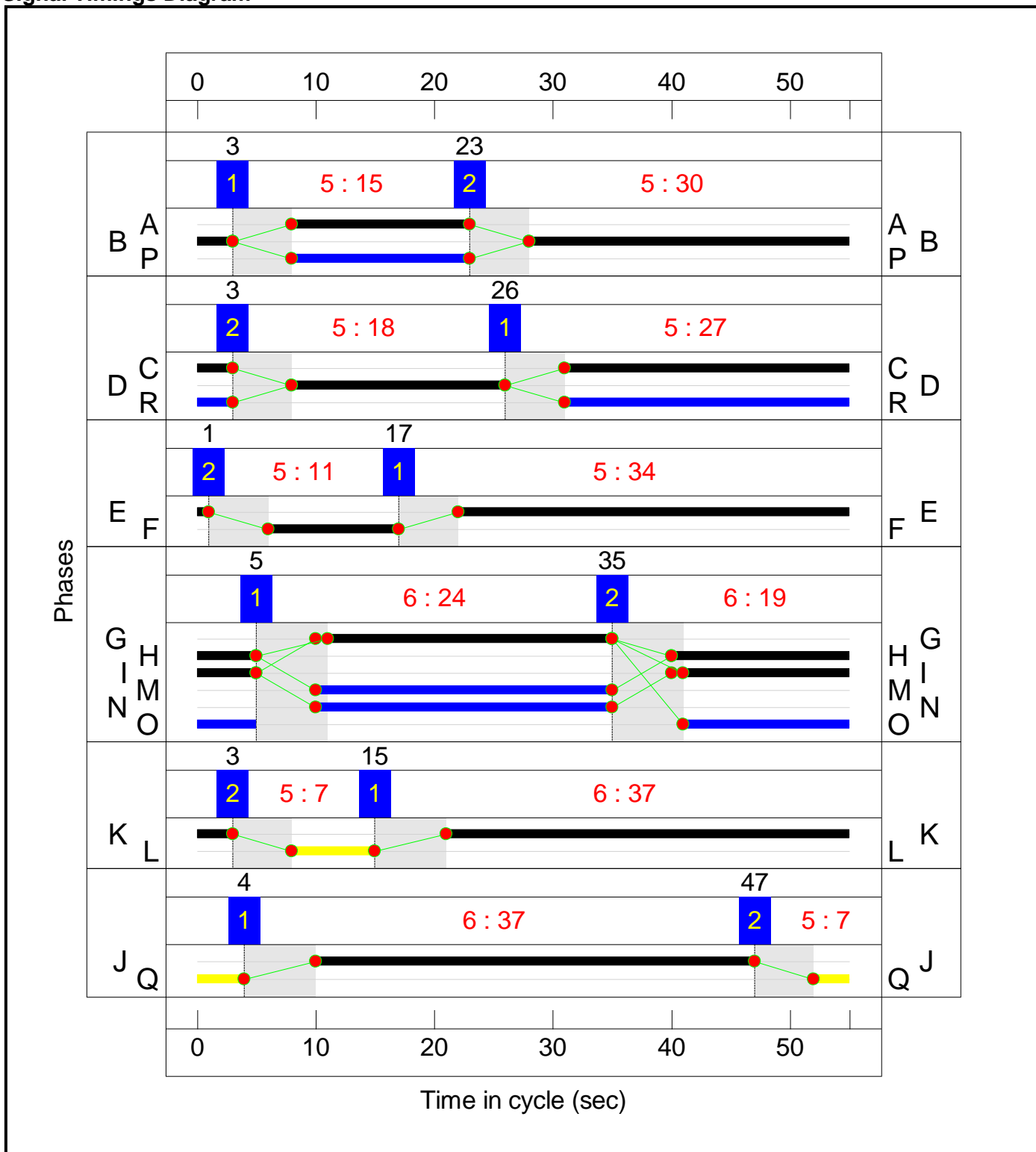
Stage Stream: 5

| Stage | 2 | 1 |
|--------------|---|----|
| Duration | 7 | 37 |
| Change Point | 3 | 15 |

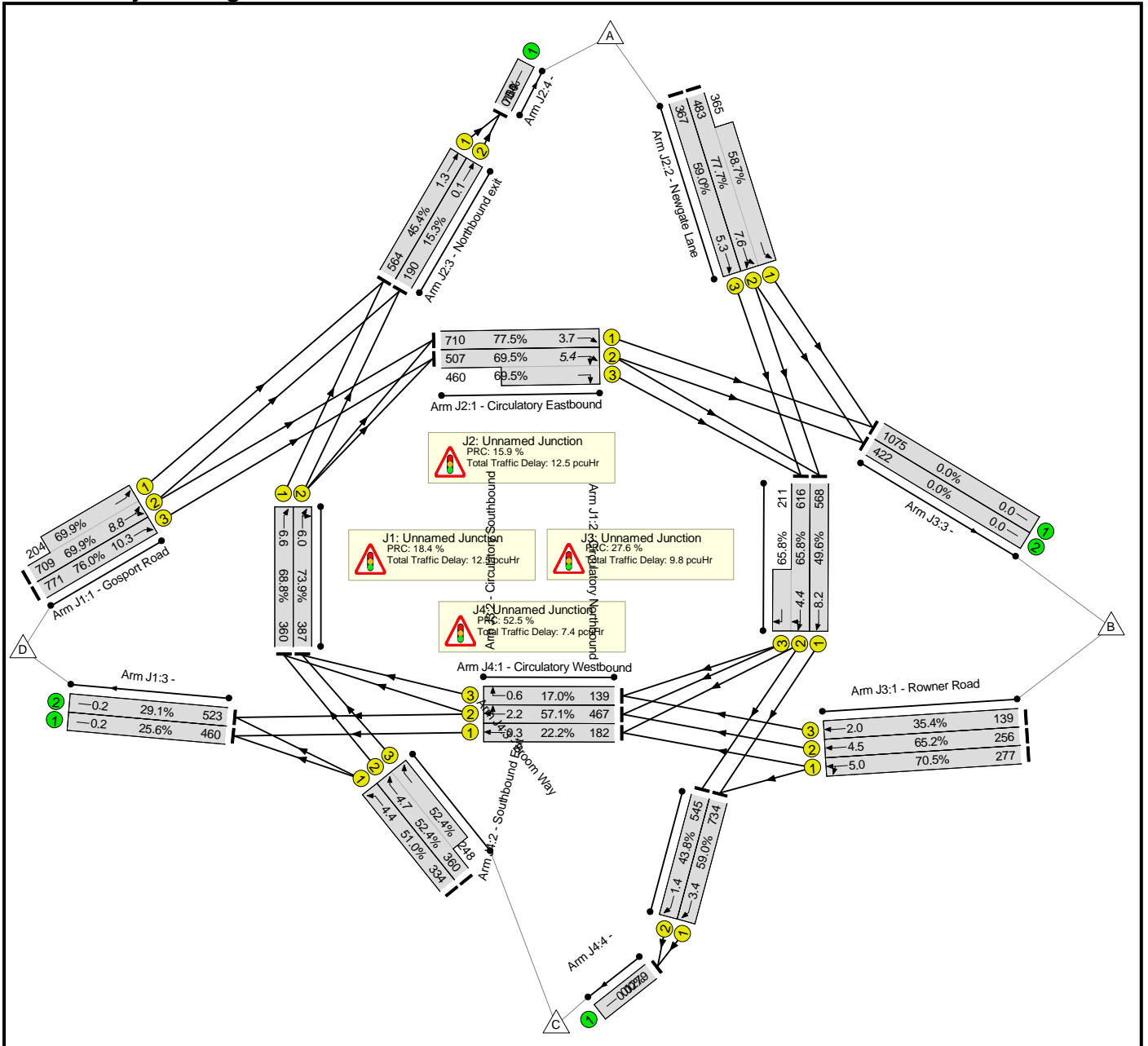
Stage Stream: 6

| Stage | 2 | 1 |
|--------------|----|----|
| Duration | 7 | 37 |
| Change Point | 47 | 4 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

| | | | | | | | | | | | | | |
|-----------------------------|------------------------------------|---|------------|-----|---|--|---|----|---|------|-----------|---------|--------------|
| 1/1 | Rowner Road Ahead Left | U | 3 | N/A | F | | 1 | 11 | - | 277 | 1800 | 393 | 70.5% |
| 1/2 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 11 | - | 256 | 1800 | 393 | 65.2% |
| 1/3 | Rowner Road Ahead | U | 3 | N/A | F | | 1 | 11 | - | 139 | 1800 | 393 | 35.4% |
| 2/1 | Circulatory Southbound Ahead | U | 3 | N/A | E | | 1 | 34 | - | 568 | 1800 | 1145 | 49.6% |
| 2/2+2/3 | Circulatory Southbound Right Ahead | U | 3 | N/A | E | | 1 | 34 | - | 827 | 1800:1800 | 937+321 | 65.8 : 65.8% |
| 3/1 | | U | N/A | N/A | - | | - | - | - | 1075 | Inf | Inf | 0.0% |
| 3/2 | | U | N/A | N/A | - | | - | - | - | 422 | Inf | Inf | 0.0% |
| J4: Unnamed Junction | - | - | N/A | - | - | | - | - | - | - | - | - | 59.0% |
| 1/1 | Circulatory Westbound Ahead | U | 4 | N/A | G | | 1 | 24 | - | 182 | 1800 | 818 | 22.2% |
| 1/2 | Circulatory Westbound Right Ahead | U | 4 | N/A | G | | 1 | 24 | - | 467 | 1800 | 818 | 57.1% |
| 1/3 | Circulatory Westbound Right | U | 4 | N/A | G | | 1 | 24 | - | 139 | 1800 | 818 | 17.0% |
| 2/1 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 37 | - | 734 | 1800 | 1244 | 59.0% |
| 2/2 | Southbound Exit Ahead | U | 5 | N/A | K | | 1 | 37 | - | 545 | 1800 | 1244 | 43.8% |
| 3/1 | Broom Way Left | U | 4 | N/A | I | | 1 | 19 | - | 334 | 1800 | 655 | 51.0% |
| 3/2+3/3 | Broom Way Ahead | U | 4 | N/A | H | | 1 | 20 | - | 608 | 1800:1800 | 687+473 | 52.4 : 52.4% |
| 4/1 | | U | N/A | N/A | - | | - | - | - | 1279 | 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: Stubbington Bypass - Red Route | - | - | 0 | 0 | 0 | 24.6 | 17.6 | 0.0 | 42.2 | - | - | - | - |
| J1: Unnamed Junction | - | - | 0 | 0 | 0 | 6.9 | 5.6 | 0.0 | 12.5 | - | - | - | - |
| 1/2+1/1 | 913 | 913 | - | - | - | 2.0 | 1.2 | - | 3.2 | 12.6 | 7.7 | 1.2 | 8.8 |
| 1/3 | 771 | 771 | - | - | - | 2.0 | 1.6 | - | 3.5 | 16.5 | 8.8 | 1.6 | 10.3 |
| 2/1 | 360 | 360 | - | - | - | 1.6 | 1.1 | - | 2.7 | 27.3 | 5.5 | 1.1 | 6.6 |
| 2/2 | 387 | 387 | - | - | - | 1.3 | 1.4 | - | 2.7 | 25.0 | 4.6 | 1.4 | 6.0 |
| 3/1 | 460 | 460 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.3 | 0.0 | 0.2 | 0.2 |
| 3/2 | 523 | 523 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.4 | 0.0 | 0.2 | 0.2 |
| J2: Unnamed Junction | - | - | 0 | 0 | 0 | 7.4 | 5.1 | 0.0 | 12.5 | - | - | - | - |
| 1/1 | 710 | 710 | - | - | - | 0.5 | 1.7 | - | 2.2 | 11.1 | 2.0 | 1.7 | 3.7 |
| 1/2+1/3 | 967 | 967 | - | - | - | 1.6 | 1.1 | - | 2.7 | 10.1 | 4.3 | 1.1 | 5.4 |
| 2/2+2/1 | 848 | 848 | - | - | - | 3.7 | 1.1 | - | 4.7 | 20.1 | 6.6 | 1.1 | 7.6 |
| 2/3 | 367 | 367 | - | - | - | 1.5 | 0.7 | - | 2.2 | 21.8 | 4.6 | 0.7 | 5.3 |
| 3/1 | 564 | 564 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.7 | 0.9 | 0.4 | 1.3 |
| 3/2 | 190 | 190 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 |
| 4/1 | 754 | 754 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| J3: Unnamed Junction | - | - | 0 | 0 | 0 | 6.0 | 3.8 | 0.0 | 9.8 | - | - | - | - |
| 1/1 | 277 | 277 | - | - | - | 1.5 | 1.2 | - | 2.7 | 35.1 | 3.8 | 1.2 | 5.0 |
| 1/2 | 256 | 256 | - | - | - | 1.4 | 0.9 | - | 2.3 | 32.6 | 3.6 | 0.9 | 4.5 |
| 1/3 | 139 | 139 | - | - | - | 0.7 | 0.3 | - | 1.0 | 25.3 | 1.8 | 0.3 | 2.0 |
| 2/1 | 568 | 568 | - | - | - | 1.3 | 0.5 | - | 1.8 | 11.2 | 7.7 | 0.5 | 8.2 |
| 2/2+2/3 | 827 | 827 | - | - | - | 1.1 | 1.0 | - | 2.1 | 8.9 | 3.4 | 1.0 | 4.4 |
| 3/1 | 1075 | 1075 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------------------|------|--|----------|-----------------|------------|------------|------------|------------|------|-----|-----|-----|----|---------------------------------------|------|--|-------|-----------------|----|----|---------------------------------------|------|--|-------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|----|---------------------------------------|------|--|------|-----------------|----|--|------------------------|------|------------------------------------|-------|--|--|
| 3/2 | 422 | 422 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| J4: Unnamed Junction | - | - | 0 | 0 | 0 | 4.3 | 3.1 | 0.0 | 7.4 | - | - | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/1 | 182 | 182 | - | - | - | 0.0 | 0.1 | - | 0.2 | 3.7 | 0.2 | 0.1 | 0.3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/2 | 467 | 467 | - | - | - | 0.1 | 0.7 | - | 0.7 | 5.8 | 1.5 | 0.7 | 2.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1/3 | 139 | 139 | - | - | - | 0.0 | 0.1 | - | 0.1 | 2.8 | 0.5 | 0.1 | 0.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/1 | 734 | 734 | - | - | - | 0.4 | 0.7 | - | 1.1 | 5.6 | 2.7 | 0.7 | 3.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2/2 | 545 | 545 | - | - | - | 0.3 | 0.4 | - | 0.7 | 4.5 | 1.0 | 0.4 | 1.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/1 | 334 | 334 | - | - | - | 1.3 | 0.5 | - | 1.8 | 19.3 | 3.9 | 0.5 | 4.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3/2+3/3 | 608 | 608 | - | - | - | 2.2 | 0.5 | - | 2.7 | 16.0 | 4.2 | 0.5 | 4.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4/1 | 1279 | 1279 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table> <tbody> <tr> <td>C1</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>18.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.13</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>15.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.85</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>27.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.81</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>57.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.53</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>52.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.83</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td>C1</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>98.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.67</td> <td>Cycle Time (s):</td> <td>55</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>15.9</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>42.20</td> <td></td> <td></td> </tr> </tbody> </table> | | | | | | | | | | | | | | C1 | Stream: 1 PRC for Signalled Lanes (%) | 18.4 | Total Delay for Signalled Lanes (pcuHr): | 12.13 | Cycle Time (s): | 55 | C1 | Stream: 2 PRC for Signalled Lanes (%) | 15.9 | Total Delay for Signalled Lanes (pcuHr): | 11.85 | Cycle Time (s): | 55 | C1 | Stream: 3 PRC for Signalled Lanes (%) | 27.6 | Total Delay for Signalled Lanes (pcuHr): | 9.81 | Cycle Time (s): | 55 | C1 | Stream: 4 PRC for Signalled Lanes (%) | 57.7 | Total Delay for Signalled Lanes (pcuHr): | 5.53 | Cycle Time (s): | 55 | C1 | Stream: 5 PRC for Signalled Lanes (%) | 52.5 | Total Delay for Signalled Lanes (pcuHr): | 1.83 | Cycle Time (s): | 55 | C1 | Stream: 6 PRC for Signalled Lanes (%) | 98.5 | Total Delay for Signalled Lanes (pcuHr): | 0.67 | Cycle Time (s): | 55 | | PRC Over All Lanes (%) | 15.9 | Total Delay Over All Lanes(pcuHr): | 42.20 | | |
| C1 | Stream: 1 PRC for Signalled Lanes (%) | 18.4 | Total Delay for Signalled Lanes (pcuHr): | 12.13 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 2 PRC for Signalled Lanes (%) | 15.9 | Total Delay for Signalled Lanes (pcuHr): | 11.85 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 3 PRC for Signalled Lanes (%) | 27.6 | Total Delay for Signalled Lanes (pcuHr): | 9.81 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 4 PRC for Signalled Lanes (%) | 57.7 | Total Delay for Signalled Lanes (pcuHr): | 5.53 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 5 PRC for Signalled Lanes (%) | 52.5 | Total Delay for Signalled Lanes (pcuHr): | 1.83 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C1 | Stream: 6 PRC for Signalled Lanes (%) | 98.5 | Total Delay for Signalled Lanes (pcuHr): | 0.67 | Cycle Time (s): | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PRC Over All Lanes (%) | 15.9 | Total Delay Over All Lanes(pcuHr): | 42.20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Basic Results Summary
Basic Results Summary

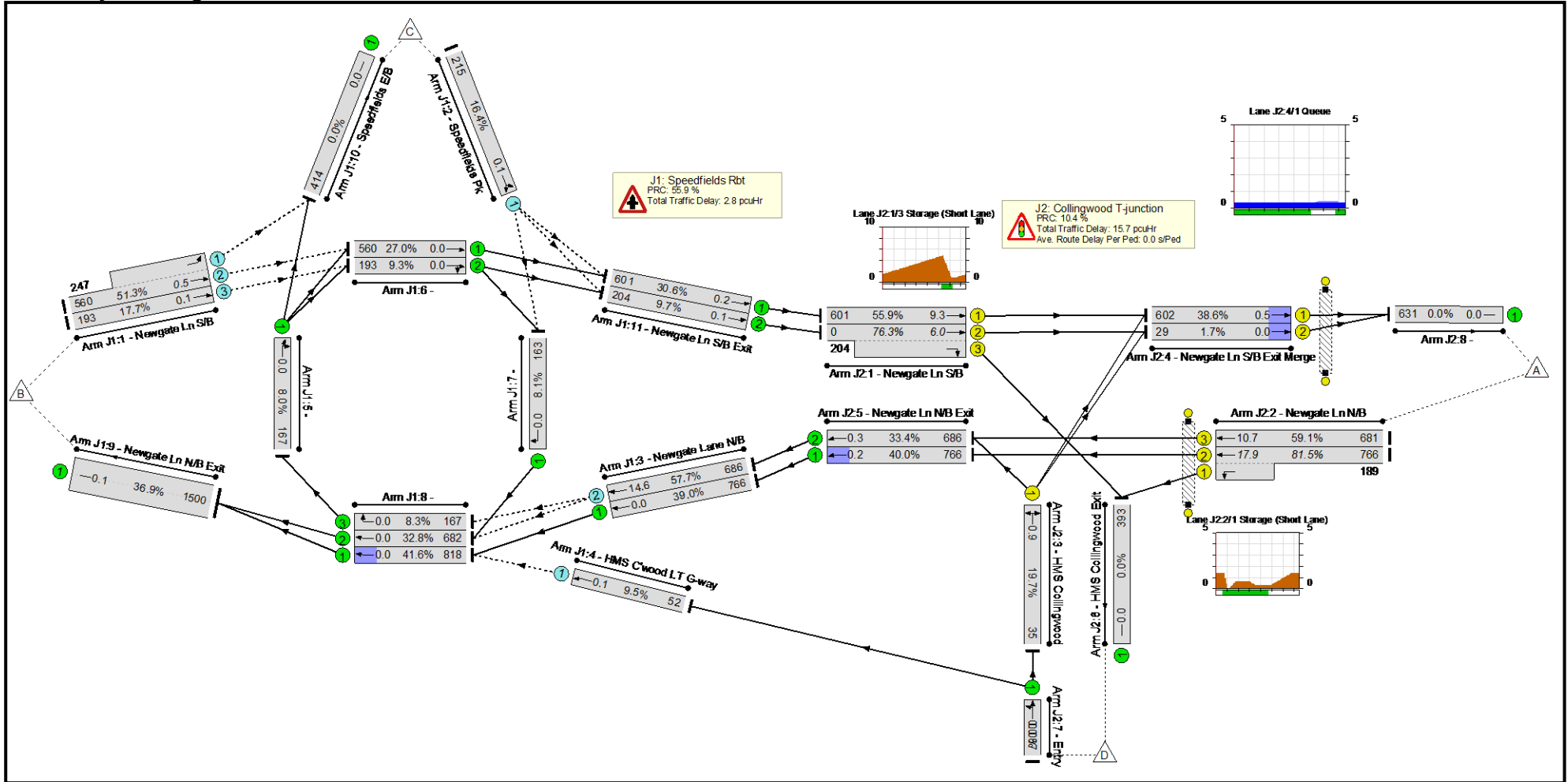
User and Project Details

| | |
|---------------------------|--|
| Project: | Collingwood signals & Speedfield Rbt |
| Title: | Land to the West of Newgate Lane, Fareham |
| Location: | |
| Site Ref(s): | BRS.4989 |
| Additional detail: | |
| File name: | Collingwood 2024.lsg3x |
| Author: | |
| Company: | |
| Address: | |

Basic Results Summary

Scenario 1: '1' (FG1: '2021 AM Baseline (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|-----|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1285 | 162 | 189 | 1636 |
| | B | 560 | 0 | 247 | 193 | 1000 |
| | C | 41 | 163 | 0 | 11 | 215 |
| | D | 30 | 52 | 5 | 0 | 87 |
| | Tot. | 631 | 1500 | 414 | 393 | 2938 |
| | | | | | | |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 81.5% | 2760 | 0 | 0 | 18.6 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 57.7% | 2760 | 0 | 0 | 2.8 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 807 | 2029:1786 | 1573 | 51.3% | 1614 | 0 | 0 | 0.5 | 2.3 | 0.5 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 193 | 2029 | 1092 | 17.7% | 193 | 0 | 0 | 0.1 | 2.0 | 0.1 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 215 | 1894 | 1314 | 16.4% | 215 | 0 | 0 | 0.1 | 1.6 | 0.1 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 766 | 1965 | 1965 | 39.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 686 | 2029 | 1188 | 57.7% | 686 | 0 | 0 | 1.5 | 7.7 | 14.6 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 52 | 1747 | 546 | 9.5% | 52 | 0 | 0 | 0.1 | 3.6 | 0.1 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 167 | 2077 | 2077 | 8.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 560 | 2077 | 2077 | 27.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 193 | 2077 | 2077 | 9.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 163 | 2005 | 2005 | 8.1% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 818 | 1965 | 1965 | 41.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/2 | Ahead | U | - | | - | - | - | 682 | 2077 | 2077 | 32.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 167 | 2005 | 2005 | 8.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

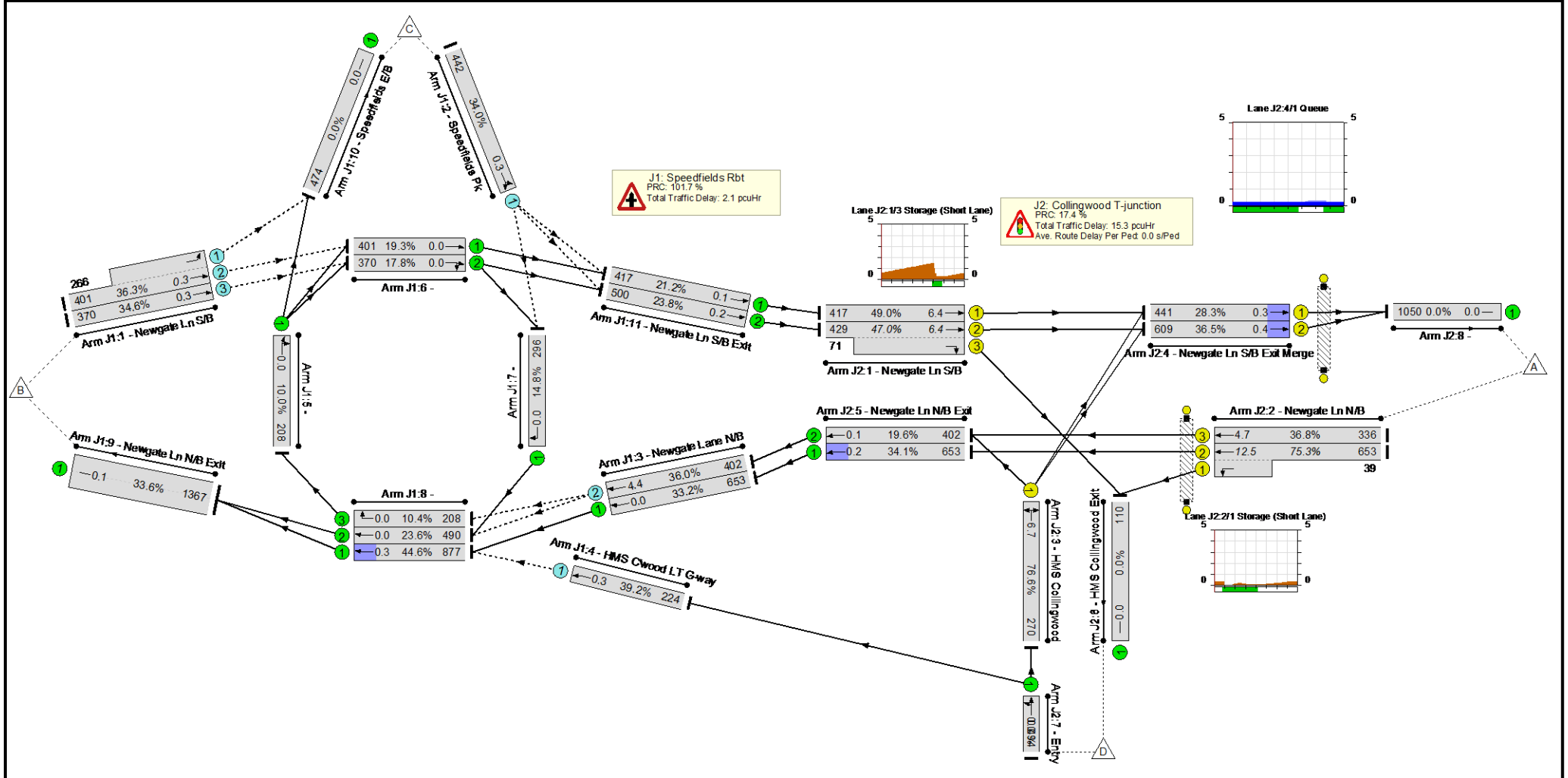
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|-------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1500 | 4070 | 4070 | 36.9% | - | - | - | 0.3 | 0.7 | 0.1 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 601 | 1965 | 1965 | 30.6% | - | - | - | 0.2 | 1.3 | 0.2 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 204 | 2105 | 2105 | 9.7% | - | - | - | 0.1 | 0.9 | 0.1 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 81.5% | 0 | 0 | 0 | 15.7 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 45 | - | 601 | 1915 | 1074 | 55.9% | - | - | - | 2.6 | 15.3 | 9.3 | 5.7 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 45:11 | - | 204 | 2055:1827 | 267 | 76.3% | - | - | - | 3.4 | 60.7 | 6.0 | 1.0 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 45 | - | 955 | 2055:1702 | 1171 | 81.5% | - | - | - | 5.7 | 21.5 | 17.9 | 7.7 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 45 | - | 681 | 2055 | 1153 | 59.1% | - | - | - | 3.0 | 15.6 | 10.7 | 6.4 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 7 | - | 35 | 1820 | 178 | 19.7% | - | - | - | 0.5 | 46.7 | 0.9 | 0.7 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 64 | - | 602 | 1965 | 1558 | 38.6% | - | - | - | 0.3 | 2.0 | 0.5 | 0.1 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 64 | - | 29 | 2105 | 1669 | 1.7% | - | - | - | 0.0 | 1.1 | 0.0 | 0.0 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 766 | 1915 | 1915 | 40.0% | - | - | - | 0.0 | 0.1 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 686 | 2055 | 2055 | 33.4% | - | - | - | 0.3 | 1.3 | 0.3 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 7 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 25 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|-----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 10.4 | Total Delay for Signalled Lanes (pcuHr): 15.47 | Cycle Time (s): 82 |
| | PRC Over All Lanes (%): 10.4 | Total Delay Over All Lanes(pcuHr): 18.56 | |

Scenario 2: '2' (FG2: '2021 PM Baseline (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | Tot. |
|--------|-------------|------|------|-----|-----|------|
| | A | B | C | D | | |
| Origin | A | 0 | 847 | 142 | 39 | 1028 |
| | B | 706 | 0 | 266 | 65 | 1037 |
| | C | 140 | 296 | 0 | 6 | 442 |
| | D | 204 | 224 | 66 | 0 | 494 |
| | Tot. | 1050 | 1367 | 474 | 110 | 3001 |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 76.6% | 2772 | 0 | 0 | 17.4 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 44.6% | 2772 | 0 | 0 | 2.1 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 667 | 2029:1786 | 1836 | 36.3% | 1334 | 0 | 0 | 0.3 | 1.5 | 0.3 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 370 | 2029 | 1068 | 34.6% | 370 | 0 | 0 | 0.3 | 2.6 | 0.3 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 442 | 1894 | 1301 | 34.0% | 442 | 0 | 0 | 0.3 | 2.1 | 0.3 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 653 | 1965 | 1965 | 33.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 402 | 2029 | 1115 | 36.0% | 402 | 0 | 0 | 0.3 | 3.1 | 4.4 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 224 | 1747 | 571 | 39.2% | 224 | 0 | 0 | 0.3 | 5.2 | 0.3 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 208 | 2077 | 2077 | 10.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 401 | 2077 | 2077 | 19.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 370 | 2077 | 2077 | 17.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 296 | 2005 | 2005 | 14.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 877 | 1965 | 1965 | 44.6% | - | - | - | 0.0 | 0.1 | 0.3 | - |
| 8/2 | Ahead | U | - | | - | - | - | 490 | 2077 | 2077 | 23.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 208 | 2005 | 2005 | 10.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

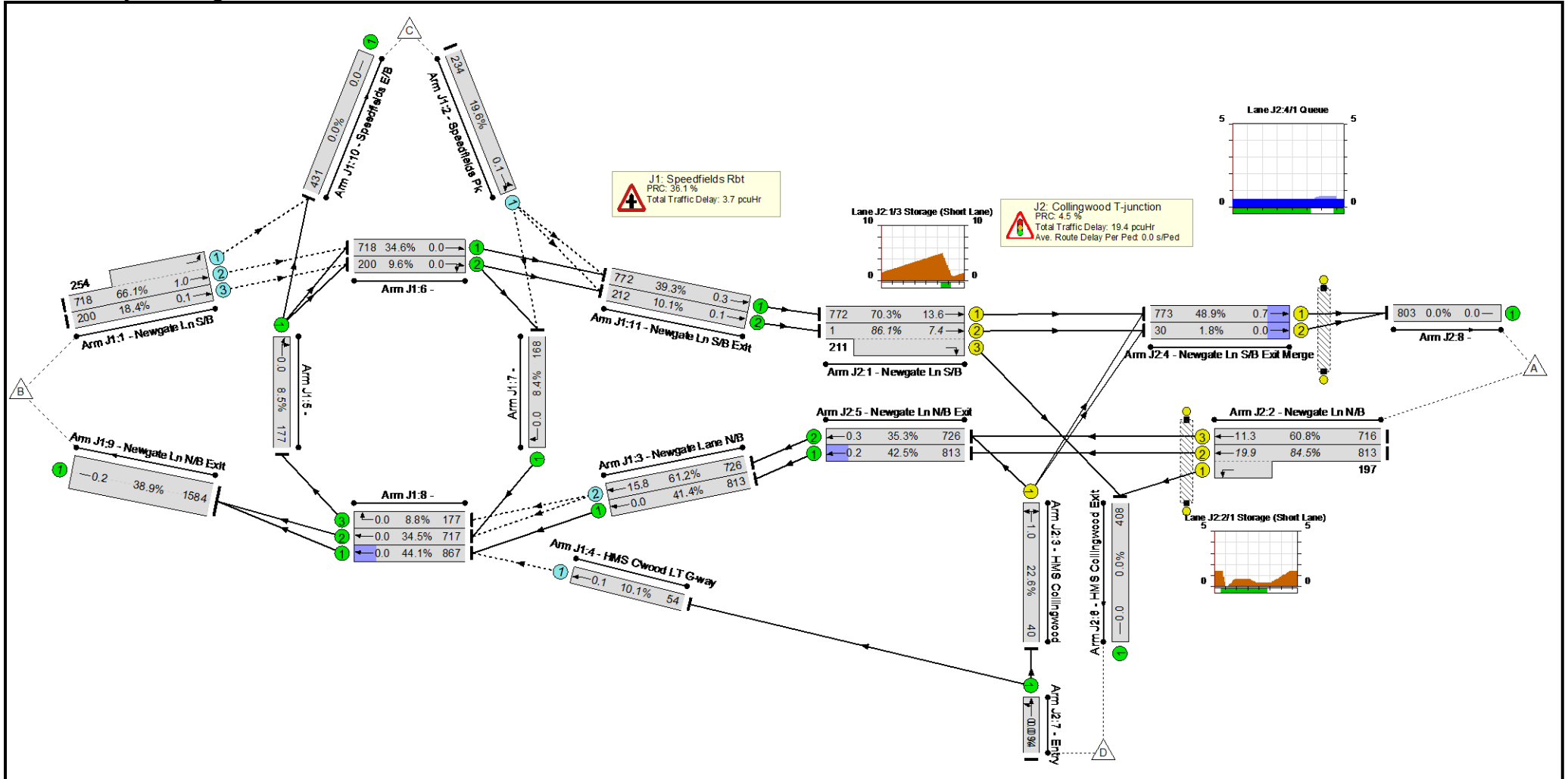
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1367 | 4070 | 4070 | 33.6% | - | - | - | 0.3 | 0.7 | 0.1 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 417 | 1965 | 1965 | 21.2% | - | - | - | 0.1 | 1.2 | 0.1 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 500 | 2105 | 2105 | 23.8% | - | - | - | 0.2 | 1.1 | 0.2 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 76.6% | 0 | 0 | 0 | 15.3 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 31 | - | 417 | 1915 | 851 | 49.0% | - | - | - | 2.1 | 18.3 | 6.4 | 4.4 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 31:9 | - | 500 | 2055:1827 | 1064 | 47.0% | - | - | - | 2.7 | 19.2 | 6.4 | 4.5 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 31 | - | 692 | 2055:1702 | 919 | 75.3% | - | - | - | 4.7 | 24.2 | 12.5 | 7.0 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 31 | - | 336 | 2055 | 913 | 36.8% | - | - | - | 1.5 | 16.4 | 4.7 | 3.5 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 13 | - | 270 | 1812 | 352 | 76.6% | - | - | - | 3.6 | 48.5 | 6.7 | 4.2 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 56 | - | 441 | 1965 | 1556 | 28.3% | - | - | - | 0.2 | 1.8 | 0.3 | 0.1 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 56 | - | 609 | 2105 | 1666 | 36.5% | - | - | - | 0.3 | 1.8 | 0.4 | 0.1 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 653 | 1915 | 1915 | 34.1% | - | - | - | 0.0 | 0.2 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 402 | 2055 | 2055 | 19.6% | - | - | - | 0.1 | 1.1 | 0.1 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 5 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 29 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | | | |
|-----------------------------|------------------------------|------|--|-------|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): | 17.4 | Total Delay for Signalled Lanes (pcuHr): | 15.14 | Cycle Time (s): 72 |
| | PRC Over All Lanes (%): | 17.4 | Total Delay Over All Lanes(pcuHr): | 17.35 | |

Scenario 3: '3' (FG3: '2028 AM Base + Com (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|-----|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1362 | 167 | 197 | 1726 |
| | B | 719 | 0 | 254 | 199 | 1172 |
| | C | 54 | 168 | 0 | 12 | 234 |
| | D | 30 | 54 | 10 | 0 | 94 |
| | Tot. | 803 | 1584 | 431 | 408 | 3226 |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 86.1% | 3158 | 0 | 0 | 23.0 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 66.1% | 3158 | 0 | 0 | 3.7 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 972 | 2029:1786 | 1470 | 66.1% | 1944 | 0 | 0 | 1.0 | 3.6 | 1.0 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 200 | 2029 | 1086 | 18.4% | 200 | 0 | 0 | 0.1 | 2.0 | 0.1 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 234 | 1894 | 1195 | 19.6% | 234 | 0 | 0 | 0.1 | 1.9 | 0.1 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 813 | 1965 | 1965 | 41.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 726 | 2029 | 1186 | 61.2% | 726 | 0 | 0 | 1.7 | 8.6 | 15.8 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 54 | 1747 | 536 | 10.1% | 54 | 0 | 0 | 0.1 | 3.7 | 0.1 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 177 | 2077 | 2077 | 8.5% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 718 | 2077 | 2077 | 34.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 200 | 2077 | 2077 | 9.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 168 | 2005 | 2005 | 8.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 867 | 1965 | 1965 | 44.1% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/2 | Ahead | U | - | | - | - | - | 717 | 2077 | 2077 | 34.5% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 177 | 2005 | 2005 | 8.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

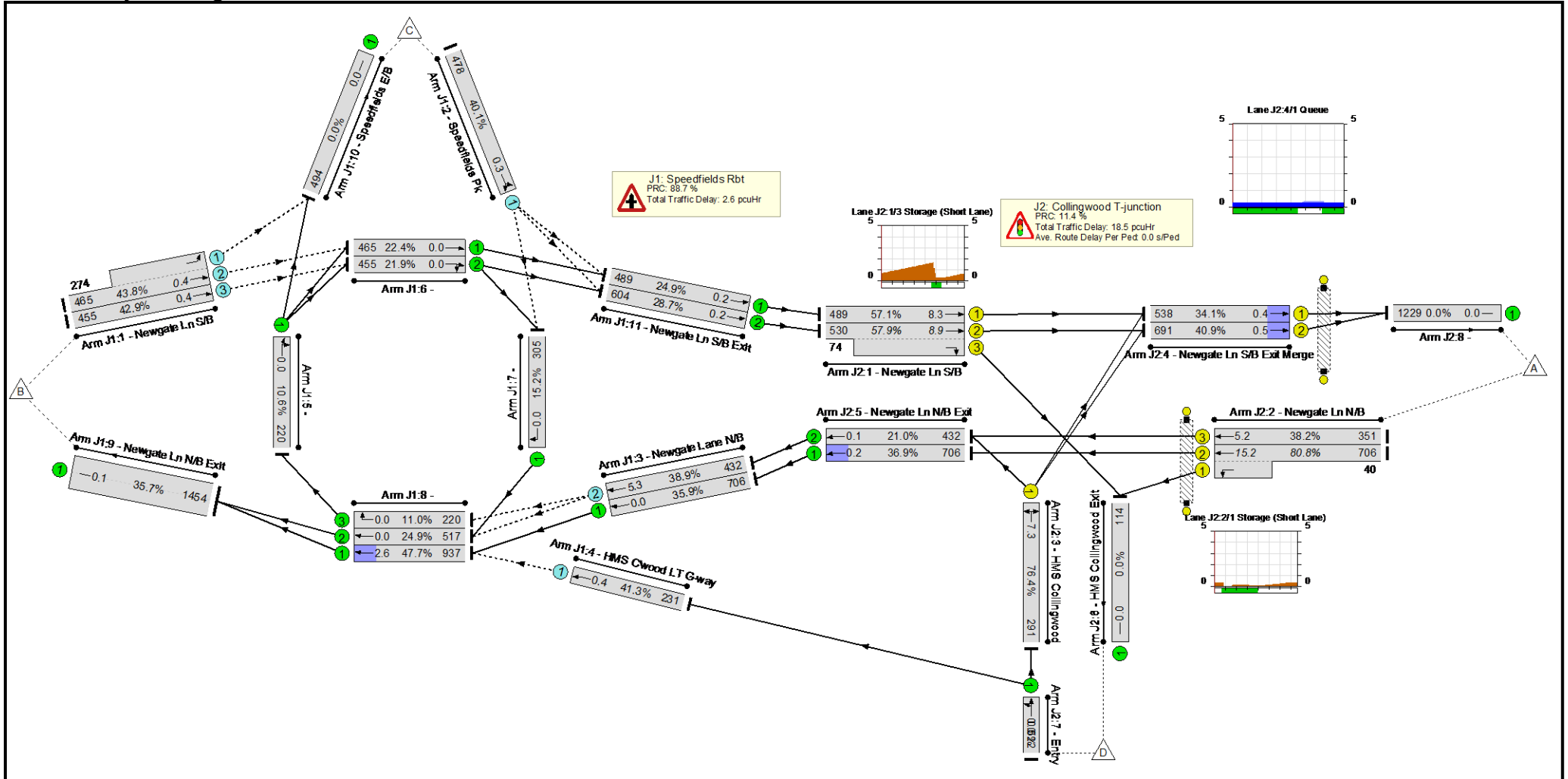
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|-------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1584 | 4070 | 4070 | 38.9% | - | - | - | 0.3 | 0.7 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 772 | 1965 | 1965 | 39.3% | - | - | - | 0.3 | 1.5 | 0.3 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 212 | 2105 | 2105 | 10.1% | - | - | - | 0.1 | 1.0 | 0.1 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 86.1% | 0 | 0 | 0 | 19.4 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 46 | - | 772 | 1915 | 1098 | 70.3% | - | - | - | 3.9 | 18.0 | 13.6 | 7.1 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 46:10 | - | 212 | 2055:1827 | 246 | 86.1% | - | - | - | 4.7 | 80.1 | 7.4 | 1.0 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 46 | - | 1010 | 2055:1702 | 1195 | 84.5% | - | - | - | 6.4 | 22.8 | 19.9 | 8.0 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 46 | - | 716 | 2055 | 1178 | 60.8% | - | - | - | 3.1 | 15.4 | 11.3 | 6.6 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 7 | - | 40 | 1811 | 177 | 22.6% | - | - | - | 0.5 | 47.3 | 1.0 | 0.8 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 65 | - | 773 | 1965 | 1582 | 48.9% | - | - | - | 0.5 | 2.4 | 0.7 | 0.2 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 65 | - | 30 | 2105 | 1694 | 1.8% | - | - | - | 0.0 | 1.1 | 0.0 | 0.0 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 813 | 1915 | 1915 | 42.5% | - | - | - | 0.0 | 0.1 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 726 | 2055 | 2055 | 35.3% | - | - | - | 0.3 | 1.4 | 0.3 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 24 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 4.5 | Total Delay for Signalled Lanes (pcuHr): 19.07 | Cycle Time (s): 82 |
| | PRC Over All Lanes (%): 4.5 | Total Delay Over All Lanes(pcuHr): 23.05 | |

Scenario 4: '4' (FG4: '2028 PM Base + Com (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|------|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 918 | 139 | 40 | 1097 |
| | B | 853 | 0 | 274 | 67 | 1194 |
| | C | 166 | 305 | 0 | 7 | 478 |
| | D | 210 | 231 | 81 | 0 | 522 |
| | Tot. | 1229 | 1454 | 494 | 114 | 3291 |
| | | | | | | |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 80.8% | 3074 | 0 | 0 | 21.1 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 47.7% | 3074 | 0 | 0 | 2.6 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 739 | 2029:1786 | 1688 | 43.8% | 1478 | 0 | 0 | 0.4 | 1.9 | 0.4 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 455 | 2029 | 1061 | 42.9% | 455 | 0 | 0 | 0.4 | 3.0 | 0.4 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 478 | 1894 | 1193 | 40.1% | 478 | 0 | 0 | 0.3 | 2.5 | 0.3 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 706 | 1965 | 1965 | 35.9% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 432 | 2029 | 1110 | 38.9% | 432 | 0 | 0 | 0.4 | 3.5 | 5.3 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 231 | 1747 | 560 | 41.3% | 231 | 0 | 0 | 0.4 | 5.5 | 0.4 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 220 | 2077 | 2077 | 10.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 465 | 2077 | 2077 | 22.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 455 | 2077 | 2077 | 21.9% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 305 | 2005 | 2005 | 15.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 937 | 1965 | 1965 | 47.7% | - | - | - | 0.1 | 0.3 | 2.6 | - |
| 8/2 | Ahead | U | - | | - | - | - | 517 | 2077 | 2077 | 24.9% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 220 | 2005 | 2005 | 11.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

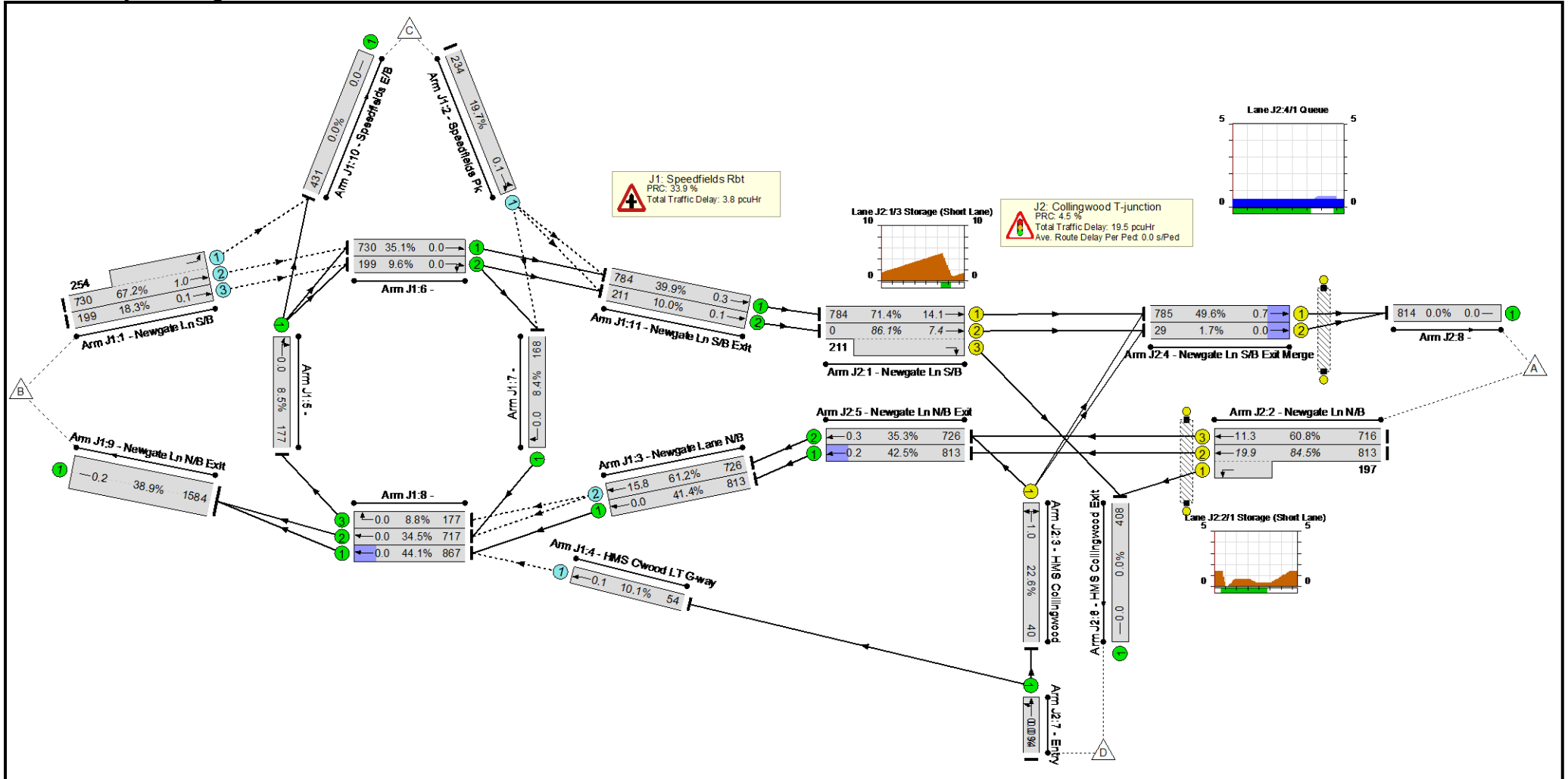
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1454 | 4070 | 4070 | 35.7% | - | - | - | 0.3 | 0.7 | 0.1 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 489 | 1965 | 1965 | 24.9% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 604 | 2105 | 2105 | 28.7% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 80.8% | 0 | 0 | 0 | 18.5 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 33 | - | 489 | 1915 | 857 | 57.1% | - | - | - | 2.8 | 20.5 | 8.3 | 5.4 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 33:9 | - | 604 | 2055:1827 | 1043 | 57.9% | - | - | - | 3.6 | 21.5 | 8.9 | 5.9 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 33 | - | 746 | 2055:1702 | 924 | 80.8% | - | - | - | 5.8 | 27.8 | 15.2 | 8.0 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 33 | - | 351 | 2055 | 919 | 38.2% | - | - | - | 1.7 | 17.2 | 5.2 | 3.9 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 15 | - | 291 | 1809 | 381 | 76.4% | - | - | - | 3.8 | 47.6 | 7.3 | 4.7 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 60 | - | 538 | 1965 | 1577 | 34.1% | - | - | - | 0.3 | 1.9 | 0.4 | 0.1 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 60 | - | 691 | 2105 | 1690 | 40.9% | - | - | - | 0.4 | 1.9 | 0.5 | 0.1 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 706 | 1915 | 1915 | 36.9% | - | - | - | 0.0 | 0.3 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 432 | 2055 | 2055 | 21.0% | - | - | - | 0.1 | 1.1 | 0.1 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 5 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 31 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|-----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 11.4 | Total Delay for Signalled Lanes (pcuHr): 18.31 | Cycle Time (s): 76 |
| | PRC Over All Lanes (%): 11.4 | Total Delay Over All Lanes(pcuHr): 21.07 | |

Scenario 5: '5' (FG5: '2028 AM Base + Com - Sens Test (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|-----|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1362 | 167 | 197 | 1726 |
| | B | 730 | 0 | 254 | 199 | 1183 |
| | C | 54 | 168 | 0 | 12 | 234 |
| | D | 30 | 54 | 10 | 0 | 94 |
| | Tot. | 814 | 1584 | 431 | 408 | 3237 |
| | | | | | | |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 86.1% | 3181 | 0 | 0 | 23.3 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 67.2% | 3181 | 0 | 0 | 3.8 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 984 | 2029:1786 | 1464 | 67.2% | 1968 | 0 | 0 | 1.0 | 3.7 | 1.0 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 199 | 2029 | 1086 | 18.3% | 199 | 0 | 0 | 0.1 | 2.0 | 0.1 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 234 | 1894 | 1187 | 19.7% | 234 | 0 | 0 | 0.1 | 1.9 | 0.1 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 813 | 1965 | 1965 | 41.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 726 | 2029 | 1186 | 61.2% | 726 | 0 | 0 | 1.7 | 8.6 | 15.8 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 54 | 1747 | 536 | 10.1% | 54 | 0 | 0 | 0.1 | 3.7 | 0.1 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 177 | 2077 | 2077 | 8.5% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 730 | 2077 | 2077 | 35.1% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 199 | 2077 | 2077 | 9.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 168 | 2005 | 2005 | 8.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 867 | 1965 | 1965 | 44.1% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/2 | Ahead | U | - | | - | - | - | 717 | 2077 | 2077 | 34.5% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 177 | 2005 | 2005 | 8.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

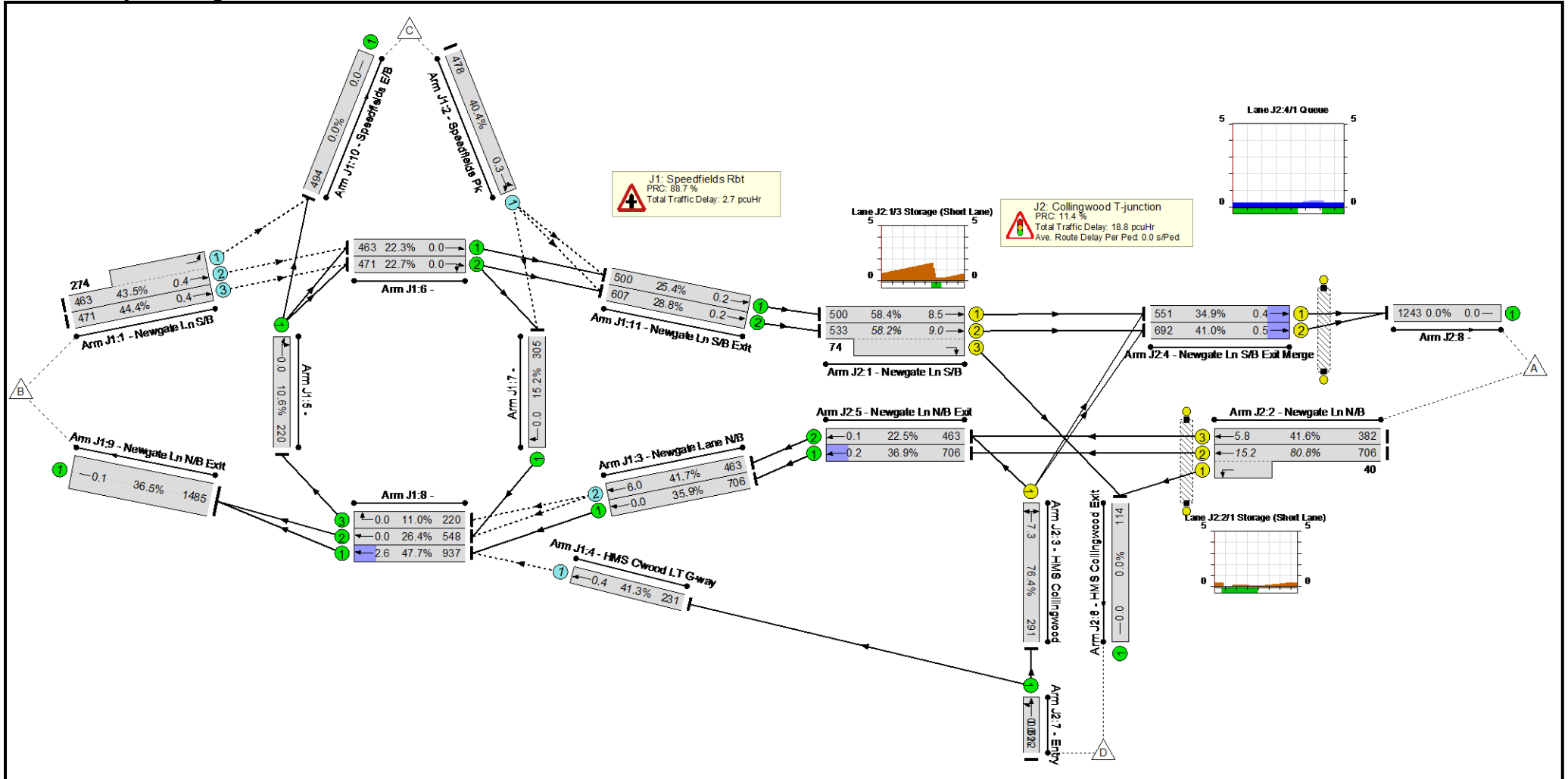
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|-------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1584 | 4070 | 4070 | 38.9% | - | - | - | 0.3 | 0.7 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 784 | 1965 | 1965 | 39.9% | - | - | - | 0.3 | 1.5 | 0.3 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 211 | 2105 | 2105 | 10.0% | - | - | - | 0.1 | 1.0 | 0.1 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 86.1% | 0 | 0 | 0 | 19.5 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 46 | - | 784 | 1915 | 1098 | 71.4% | - | - | - | 4.0 | 18.3 | 14.1 | 7.2 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 46:10 | - | 211 | 2055:1827 | 245 | 86.1% | - | - | - | 4.7 | 80.4 | 7.4 | 1.0 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 46 | - | 1010 | 2055:1702 | 1195 | 84.5% | - | - | - | 6.4 | 22.8 | 19.9 | 8.0 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 46 | - | 716 | 2055 | 1178 | 60.8% | - | - | - | 3.1 | 15.4 | 11.3 | 6.6 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 7 | - | 40 | 1811 | 177 | 22.6% | - | - | - | 0.5 | 47.3 | 1.0 | 0.8 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 65 | - | 785 | 1965 | 1582 | 49.6% | - | - | - | 0.5 | 2.4 | 0.7 | 0.2 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 65 | - | 29 | 2105 | 1694 | 1.7% | - | - | - | 0.0 | 1.1 | 0.0 | 0.0 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 813 | 1915 | 1915 | 42.5% | - | - | - | 0.0 | 0.1 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 726 | 2055 | 2055 | 35.3% | - | - | - | 0.3 | 1.4 | 0.3 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 24 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 4.5 | Total Delay for Signalled Lanes (pcuHr): 19.22 | Cycle Time (s): 82 |
| | PRC Over All Lanes (%): 4.5 | Total Delay Over All Lanes(pcuHr): 23.25 | |

Scenario 6: '6' (FG6: '2028 PM Base + Com - Sens Test (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | Tot. |
|--------|-------------|------|------|-----|-----|------|
| | A | B | C | D | | |
| Origin | A | 0 | 949 | 139 | 40 | 1128 |
| | B | 867 | 0 | 274 | 67 | 1208 |
| | C | 166 | 305 | 0 | 7 | 478 |
| | D | 210 | 231 | 81 | 0 | 522 |
| | Tot. | 1243 | 1485 | 494 | 114 | 3336 |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 80.8% | 3117 | 0 | 0 | 21.5 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 47.7% | 3117 | 0 | 0 | 2.7 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 737 | 2029:1786 | 1693 | 43.5% | 1474 | 0 | 0 | 0.4 | 1.9 | 0.4 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 471 | 2029 | 1061 | 44.4% | 471 | 0 | 0 | 0.4 | 3.0 | 0.4 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 478 | 1894 | 1183 | 40.4% | 478 | 0 | 0 | 0.3 | 2.5 | 0.3 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 706 | 1965 | 1965 | 35.9% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 463 | 2029 | 1110 | 41.7% | 463 | 0 | 0 | 0.5 | 3.9 | 6.0 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 231 | 1747 | 560 | 41.3% | 231 | 0 | 0 | 0.4 | 5.5 | 0.4 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 220 | 2077 | 2077 | 10.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 463 | 2077 | 2077 | 22.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 471 | 2077 | 2077 | 22.7% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 305 | 2005 | 2005 | 15.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 937 | 1965 | 1965 | 47.7% | - | - | - | 0.1 | 0.3 | 2.6 | - |
| 8/2 | Ahead | U | - | | - | - | - | 548 | 2077 | 2077 | 26.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 220 | 2005 | 2005 | 11.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

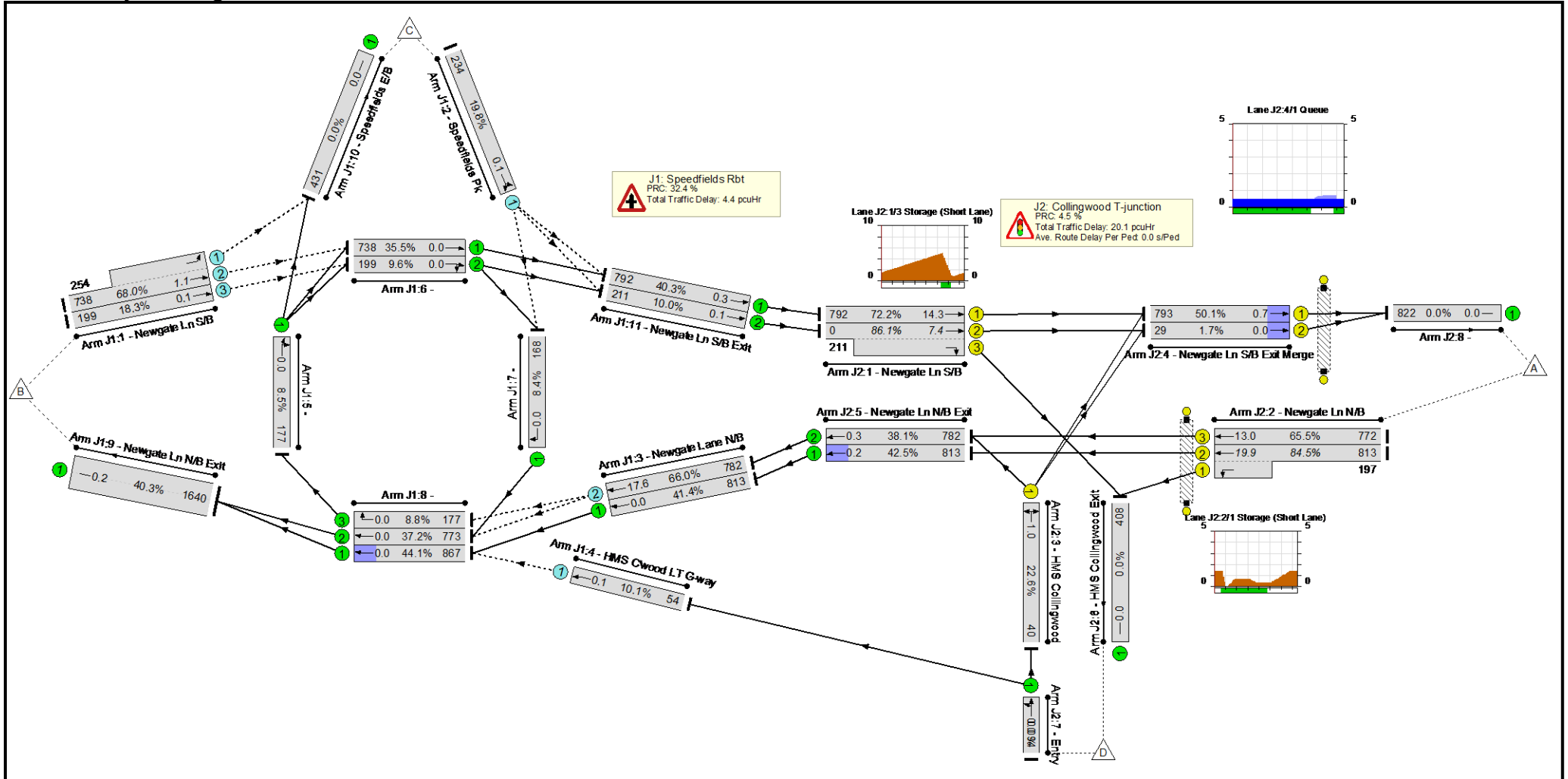
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1485 | 4070 | 4070 | 36.5% | - | - | - | 0.3 | 0.7 | 0.1 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 500 | 1965 | 1965 | 25.4% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 607 | 2105 | 2105 | 28.8% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 80.8% | 0 | 0 | 0 | 18.8 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 33 | - | 500 | 1915 | 857 | 58.4% | - | - | - | 2.9 | 20.7 | 8.5 | 5.6 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 33:9 | - | 607 | 2055:1827 | 1042 | 58.2% | - | - | - | 3.6 | 21.5 | 9.0 | 5.9 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 33 | - | 746 | 2055:1702 | 924 | 80.8% | - | - | - | 5.8 | 27.8 | 15.2 | 8.0 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 33 | - | 382 | 2055 | 919 | 41.6% | - | - | - | 1.9 | 17.6 | 5.8 | 4.2 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 15 | - | 291 | 1809 | 381 | 76.4% | - | - | - | 3.8 | 47.6 | 7.3 | 4.7 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 60 | - | 551 | 1965 | 1577 | 34.9% | - | - | - | 0.3 | 1.9 | 0.4 | 0.1 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 60 | - | 692 | 2105 | 1690 | 41.0% | - | - | - | 0.4 | 1.9 | 0.5 | 0.1 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 706 | 1915 | 1915 | 36.9% | - | - | - | 0.0 | 0.3 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 463 | 2055 | 2055 | 22.5% | - | - | - | 0.1 | 1.1 | 0.1 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 5 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 31 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|-----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 11.4 | Total Delay for Signalled Lanes (pcuHr): 18.64 | Cycle Time (s): 76 |
| | PRC Over All Lanes (%): 11.4 | Total Delay Over All Lanes(pcuHr): 21.54 | |

Scenario 7: '7' (FG7: '2028 AM Base + Com + Dev (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|-----|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1418 | 167 | 197 | 1782 |
| | B | 738 | 0 | 254 | 199 | 1191 |
| | C | 54 | 168 | 0 | 12 | 234 |
| | D | 30 | 54 | 10 | 0 | 94 |
| | Tot. | 822 | 1640 | 431 | 408 | 3301 |
| | | | | | | |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 86.1% | 3253 | 0 | 0 | 24.5 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 68.0% | 3253 | 0 | 0 | 4.4 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 992 | 2029:1786 | 1460 | 68.0% | 1984 | 0 | 0 | 1.1 | 3.8 | 1.1 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 199 | 2029 | 1086 | 18.3% | 199 | 0 | 0 | 0.1 | 2.0 | 0.1 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 234 | 1894 | 1181 | 19.8% | 234 | 0 | 0 | 0.1 | 1.9 | 0.1 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 813 | 1965 | 1965 | 41.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 782 | 2029 | 1186 | 66.0% | 782 | 0 | 0 | 2.3 | 10.5 | 17.6 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 54 | 1747 | 536 | 10.1% | 54 | 0 | 0 | 0.1 | 3.7 | 0.1 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 177 | 2077 | 2077 | 8.5% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 738 | 2077 | 2077 | 35.5% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 199 | 2077 | 2077 | 9.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 168 | 2005 | 2005 | 8.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 867 | 1965 | 1965 | 44.1% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/2 | Ahead | U | - | | - | - | - | 773 | 2077 | 2077 | 37.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 177 | 2005 | 2005 | 8.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

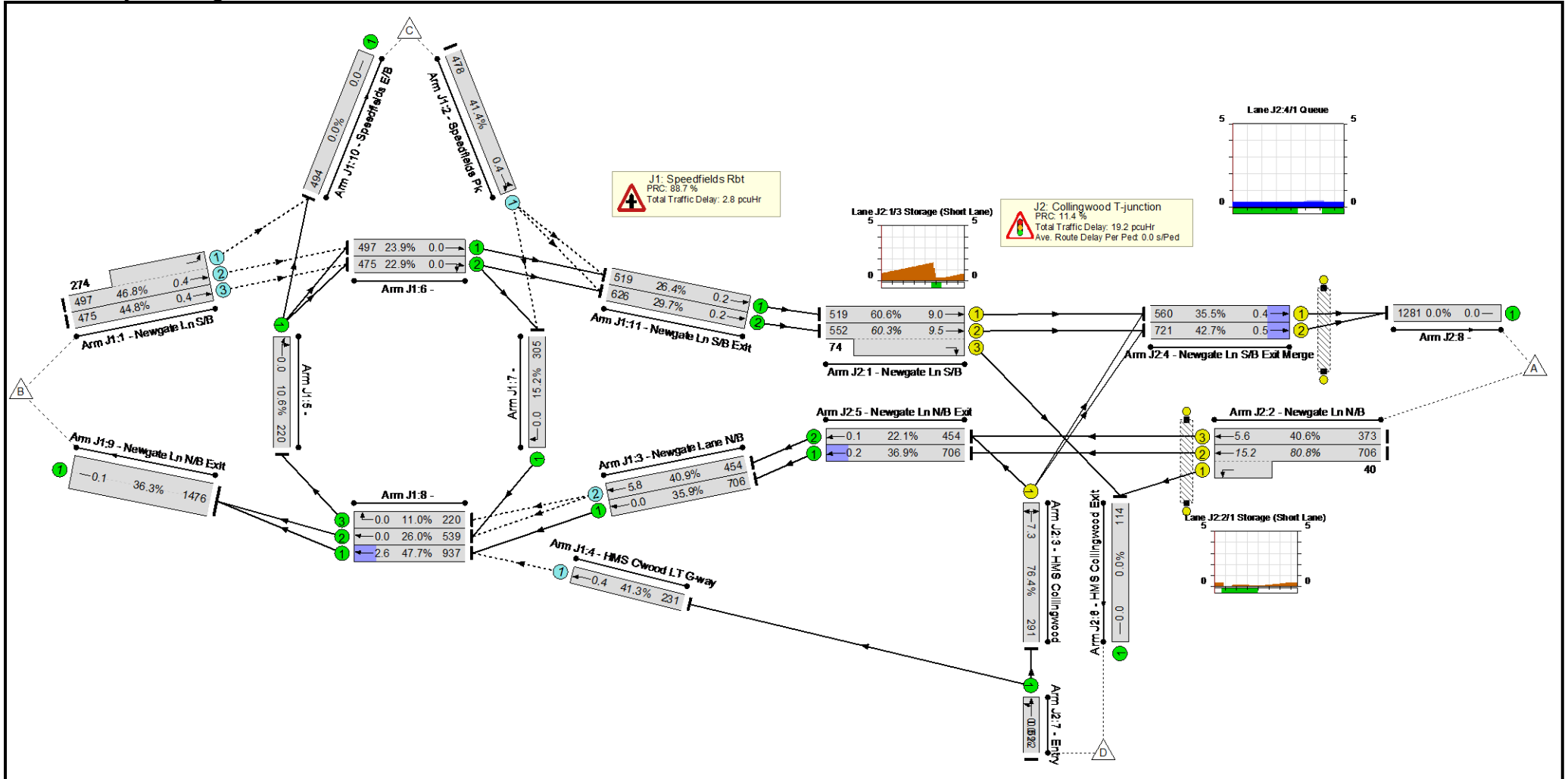
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|-------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1640 | 4070 | 4070 | 40.3% | - | - | - | 0.3 | 0.7 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 792 | 1965 | 1965 | 40.3% | - | - | - | 0.3 | 1.5 | 0.3 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 211 | 2105 | 2105 | 10.0% | - | - | - | 0.1 | 1.0 | 0.1 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 86.1% | 0 | 0 | 0 | 20.1 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 46 | - | 792 | 1915 | 1098 | 72.2% | - | - | - | 4.1 | 18.6 | 14.3 | 7.3 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 46:10 | - | 211 | 2055:1827 | 245 | 86.1% | - | - | - | 4.7 | 80.4 | 7.4 | 1.0 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 46 | - | 1010 | 2055:1702 | 1195 | 84.5% | - | - | - | 6.4 | 22.8 | 19.9 | 8.0 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 46 | - | 772 | 2055 | 1178 | 65.5% | - | - | - | 3.5 | 16.4 | 13.0 | 7.1 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 7 | - | 40 | 1811 | 177 | 22.6% | - | - | - | 0.5 | 47.3 | 1.0 | 0.8 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 65 | - | 793 | 1965 | 1582 | 50.1% | - | - | - | 0.5 | 2.4 | 0.7 | 0.2 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 65 | - | 29 | 2105 | 1694 | 1.7% | - | - | - | 0.0 | 1.1 | 0.0 | 0.0 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 813 | 1915 | 1915 | 42.5% | - | - | - | 0.0 | 0.1 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 782 | 2055 | 2055 | 38.1% | - | - | - | 0.3 | 1.4 | 0.3 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 24 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 4.5 | Total Delay for Signalled Lanes (pcuHr): 19.78 | Cycle Time (s): 82 |
| | PRC Over All Lanes (%): 4.5 | Total Delay Over All Lanes(pcuHr): 24.45 | |

Scenario 8: '8' (FG8: '2028 PM Base + Com + Dev (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | Tot. |
|--------|-------------|------|------|-----|-----|------|
| | A | B | C | D | | |
| Origin | A | 0 | 940 | 139 | 40 | 1119 |
| | B | 905 | 0 | 274 | 67 | 1246 |
| | C | 166 | 305 | 0 | 7 | 478 |
| | D | 210 | 231 | 81 | 0 | 522 |
| | Tot. | 1281 | 1476 | 494 | 114 | 3365 |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 80.8% | 3180 | 0 | 0 | 21.9 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 47.7% | 3180 | 0 | 0 | 2.8 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 771 | 2029:1786 | 1646 | 46.8% | 1542 | 0 | 0 | 0.4 | 2.1 | 0.4 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 475 | 2029 | 1061 | 44.8% | 475 | 0 | 0 | 0.4 | 3.1 | 0.4 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 478 | 1894 | 1156 | 41.4% | 478 | 0 | 0 | 0.4 | 2.7 | 0.4 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 706 | 1965 | 1965 | 35.9% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 454 | 2029 | 1110 | 40.9% | 454 | 0 | 0 | 0.5 | 3.8 | 5.8 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 231 | 1747 | 560 | 41.3% | 231 | 0 | 0 | 0.4 | 5.5 | 0.4 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 220 | 2077 | 2077 | 10.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 497 | 2077 | 2077 | 23.9% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 475 | 2077 | 2077 | 22.9% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 305 | 2005 | 2005 | 15.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 937 | 1965 | 1965 | 47.7% | - | - | - | 0.1 | 0.3 | 2.6 | - |
| 8/2 | Ahead | U | - | | - | - | - | 539 | 2077 | 2077 | 26.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 220 | 2005 | 2005 | 11.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

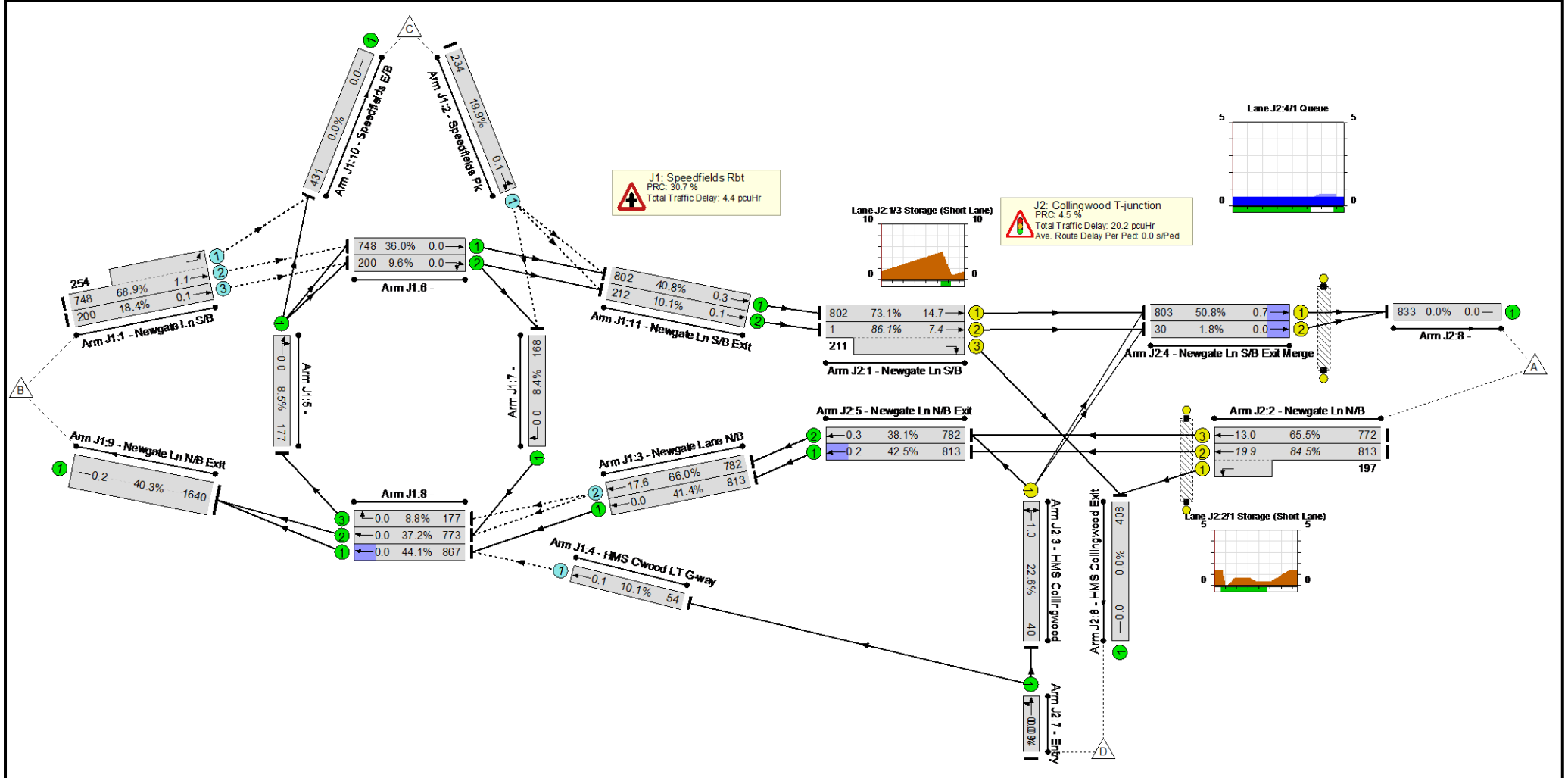
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1476 | 4070 | 4070 | 36.3% | - | - | - | 0.3 | 0.7 | 0.1 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 519 | 1965 | 1965 | 26.4% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 626 | 2105 | 2105 | 29.7% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 80.8% | 0 | 0 | 0 | 19.2 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 33 | - | 519 | 1915 | 857 | 60.6% | - | - | - | 3.1 | 21.2 | 9.0 | 5.8 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 33:9 | - | 626 | 2055:1827 | 1039 | 60.3% | - | - | - | 3.8 | 21.9 | 9.5 | 6.1 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 33 | - | 746 | 2055:1702 | 924 | 80.8% | - | - | - | 5.8 | 27.8 | 15.2 | 8.0 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 33 | - | 373 | 2055 | 919 | 40.6% | - | - | - | 1.8 | 17.5 | 5.6 | 4.1 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 15 | - | 291 | 1809 | 381 | 76.4% | - | - | - | 3.8 | 47.6 | 7.3 | 4.7 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 60 | - | 560 | 1965 | 1577 | 35.5% | - | - | - | 0.3 | 1.9 | 0.4 | 0.1 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 60 | - | 721 | 2105 | 1690 | 42.7% | - | - | - | 0.4 | 2.0 | 0.5 | 0.1 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 706 | 1915 | 1915 | 36.9% | - | - | - | 0.0 | 0.3 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 454 | 2055 | 2055 | 22.1% | - | - | - | 0.1 | 1.1 | 0.1 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 5 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 31 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|-----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 11.4 | Total Delay for Signalled Lanes (pcuHr): 18.97 | Cycle Time (s): 76 |
| | PRC Over All Lanes (%): 11.4 | Total Delay Over All Lanes(pcuHr): 21.93 | |

Scenario 9: '9' (FG9: '2028 AM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|-----|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1418 | 167 | 197 | 1782 |
| | B | 749 | 0 | 254 | 199 | 1202 |
| | C | 54 | 168 | 0 | 12 | 234 |
| | D | 30 | 54 | 10 | 0 | 94 |
| | Tot. | 833 | 1640 | 431 | 408 | 3312 |
| | | | | | | |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 86.1% | 3274 | 0 | 0 | 24.6 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 68.9% | 3274 | 0 | 0 | 4.4 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 1002 | 2029:1786 | 1455 | 68.9% | 2004 | 0 | 0 | 1.1 | 4.0 | 1.1 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 200 | 2029 | 1086 | 18.4% | 200 | 0 | 0 | 0.1 | 2.0 | 0.1 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 234 | 1894 | 1173 | 19.9% | 234 | 0 | 0 | 0.1 | 1.9 | 0.1 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 813 | 1965 | 1965 | 41.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 782 | 2029 | 1186 | 66.0% | 782 | 0 | 0 | 2.3 | 10.5 | 17.6 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 54 | 1747 | 536 | 10.1% | 54 | 0 | 0 | 0.1 | 3.7 | 0.1 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 177 | 2077 | 2077 | 8.5% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 748 | 2077 | 2077 | 36.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 200 | 2077 | 2077 | 9.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 168 | 2005 | 2005 | 8.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 867 | 1965 | 1965 | 44.1% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/2 | Ahead | U | - | | - | - | - | 773 | 2077 | 2077 | 37.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 177 | 2005 | 2005 | 8.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

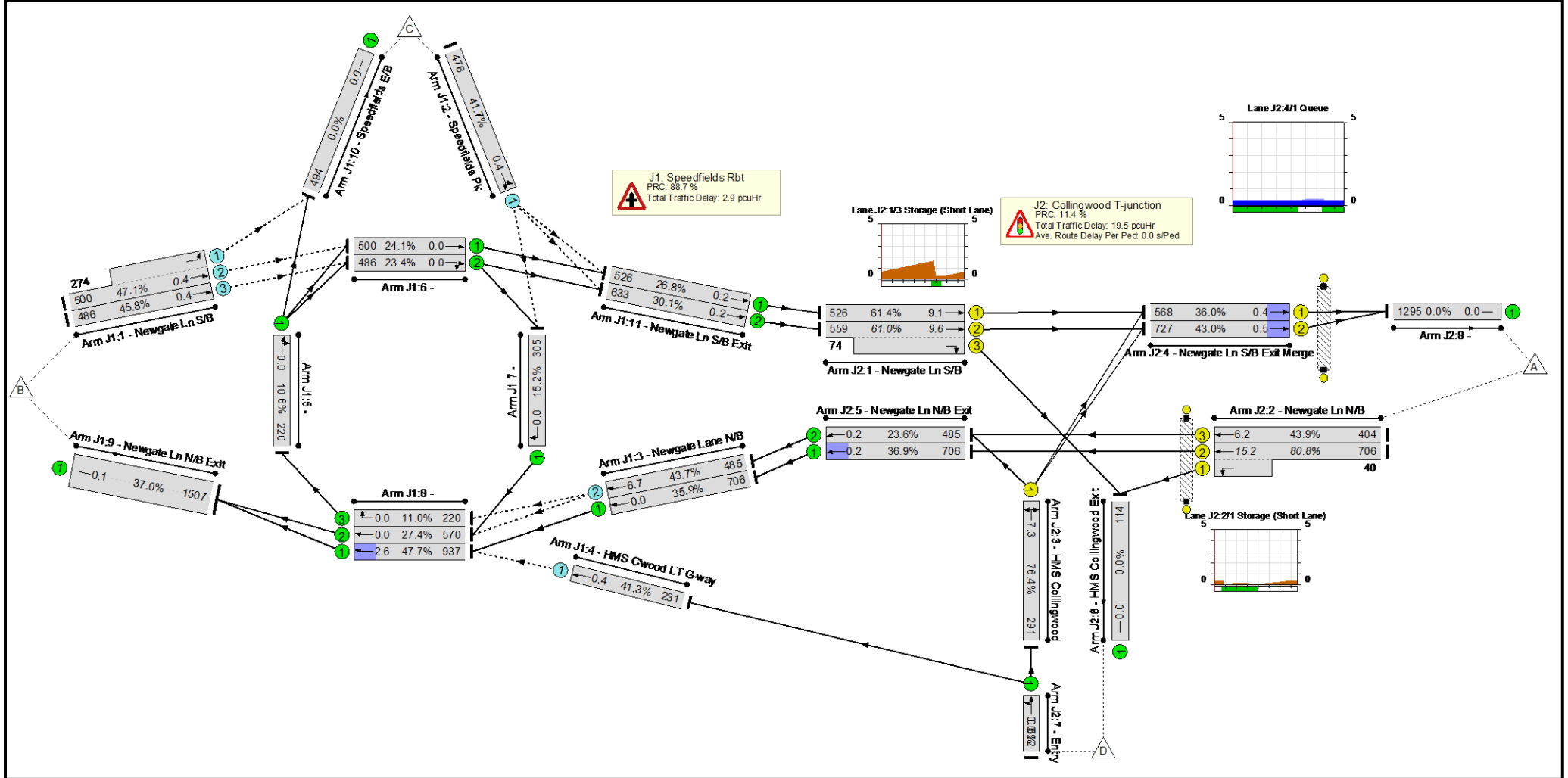
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|-------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1640 | 4070 | 4070 | 40.3% | - | - | - | 0.3 | 0.7 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 802 | 1965 | 1965 | 40.8% | - | - | - | 0.3 | 1.5 | 0.3 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 212 | 2105 | 2105 | 10.1% | - | - | - | 0.1 | 1.0 | 0.1 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 86.1% | 0 | 0 | 0 | 20.2 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 46 | - | 802 | 1915 | 1098 | 73.1% | - | - | - | 4.2 | 18.9 | 14.7 | 7.4 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 46:10 | - | 212 | 2055:1827 | 246 | 86.1% | - | - | - | 4.7 | 80.1 | 7.4 | 1.0 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 46 | - | 1010 | 2055:1702 | 1195 | 84.5% | - | - | - | 6.4 | 22.8 | 19.9 | 8.0 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 46 | - | 772 | 2055 | 1178 | 65.5% | - | - | - | 3.5 | 16.4 | 13.0 | 7.1 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 7 | - | 40 | 1811 | 177 | 22.6% | - | - | - | 0.5 | 47.3 | 1.0 | 0.8 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 65 | - | 803 | 1965 | 1582 | 50.8% | - | - | - | 0.5 | 2.5 | 0.7 | 0.2 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 65 | - | 30 | 2105 | 1694 | 1.8% | - | - | - | 0.0 | 1.1 | 0.0 | 0.0 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 813 | 1915 | 1915 | 42.5% | - | - | - | 0.0 | 0.1 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 782 | 2055 | 2055 | 38.1% | - | - | - | 0.3 | 1.4 | 0.3 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 6 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 24 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 4.5 | Total Delay for Signalled Lanes (pcuHr): 19.91 | Cycle Time (s): 82 |
| | PRC Over All Lanes (%): 4.5 | Total Delay Over All Lanes(pcuHr): 24.65 | |

Scenario 10: '10' (FG10: '2028 PM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| Origin | Destination | | | | | Tot. |
|--------|-------------|------|-----|-----|------|------|
| | A | B | C | D | Tot. | |
| A | 0 | 971 | 139 | 40 | 1150 | |
| B | 919 | 0 | 274 | 67 | 1260 | |
| C | 166 | 305 | 0 | 7 | 478 | |
| D | 210 | 231 | 81 | 0 | 522 | |
| Tot. | 1295 | 1507 | 494 | 114 | 3410 | |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 80.8% | 3228 | 0 | 0 | 22.4 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 47.7% | 3228 | 0 | 0 | 2.9 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 774 | 2029:1786 | 1643 | 47.1% | 1548 | 0 | 0 | 0.4 | 2.1 | 0.4 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 486 | 2029 | 1061 | 45.8% | 486 | 0 | 0 | 0.4 | 3.1 | 0.4 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 478 | 1894 | 1146 | 41.7% | 478 | 0 | 0 | 0.4 | 2.7 | 0.4 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 706 | 1965 | 1965 | 35.9% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 485 | 2029 | 1110 | 43.7% | 485 | 0 | 0 | 0.6 | 4.2 | 6.7 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 231 | 1747 | 560 | 41.3% | 231 | 0 | 0 | 0.4 | 5.5 | 0.4 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 220 | 2077 | 2077 | 10.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 500 | 2077 | 2077 | 24.1% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 486 | 2077 | 2077 | 23.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 305 | 2005 | 2005 | 15.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 937 | 1965 | 1965 | 47.7% | - | - | - | 0.1 | 0.3 | 2.6 | - |
| 8/2 | Ahead | U | - | | - | - | - | 570 | 2077 | 2077 | 27.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 220 | 2005 | 2005 | 11.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

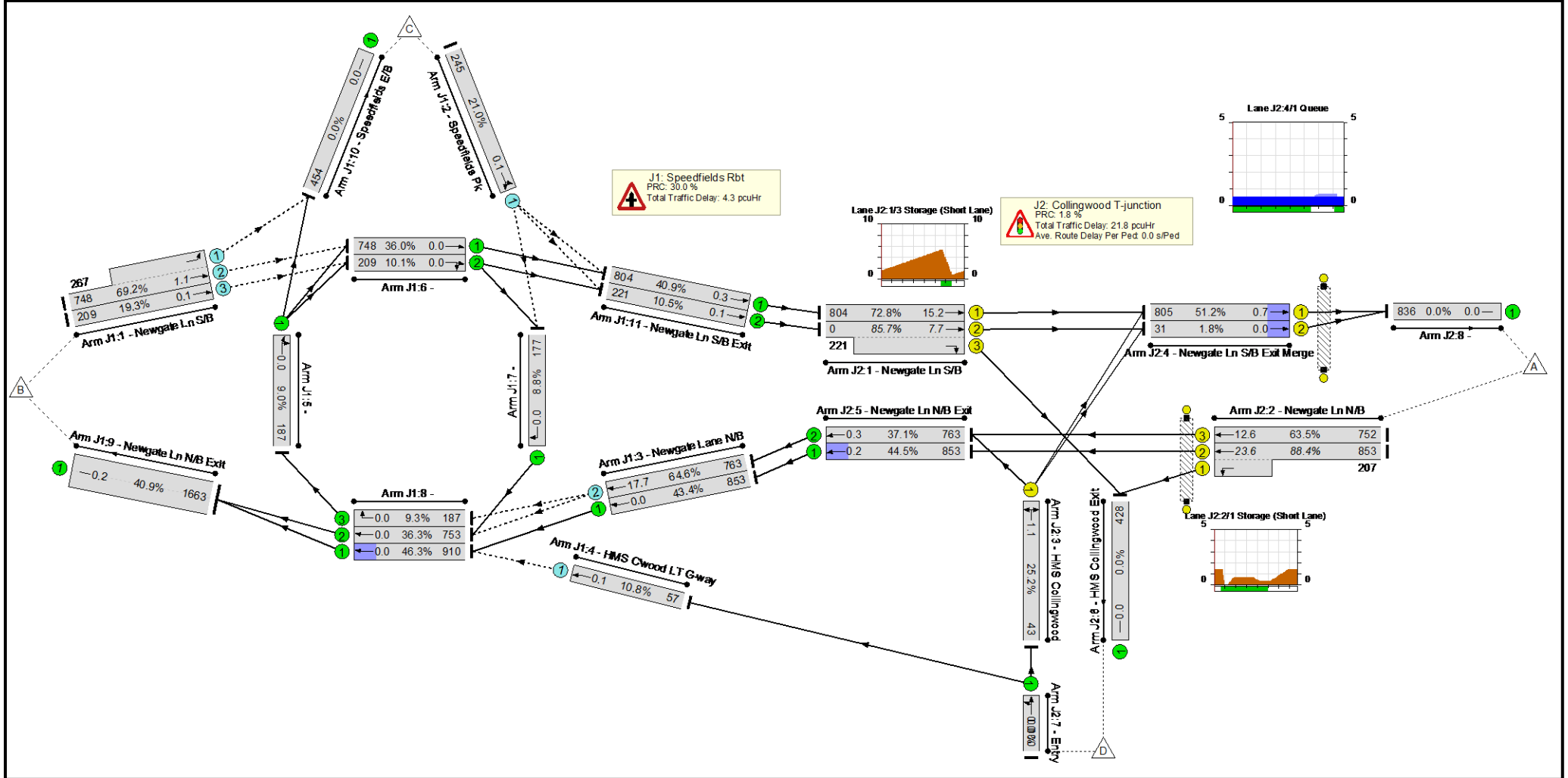
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1507 | 4070 | 4070 | 37.0% | - | - | - | 0.3 | 0.7 | 0.1 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 526 | 1965 | 1965 | 26.8% | - | - | - | 0.2 | 1.3 | 0.2 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 633 | 2105 | 2105 | 30.1% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 80.8% | 0 | 0 | 0 | 19.5 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 33 | - | 526 | 1915 | 857 | 61.4% | - | - | - | 3.1 | 21.4 | 9.1 | 5.8 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 33:9 | - | 633 | 2055:1827 | 1037 | 61.0% | - | - | - | 3.9 | 22.0 | 9.6 | 6.2 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 33 | - | 746 | 2055:1702 | 924 | 80.8% | - | - | - | 5.8 | 27.8 | 15.2 | 8.0 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 33 | - | 404 | 2055 | 919 | 43.9% | - | - | - | 2.0 | 17.9 | 6.2 | 4.5 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 15 | - | 291 | 1809 | 381 | 76.4% | - | - | - | 3.8 | 47.6 | 7.3 | 4.7 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 60 | - | 568 | 1965 | 1577 | 36.0% | - | - | - | 0.3 | 1.9 | 0.4 | 0.1 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 60 | - | 727 | 2105 | 1690 | 43.0% | - | - | - | 0.4 | 2.0 | 0.5 | 0.1 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 706 | 1915 | 1915 | 36.9% | - | - | - | 0.0 | 0.3 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 485 | 2055 | 2055 | 23.6% | - | - | - | 0.2 | 1.1 | 0.2 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 5 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 31 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | | | |
|-----------------------------|------------------------------|------|--|-------|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): | 11.4 | Total Delay for Signalled Lanes (pcuHr): | 19.32 | Cycle Time (s): 76 |
| | PRC Over All Lanes (%): | 11.4 | Total Delay Over All Lanes(pcuHr): | 22.43 | |

Scenario 11: '11' (FG11: '2037 AM Base + Com (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|-----|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1429 | 176 | 207 | 1812 |
| | B | 748 | 0 | 267 | 209 | 1224 |
| | C | 56 | 177 | 0 | 12 | 245 |
| | D | 32 | 57 | 11 | 0 | 100 |
| | Tot. | 836 | 1663 | 454 | 428 | 3381 |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 88.4% | 3304 | 0 | 0 | 26.1 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 69.2% | 3304 | 0 | 0 | 4.3 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 1015 | 2029:1786 | 1466 | 69.2% | 2030 | 0 | 0 | 1.1 | 4.0 | 1.1 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 209 | 2029 | 1080 | 19.3% | 209 | 0 | 0 | 0.1 | 2.1 | 0.1 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 245 | 1894 | 1167 | 21.0% | 245 | 0 | 0 | 0.1 | 2.0 | 0.1 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 853 | 1965 | 1965 | 43.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 763 | 2029 | 1181 | 64.6% | 763 | 0 | 0 | 2.2 | 10.2 | 17.7 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 57 | 1747 | 527 | 10.8% | 57 | 0 | 0 | 0.1 | 3.8 | 0.1 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 187 | 2077 | 2077 | 9.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 748 | 2077 | 2077 | 36.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 209 | 2077 | 2077 | 10.1% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 177 | 2005 | 2005 | 8.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 910 | 1965 | 1965 | 46.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/2 | Ahead | U | - | | - | - | - | 753 | 2077 | 2077 | 36.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 187 | 2005 | 2005 | 9.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

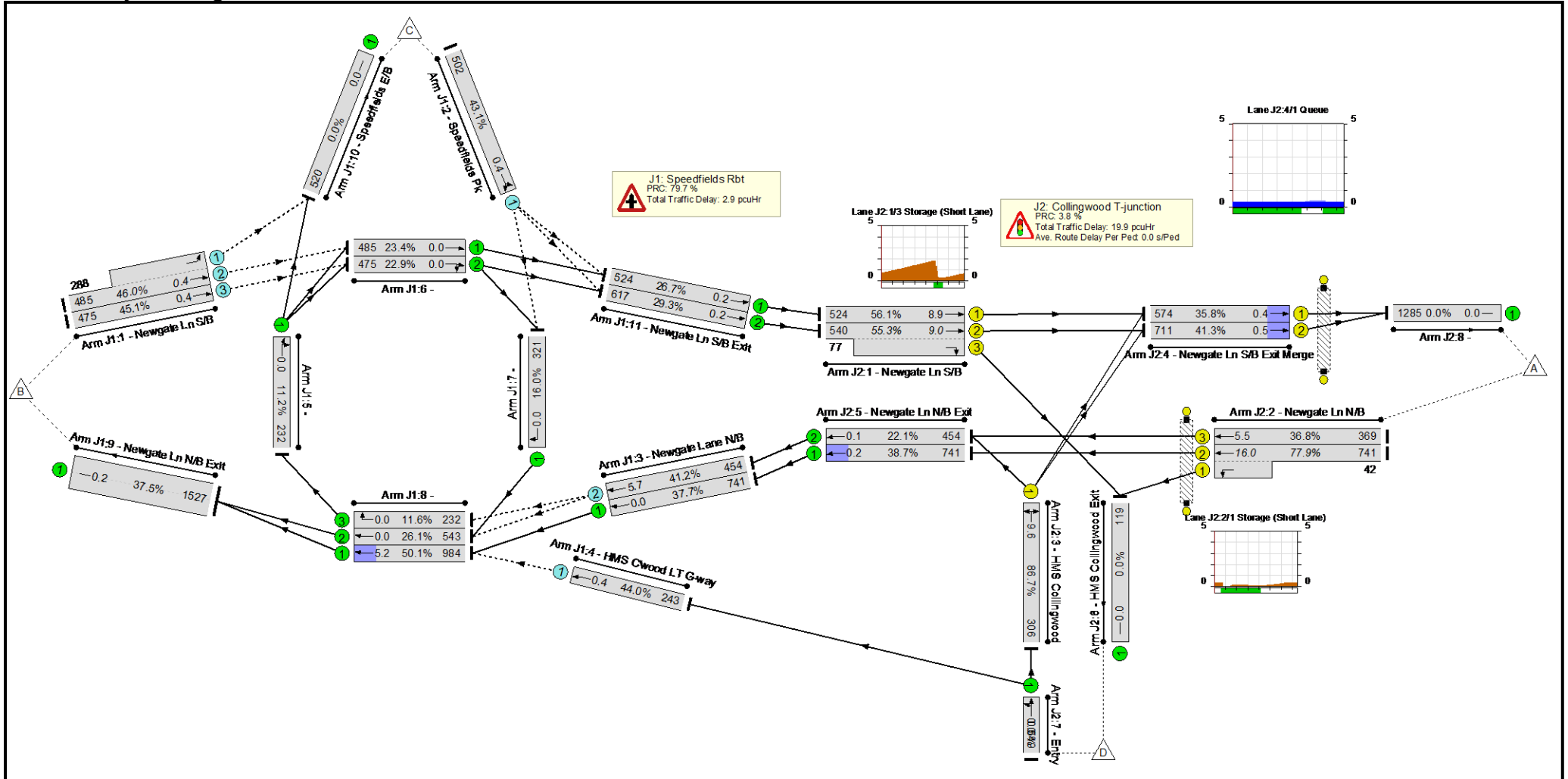
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|-------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1663 | 4070 | 4070 | 40.9% | - | - | - | 0.3 | 0.7 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 804 | 1965 | 1965 | 40.9% | - | - | - | 0.3 | 1.5 | 0.3 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 221 | 2105 | 2105 | 10.5% | - | - | - | 0.1 | 1.0 | 0.1 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 88.4% | 0 | 0 | 0 | 21.8 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 48 | - | 804 | 1915 | 1104 | 72.8% | - | - | - | 4.3 | 19.1 | 15.2 | 7.6 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 48:11 | - | 221 | 2055:1827 | 258 | 85.7% | - | - | - | 4.8 | 78.3 | 7.7 | 1.0 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 48 | - | 1060 | 2055:1702 | 1199 | 88.4% | - | - | - | 7.9 | 26.7 | 23.6 | 8.7 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 48 | - | 752 | 2055 | 1185 | 63.5% | - | - | - | 3.4 | 16.2 | 12.6 | 7.1 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 7 | - | 43 | 1811 | 170 | 25.2% | - | - | - | 0.6 | 49.8 | 1.1 | 0.9 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 67 | - | 805 | 1965 | 1572 | 51.2% | - | - | - | 0.6 | 2.5 | 0.7 | 0.2 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 67 | - | 31 | 2105 | 1684 | 1.8% | - | - | - | 0.0 | 1.1 | 0.0 | 0.0 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 853 | 1915 | 1915 | 44.5% | - | - | - | 0.0 | 0.0 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 763 | 2055 | 2055 | 37.1% | - | - | - | 0.3 | 1.4 | 0.3 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 7 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 25 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 1.8 | Total Delay for Signalled Lanes (pcuHr): 21.47 | Cycle Time (s): 85 |
| | PRC Over All Lanes (%): 1.8 | Total Delay Over All Lanes(pcuHr): 26.11 | |

Scenario 12: '12' (FG12: '2037 PM Base + Com (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|------|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 963 | 147 | 42 | 1152 |
| | B | 890 | 0 | 288 | 70 | 1248 |
| | C | 174 | 321 | 0 | 7 | 502 |
| | D | 221 | 243 | 85 | 0 | 549 |
| | Tot. | 1285 | 1527 | 520 | 119 | 3451 |
| | | | | | | |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 86.7% | 3220 | 0 | 0 | 22.7 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 50.1% | 3220 | 0 | 0 | 2.9 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 773 | 2029:1786 | 1680 | 46.0% | 1546 | 0 | 0 | 0.4 | 2.0 | 0.4 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 475 | 2029 | 1054 | 45.1% | 475 | 0 | 0 | 0.4 | 3.1 | 0.4 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 502 | 1894 | 1165 | 43.1% | 502 | 0 | 0 | 0.4 | 2.7 | 0.4 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 741 | 1965 | 1965 | 37.7% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 454 | 2029 | 1101 | 41.2% | 454 | 0 | 0 | 0.5 | 3.7 | 5.7 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 243 | 1747 | 552 | 44.0% | 243 | 0 | 0 | 0.4 | 5.8 | 0.4 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 232 | 2077 | 2077 | 11.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 485 | 2077 | 2077 | 23.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 475 | 2077 | 2077 | 22.9% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 321 | 2005 | 2005 | 16.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 984 | 1965 | 1965 | 50.1% | - | - | - | 0.1 | 0.4 | 5.2 | - |
| 8/2 | Ahead | U | - | | - | - | - | 543 | 2077 | 2077 | 26.1% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 232 | 2005 | 2005 | 11.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

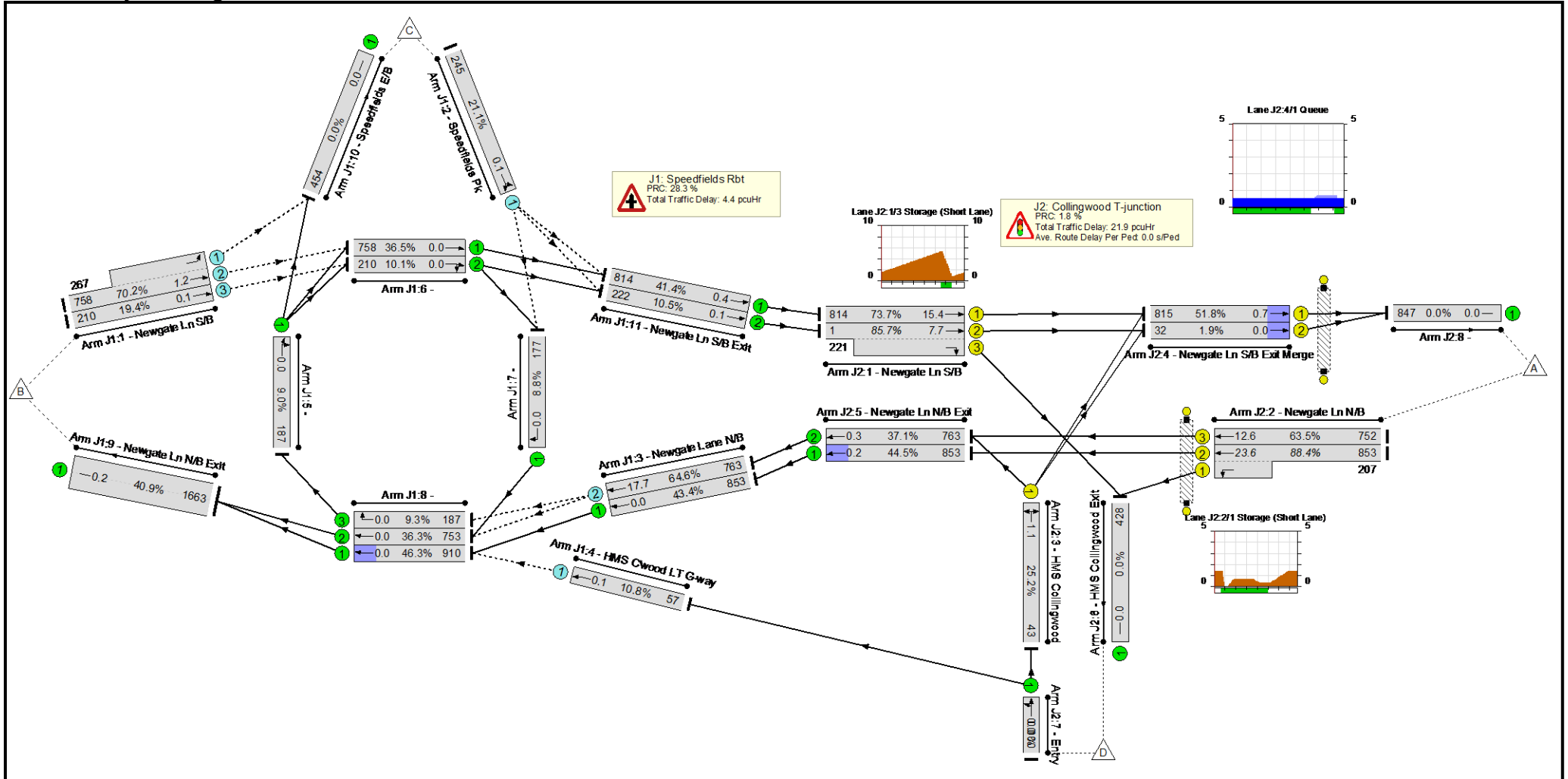
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1527 | 4070 | 4070 | 37.5% | - | - | - | 0.3 | 0.7 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 524 | 1965 | 1965 | 26.7% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 617 | 2105 | 2105 | 29.3% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 86.7% | 0 | 0 | 0 | 19.9 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 39 | - | 524 | 1915 | 934 | 56.1% | - | - | - | 2.8 | 19.2 | 8.9 | 5.8 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 39.9 | - | 617 | 2055:1827 | 1117 | 55.3% | - | - | - | 3.5 | 20.5 | 9.0 | 6.0 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 39 | - | 783 | 2055:1702 | 1005 | 77.9% | - | - | - | 5.5 | 25.1 | 16.0 | 8.4 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 39 | - | 369 | 2055 | 1002 | 36.8% | - | - | - | 1.6 | 16.0 | 5.5 | 4.1 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 15 | - | 306 | 1809 | 353 | 86.7% | - | - | - | 5.6 | 66.1 | 9.6 | 5.4 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 66 | - | 574 | 1965 | 1606 | 35.8% | - | - | - | 0.3 | 1.9 | 0.4 | 0.1 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 66 | - | 711 | 2105 | 1720 | 41.3% | - | - | - | 0.4 | 1.9 | 0.5 | 0.1 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 741 | 1915 | 1915 | 38.7% | - | - | - | 0.1 | 0.2 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 454 | 2055 | 2055 | 22.1% | - | - | - | 0.1 | 1.1 | 0.1 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 5 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 31 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 3.8 | Total Delay for Signalled Lanes (pcuHr): 19.68 | Cycle Time (s): 82 |
| | PRC Over All Lanes (%): 3.8 | Total Delay Over All Lanes(pcuHr): 22.73 | |

Scenario 13: '13' (FG13: '2037 AM Base + Com - Sens Test (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|-----|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1429 | 176 | 207 | 1812 |
| | B | 759 | 0 | 267 | 209 | 1235 |
| | C | 56 | 177 | 0 | 12 | 245 |
| | D | 32 | 57 | 11 | 0 | 100 |
| | Tot. | 847 | 1663 | 454 | 428 | 3392 |
| | | | | | | |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 88.4% | 3325 | 0 | 0 | 26.3 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 70.2% | 3325 | 0 | 0 | 4.4 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 1025 | 2029:1786 | 1461 | 70.2% | 2050 | 0 | 0 | 1.2 | 4.1 | 1.2 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 210 | 2029 | 1080 | 19.4% | 210 | 0 | 0 | 0.1 | 2.1 | 0.1 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 245 | 1894 | 1159 | 21.1% | 245 | 0 | 0 | 0.1 | 2.0 | 0.1 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 853 | 1965 | 1965 | 43.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 763 | 2029 | 1181 | 64.6% | 763 | 0 | 0 | 2.2 | 10.2 | 17.7 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 57 | 1747 | 527 | 10.8% | 57 | 0 | 0 | 0.1 | 3.8 | 0.1 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 187 | 2077 | 2077 | 9.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 758 | 2077 | 2077 | 36.5% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 210 | 2077 | 2077 | 10.1% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 177 | 2005 | 2005 | 8.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 910 | 1965 | 1965 | 46.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/2 | Ahead | U | - | | - | - | - | 753 | 2077 | 2077 | 36.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 187 | 2005 | 2005 | 9.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

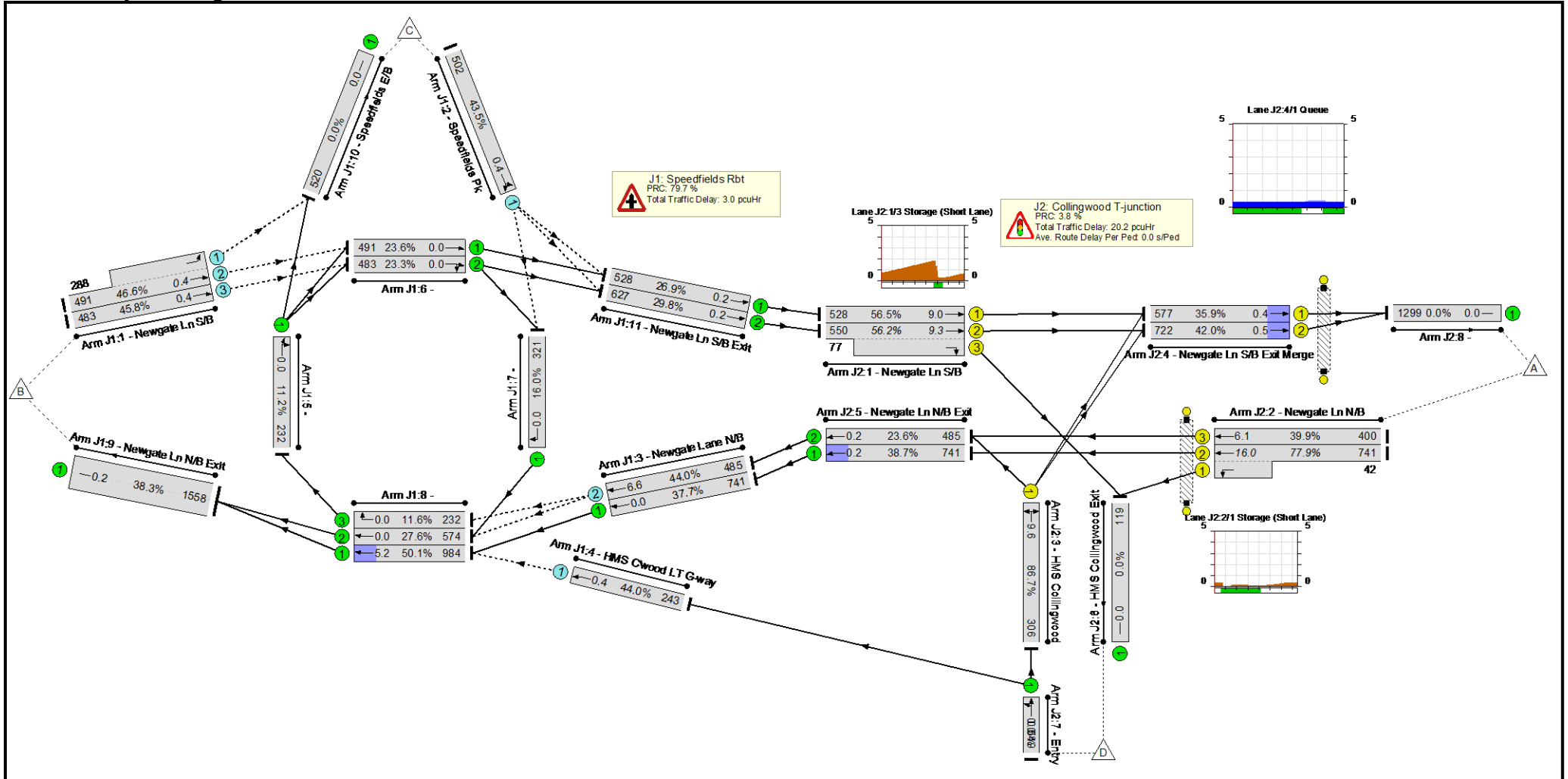
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|-------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1663 | 4070 | 4070 | 40.9% | - | - | - | 0.3 | 0.7 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 814 | 1965 | 1965 | 41.4% | - | - | - | 0.4 | 1.6 | 0.4 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 222 | 2105 | 2105 | 10.5% | - | - | - | 0.1 | 1.0 | 0.1 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 88.4% | 0 | 0 | 0 | 21.9 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 48 | - | 814 | 1915 | 1104 | 73.7% | - | - | - | 4.4 | 19.4 | 15.4 | 7.7 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 48:11 | - | 222 | 2055:1827 | 259 | 85.7% | - | - | - | 4.8 | 78.1 | 7.7 | 1.0 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 48 | - | 1060 | 2055:1702 | 1199 | 88.4% | - | - | - | 7.9 | 26.7 | 23.6 | 8.7 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 48 | - | 752 | 2055 | 1185 | 63.5% | - | - | - | 3.4 | 16.2 | 12.6 | 7.1 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 7 | - | 43 | 1811 | 170 | 25.2% | - | - | - | 0.6 | 49.8 | 1.1 | 0.9 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 67 | - | 815 | 1965 | 1572 | 51.8% | - | - | - | 0.6 | 2.5 | 0.7 | 0.2 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 67 | - | 32 | 2105 | 1684 | 1.9% | - | - | - | 0.0 | 1.1 | 0.0 | 0.0 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 853 | 1915 | 1915 | 44.5% | - | - | - | 0.0 | 0.0 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 763 | 2055 | 2055 | 37.1% | - | - | - | 0.3 | 1.4 | 0.3 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 7 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 25 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 1.8 | Total Delay for Signalled Lanes (pcuHr): 21.61 | Cycle Time (s): 85 |
| | PRC Over All Lanes (%): 1.8 | Total Delay Over All Lanes(pcuHr): 26.31 | |

Scenario 14: '14' (FG14: '2037 PM Base + Com - Sens Test (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|------|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 994 | 147 | 42 | 1183 |
| | B | 904 | 0 | 288 | 70 | 1262 |
| | C | 174 | 321 | 0 | 7 | 502 |
| | D | 221 | 243 | 85 | 0 | 549 |
| | Tot. | 1299 | 1558 | 520 | 119 | 3496 |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 86.7% | 3271 | 0 | 0 | 23.2 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 50.1% | 3271 | 0 | 0 | 3.0 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 779 | 2029:1786 | 1672 | 46.6% | 1558 | 0 | 0 | 0.4 | 2.0 | 0.4 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 483 | 2029 | 1054 | 45.8% | 483 | 0 | 0 | 0.4 | 3.1 | 0.4 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 502 | 1894 | 1155 | 43.5% | 502 | 0 | 0 | 0.4 | 2.8 | 0.4 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 741 | 1965 | 1965 | 37.7% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 485 | 2029 | 1101 | 44.0% | 485 | 0 | 0 | 0.6 | 4.2 | 6.6 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 243 | 1747 | 552 | 44.0% | 243 | 0 | 0 | 0.4 | 5.8 | 0.4 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 232 | 2077 | 2077 | 11.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 491 | 2077 | 2077 | 23.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 483 | 2077 | 2077 | 23.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 321 | 2005 | 2005 | 16.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 984 | 1965 | 1965 | 50.1% | - | - | - | 0.1 | 0.4 | 5.2 | - |
| 8/2 | Ahead | U | - | | - | - | - | 574 | 2077 | 2077 | 27.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 232 | 2005 | 2005 | 11.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

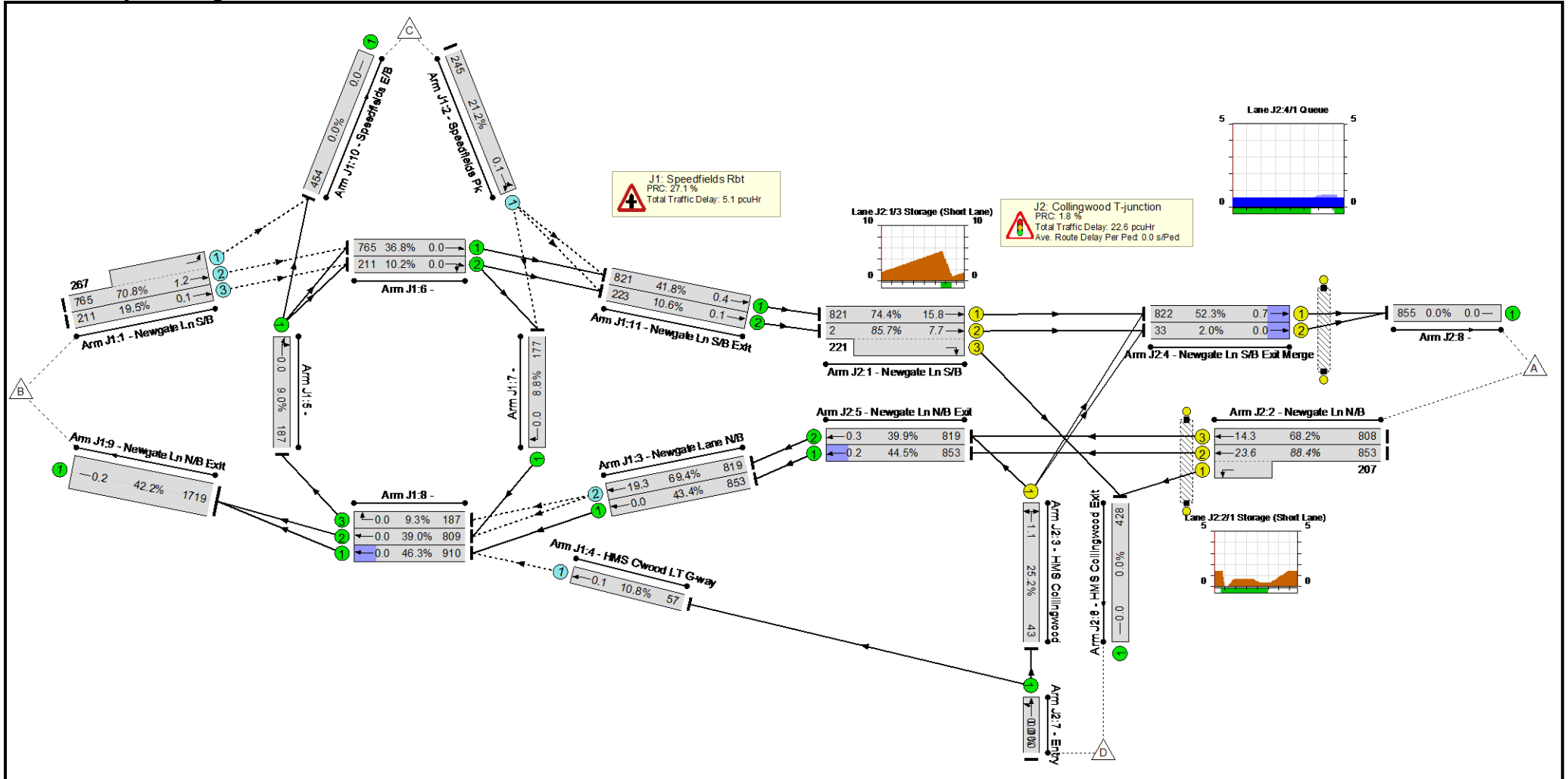
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1558 | 4070 | 4070 | 38.3% | - | - | - | 0.3 | 0.7 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 528 | 1965 | 1965 | 26.9% | - | - | - | 0.2 | 1.3 | 0.2 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 627 | 2105 | 2105 | 29.8% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 86.7% | 0 | 0 | 0 | 20.2 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 39 | - | 528 | 1915 | 934 | 56.5% | - | - | - | 2.8 | 19.3 | 9.0 | 5.9 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 39.9 | - | 627 | 2055:1827 | 1115 | 56.2% | - | - | - | 3.6 | 20.6 | 9.3 | 6.1 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 39 | - | 783 | 2055:1702 | 1005 | 77.9% | - | - | - | 5.5 | 25.1 | 16.0 | 8.4 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 39 | - | 400 | 2055 | 1002 | 39.9% | - | - | - | 1.8 | 16.3 | 6.1 | 4.4 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 15 | - | 306 | 1809 | 353 | 86.7% | - | - | - | 5.6 | 66.1 | 9.6 | 5.4 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 66 | - | 577 | 1965 | 1606 | 35.9% | - | - | - | 0.3 | 1.9 | 0.4 | 0.1 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 66 | - | 722 | 2105 | 1720 | 42.0% | - | - | - | 0.4 | 1.9 | 0.5 | 0.1 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 741 | 1915 | 1915 | 38.7% | - | - | - | 0.1 | 0.2 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 485 | 2055 | 2055 | 23.6% | - | - | - | 0.2 | 1.1 | 0.2 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 5 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 31 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 3.8 | Total Delay for Signalled Lanes (pcuHr): 19.98 | Cycle Time (s): 82 |
| | PRC Over All Lanes (%): 3.8 | Total Delay Over All Lanes(pcuHr): 23.19 | |

Scenario 15: '15' (FG15: '2037 AM Base + Com + Dev (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|-----|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1485 | 176 | 207 | 1868 |
| | B | 767 | 0 | 267 | 209 | 1243 |
| | C | 56 | 177 | 0 | 12 | 245 |
| | D | 32 | 57 | 11 | 0 | 100 |
| | Tot. | 855 | 1719 | 454 | 428 | 3456 |
| | | | | | | |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 88.4% | 3396 | 0 | 0 | 27.7 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 70.8% | 3396 | 0 | 0 | 5.1 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 1032 | 2029:1786 | 1457 | 70.8% | 2064 | 0 | 0 | 1.2 | 4.2 | 1.2 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 211 | 2029 | 1080 | 19.5% | 211 | 0 | 0 | 0.1 | 2.1 | 0.1 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 245 | 1894 | 1153 | 21.2% | 245 | 0 | 0 | 0.1 | 2.0 | 0.1 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 853 | 1965 | 1965 | 43.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 819 | 2029 | 1181 | 69.4% | 819 | 0 | 0 | 2.8 | 12.3 | 19.3 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 57 | 1747 | 527 | 10.8% | 57 | 0 | 0 | 0.1 | 3.8 | 0.1 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 187 | 2077 | 2077 | 9.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 765 | 2077 | 2077 | 36.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 211 | 2077 | 2077 | 10.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 177 | 2005 | 2005 | 8.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 910 | 1965 | 1965 | 46.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/2 | Ahead | U | - | | - | - | - | 809 | 2077 | 2077 | 39.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 187 | 2005 | 2005 | 9.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

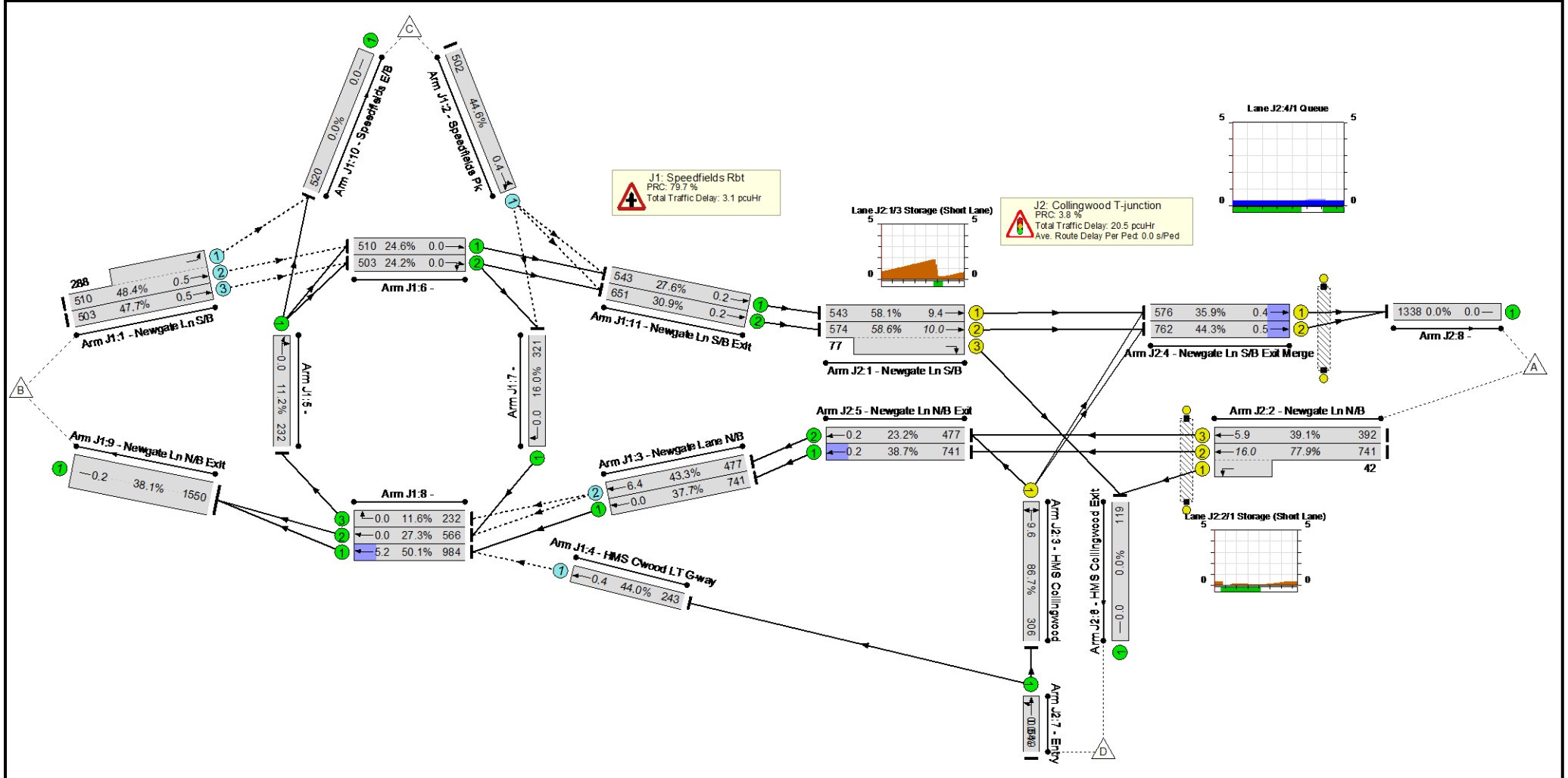
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|-------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1719 | 4070 | 4070 | 42.2% | - | - | - | 0.4 | 0.8 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 821 | 1965 | 1965 | 41.8% | - | - | - | 0.4 | 1.6 | 0.4 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 223 | 2105 | 2105 | 10.6% | - | - | - | 0.1 | 1.0 | 0.1 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 88.4% | 0 | 0 | 0 | 22.6 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 48 | - | 821 | 1915 | 1104 | 74.4% | - | - | - | 4.5 | 19.6 | 15.8 | 7.8 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 48:11 | - | 223 | 2055:1827 | 260 | 85.7% | - | - | - | 4.8 | 77.8 | 7.7 | 1.0 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 48 | - | 1060 | 2055:1702 | 1199 | 88.4% | - | - | - | 7.9 | 26.7 | 23.6 | 8.7 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 48 | - | 808 | 2055 | 1185 | 68.2% | - | - | - | 3.9 | 17.3 | 14.3 | 7.6 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 7 | - | 43 | 1811 | 170 | 25.2% | - | - | - | 0.6 | 49.8 | 1.1 | 0.9 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 67 | - | 822 | 1965 | 1572 | 52.3% | - | - | - | 0.6 | 2.5 | 0.7 | 0.2 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 67 | - | 33 | 2105 | 1684 | 2.0% | - | - | - | 0.0 | 1.1 | 0.0 | 0.0 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 853 | 1915 | 1915 | 44.5% | - | - | - | 0.0 | 0.0 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 819 | 2055 | 2055 | 39.9% | - | - | - | 0.3 | 1.5 | 0.3 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 7 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 25 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 1.8 | Total Delay for Signalled Lanes (pcuHr): 22.22 | Cycle Time (s): 85 |
| | PRC Over All Lanes (%): 1.8 | Total Delay Over All Lanes(pcuHr): 27.66 | |

Scenario 16: '16' (FG16: '2037 PM Base + Com + Dev (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | Tot. |
|--------|-------------|------|------|-----|------|------|
| | A | B | C | D | Tot. | |
| Origin | A | 0 | 986 | 147 | 42 | 1175 |
| | B | 943 | 0 | 288 | 70 | 1301 |
| | C | 174 | 321 | 0 | 7 | 502 |
| | D | 221 | 243 | 85 | 0 | 549 |
| | Tot. | 1338 | 1550 | 520 | 119 | 3527 |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 86.7% | 3321 | 0 | 0 | 23.6 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 50.1% | 3321 | 0 | 0 | 3.1 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 798 | 2029:1786 | 1649 | 48.4% | 1596 | 0 | 0 | 0.5 | 2.1 | 0.5 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 503 | 2029 | 1054 | 47.7% | 503 | 0 | 0 | 0.5 | 3.3 | 0.5 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 502 | 1894 | 1126 | 44.6% | 502 | 0 | 0 | 0.4 | 2.9 | 0.4 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 741 | 1965 | 1965 | 37.7% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 477 | 2029 | 1101 | 43.3% | 477 | 0 | 0 | 0.5 | 4.1 | 6.4 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 243 | 1747 | 552 | 44.0% | 243 | 0 | 0 | 0.4 | 5.8 | 0.4 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 232 | 2077 | 2077 | 11.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 510 | 2077 | 2077 | 24.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 503 | 2077 | 2077 | 24.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 321 | 2005 | 2005 | 16.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 984 | 1965 | 1965 | 50.1% | - | - | - | 0.1 | 0.4 | 5.2 | - |
| 8/2 | Ahead | U | - | | - | - | - | 566 | 2077 | 2077 | 27.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 232 | 2005 | 2005 | 11.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

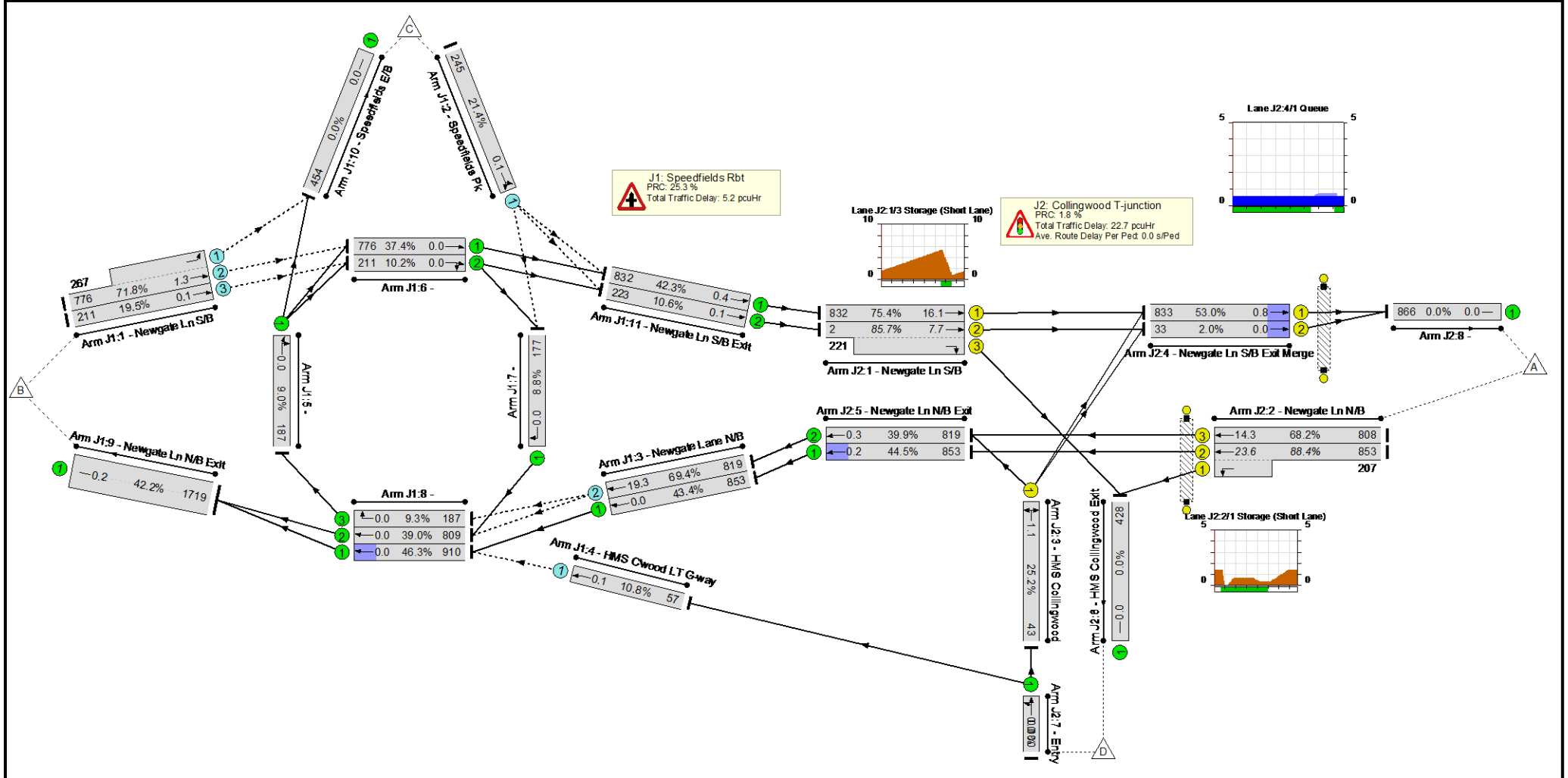
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1550 | 4070 | 4070 | 38.1% | - | - | - | 0.3 | 0.7 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 543 | 1965 | 1965 | 27.6% | - | - | - | 0.2 | 1.3 | 0.2 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 651 | 2105 | 2105 | 30.9% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 86.7% | 0 | 0 | 0 | 20.5 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 39 | - | 543 | 1915 | 934 | 58.1% | - | - | - | 3.0 | 19.6 | 9.4 | 6.0 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 39:9 | - | 651 | 2055:1827 | 1111 | 58.6% | - | - | - | 3.8 | 21.0 | 10.0 | 6.4 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 39 | - | 783 | 2055:1702 | 1005 | 77.9% | - | - | - | 5.5 | 25.1 | 16.0 | 8.4 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 39 | - | 392 | 2055 | 1002 | 39.1% | - | - | - | 1.8 | 16.2 | 5.9 | 4.4 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 15 | - | 306 | 1809 | 353 | 86.7% | - | - | - | 5.6 | 66.1 | 9.6 | 5.4 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 66 | - | 576 | 1965 | 1606 | 35.9% | - | - | - | 0.3 | 1.9 | 0.4 | 0.1 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 66 | - | 762 | 2105 | 1720 | 44.3% | - | - | - | 0.4 | 2.0 | 0.5 | 0.1 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 741 | 1915 | 1915 | 38.7% | - | - | - | 0.1 | 0.2 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 477 | 2055 | 2055 | 23.2% | - | - | - | 0.2 | 1.1 | 0.2 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 5 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 31 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | | | |
|-----------------------------|------------------------------|-----|--|-------|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): | 3.8 | Total Delay for Signalled Lanes (pcuHr): | 20.30 | Cycle Time (s): 82 |
| | PRC Over All Lanes (%): | 3.8 | Total Delay Over All Lanes (pcuHr): | 23.58 | |

Scenario 17: '17' (FG17: '2037 AM Base + Com + Dev - Sens Test (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | |
|--------|-------------|-----|------|-----|-----|------|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 1485 | 176 | 207 | 1868 |
| | B | 778 | 0 | 267 | 209 | 1254 |
| | C | 56 | 177 | 0 | 12 | 245 |
| | D | 32 | 57 | 11 | 0 | 100 |
| | Tot. | 866 | 1719 | 454 | 428 | 3467 |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 88.4% | 3418 | 0 | 0 | 27.9 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 71.8% | 3418 | 0 | 0 | 5.2 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 1043 | 2029:1786 | 1452 | 71.8% | 2086 | 0 | 0 | 1.3 | 4.4 | 1.3 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 211 | 2029 | 1080 | 19.5% | 211 | 0 | 0 | 0.1 | 2.1 | 0.1 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 245 | 1894 | 1145 | 21.4% | 245 | 0 | 0 | 0.1 | 2.0 | 0.1 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 853 | 1965 | 1965 | 43.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 819 | 2029 | 1181 | 69.4% | 819 | 0 | 0 | 2.8 | 12.3 | 19.3 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 57 | 1747 | 527 | 10.8% | 57 | 0 | 0 | 0.1 | 3.8 | 0.1 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 187 | 2077 | 2077 | 9.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 776 | 2077 | 2077 | 37.4% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 211 | 2077 | 2077 | 10.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 177 | 2005 | 2005 | 8.8% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 910 | 1965 | 1965 | 46.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/2 | Ahead | U | - | | - | - | - | 809 | 2077 | 2077 | 39.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 187 | 2005 | 2005 | 9.3% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

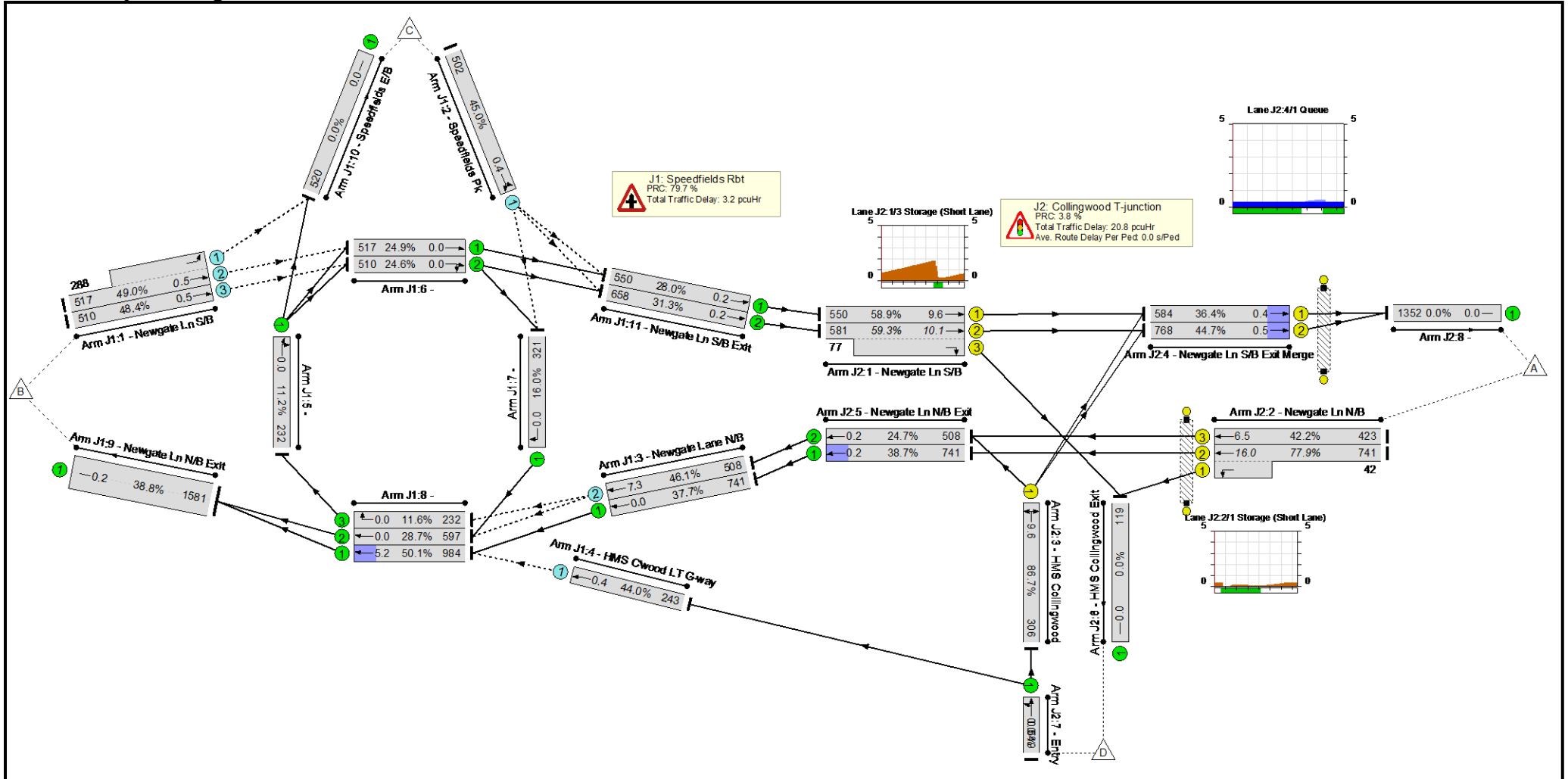
| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|-------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1719 | 4070 | 4070 | 42.2% | - | - | - | 0.4 | 0.8 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 832 | 1965 | 1965 | 42.3% | - | - | - | 0.4 | 1.6 | 0.4 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 223 | 2105 | 2105 | 10.6% | - | - | - | 0.1 | 1.0 | 0.1 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 88.4% | 0 | 0 | 0 | 22.7 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 48 | - | 832 | 1915 | 1104 | 75.4% | - | - | - | 4.6 | 20.0 | 16.1 | 7.9 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 48:11 | - | 223 | 2055:1827 | 260 | 85.7% | - | - | - | 4.8 | 77.8 | 7.7 | 1.0 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 48 | - | 1060 | 2055:1702 | 1199 | 88.4% | - | - | - | 7.9 | 26.7 | 23.6 | 8.7 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 48 | - | 808 | 2055 | 1185 | 68.2% | - | - | - | 3.9 | 17.3 | 14.3 | 7.6 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 7 | - | 43 | 1811 | 170 | 25.2% | - | - | - | 0.6 | 49.8 | 1.1 | 0.9 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 67 | - | 833 | 1965 | 1572 | 53.0% | - | - | - | 0.6 | 2.6 | 0.8 | 0.2 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 67 | - | 33 | 2105 | 1684 | 2.0% | - | - | - | 0.0 | 1.1 | 0.0 | 0.0 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 853 | 1915 | 1915 | 44.5% | - | - | - | 0.0 | 0.0 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 819 | 2055 | 2055 | 39.9% | - | - | - | 0.3 | 1.5 | 0.3 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 7 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 25 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | |
|-----------------------------|----------------------------------|--|--------------------|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): 1.8 | Total Delay for Signalled Lanes (pcuHr): 22.39 | Cycle Time (s): 85 |
| | PRC Over All Lanes (%): 1.8 | Total Delay Over All Lanes(pcuHr): 27.90 | |

Scenario 18: '18' (FG18: '2037 PM Base + Com + Dev - Sens Test (DS2)', Plan 1: 'Plan 1')

Network Layout Diagram



Basic Results Summary
Traffic Flows, Actual
Actual Flow :

| | Destination | | | | | Tot. |
|--------|-------------|------|------|-----|-----|------|
| | A | B | C | D | | |
| Origin | A | 0 | 1017 | 147 | 42 | 1206 |
| | B | 957 | 0 | 288 | 70 | 1315 |
| | C | 174 | 321 | 0 | 7 | 502 |
| | D | 221 | 243 | 85 | 0 | 549 |
| | Tot. | 1352 | 1581 | 520 | 119 | 3572 |

Basic Results Summary

Network Results

Basic Results Summary

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) | Back of Uniform Q At End of Red(pcu) |
|---|---------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|-------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|--------------------------------------|
| Network: Land to the West of Newgate Lane, Fareham | - | - | - | | - | - | - | - | - | - | 86.7% | 3373 | 0 | 0 | 24.1 | - | - | - |
| J1: Speedfields Rbt | - | - | - | | - | - | - | - | - | - | 50.1% | 3373 | 0 | 0 | 3.2 | - | - | - |
| 1/2+1/1 | Newgate Ln S/B Ahead Left | O | - | | - | - | - | 805 | 2029:1786 | 1641 | 49.0% | 1610 | 0 | 0 | 0.5 | 2.1 | 0.5 | - |
| 1/3 | Newgate Ln S/B Ahead | O | - | | - | - | - | 510 | 2029 | 1054 | 48.4% | 510 | 0 | 0 | 0.5 | 3.3 | 0.5 | - |
| 2/1 | Speedfields Pk Ahead Left | O | - | | - | - | - | 502 | 1894 | 1116 | 45.0% | 502 | 0 | 0 | 0.4 | 2.9 | 0.4 | - |
| 3/1 | Newgate Lane N/B Ahead | U | - | | - | - | - | 741 | 1965 | 1965 | 37.7% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 3/2 | Newgate Lane N/B Ahead | O | - | | - | - | - | 508 | 2029 | 1101 | 46.1% | 508 | 0 | 0 | 0.6 | 4.6 | 7.3 | - |
| 4/1 | HMS C'wood LT G-way Ahead | O | - | | - | - | - | 243 | 1747 | 552 | 44.0% | 243 | 0 | 0 | 0.4 | 5.8 | 0.4 | - |
| 5/1 | Right Ahead | U | - | | - | - | - | 232 | 2077 | 2077 | 11.2% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/1 | Ahead | U | - | | - | - | - | 517 | 2077 | 2077 | 24.9% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 6/2 | Right Ahead | U | - | | - | - | - | 510 | 2077 | 2077 | 24.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 7/1 | Right | U | - | | - | - | - | 321 | 2005 | 2005 | 16.0% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/1 | Ahead | U | - | | - | - | - | 984 | 1965 | 1965 | 50.1% | - | - | - | 0.1 | 0.4 | 5.2 | - |
| 8/2 | Ahead | U | - | | - | - | - | 597 | 2077 | 2077 | 28.7% | - | - | - | 0.0 | 0.0 | 0.0 | - |
| 8/3 | Right | U | - | | - | - | - | 232 | 2005 | 2005 | 11.6% | - | - | - | 0.0 | 0.0 | 0.0 | - |

Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|--|---|-----|---|------|---|------|-----------|------|--------------|----------|----------|----------|-------------|------|------|-----|
| 9/1 | Newgate Ln N/B Exit | U | - | - | - | - | 1581 | 4070 | 4070 | 38.8% | - | - | - | 0.3 | 0.7 | 0.2 | - |
| 11/1 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 550 | 1965 | 1965 | 28.0% | - | - | - | 0.2 | 1.3 | 0.2 | - |
| 11/2 | Newgate Ln S/B Exit Ahead | U | - | - | - | - | 658 | 2105 | 2105 | 31.3% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| J2: Collingwood T-junction | - | - | - | - | - | - | - | - | - | 86.7% | 0 | 0 | 0 | 20.8 | - | - | - |
| 1/1 | Newgate Ln S/B Ahead | U | A | 1 | 39 | - | 550 | 1915 | 934 | 58.9% | - | - | - | 3.0 | 19.8 | 9.6 | 6.1 |
| 1/2+1/3 | Newgate Ln S/B Ahead Right | U | A C | 1 | 39:9 | - | 658 | 2055:1827 | 1110 | 59.3% | - | - | - | 3.9 | 21.1 | 10.1 | 6.5 |
| 2/2+2/1 | Newgate Ln N/B Ahead Left | U | B | 1 | 39 | - | 783 | 2055:1702 | 1005 | 77.9% | - | - | - | 5.5 | 25.1 | 16.0 | 8.4 |
| 2/3 | Newgate Ln N/B Ahead | U | B | 1 | 39 | - | 423 | 2055 | 1002 | 42.2% | - | - | - | 2.0 | 16.6 | 6.5 | 4.7 |
| 3/1 | HMS Collingwood Right Left | U | D | 1 | 15 | - | 306 | 1809 | 353 | 86.7% | - | - | - | 5.6 | 66.1 | 9.6 | 5.4 |
| 4/1 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 66 | - | 584 | 1965 | 1606 | 36.4% | - | - | - | 0.3 | 1.9 | 0.4 | 0.1 |
| 4/2 | Newgate Ln S/B Exit Merge Ahead | U | G | 1 | 66 | - | 768 | 2105 | 1720 | 44.7% | - | - | - | 0.4 | 2.0 | 0.5 | 0.1 |
| 5/1 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 741 | 1915 | 1915 | 38.7% | - | - | - | 0.1 | 0.2 | 0.2 | - |
| 5/2 | Newgate Ln N/B Exit Ahead | U | - | - | - | - | 508 | 2055 | 2055 | 24.7% | - | - | - | 0.2 | 1.2 | 0.2 | - |
| Ped Link: P1 | Newgate Ln S/B | - | E | 1 | 5 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |
| Ped Link: P2 | Newgate Ln N/B | - | F | 1 | 31 | - | 0 | - | 0 | 0.0% | - | - | - | - | - | - | - |

Basic Results Summary

| | | | | | | |
|-----------------------------|------------------------------|-----|--|-------|-----------------|----|
| C1 - Collingwood T-Junction | PRC for Signalled Lanes (%): | 3.8 | Total Delay for Signalled Lanes (pcuHr): | 20.63 | Cycle Time (s): | 82 |
| | PRC Over All Lanes (%): | 3.8 | Total Delay Over All Lanes(pcuHr): | 24.07 | | |

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896

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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: NGL-Longfield Ave.j9**Path:** T:\Projects\10000 Series Project Numbers\10353ITB Newgate Lane, Fareham\Tech\Assessments\Arcady\2021 Modelling\190122**Report generation date:** 24/01/2022 11:07:37

-
- »2021 Base (DS2), AM
 - »2021 Base (DS2), PM
 - »2028 Base + Com (DS2), AM
 - »2028 Base + Com (DS2), PM
 - »2028 Base + Com - Sens Test (DS2), AM
 - »2028 Base + Com - Sens Test (DS2), PM
 - »2028 Base + Com + Dev (DS2), AM
 - »2028 Base + Com + Dev (DS2), PM
 - »2028 Base + Com + Dev - Sens test (DS2), AM
 - »2028 Base + Com + Dev - Sens test (DS2), PM
 - »2037 Base + Com (DS2), AM
 - »2037 Base + Com (DS2), PM
 - »2037 Base + Com - Sens Test (DS2), AM
 - »2037 Base + Com - Sens Test (DS2), PM
 - »2037 Base + Com + Dev (DS2), AM
 - »2037 Base + Com + Dev (DS2), PM
 - »2037 Base + Com + Dev - Sens test (DS2), AM
 - »2037 Base + Com + Dev - Sens test (DS2), PM

Summary of junction performance

| | AM | | | PM | | |
|--|-------------|-----------|------|-------------|-----------|------|
| | Queue (Veh) | Delay (s) | RFC | Queue (Veh) | Delay (s) | RFC |
| 2021 Base (DS2) | | | | | | |
| 1 - Davis Way | 0.1 | 7.90 | 0.10 | 0.3 | 9.00 | 0.26 |
| 2 - Newgate Lane (South) | 2.3 | 5.63 | 0.70 | 2.1 | 5.38 | 0.68 |
| 3 - Longfield Avenue | 0.3 | 3.25 | 0.20 | 0.4 | 3.46 | 0.27 |
| 4 - Newgate Lane (North) | 1.6 | 5.79 | 0.62 | 1.4 | 5.15 | 0.59 |
| 2028 Base + Com (DS2) | | | | | | |
| 1 - Davis Way | 0.2 | 9.66 | 0.14 | 0.5 | 11.38 | 0.31 |
| 2 - Newgate Lane (South) | 2.8 | 6.49 | 0.74 | 2.5 | 6.12 | 0.72 |
| 3 - Longfield Avenue | 0.3 | 3.52 | 0.24 | 0.4 | 3.76 | 0.30 |
| 4 - Newgate Lane (North) | 2.6 | 7.98 | 0.72 | 2.1 | 6.60 | 0.68 |
| 2028 Base + Com - Sens Test (DS2) | | | | | | |
| 1 - Davis Way | 0.2 | 9.80 | 0.14 | 0.5 | 11.91 | 0.33 |
| 2 - Newgate Lane (South) | 2.8 | 6.49 | 0.74 | 2.8 | 6.60 | 0.74 |
| 3 - Longfield Avenue | 0.3 | 3.60 | 0.26 | 0.5 | 3.89 | 0.33 |
| 4 - Newgate Lane (North) | 2.6 | 8.14 | 0.73 | 2.2 | 6.86 | 0.69 |
| 2028 Base + Com + Dev (DS2) | | | | | | |
| 1 - Davis Way | 0.2 | 9.89 | 0.14 | 0.5 | 12.41 | 0.33 |
| 2 - Newgate Lane (South) | 3.2 | 7.26 | 0.77 | 2.7 | 6.39 | 0.73 |
| 3 - Longfield Avenue | 0.3 | 3.65 | 0.25 | 0.5 | 3.89 | 0.32 |
| 4 - Newgate Lane (North) | 2.7 | 8.27 | 0.73 | 2.4 | 7.25 | 0.71 |
| 2028 Base + Com + Dev - Sens test (DS2) | | | | | | |
| 1 - Davis Way | 0.2 | 10.03 | 0.14 | 0.5 | 13.04 | 0.35 |
| 2 - Newgate Lane (South) | 3.2 | 7.26 | 0.77 | 3.0 | 6.91 | 0.75 |
| 3 - Longfield Avenue | 0.4 | 3.74 | 0.27 | 0.5 | 4.03 | 0.34 |
| 4 - Newgate Lane (North) | 2.7 | 8.45 | 0.74 | 2.5 | 7.56 | 0.72 |
| 2037 Base + Com (DS2) | | | | | | |
| 1 - Davis Way | 0.2 | 10.45 | 0.15 | 0.5 | 12.88 | 0.36 |
| 2 - Newgate Lane (South) | 3.4 | 7.61 | 0.78 | 3.1 | 7.14 | 0.76 |
| 3 - Longfield Avenue | 0.3 | 3.76 | 0.26 | 0.5 | 4.05 | 0.33 |
| 4 - Newgate Lane (North) | 3.1 | 9.19 | 0.76 | 2.4 | 7.41 | 0.71 |
| 2037 Base + Com - Sens Test (DS2) | | | | | | |
| 1 - Davis Way | 0.2 | 10.60 | 0.15 | 0.6 | 13.57 | 0.37 |
| 2 - Newgate Lane (South) | 3.4 | 7.61 | 0.78 | 3.5 | 7.81 | 0.78 |
| 3 - Longfield Avenue | 0.4 | 3.85 | 0.28 | 0.5 | 4.20 | 0.35 |
| 4 - Newgate Lane (North) | 3.2 | 9.40 | 0.76 | 2.6 | 7.73 | 0.72 |
| 2037 Base + Com + Dev (DS2) | | | | | | |
| 1 - Davis Way | 0.2 | 10.72 | 0.15 | 0.6 | 14.21 | 0.38 |
| 2 - Newgate Lane (South) | 4.0 | 8.69 | 0.80 | 3.3 | 7.53 | 0.77 |
| 3 - Longfield Avenue | 0.4 | 3.91 | 0.27 | 0.5 | 4.20 | 0.35 |
| 4 - Newgate Lane (North) | 3.3 | 9.60 | 0.77 | 2.8 | 8.24 | 0.74 |
| 2037 Base + Com + Dev - Sens test (DS2) | | | | | | |
| 1 - Davis Way | 0.2 | 10.89 | 0.15 | 0.6 | 15.06 | 0.40 |
| 2 - Newgate Lane (South) | 4.0 | 8.69 | 0.80 | 3.7 | 8.27 | 0.79 |
| 3 - Longfield Avenue | 0.4 | 4.01 | 0.29 | 0.6 | 4.36 | 0.37 |
| 4 - Newgate Lane (North) | 3.3 | 9.83 | 0.77 | 3.0 | 8.64 | 0.75 |

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

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

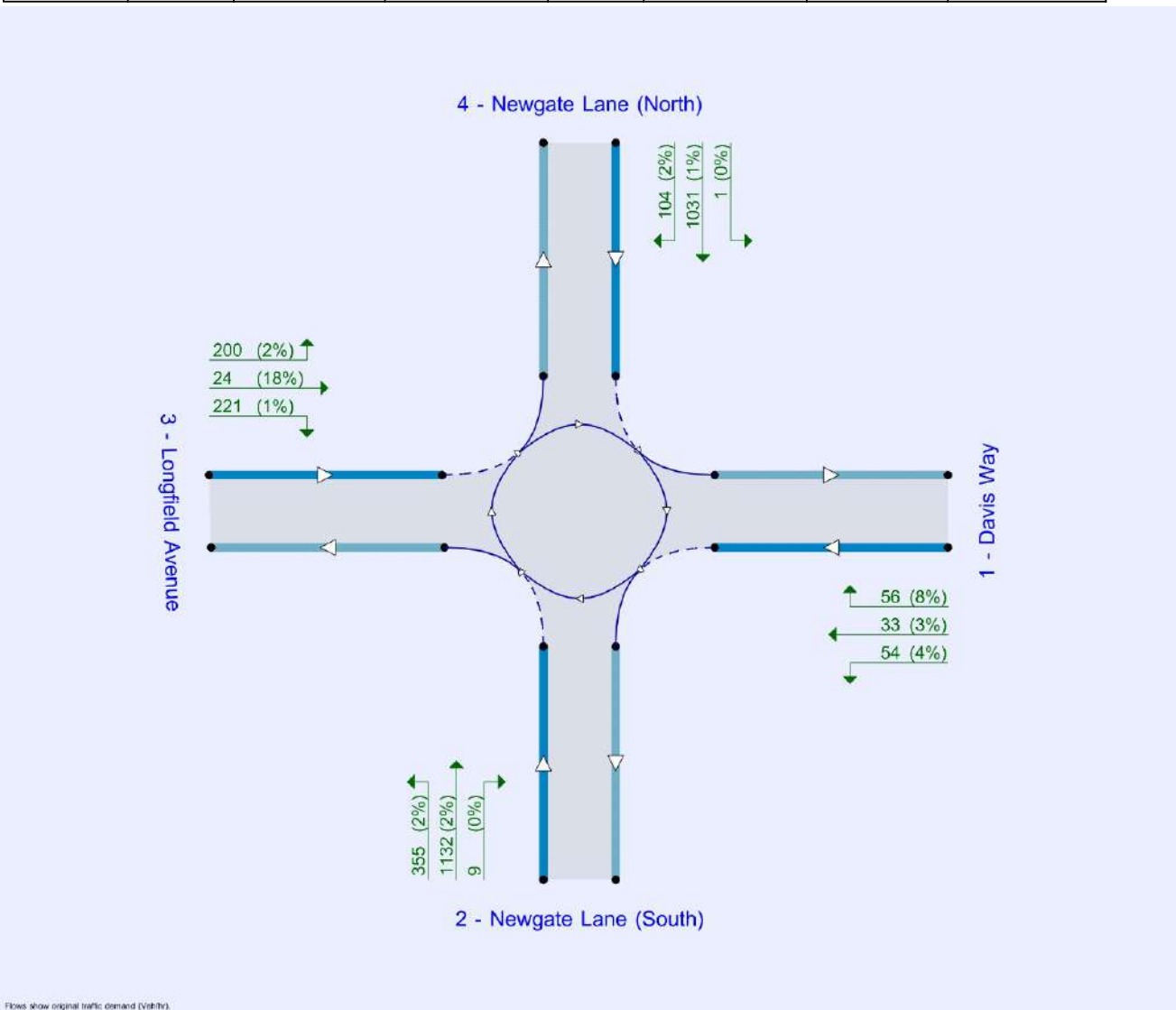
File summary

File Description

| | |
|--------------------|------------------------------|
| Title | Longfield Avenue Roundabout |
| Location | |
| Site number | |
| Date | 08/10/2018 |
| Version | V3 |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | BRS.4989 |
| Enumerator | PEGASUSGROUP\Matthew Haywood |
| 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 | -Hour | perHour |



Analysis Options

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

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2021 Base (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D2 | 2021 Base (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D3 | 2028 Base + Com (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D4 | 2028 Base + Com (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D5 | 2028 Base + Com - Sens Test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D6 | 2028 Base + Com - Sens Test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D7 | 2028 Base + Com + Dev (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D8 | 2028 Base + Com + Dev (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D9 | 2028 Base + Com + Dev - Sens test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D10 | 2028 Base + Com + Dev - Sens test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D11 | 2037 Base + Com (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D12 | 2037 Base + Com (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D13 | 2037 Base + Com - Sens Test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D14 | 2037 Base + Com - Sens Test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D15 | 2037 Base + Com + Dev (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D16 | 2037 Base + Com + Dev (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |
| D17 | 2037 Base + Com + Dev - Sens test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |
| D18 | 2037 Base + Com + Dev - Sens test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓ | 100.000 | 100.000 |

2021 Base (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 5.50 | A |

Junction Network Options

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

Arms

Arms

| Arm | Name | Description |
|-----|----------------------|-------------|
| 1 | Davis Way | |
| 2 | Newgate Lane (South) | |
| 3 | Longfield Avenue | |
| 4 | Newgate 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 |
|--------------------------|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|-----------|
| 1 - Davis Way | 3.50 | 4.90 | 6.7 | 10.0 | 46.0 | 55.0 | |
| 2 - Newgate Lane (South) | 7.30 | 7.35 | 0.0 | 40.0 | 46.0 | 28.0 | |
| 3 - Longfield Avenue | 3.65 | 11.40 | 24.8 | 34.0 | 46.0 | 23.0 | |
| 4 - Newgate Lane (North) | 3.15 | 9.40 | 41.6 | 11.0 | 46.0 | 66.0 | |

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|--------------------------|-------------|--------------------------|
| 1 - Davis Way | 0.475 | 1136 |
| 2 - Newgate Lane (South) | 0.747 | 2282 |
| 3 - Longfield Avenue | 0.770 | 2381 |
| 4 - Newgate Lane (North) | 0.608 | 1865 |

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) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2021 Base (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 47 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1336 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 258 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 923 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 19 | 16 | 12 |
| | 2 - Newgate Lane (South) | 45 | 0 | 238 | 1053 |
| | 3 - Longfield Avenue | 37 | 128 | 0 | 93 |
| | 4 - Newgate Lane (North) | 19 | 805 | 99 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 16 | 6 | 17 |
| | 2 - Newgate Lane (South) | 2 | 0 | 3 | 3 |
| | 3 - Longfield Avenue | 0 | 2 | 0 | 1 |
| | 4 - Newgate Lane (North) | 21 | 5 | 3 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.10 | 7.90 | 0.1 | 0.5 | A | 43 | 65 |
| 2 - Newgate Lane (South) | 0.70 | 5.63 | 2.3 | 4.6 | A | 1226 | 1839 |
| 3 - Longfield Avenue | 0.20 | 3.25 | 0.3 | 0.7 | A | 237 | 355 |
| 4 - Newgate Lane (North) | 0.62 | 5.79 | 1.6 | 2.4 | A | 847 | 1270 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 35 | 9 | 774 | 667 | 0.053 | 35 | 76 | 0.0 | 0.1 | 5.699 | A |
| 2 - Newgate Lane (South) | 1006 | 251 | 95 | 2144 | 0.469 | 1002 | 714 | 0.0 | 0.9 | 3.144 | A |
| 3 - Longfield Avenue | 194 | 49 | 833 | 1697 | 0.114 | 194 | 265 | 0.0 | 0.1 | 2.394 | A |
| 4 - Newgate Lane (North) | 695 | 174 | 158 | 1682 | 0.413 | 692 | 869 | 0.0 | 0.7 | 3.627 | A |

07:45 - 08:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 42 | 11 | 927 | 600 | 0.070 | 42 | 91 | 0.1 | 0.1 | 6.457 | A |
| 2 - Newgate Lane (South) | 1201 | 300 | 114 | 2130 | 0.564 | 1199 | 855 | 0.9 | 1.3 | 3.863 | A |
| 3 - Longfield Avenue | 232 | 58 | 997 | 1569 | 0.148 | 232 | 317 | 0.1 | 0.2 | 2.691 | A |
| 4 - Newgate Lane (North) | 830 | 207 | 189 | 1663 | 0.499 | 829 | 1040 | 0.7 | 1.0 | 4.306 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 52 | 13 | 1134 | 509 | 0.102 | 52 | 111 | 0.1 | 0.1 | 7.874 | A |
| 2 - Newgate Lane (South) | 1471 | 368 | 139 | 2111 | 0.697 | 1467 | 1046 | 1.3 | 2.3 | 5.561 | A |
| 3 - Longfield Avenue | 284 | 71 | 1219 | 1395 | 0.204 | 284 | 388 | 0.2 | 0.3 | 3.239 | A |
| 4 - Newgate Lane (North) | 1016 | 254 | 231 | 1639 | 0.620 | 1014 | 1272 | 1.0 | 1.6 | 5.739 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 52 | 13 | 1136 | 508 | 0.102 | 52 | 111 | 0.1 | 0.1 | 7.898 | A |
| 2 - Newgate Lane (South) | 1471 | 368 | 140 | 2110 | 0.697 | 1471 | 1048 | 2.3 | 2.3 | 5.627 | A |
| 3 - Longfield Avenue | 284 | 71 | 1222 | 1393 | 0.204 | 284 | 389 | 0.3 | 0.3 | 3.246 | A |
| 4 - Newgate Lane (North) | 1016 | 254 | 231 | 1638 | 0.620 | 1016 | 1275 | 1.6 | 1.6 | 5.786 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 42 | 11 | 930 | 598 | 0.071 | 42 | 91 | 0.1 | 0.1 | 6.480 | A |
| 2 - Newgate Lane (South) | 1201 | 300 | 115 | 2130 | 0.564 | 1205 | 858 | 2.3 | 1.3 | 3.909 | A |
| 3 - Longfield Avenue | 232 | 58 | 1001 | 1566 | 0.148 | 232 | 318 | 0.3 | 0.2 | 2.702 | A |
| 4 - Newgate Lane (North) | 830 | 207 | 189 | 1663 | 0.499 | 832 | 1044 | 1.6 | 1.0 | 4.345 | A |

08:45 - 09:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 35 | 9 | 778 | 665 | 0.053 | 35 | 76 | 0.1 | 0.1 | 5.719 | A |
| 2 - Newgate Lane (South) | 1006 | 251 | 96 | 2144 | 0.469 | 1007 | 718 | 1.3 | 0.9 | 3.174 | A |
| 3 - Longfield Avenue | 194 | 49 | 837 | 1694 | 0.115 | 194 | 266 | 0.2 | 0.1 | 2.402 | A |
| 4 - Newgate Lane (North) | 695 | 174 | 158 | 1681 | 0.413 | 696 | 873 | 1.0 | 0.7 | 3.660 | A |

Queue Variation Results for each time segment
07:30 - 07:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.06 | 0.00 | 0.00 | 0.06 | 0.06 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.88 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.70 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

07:45 - 08:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.08 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.28 | 0.05 | 0.53 | 3.03 | 4.63 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.99 | 0.07 | 0.83 | 1.78 | 2.38 | | | N/A | N/A |

08:00 - 08:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.11 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.25 | 0.03 | 0.27 | 2.25 | 2.25 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.25 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.61 | 0.03 | 0.26 | 1.61 | 1.61 | | | N/A | N/A |

08:15 - 08:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.11 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.28 | 0.03 | 0.26 | 2.28 | 2.28 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.26 | 0.03 | 0.27 | 0.48 | 0.67 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.62 | 0.03 | 0.26 | 1.62 | 1.62 | | | N/A | N/A |

08:30 - 08:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.31 | 0.12 | 1.14 | 2.17 | 2.82 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.01 | 0.18 | 1.01 | 1.37 | 1.72 | | | N/A | N/A |

08:45 - 09:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.06 | 0.00 | 0.00 | 0.06 | 0.06 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.89 | 0.06 | 0.68 | 1.68 | 2.25 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.13 | 0.00 | 0.00 | 0.13 | 0.13 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.71 | 0.07 | 0.71 | 1.20 | 1.20 | | | N/A | N/A |

2021 Base (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 5.23 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2021 Base (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 125 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1301 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 343 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 915 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 47 | 26 | 52 |
| | 2 - Newgate Lane (South) | 8 | 0 | 284 | 1009 |
| | 3 - Longfield Avenue | 20 | 153 | 0 | 170 |
| | 4 - Newgate Lane (North) | 1 | 829 | 85 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 4 | 4 | 8 |
| | 2 - Newgate Lane (South) | 0 | 0 | 2 | 2 |
| | 3 - Longfield Avenue | 20 | 1 | 0 | 2 |
| | 4 - Newgate Lane (North) | 0 | 2 | 2 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.26 | 9.00 | 0.3 | 1.4 | A | 115 | 172 |
| 2 - Newgate Lane (South) | 0.68 | 5.38 | 2.1 | 4.1 | A | 1194 | 1791 |
| 3 - Longfield Avenue | 0.27 | 3.46 | 0.4 | 1.4 | A | 315 | 472 |
| 4 - Newgate Lane (North) | 0.59 | 5.15 | 1.4 | 1.9 | A | 840 | 1259 |

Main Results for each time segment

15:45 - 16:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 94 | 24 | 800 | 709 | 0.133 | 93 | 22 | 0.0 | 0.2 | 5.842 | A |
| 2 - Newgate Lane (South) | 979 | 245 | 122 | 2145 | 0.457 | 976 | 772 | 0.0 | 0.8 | 3.072 | A |
| 3 - Longfield Avenue | 258 | 65 | 802 | 1706 | 0.151 | 258 | 296 | 0.0 | 0.2 | 2.484 | A |
| 4 - Newgate Lane (North) | 689 | 172 | 136 | 1745 | 0.395 | 686 | 924 | 0.0 | 0.6 | 3.391 | A |

16:00 - 16:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 112 | 28 | 958 | 637 | 0.176 | 112 | 26 | 0.2 | 0.2 | 6.858 | A |
| 2 - Newgate Lane (South) | 1170 | 292 | 146 | 2126 | 0.550 | 1168 | 924 | 0.8 | 1.2 | 3.750 | A |
| 3 - Longfield Avenue | 308 | 77 | 960 | 1585 | 0.195 | 308 | 355 | 0.2 | 0.2 | 2.820 | A |
| 4 - Newgate Lane (North) | 823 | 206 | 163 | 1729 | 0.476 | 822 | 1105 | 0.6 | 0.9 | 3.965 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 138 | 34 | 1172 | 539 | 0.256 | 137 | 32 | 0.2 | 0.3 | 8.957 | A |
| 2 - Newgate Lane (South) | 1432 | 358 | 179 | 2101 | 0.682 | 1429 | 1131 | 1.2 | 2.1 | 5.325 | A |
| 3 - Longfield Avenue | 378 | 94 | 1174 | 1420 | 0.266 | 377 | 434 | 0.2 | 0.4 | 3.449 | A |
| 4 - Newgate Lane (North) | 1007 | 252 | 199 | 1706 | 0.590 | 1005 | 1352 | 0.9 | 1.4 | 5.121 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 138 | 34 | 1175 | 538 | 0.256 | 138 | 32 | 0.3 | 0.3 | 9.001 | A |
| 2 - Newgate Lane (South) | 1432 | 358 | 179 | 2101 | 0.682 | 1432 | 1133 | 2.1 | 2.1 | 5.383 | A |
| 3 - Longfield Avenue | 378 | 94 | 1177 | 1418 | 0.266 | 378 | 435 | 0.4 | 0.4 | 3.460 | A |
| 4 - Newgate Lane (North) | 1007 | 252 | 199 | 1706 | 0.591 | 1007 | 1355 | 1.4 | 1.4 | 5.152 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 112 | 28 | 961 | 635 | 0.177 | 113 | 26 | 0.3 | 0.2 | 6.900 | A |
| 2 - Newgate Lane (South) | 1170 | 292 | 147 | 2126 | 0.550 | 1173 | 927 | 2.1 | 1.2 | 3.792 | A |
| 3 - Longfield Avenue | 308 | 77 | 964 | 1581 | 0.195 | 309 | 356 | 0.4 | 0.2 | 2.829 | A |
| 4 - Newgate Lane (North) | 823 | 206 | 163 | 1728 | 0.476 | 825 | 1110 | 1.4 | 0.9 | 3.992 | A |

17:00 - 17:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 94 | 24 | 804 | 707 | 0.133 | 94 | 22 | 0.2 | 0.2 | 5.879 | A |
| 2 - Newgate Lane (South) | 979 | 245 | 123 | 2144 | 0.457 | 981 | 776 | 1.2 | 0.8 | 3.101 | A |
| 3 - Longfield Avenue | 258 | 65 | 806 | 1702 | 0.152 | 258 | 298 | 0.2 | 0.2 | 2.493 | A |
| 4 - Newgate Lane (North) | 689 | 172 | 136 | 1745 | 0.395 | 690 | 928 | 0.9 | 0.7 | 3.415 | A |

Queue Variation Results for each time segment
15:45 - 16:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.84 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.65 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

16:00 - 16:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.21 | 0.05 | 0.58 | 2.81 | 4.13 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.24 | 0.00 | 0.00 | 0.24 | 0.24 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.90 | 0.07 | 0.83 | 1.50 | 1.88 | | | N/A | N/A |

16:15 - 16:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.34 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.10 | 0.03 | 0.27 | 2.10 | 2.10 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.36 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.42 | 0.03 | 0.26 | 1.42 | 1.42 | | | N/A | N/A |

16:30 - 16:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.34 | 0.03 | 0.32 | 1.16 | 1.44 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.12 | 0.03 | 0.26 | 2.12 | 2.12 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.36 | 0.03 | 0.33 | 1.18 | 1.42 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.43 | 0.03 | 0.26 | 1.43 | 1.43 | | | N/A | N/A |

16:45 - 17:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.23 | 0.14 | 1.12 | 1.91 | 2.48 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.24 | 0.00 | 0.00 | 0.24 | 0.24 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.92 | 0.28 | 0.98 | 1.15 | 1.15 | | | N/A | N/A |

17:00 - 17:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.85 | 0.06 | 0.72 | 1.50 | 1.91 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.66 | 0.07 | 0.74 | 1.37 | 1.44 | | | N/A | N/A |

2028 Base + Com (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 6.82 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2028 Base + Com (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 53 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1411 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 291 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1069 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 23 | 17 | 13 |
| | 2 - Newgate Lane (South) | 47 | 0 | 251 | 1113 |
| | 3 - Longfield Avenue | 39 | 153 | 0 | 99 |
| | 4 - Newgate Lane (North) | 20 | 946 | 103 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 14 | 6 | 17 |
| | 2 - Newgate Lane (South) | 2 | 0 | 3 | 3 |
| | 3 - Longfield Avenue | 0 | 2 | 0 | 1 |
| | 4 - Newgate Lane (North) | 21 | 4 | 3 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.14 | 9.66 | 0.2 | 0.5 | A | 49 | 73 |
| 2 - Newgate Lane (South) | 0.74 | 6.49 | 2.8 | 5.8 | A | 1295 | 1942 |
| 3 - Longfield Avenue | 0.24 | 3.52 | 0.3 | 1.3 | A | 267 | 401 |
| 4 - Newgate Lane (North) | 0.72 | 7.98 | 2.6 | 5.6 | A | 981 | 1471 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 40 | 10 | 901 | 617 | 0.065 | 40 | 80 | 0.0 | 0.1 | 6.232 | A |
| 2 - Newgate Lane (South) | 1062 | 266 | 100 | 2144 | 0.496 | 1058 | 841 | 0.0 | 1.0 | 3.304 | A |
| 3 - Longfield Avenue | 219 | 55 | 880 | 1664 | 0.132 | 218 | 278 | 0.0 | 0.2 | 2.489 | A |
| 4 - Newgate Lane (North) | 805 | 201 | 179 | 1677 | 0.480 | 801 | 919 | 0.0 | 0.9 | 4.093 | A |

07:45 - 08:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 48 | 12 | 1079 | 539 | 0.088 | 48 | 95 | 0.1 | 0.1 | 7.328 | A |
| 2 - Newgate Lane (South) | 1268 | 317 | 119 | 2129 | 0.596 | 1267 | 1007 | 1.0 | 1.5 | 4.166 | A |
| 3 - Longfield Avenue | 262 | 65 | 1053 | 1529 | 0.171 | 261 | 333 | 0.2 | 0.2 | 2.840 | A |
| 4 - Newgate Lane (North) | 961 | 240 | 215 | 1656 | 0.580 | 959 | 1100 | 0.9 | 1.4 | 5.151 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 58 | 15 | 1319 | 433 | 0.135 | 58 | 116 | 0.1 | 0.2 | 9.600 | A |
| 2 - Newgate Lane (South) | 1554 | 388 | 146 | 2108 | 0.737 | 1548 | 1231 | 1.5 | 2.7 | 6.369 | A |
| 3 - Longfield Avenue | 320 | 80 | 1287 | 1345 | 0.238 | 320 | 407 | 0.2 | 0.3 | 3.509 | A |
| 4 - Newgate Lane (North) | 1177 | 294 | 263 | 1628 | 0.723 | 1172 | 1345 | 1.4 | 2.5 | 7.822 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 58 | 15 | 1323 | 431 | 0.135 | 58 | 117 | 0.2 | 0.2 | 9.664 | A |
| 2 - Newgate Lane (South) | 1554 | 388 | 146 | 2108 | 0.737 | 1553 | 1235 | 2.7 | 2.8 | 6.486 | A |
| 3 - Longfield Avenue | 320 | 80 | 1291 | 1342 | 0.239 | 320 | 408 | 0.3 | 0.3 | 3.522 | A |
| 4 - Newgate Lane (North) | 1177 | 294 | 263 | 1628 | 0.723 | 1177 | 1349 | 2.5 | 2.6 | 7.979 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 48 | 12 | 1085 | 536 | 0.089 | 48 | 96 | 0.2 | 0.1 | 7.382 | A |
| 2 - Newgate Lane (South) | 1268 | 317 | 120 | 2128 | 0.596 | 1274 | 1013 | 2.8 | 1.5 | 4.238 | A |
| 3 - Longfield Avenue | 262 | 65 | 1059 | 1524 | 0.172 | 262 | 335 | 0.3 | 0.2 | 2.852 | A |
| 4 - Newgate Lane (North) | 961 | 240 | 215 | 1656 | 0.580 | 966 | 1105 | 2.6 | 1.4 | 5.250 | A |

08:45 - 09:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 40 | 10 | 907 | 614 | 0.065 | 40 | 80 | 0.1 | 0.1 | 6.270 | A |
| 2 - Newgate Lane (South) | 1062 | 266 | 100 | 2143 | 0.496 | 1064 | 847 | 1.5 | 1.0 | 3.342 | A |
| 3 - Longfield Avenue | 219 | 55 | 885 | 1660 | 0.132 | 219 | 280 | 0.2 | 0.2 | 2.500 | A |
| 4 - Newgate Lane (North) | 805 | 201 | 180 | 1677 | 0.480 | 807 | 924 | 1.4 | 0.9 | 4.147 | A |

Queue Variation Results for each time segment
07:30 - 07:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.98 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.91 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

07:45 - 08:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.46 | 0.05 | 0.47 | 3.73 | 5.84 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.36 | 0.05 | 0.65 | 3.24 | 4.80 | | | N/A | N/A |

08:00 - 08:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.15 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.73 | 0.03 | 0.27 | 2.73 | 4.40 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.31 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.53 | 0.03 | 0.28 | 2.53 | 5.64 | | | N/A | N/A |

08:15 - 08:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.16 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.76 | 0.03 | 0.26 | 2.76 | 2.76 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.31 | 0.03 | 0.31 | 1.00 | 1.26 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.57 | 0.03 | 0.27 | 2.57 | 2.57 | | | N/A | N/A |

08:30 - 08:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.49 | 0.09 | 1.13 | 2.94 | 3.96 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.40 | 0.08 | 1.03 | 2.84 | 3.86 | | | N/A | N/A |

08:45 - 09:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.99 | 0.05 | 0.50 | 2.14 | 3.18 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.15 | 0.00 | 0.00 | 0.15 | 0.15 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.93 | 0.05 | 0.47 | 1.99 | 3.02 | | | N/A | N/A |

2028 Base + Com (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 6.23 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2028 Base + Com (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 132 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1371 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 377 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1045 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 51 | 28 | 53 |
| | 2 - Newgate Lane (South) | 8 | 0 | 300 | 1063 |
| | 3 - Longfield Avenue | 21 | 180 | 0 | 176 |
| | 4 - Newgate Lane (North) | 1 | 953 | 91 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 4 | 4 | 8 |
| | 2 - Newgate Lane (South) | 0 | 0 | 2 | 2 |
| | 3 - Longfield Avenue | 20 | 1 | 0 | 2 |
| | 4 - Newgate Lane (North) | 0 | 1 | 2 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.31 | 11.38 | 0.5 | 1.8 | B | 121 | 182 |
| 2 - Newgate Lane (South) | 0.72 | 6.12 | 2.5 | 5.3 | A | 1258 | 1887 |
| 3 - Longfield Avenue | 0.30 | 3.76 | 0.4 | 1.6 | A | 346 | 519 |
| 4 - Newgate Lane (North) | 0.68 | 6.60 | 2.1 | 3.7 | A | 959 | 1438 |

Main Results for each time segment

15:45 - 16:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 99 | 25 | 918 | 658 | 0.151 | 99 | 23 | 0.0 | 0.2 | 6.429 | A |
| 2 - Newgate Lane (South) | 1032 | 258 | 129 | 2144 | 0.482 | 1028 | 888 | 0.0 | 0.9 | 3.218 | A |
| 3 - Longfield Avenue | 284 | 71 | 843 | 1674 | 0.170 | 283 | 314 | 0.0 | 0.2 | 2.586 | A |
| 4 - Newgate Lane (North) | 787 | 197 | 157 | 1741 | 0.452 | 783 | 969 | 0.0 | 0.8 | 3.749 | A |

16:00 - 16:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 119 | 30 | 1099 | 575 | 0.206 | 118 | 27 | 0.2 | 0.3 | 7.872 | A |
| 2 - Newgate Lane (South) | 1233 | 308 | 154 | 2124 | 0.580 | 1231 | 1063 | 0.9 | 1.4 | 4.021 | A |
| 3 - Longfield Avenue | 339 | 85 | 1009 | 1547 | 0.219 | 339 | 376 | 0.2 | 0.3 | 2.978 | A |
| 4 - Newgate Lane (North) | 939 | 235 | 188 | 1722 | 0.546 | 938 | 1160 | 0.8 | 1.2 | 4.585 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 145 | 36 | 1344 | 463 | 0.314 | 145 | 33 | 0.3 | 0.4 | 11.265 | B |
| 2 - Newgate Lane (South) | 1510 | 377 | 189 | 2098 | 0.720 | 1505 | 1300 | 1.4 | 2.5 | 6.024 | A |
| 3 - Longfield Avenue | 415 | 104 | 1234 | 1375 | 0.302 | 414 | 460 | 0.3 | 0.4 | 3.745 | A |
| 4 - Newgate Lane (North) | 1151 | 288 | 230 | 1696 | 0.678 | 1147 | 1418 | 1.2 | 2.1 | 6.519 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 145 | 36 | 1348 | 462 | 0.315 | 145 | 33 | 0.4 | 0.5 | 11.376 | B |
| 2 - Newgate Lane (South) | 1510 | 377 | 189 | 2097 | 0.720 | 1509 | 1304 | 2.5 | 2.5 | 6.118 | A |
| 3 - Longfield Avenue | 415 | 104 | 1237 | 1372 | 0.302 | 415 | 461 | 0.4 | 0.4 | 3.759 | A |
| 4 - Newgate Lane (North) | 1151 | 288 | 230 | 1696 | 0.679 | 1150 | 1422 | 2.1 | 2.1 | 6.601 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 119 | 30 | 1104 | 573 | 0.207 | 119 | 27 | 0.5 | 0.3 | 7.954 | A |
| 2 - Newgate Lane (South) | 1233 | 308 | 155 | 2123 | 0.580 | 1237 | 1068 | 2.5 | 1.4 | 4.082 | A |
| 3 - Longfield Avenue | 339 | 85 | 1014 | 1543 | 0.220 | 340 | 378 | 0.4 | 0.3 | 2.991 | A |
| 4 - Newgate Lane (North) | 939 | 235 | 188 | 1721 | 0.546 | 943 | 1166 | 2.1 | 1.2 | 4.646 | A |

17:00 - 17:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 99 | 25 | 923 | 655 | 0.152 | 100 | 23 | 0.3 | 0.2 | 6.483 | A |
| 2 - Newgate Lane (South) | 1032 | 258 | 130 | 2143 | 0.482 | 1034 | 893 | 1.4 | 0.9 | 3.251 | A |
| 3 - Longfield Avenue | 284 | 71 | 848 | 1671 | 0.170 | 284 | 316 | 0.3 | 0.2 | 2.598 | A |
| 4 - Newgate Lane (North) | 787 | 197 | 158 | 1740 | 0.452 | 788 | 974 | 1.2 | 0.8 | 3.789 | A |

Queue Variation Results for each time segment
15:45 - 16:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.92 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.82 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

16:00 - 16:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.26 | 0.00 | 0.00 | 0.26 | 0.26 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.37 | 0.05 | 0.49 | 3.42 | 5.26 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.28 | 0.00 | 0.00 | 0.28 | 0.28 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.19 | 0.06 | 0.73 | 2.61 | 3.70 | | | N/A | N/A |

16:15 - 16:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.45 | 0.03 | 0.26 | 0.46 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.51 | 0.03 | 0.27 | 2.51 | 2.89 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.43 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.06 | 0.03 | 0.27 | 2.06 | 2.06 | | | N/A | N/A |

16:30 - 16:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.45 | 0.03 | 0.32 | 1.40 | 1.79 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.54 | 0.03 | 0.26 | 2.54 | 2.54 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.43 | 0.03 | 0.33 | 1.36 | 1.57 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.09 | 0.03 | 0.26 | 2.09 | 2.09 | | | N/A | N/A |

16:45 - 17:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.26 | 0.00 | 0.00 | 0.26 | 0.26 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.40 | 0.10 | 1.14 | 2.62 | 3.42 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.28 | 0.00 | 0.00 | 0.28 | 0.28 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.21 | 0.11 | 1.07 | 1.97 | 2.65 | | | N/A | N/A |

17:00 - 17:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.94 | 0.05 | 0.58 | 1.89 | 2.75 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.83 | 0.06 | 0.63 | 1.56 | 1.99 | | | N/A | N/A |

2028 Base + Com - Sens Test (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 6.87 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D5 | 2028 Base + Com - Sens Test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 53 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1411 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 313 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1069 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 23 | 17 | 13 |
| | 2 - Newgate Lane (South) | 47 | 0 | 251 | 1113 |
| | 3 - Longfield Avenue | 42 | 164 | 0 | 107 |
| | 4 - Newgate Lane (North) | 20 | 946 | 103 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 14 | 6 | 17 |
| | 2 - Newgate Lane (South) | 2 | 0 | 3 | 3 |
| | 3 - Longfield Avenue | 0 | 2 | 0 | 1 |
| | 4 - Newgate Lane (North) | 21 | 4 | 3 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.14 | 9.80 | 0.2 | 0.5 | A | 49 | 73 |
| 2 - Newgate Lane (South) | 0.74 | 6.49 | 2.8 | 5.8 | A | 1295 | 1942 |
| 3 - Longfield Avenue | 0.26 | 3.60 | 0.3 | 1.4 | A | 287 | 431 |
| 4 - Newgate Lane (North) | 0.73 | 8.14 | 2.6 | 6.1 | A | 981 | 1471 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 40 | 10 | 909 | 613 | 0.065 | 40 | 82 | 0.0 | 0.1 | 6.270 | A |
| 2 - Newgate Lane (South) | 1062 | 266 | 100 | 2144 | 0.496 | 1058 | 849 | 0.0 | 1.0 | 3.304 | A |
| 3 - Longfield Avenue | 236 | 59 | 880 | 1665 | 0.141 | 235 | 278 | 0.0 | 0.2 | 2.515 | A |
| 4 - Newgate Lane (North) | 805 | 201 | 190 | 1671 | 0.482 | 801 | 925 | 0.0 | 0.9 | 4.122 | A |

07:45 - 08:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 48 | 12 | 1089 | 534 | 0.089 | 48 | 98 | 0.1 | 0.1 | 7.391 | A |
| 2 - Newgate Lane (South) | 1268 | 317 | 119 | 2129 | 0.596 | 1267 | 1017 | 1.0 | 1.5 | 4.166 | A |
| 3 - Longfield Avenue | 281 | 70 | 1053 | 1530 | 0.184 | 281 | 333 | 0.2 | 0.2 | 2.882 | A |
| 4 - Newgate Lane (North) | 961 | 240 | 227 | 1649 | 0.583 | 959 | 1107 | 0.9 | 1.4 | 5.206 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 58 | 15 | 1331 | 428 | 0.136 | 58 | 120 | 0.1 | 0.2 | 9.732 | A |
| 2 - Newgate Lane (South) | 1554 | 388 | 146 | 2108 | 0.737 | 1548 | 1243 | 1.5 | 2.7 | 6.369 | A |
| 3 - Longfield Avenue | 345 | 86 | 1287 | 1346 | 0.256 | 344 | 407 | 0.2 | 0.3 | 3.589 | A |
| 4 - Newgate Lane (North) | 1177 | 294 | 278 | 1619 | 0.727 | 1172 | 1353 | 1.4 | 2.6 | 7.972 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 58 | 15 | 1335 | 426 | 0.137 | 58 | 120 | 0.2 | 0.2 | 9.799 | A |
| 2 - Newgate Lane (South) | 1554 | 388 | 146 | 2108 | 0.737 | 1553 | 1247 | 2.7 | 2.8 | 6.486 | A |
| 3 - Longfield Avenue | 345 | 86 | 1291 | 1343 | 0.257 | 345 | 408 | 0.3 | 0.3 | 3.604 | A |
| 4 - Newgate Lane (North) | 1177 | 294 | 279 | 1619 | 0.727 | 1177 | 1357 | 2.6 | 2.6 | 8.139 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 48 | 12 | 1095 | 531 | 0.090 | 48 | 98 | 0.2 | 0.1 | 7.450 | A |
| 2 - Newgate Lane (South) | 1268 | 317 | 120 | 2128 | 0.596 | 1274 | 1023 | 2.8 | 1.5 | 4.237 | A |
| 3 - Longfield Avenue | 281 | 70 | 1059 | 1525 | 0.184 | 282 | 335 | 0.3 | 0.2 | 2.895 | A |
| 4 - Newgate Lane (North) | 961 | 240 | 228 | 1648 | 0.583 | 966 | 1113 | 2.6 | 1.4 | 5.311 | A |

08:45 - 09:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 40 | 10 | 915 | 611 | 0.065 | 40 | 82 | 0.1 | 0.1 | 6.307 | A |
| 2 - Newgate Lane (South) | 1062 | 266 | 100 | 2143 | 0.496 | 1064 | 855 | 1.5 | 1.0 | 3.344 | A |
| 3 - Longfield Avenue | 236 | 59 | 885 | 1662 | 0.142 | 236 | 280 | 0.2 | 0.2 | 2.525 | A |
| 4 - Newgate Lane (North) | 805 | 201 | 191 | 1670 | 0.482 | 807 | 930 | 1.4 | 0.9 | 4.178 | A |

Queue Variation Results for each time segment
07:30 - 07:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.98 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.92 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

07:45 - 08:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.46 | 0.05 | 0.47 | 3.73 | 5.84 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.38 | 0.05 | 0.64 | 3.30 | 4.89 | | | N/A | N/A |

08:00 - 08:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.16 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.73 | 0.03 | 0.27 | 2.73 | 4.40 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.34 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.58 | 0.03 | 0.28 | 2.58 | 6.11 | | | N/A | N/A |

08:15 - 08:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.16 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.76 | 0.03 | 0.26 | 2.76 | 2.76 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.34 | 0.03 | 0.33 | 1.13 | 1.36 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.62 | 0.03 | 0.27 | 2.62 | 2.62 | | | N/A | N/A |

08:30 - 08:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.49 | 0.09 | 1.13 | 2.94 | 3.96 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.23 | 0.00 | 0.00 | 0.23 | 0.23 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.42 | 0.08 | 1.02 | 2.90 | 3.96 | | | N/A | N/A |

08:45 - 09:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.99 | 0.05 | 0.50 | 2.14 | 3.18 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.94 | 0.05 | 0.46 | 2.05 | 3.14 | | | N/A | N/A |

2028 Base + Com - Sens Test (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 6.57 | 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) | Run automatically |
|----|-----------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2028 Base + Com - Sens Test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 135 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1402 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 408 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1054 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 51 | 31 | 53 |
| | 2 - Newgate Lane (South) | 8 | 0 | 331 | 1063 |
| | 3 - Longfield Avenue | 23 | 194 | 0 | 191 |
| | 4 - Newgate Lane (North) | 1 | 953 | 100 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 4 | 3 | 8 |
| | 2 - Newgate Lane (South) | 0 | 0 | 2 | 2 |
| | 3 - Longfield Avenue | 18 | 1 | 0 | 2 |
| | 4 - Newgate Lane (North) | 0 | 1 | 2 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.33 | 11.91 | 0.5 | 2.0 | B | 124 | 186 |
| 2 - Newgate Lane (South) | 0.74 | 6.60 | 2.8 | 5.8 | A | 1286 | 1930 |
| 3 - Longfield Avenue | 0.33 | 3.89 | 0.5 | 1.9 | A | 374 | 562 |
| 4 - Newgate Lane (North) | 0.69 | 6.86 | 2.2 | 3.9 | A | 967 | 1451 |

Main Results for each time segment

15:45 - 16:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 102 | 25 | 935 | 651 | 0.156 | 101 | 24 | 0.0 | 0.2 | 6.537 | A |
| 2 - Newgate Lane (South) | 1055 | 264 | 138 | 2138 | 0.494 | 1052 | 898 | 0.0 | 1.0 | 3.302 | A |
| 3 - Longfield Avenue | 307 | 77 | 843 | 1678 | 0.183 | 306 | 346 | 0.0 | 0.2 | 2.624 | A |
| 4 - Newgate Lane (North) | 794 | 198 | 169 | 1734 | 0.458 | 790 | 980 | 0.0 | 0.8 | 3.804 | A |

16:00 - 16:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 121 | 30 | 1119 | 567 | 0.214 | 121 | 29 | 0.2 | 0.3 | 8.078 | A |
| 2 - Newgate Lane (South) | 1260 | 315 | 165 | 2117 | 0.595 | 1258 | 1075 | 1.0 | 1.5 | 4.184 | A |
| 3 - Longfield Avenue | 367 | 92 | 1009 | 1550 | 0.237 | 366 | 415 | 0.2 | 0.3 | 3.040 | A |
| 4 - Newgate Lane (North) | 948 | 237 | 202 | 1713 | 0.553 | 946 | 1173 | 0.8 | 1.2 | 4.682 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 149 | 37 | 1369 | 453 | 0.328 | 148 | 35 | 0.3 | 0.5 | 11.777 | B |
| 2 - Newgate Lane (South) | 1544 | 386 | 202 | 2089 | 0.739 | 1538 | 1315 | 1.5 | 2.8 | 6.455 | A |
| 3 - Longfield Avenue | 449 | 112 | 1233 | 1378 | 0.326 | 449 | 507 | 0.3 | 0.5 | 3.869 | A |
| 4 - Newgate Lane (North) | 1160 | 290 | 247 | 1685 | 0.689 | 1157 | 1434 | 1.2 | 2.2 | 6.759 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 149 | 37 | 1373 | 451 | 0.330 | 149 | 35 | 0.5 | 0.5 | 11.910 | B |
| 2 - Newgate Lane (South) | 1544 | 386 | 203 | 2088 | 0.739 | 1543 | 1319 | 2.8 | 2.8 | 6.601 | A |
| 3 - Longfield Avenue | 449 | 112 | 1237 | 1375 | 0.327 | 449 | 509 | 0.5 | 0.5 | 3.887 | A |
| 4 - Newgate Lane (North) | 1160 | 290 | 248 | 1685 | 0.689 | 1160 | 1439 | 2.2 | 2.2 | 6.856 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 121 | 30 | 1125 | 564 | 0.215 | 122 | 29 | 0.5 | 0.3 | 8.163 | A |
| 2 - Newgate Lane (South) | 1260 | 315 | 166 | 2116 | 0.596 | 1266 | 1081 | 2.8 | 1.5 | 4.259 | A |
| 3 - Longfield Avenue | 367 | 92 | 1015 | 1546 | 0.237 | 367 | 417 | 0.5 | 0.3 | 3.055 | A |
| 4 - Newgate Lane (North) | 948 | 237 | 203 | 1713 | 0.553 | 951 | 1180 | 2.2 | 1.3 | 4.748 | A |

17:00 - 17:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 102 | 25 | 941 | 648 | 0.157 | 102 | 24 | 0.3 | 0.2 | 6.594 | A |
| 2 - Newgate Lane (South) | 1055 | 264 | 139 | 2137 | 0.494 | 1058 | 904 | 1.5 | 1.0 | 3.340 | A |
| 3 - Longfield Avenue | 307 | 77 | 848 | 1674 | 0.184 | 308 | 349 | 0.3 | 0.2 | 2.636 | A |
| 4 - Newgate Lane (North) | 794 | 198 | 170 | 1733 | 0.458 | 795 | 986 | 1.3 | 0.9 | 3.843 | A |

Queue Variation Results for each time segment
15:45 - 16:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.97 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.84 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

16:00 - 16:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.27 | 0.00 | 0.00 | 0.27 | 0.27 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.45 | 0.05 | 0.47 | 3.72 | 5.84 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.31 | 0.00 | 0.00 | 0.31 | 0.31 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.22 | 0.06 | 0.71 | 2.73 | 3.90 | | | N/A | N/A |

16:15 - 16:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.48 | 0.03 | 0.26 | 0.48 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.76 | 0.03 | 0.27 | 2.76 | 4.71 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.48 | 0.03 | 0.25 | 0.48 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.16 | 0.03 | 0.27 | 2.16 | 2.47 | | | N/A | N/A |

16:30 - 16:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.49 | 0.03 | 0.32 | 1.45 | 1.97 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.79 | 0.03 | 0.26 | 2.79 | 2.79 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.48 | 0.03 | 0.32 | 1.45 | 1.95 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.18 | 0.03 | 0.27 | 2.18 | 2.18 | | | N/A | N/A |

16:45 - 17:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.28 | 0.00 | 0.00 | 0.28 | 0.28 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.49 | 0.09 | 1.12 | 2.95 | 3.97 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.31 | 0.00 | 0.00 | 0.31 | 0.31 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.25 | 0.10 | 1.07 | 2.16 | 2.84 | | | N/A | N/A |

17:00 - 17:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.98 | 0.05 | 0.49 | 2.15 | 3.21 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.23 | 0.00 | 0.00 | 0.23 | 0.23 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.85 | 0.05 | 0.59 | 1.66 | 2.27 | | | N/A | N/A |

2028 Base + Com + Dev (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 7.33 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D7 | 2028 Base + Com + Dev (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 53 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1467 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 297 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1081 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 23 | 17 | 13 |
| | 2 - Newgate Lane (South) | 47 | 0 | 271 | 1149 |
| | 3 - Longfield Avenue | 39 | 159 | 0 | 99 |
| | 4 - Newgate Lane (North) | 20 | 958 | 103 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 14 | 6 | 17 |
| | 2 - Newgate Lane (South) | 2 | 0 | 3 | 3 |
| | 3 - Longfield Avenue | 0 | 2 | 0 | 1 |
| | 4 - Newgate Lane (North) | 21 | 4 | 3 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.14 | 9.89 | 0.2 | 0.5 | A | 49 | 73 |
| 2 - Newgate Lane (South) | 0.77 | 7.26 | 3.2 | 7.9 | A | 1346 | 2019 |
| 3 - Longfield Avenue | 0.25 | 3.65 | 0.3 | 1.3 | A | 273 | 409 |
| 4 - Newgate Lane (North) | 0.73 | 8.27 | 2.7 | 6.7 | A | 992 | 1488 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 40 | 10 | 914 | 611 | 0.065 | 40 | 80 | 0.0 | 0.1 | 6.294 | A |
| 2 - Newgate Lane (South) | 1104 | 276 | 100 | 2146 | 0.515 | 1100 | 854 | 0.0 | 1.1 | 3.428 | A |
| 3 - Longfield Avenue | 224 | 56 | 907 | 1644 | 0.136 | 223 | 293 | 0.0 | 0.2 | 2.531 | A |
| 4 - Newgate Lane (North) | 814 | 203 | 184 | 1675 | 0.486 | 810 | 946 | 0.0 | 0.9 | 4.144 | A |

07:45 - 08:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 48 | 12 | 1095 | 532 | 0.090 | 48 | 95 | 0.1 | 0.1 | 7.431 | A |
| 2 - Newgate Lane (South) | 1319 | 330 | 119 | 2131 | 0.619 | 1317 | 1023 | 1.1 | 1.6 | 4.409 | A |
| 3 - Longfield Avenue | 267 | 67 | 1085 | 1505 | 0.177 | 267 | 351 | 0.2 | 0.2 | 2.907 | A |
| 4 - Newgate Lane (North) | 972 | 243 | 220 | 1654 | 0.588 | 970 | 1132 | 0.9 | 1.4 | 5.247 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 58 | 15 | 1338 | 425 | 0.137 | 58 | 116 | 0.1 | 0.2 | 9.816 | A |
| 2 - Newgate Lane (South) | 1615 | 404 | 146 | 2111 | 0.765 | 1609 | 1250 | 1.6 | 3.2 | 7.087 | A |
| 3 - Longfield Avenue | 327 | 82 | 1326 | 1316 | 0.248 | 327 | 429 | 0.2 | 0.3 | 3.635 | A |
| 4 - Newgate Lane (North) | 1190 | 298 | 269 | 1625 | 0.732 | 1185 | 1383 | 1.4 | 2.7 | 8.094 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 58 | 15 | 1343 | 422 | 0.138 | 58 | 117 | 0.2 | 0.2 | 9.886 | A |
| 2 - Newgate Lane (South) | 1615 | 404 | 146 | 2110 | 0.765 | 1615 | 1255 | 3.2 | 3.2 | 7.258 | A |
| 3 - Longfield Avenue | 327 | 82 | 1331 | 1312 | 0.249 | 327 | 430 | 0.3 | 0.3 | 3.652 | A |
| 4 - Newgate Lane (North) | 1190 | 298 | 270 | 1625 | 0.733 | 1190 | 1388 | 2.7 | 2.7 | 8.275 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 48 | 12 | 1102 | 529 | 0.090 | 48 | 96 | 0.2 | 0.1 | 7.489 | A |
| 2 - Newgate Lane (South) | 1319 | 330 | 120 | 2130 | 0.619 | 1325 | 1030 | 3.2 | 1.6 | 4.504 | A |
| 3 - Longfield Avenue | 267 | 67 | 1092 | 1499 | 0.178 | 267 | 353 | 0.3 | 0.2 | 2.923 | A |
| 4 - Newgate Lane (North) | 972 | 243 | 221 | 1654 | 0.588 | 977 | 1139 | 2.7 | 1.4 | 5.359 | A |

08:45 - 09:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 40 | 10 | 921 | 609 | 0.066 | 40 | 80 | 0.1 | 0.1 | 6.332 | A |
| 2 - Newgate Lane (South) | 1104 | 276 | 100 | 2145 | 0.515 | 1107 | 860 | 1.6 | 1.1 | 3.472 | A |
| 3 - Longfield Avenue | 224 | 56 | 912 | 1640 | 0.136 | 224 | 295 | 0.2 | 0.2 | 2.542 | A |
| 4 - Newgate Lane (North) | 814 | 203 | 185 | 1675 | 0.486 | 816 | 951 | 1.4 | 1.0 | 4.201 | A |

Queue Variation Results for each time segment
07:30 - 07:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.05 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.94 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

07:45 - 08:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.60 | 0.05 | 0.46 | 4.20 | 6.81 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.41 | 0.05 | 0.63 | 3.40 | 5.03 | | | N/A | N/A |

08:00 - 08:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.16 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.16 | 0.03 | 0.28 | 3.16 | 7.90 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.33 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.65 | 0.03 | 0.28 | 2.65 | 6.69 | | | N/A | N/A |

08:15 - 08:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.16 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.21 | 0.03 | 0.27 | 3.21 | 3.21 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.33 | 0.03 | 0.32 | 1.08 | 1.32 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.69 | 0.03 | 0.27 | 2.69 | 2.69 | | | N/A | N/A |

08:30 - 08:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.65 | 0.07 | 1.07 | 3.66 | 5.04 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.45 | 0.08 | 1.02 | 2.99 | 4.17 | | | N/A | N/A |

08:45 - 09:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.07 | 0.04 | 0.45 | 2.58 | 3.96 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.95 | 0.05 | 0.46 | 2.14 | 3.30 | | | N/A | N/A |

2028 Base + Com + Dev (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 6.64 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D8 | 2028 Base + Com + Dev (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 132 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1394 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 396 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1079 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 51 | 28 | 53 |
| | 2 - Newgate Lane (South) | 8 | 0 | 308 | 1078 |
| | 3 - Longfield Avenue | 21 | 199 | 0 | 176 |
| | 4 - Newgate Lane (North) | 1 | 987 | 91 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 4 | 4 | 8 |
| | 2 - Newgate Lane (South) | 0 | 0 | 2 | 2 |
| | 3 - Longfield Avenue | 20 | 1 | 0 | 2 |
| | 4 - Newgate Lane (North) | 0 | 1 | 2 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.33 | 12.41 | 0.5 | 2.0 | B | 121 | 182 |
| 2 - Newgate Lane (South) | 0.73 | 6.39 | 2.7 | 5.6 | A | 1279 | 1919 |
| 3 - Longfield Avenue | 0.32 | 3.89 | 0.5 | 1.9 | A | 363 | 545 |
| 4 - Newgate Lane (North) | 0.71 | 7.25 | 2.4 | 4.4 | A | 990 | 1485 |

Main Results for each time segment

15:45 - 16:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 99 | 25 | 957 | 640 | 0.155 | 99 | 23 | 0.0 | 0.2 | 6.641 | A |
| 2 - Newgate Lane (South) | 1049 | 262 | 129 | 2144 | 0.489 | 1046 | 927 | 0.0 | 1.0 | 3.267 | A |
| 3 - Longfield Avenue | 298 | 75 | 854 | 1668 | 0.179 | 297 | 320 | 0.0 | 0.2 | 2.625 | A |
| 4 - Newgate Lane (North) | 812 | 203 | 171 | 1733 | 0.469 | 809 | 980 | 0.0 | 0.9 | 3.881 | A |

16:00 - 16:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 119 | 30 | 1146 | 554 | 0.214 | 118 | 27 | 0.2 | 0.3 | 8.257 | A |
| 2 - Newgate Lane (South) | 1253 | 313 | 154 | 2125 | 0.590 | 1251 | 1110 | 1.0 | 1.4 | 4.113 | A |
| 3 - Longfield Avenue | 356 | 89 | 1022 | 1539 | 0.231 | 356 | 383 | 0.2 | 0.3 | 3.041 | A |
| 4 - Newgate Lane (North) | 970 | 242 | 205 | 1712 | 0.567 | 968 | 1173 | 0.9 | 1.3 | 4.828 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 145 | 36 | 1402 | 437 | 0.332 | 144 | 33 | 0.3 | 0.5 | 12.252 | B |
| 2 - Newgate Lane (South) | 1535 | 384 | 188 | 2099 | 0.731 | 1530 | 1357 | 1.4 | 2.7 | 6.275 | A |
| 3 - Longfield Avenue | 436 | 109 | 1250 | 1365 | 0.319 | 435 | 469 | 0.3 | 0.5 | 3.870 | A |
| 4 - Newgate Lane (North) | 1188 | 297 | 251 | 1684 | 0.705 | 1184 | 1435 | 1.3 | 2.3 | 7.136 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 145 | 36 | 1406 | 435 | 0.334 | 145 | 33 | 0.5 | 0.5 | 12.406 | B |
| 2 - Newgate Lane (South) | 1535 | 384 | 189 | 2098 | 0.732 | 1535 | 1362 | 2.7 | 2.7 | 6.388 | A |
| 3 - Longfield Avenue | 436 | 109 | 1254 | 1362 | 0.320 | 436 | 470 | 0.5 | 0.5 | 3.888 | A |
| 4 - Newgate Lane (North) | 1188 | 297 | 251 | 1684 | 0.706 | 1188 | 1439 | 2.3 | 2.4 | 7.253 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 119 | 30 | 1152 | 551 | 0.215 | 120 | 27 | 0.5 | 0.3 | 8.358 | A |
| 2 - Newgate Lane (South) | 1253 | 313 | 156 | 2124 | 0.590 | 1258 | 1117 | 2.7 | 1.5 | 4.183 | A |
| 3 - Longfield Avenue | 356 | 89 | 1028 | 1535 | 0.232 | 357 | 385 | 0.5 | 0.3 | 3.056 | A |
| 4 - Newgate Lane (North) | 970 | 242 | 205 | 1712 | 0.567 | 974 | 1179 | 2.4 | 1.3 | 4.906 | A |

17:00 - 17:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 99 | 25 | 963 | 637 | 0.156 | 100 | 23 | 0.3 | 0.2 | 6.699 | A |
| 2 - Newgate Lane (South) | 1049 | 262 | 130 | 2143 | 0.490 | 1051 | 933 | 1.5 | 1.0 | 3.305 | A |
| 3 - Longfield Avenue | 298 | 75 | 859 | 1664 | 0.179 | 298 | 322 | 0.3 | 0.2 | 2.636 | A |
| 4 - Newgate Lane (North) | 812 | 203 | 172 | 1733 | 0.469 | 814 | 986 | 1.3 | 0.9 | 3.928 | A |

Queue Variation Results for each time segment
15:45 - 16:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.95 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.88 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

16:00 - 16:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.27 | 0.00 | 0.00 | 0.27 | 0.27 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.42 | 0.05 | 0.48 | 3.61 | 5.62 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.30 | 0.00 | 0.00 | 0.30 | 0.30 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.29 | 0.05 | 0.67 | 2.95 | 4.39 | | | N/A | N/A |

16:15 - 16:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.49 | 0.03 | 0.26 | 0.49 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.66 | 0.03 | 0.27 | 2.66 | 3.91 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.47 | 0.03 | 0.25 | 0.47 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.33 | 0.03 | 0.27 | 2.33 | 3.69 | | | N/A | N/A |

16:30 - 16:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.50 | 0.03 | 0.32 | 1.47 | 2.01 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.69 | 0.03 | 0.26 | 2.69 | 2.69 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.47 | 0.03 | 0.32 | 1.43 | 1.85 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.36 | 0.03 | 0.27 | 2.36 | 2.36 | | | N/A | N/A |

16:45 - 17:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.28 | 0.00 | 0.00 | 0.28 | 0.28 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.46 | 0.09 | 1.13 | 2.83 | 3.78 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.30 | 0.00 | 0.00 | 0.30 | 0.30 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.32 | 0.09 | 1.07 | 2.51 | 3.30 | | | N/A | N/A |

17:00 - 17:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 0.97 | 0.05 | 0.51 | 2.01 | 2.97 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.89 | 0.05 | 0.51 | 1.83 | 2.66 | | | N/A | N/A |

2028 Base + Com + Dev - Sens test (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 7.38 | 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) | Run automatically |
|----|---|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D9 | 2028 Base + Com + Dev - Sens test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 53 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1467 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 319 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1081 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 23 | 17 | 13 |
| | 2 - Newgate Lane (South) | 47 | 0 | 271 | 1149 |
| | 3 - Longfield Avenue | 42 | 170 | 0 | 107 |
| | 4 - Newgate Lane (North) | 20 | 958 | 103 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 14 | 6 | 17 |
| | 2 - Newgate Lane (South) | 2 | 0 | 3 | 3 |
| | 3 - Longfield Avenue | 0 | 2 | 0 | 1 |
| | 4 - Newgate Lane (North) | 21 | 4 | 3 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.14 | 10.03 | 0.2 | 0.5 | B | 49 | 73 |
| 2 - Newgate Lane (South) | 0.77 | 7.26 | 3.2 | 7.9 | A | 1346 | 2019 |
| 3 - Longfield Avenue | 0.27 | 3.74 | 0.4 | 1.4 | A | 293 | 439 |
| 4 - Newgate Lane (North) | 0.74 | 8.45 | 2.7 | 7.2 | A | 992 | 1488 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 40 | 10 | 923 | 608 | 0.066 | 40 | 82 | 0.0 | 0.1 | 6.333 | A |
| 2 - Newgate Lane (South) | 1104 | 276 | 100 | 2146 | 0.515 | 1100 | 863 | 0.0 | 1.1 | 3.428 | A |
| 3 - Longfield Avenue | 240 | 60 | 907 | 1645 | 0.146 | 239 | 293 | 0.0 | 0.2 | 2.559 | A |
| 4 - Newgate Lane (North) | 814 | 203 | 194 | 1669 | 0.488 | 810 | 952 | 0.0 | 0.9 | 4.172 | A |

07:45 - 08:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 48 | 12 | 1105 | 528 | 0.090 | 48 | 98 | 0.1 | 0.1 | 7.495 | A |
| 2 - Newgate Lane (South) | 1319 | 330 | 119 | 2131 | 0.619 | 1317 | 1033 | 1.1 | 1.6 | 4.409 | A |
| 3 - Longfield Avenue | 287 | 72 | 1085 | 1506 | 0.190 | 287 | 351 | 0.2 | 0.2 | 2.952 | A |
| 4 - Newgate Lane (North) | 972 | 243 | 233 | 1647 | 0.590 | 970 | 1139 | 0.9 | 1.4 | 5.304 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 58 | 15 | 1350 | 420 | 0.139 | 58 | 120 | 0.1 | 0.2 | 9.953 | A |
| 2 - Newgate Lane (South) | 1615 | 404 | 146 | 2111 | 0.765 | 1609 | 1262 | 1.6 | 3.2 | 7.087 | A |
| 3 - Longfield Avenue | 351 | 88 | 1326 | 1317 | 0.267 | 351 | 429 | 0.2 | 0.4 | 3.722 | A |
| 4 - Newgate Lane (North) | 1190 | 298 | 285 | 1616 | 0.737 | 1185 | 1392 | 1.4 | 2.7 | 8.256 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 58 | 15 | 1355 | 417 | 0.140 | 58 | 120 | 0.2 | 0.2 | 10.028 | B |
| 2 - Newgate Lane (South) | 1615 | 404 | 146 | 2110 | 0.765 | 1615 | 1267 | 3.2 | 3.2 | 7.258 | A |
| 3 - Longfield Avenue | 351 | 88 | 1331 | 1313 | 0.267 | 351 | 430 | 0.4 | 0.4 | 3.740 | A |
| 4 - Newgate Lane (North) | 1190 | 298 | 285 | 1616 | 0.737 | 1190 | 1397 | 2.7 | 2.7 | 8.447 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 48 | 12 | 1112 | 524 | 0.091 | 48 | 98 | 0.2 | 0.1 | 7.557 | A |
| 2 - Newgate Lane (South) | 1319 | 330 | 120 | 2130 | 0.619 | 1325 | 1040 | 3.2 | 1.6 | 4.504 | A |
| 3 - Longfield Avenue | 287 | 72 | 1092 | 1500 | 0.191 | 287 | 353 | 0.4 | 0.2 | 2.970 | A |
| 4 - Newgate Lane (North) | 972 | 243 | 233 | 1646 | 0.590 | 977 | 1146 | 2.7 | 1.5 | 5.419 | A |

08:45 - 09:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 40 | 10 | 929 | 605 | 0.066 | 40 | 82 | 0.1 | 0.1 | 6.374 | A |
| 2 - Newgate Lane (South) | 1104 | 276 | 100 | 2145 | 0.515 | 1107 | 869 | 1.6 | 1.1 | 3.475 | A |
| 3 - Longfield Avenue | 240 | 60 | 912 | 1641 | 0.146 | 240 | 295 | 0.2 | 0.2 | 2.570 | A |
| 4 - Newgate Lane (North) | 814 | 203 | 195 | 1669 | 0.488 | 816 | 957 | 1.5 | 1.0 | 4.232 | A |

Queue Variation Results for each time segment
07:30 - 07:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.05 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.94 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

07:45 - 08:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.60 | 0.05 | 0.46 | 4.20 | 6.81 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.23 | 0.00 | 0.00 | 0.23 | 0.23 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.42 | 0.05 | 0.62 | 3.46 | 5.15 | | | N/A | N/A |

08:00 - 08:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.16 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.16 | 0.03 | 0.28 | 3.16 | 7.90 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.36 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.70 | 0.03 | 0.28 | 2.70 | 7.21 | | | N/A | N/A |

08:15 - 08:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.16 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.21 | 0.03 | 0.27 | 3.21 | 3.21 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.36 | 0.03 | 0.33 | 1.19 | 1.42 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.75 | 0.03 | 0.27 | 2.75 | 2.75 | | | N/A | N/A |

08:30 - 08:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.65 | 0.07 | 1.07 | 3.66 | 5.04 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.24 | 0.00 | 0.00 | 0.24 | 0.24 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.46 | 0.07 | 1.00 | 3.09 | 4.33 | | | N/A | N/A |

08:45 - 09:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.07 | 0.04 | 0.45 | 2.58 | 3.96 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.96 | 0.04 | 0.45 | 2.20 | 3.41 | | | N/A | N/A |

2028 Base + Com + Dev - Sens test (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 7.02 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D10 | 2028 Base + Com + Dev - Sens test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 135 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1425 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 427 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1088 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 51 | 31 | 53 |
| | 2 - Newgate Lane (South) | 8 | 0 | 339 | 1078 |
| | 3 - Longfield Avenue | 23 | 213 | 0 | 191 |
| | 4 - Newgate Lane (North) | 1 | 987 | 100 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 4 | 3 | 8 |
| | 2 - Newgate Lane (South) | 0 | 0 | 2 | 2 |
| | 3 - Longfield Avenue | 18 | 1 | 0 | 2 |
| | 4 - Newgate Lane (North) | 0 | 1 | 2 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.35 | 13.04 | 0.5 | 2.3 | B | 124 | 186 |
| 2 - Newgate Lane (South) | 0.75 | 6.91 | 3.0 | 6.2 | A | 1308 | 1961 |
| 3 - Longfield Avenue | 0.34 | 4.03 | 0.5 | 2.3 | A | 392 | 588 |
| 4 - Newgate Lane (North) | 0.72 | 7.56 | 2.5 | 4.7 | A | 998 | 1498 |

Main Results for each time segment

15:45 - 16:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 102 | 25 | 975 | 633 | 0.161 | 101 | 24 | 0.0 | 0.2 | 6.755 | A |
| 2 - Newgate Lane (South) | 1073 | 268 | 138 | 2138 | 0.502 | 1069 | 938 | 0.0 | 1.0 | 3.354 | A |
| 3 - Longfield Avenue | 321 | 80 | 854 | 1671 | 0.192 | 321 | 352 | 0.0 | 0.2 | 2.664 | A |
| 4 - Newgate Lane (North) | 819 | 205 | 183 | 1726 | 0.475 | 816 | 992 | 0.0 | 0.9 | 3.940 | A |

16:00 - 16:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 121 | 30 | 1167 | 545 | 0.223 | 121 | 29 | 0.2 | 0.3 | 8.476 | A |
| 2 - Newgate Lane (South) | 1281 | 320 | 165 | 2118 | 0.605 | 1279 | 1123 | 1.0 | 1.5 | 4.283 | A |
| 3 - Longfield Avenue | 384 | 96 | 1022 | 1542 | 0.249 | 383 | 422 | 0.2 | 0.3 | 3.107 | A |
| 4 - Newgate Lane (North) | 978 | 245 | 219 | 1704 | 0.574 | 976 | 1187 | 0.9 | 1.3 | 4.936 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 149 | 37 | 1426 | 427 | 0.348 | 148 | 35 | 0.3 | 0.5 | 12.858 | B |
| 2 - Newgate Lane (South) | 1569 | 392 | 202 | 2090 | 0.751 | 1563 | 1373 | 1.5 | 2.9 | 6.766 | A |
| 3 - Longfield Avenue | 470 | 118 | 1249 | 1368 | 0.344 | 469 | 516 | 0.3 | 0.5 | 4.004 | A |
| 4 - Newgate Lane (North) | 1198 | 299 | 268 | 1674 | 0.716 | 1193 | 1451 | 1.3 | 2.4 | 7.425 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 149 | 37 | 1431 | 425 | 0.350 | 149 | 35 | 0.5 | 0.5 | 13.042 | B |
| 2 - Newgate Lane (South) | 1569 | 392 | 203 | 2089 | 0.751 | 1569 | 1377 | 2.9 | 3.0 | 6.913 | A |
| 3 - Longfield Avenue | 470 | 118 | 1254 | 1364 | 0.345 | 470 | 517 | 0.5 | 0.5 | 4.026 | A |
| 4 - Newgate Lane (North) | 1198 | 299 | 269 | 1673 | 0.716 | 1198 | 1455 | 2.4 | 2.5 | 7.562 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 121 | 30 | 1174 | 542 | 0.224 | 122 | 29 | 0.5 | 0.3 | 8.594 | A |
| 2 - Newgate Lane (South) | 1281 | 320 | 166 | 2116 | 0.605 | 1287 | 1129 | 3.0 | 1.6 | 4.367 | A |
| 3 - Longfield Avenue | 384 | 96 | 1029 | 1537 | 0.250 | 385 | 425 | 0.5 | 0.3 | 3.127 | A |
| 4 - Newgate Lane (North) | 978 | 245 | 220 | 1703 | 0.574 | 983 | 1193 | 2.5 | 1.4 | 5.025 | A |

17:00 - 17:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 102 | 25 | 981 | 630 | 0.161 | 102 | 24 | 0.3 | 0.2 | 6.821 | A |
| 2 - Newgate Lane (South) | 1073 | 268 | 139 | 2137 | 0.502 | 1075 | 944 | 1.6 | 1.0 | 3.397 | A |
| 3 - Longfield Avenue | 321 | 80 | 859 | 1667 | 0.193 | 322 | 355 | 0.3 | 0.2 | 2.678 | A |
| 4 - Newgate Lane (North) | 819 | 205 | 184 | 1725 | 0.475 | 821 | 997 | 1.4 | 0.9 | 3.987 | A |

Queue Variation Results for each time segment

15:45 - 16:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.00 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.24 | 0.00 | 0.00 | 0.24 | 0.24 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.90 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

16:00 - 16:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.28 | 0.00 | 0.00 | 0.28 | 0.28 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.51 | 0.05 | 0.46 | 3.90 | 6.23 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.33 | 0.00 | 0.00 | 0.33 | 0.33 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.33 | 0.05 | 0.65 | 3.11 | 4.65 | | | N/A | N/A |

16:15 - 16:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.52 | 0.03 | 0.26 | 0.52 | 0.52 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.93 | 0.03 | 0.28 | 2.93 | 6.07 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.52 | 0.03 | 0.25 | 0.52 | 0.52 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.45 | 0.03 | 0.28 | 2.45 | 4.65 | | | N/A | N/A |

16:30 - 16:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.53 | 0.03 | 0.32 | 1.03 | 2.32 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 2.97 | 0.03 | 0.27 | 2.97 | 2.97 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.52 | 0.03 | 0.31 | 1.48 | 2.33 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.48 | 0.03 | 0.27 | 2.48 | 2.48 | | | N/A | N/A |

16:45 - 17:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.29 | 0.00 | 0.00 | 0.29 | 0.29 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.55 | 0.08 | 1.10 | 3.26 | 4.47 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.33 | 0.00 | 0.00 | 0.33 | 0.33 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.37 | 0.08 | 1.05 | 2.69 | 3.61 | | | N/A | N/A |

17:00 - 17:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.02 | 0.05 | 0.47 | 2.34 | 3.56 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.24 | 0.00 | 0.00 | 0.24 | 0.24 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.91 | 0.05 | 0.49 | 1.92 | 2.85 | | | N/A | N/A |

2037 Base + Com (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 7.88 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D11 | 2037 Base + Com (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 55 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1481 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 304 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1117 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 24 | 18 | 13 |
| | 2 - Newgate Lane (South) | 49 | 0 | 264 | 1168 |
| | 3 - Longfield Avenue | 41 | 159 | 0 | 104 |
| | 4 - Newgate Lane (North) | 21 | 988 | 108 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 14 | 6 | 17 |
| | 2 - Newgate Lane (South) | 2 | 0 | 3 | 3 |
| | 3 - Longfield Avenue | 0 | 2 | 0 | 1 |
| | 4 - Newgate Lane (North) | 21 | 4 | 3 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.15 | 10.45 | 0.2 | 0.5 | B | 50 | 76 |
| 2 - Newgate Lane (South) | 0.78 | 7.61 | 3.4 | 9.5 | A | 1359 | 2038 |
| 3 - Longfield Avenue | 0.26 | 3.76 | 0.3 | 1.4 | A | 279 | 418 |
| 4 - Newgate Lane (North) | 0.76 | 9.19 | 3.1 | 10.1 | A | 1025 | 1537 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 41 | 10 | 941 | 600 | 0.069 | 41 | 83 | 0.0 | 0.1 | 6.443 | A |
| 2 - Newgate Lane (South) | 1115 | 279 | 104 | 2140 | 0.521 | 1111 | 878 | 0.0 | 1.1 | 3.482 | A |
| 3 - Longfield Avenue | 229 | 57 | 922 | 1631 | 0.140 | 228 | 292 | 0.0 | 0.2 | 2.565 | A |
| 4 - Newgate Lane (North) | 841 | 210 | 187 | 1672 | 0.503 | 837 | 964 | 0.0 | 1.0 | 4.290 | A |

07:45 - 08:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 49 | 12 | 1126 | 518 | 0.095 | 49 | 100 | 0.1 | 0.1 | 7.682 | A |
| 2 - Newgate Lane (South) | 1331 | 333 | 125 | 2125 | 0.627 | 1329 | 1051 | 1.1 | 1.7 | 4.513 | A |
| 3 - Longfield Avenue | 273 | 68 | 1104 | 1489 | 0.184 | 273 | 350 | 0.2 | 0.2 | 2.961 | A |
| 4 - Newgate Lane (North) | 1004 | 251 | 224 | 1650 | 0.608 | 1002 | 1153 | 1.0 | 1.5 | 5.534 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 61 | 15 | 1376 | 408 | 0.149 | 60 | 122 | 0.1 | 0.2 | 10.345 | B |
| 2 - Newgate Lane (South) | 1631 | 408 | 152 | 2104 | 0.775 | 1624 | 1284 | 1.7 | 3.3 | 7.402 | A |
| 3 - Longfield Avenue | 335 | 84 | 1349 | 1297 | 0.258 | 334 | 428 | 0.2 | 0.3 | 3.736 | A |
| 4 - Newgate Lane (North) | 1230 | 307 | 274 | 1621 | 0.759 | 1224 | 1409 | 1.5 | 3.0 | 8.932 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 61 | 15 | 1382 | 405 | 0.149 | 61 | 122 | 0.2 | 0.2 | 10.447 | B |
| 2 - Newgate Lane (South) | 1631 | 408 | 153 | 2103 | 0.775 | 1630 | 1289 | 3.3 | 3.4 | 7.607 | A |
| 3 - Longfield Avenue | 335 | 84 | 1354 | 1293 | 0.259 | 335 | 429 | 0.3 | 0.3 | 3.755 | A |
| 4 - Newgate Lane (North) | 1230 | 307 | 274 | 1621 | 0.759 | 1230 | 1415 | 3.0 | 3.1 | 9.191 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 49 | 12 | 1134 | 514 | 0.096 | 50 | 100 | 0.2 | 0.1 | 7.755 | A |
| 2 - Newgate Lane (South) | 1331 | 333 | 126 | 2124 | 0.627 | 1338 | 1058 | 3.4 | 1.7 | 4.621 | A |
| 3 - Longfield Avenue | 273 | 68 | 1111 | 1483 | 0.184 | 274 | 352 | 0.3 | 0.2 | 2.977 | A |
| 4 - Newgate Lane (North) | 1004 | 251 | 224 | 1650 | 0.609 | 1010 | 1161 | 3.1 | 1.6 | 5.679 | A |

08:45 - 09:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 41 | 10 | 947 | 597 | 0.069 | 42 | 84 | 0.1 | 0.1 | 6.487 | A |
| 2 - Newgate Lane (South) | 1115 | 279 | 105 | 2140 | 0.521 | 1117 | 884 | 1.7 | 1.1 | 3.531 | A |
| 3 - Longfield Avenue | 229 | 57 | 928 | 1626 | 0.141 | 229 | 294 | 0.2 | 0.2 | 2.578 | A |
| 4 - Newgate Lane (North) | 841 | 210 | 188 | 1672 | 0.503 | 843 | 969 | 1.6 | 1.0 | 4.358 | A |

Queue Variation Results for each time segment
07:30 - 07:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.08 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.00 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

07:45 - 08:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.10 | 0.00 | 0.00 | 0.10 | 0.10 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.66 | 0.05 | 0.45 | 4.39 | 7.14 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.53 | 0.05 | 0.55 | 3.83 | 5.86 | | | N/A | N/A |

08:00 - 08:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.17 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.33 | 0.03 | 0.28 | 3.33 | 9.51 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.35 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 3.02 | 0.03 | 0.29 | 3.02 | 10.08 | | | N/A | N/A |

08:15 - 08:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.17 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.39 | 0.03 | 0.27 | 3.39 | 3.39 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.35 | 0.03 | 0.33 | 1.14 | 1.37 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 3.08 | 0.03 | 0.27 | 3.08 | 3.08 | | | N/A | N/A |

08:30 - 08:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.70 | 0.07 | 1.03 | 3.88 | 5.51 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.23 | 0.00 | 0.00 | 0.23 | 0.23 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.58 | 0.07 | 0.94 | 3.64 | 5.15 | | | N/A | N/A |

08:45 - 09:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.10 | 0.04 | 0.43 | 2.70 | 4.29 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.02 | 0.04 | 0.42 | 2.50 | 3.96 | | | N/A | N/A |

2037 Base + Com (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 7.11 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|-----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D12 | 2037 Base + Com (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 140 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1441 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 395 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1093 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 54 | 30 | 56 |
| | 2 - Newgate Lane (South) | 9 | 0 | 315 | 1117 |
| | 3 - Longfield Avenue | 22 | 188 | 0 | 185 |
| | 4 - Newgate Lane (North) | 1 | 997 | 95 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 4 | 4 | 8 |
| | 2 - Newgate Lane (South) | 0 | 0 | 2 | 2 |
| | 3 - Longfield Avenue | 20 | 1 | 0 | 2 |
| | 4 - Newgate Lane (North) | 0 | 1 | 2 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.36 | 12.88 | 0.5 | 2.4 | B | 128 | 193 |
| 2 - Newgate Lane (South) | 0.76 | 7.14 | 3.1 | 7.1 | A | 1322 | 1983 |
| 3 - Longfield Avenue | 0.33 | 4.05 | 0.5 | 2.0 | A | 362 | 544 |
| 4 - Newgate Lane (North) | 0.71 | 7.41 | 2.4 | 4.6 | A | 1003 | 1504 |

Main Results for each time segment

15:45 - 16:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 105 | 26 | 960 | 639 | 0.165 | 105 | 24 | 0.0 | 0.2 | 6.730 | A |
| 2 - Newgate Lane (South) | 1085 | 271 | 135 | 2138 | 0.507 | 1081 | 929 | 0.0 | 1.0 | 3.392 | A |
| 3 - Longfield Avenue | 297 | 74 | 886 | 1641 | 0.181 | 296 | 330 | 0.0 | 0.2 | 2.676 | A |
| 4 - Newgate Lane (North) | 823 | 206 | 164 | 1736 | 0.474 | 819 | 1018 | 0.0 | 0.9 | 3.912 | A |

16:00 - 16:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 126 | 31 | 1149 | 552 | 0.228 | 125 | 29 | 0.2 | 0.3 | 8.424 | A |
| 2 - Newgate Lane (South) | 1295 | 324 | 162 | 2118 | 0.612 | 1293 | 1112 | 1.0 | 1.6 | 4.354 | A |
| 3 - Longfield Avenue | 355 | 89 | 1061 | 1508 | 0.236 | 355 | 395 | 0.2 | 0.3 | 3.122 | A |
| 4 - Newgate Lane (North) | 983 | 246 | 197 | 1716 | 0.573 | 981 | 1219 | 0.9 | 1.3 | 4.883 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 154 | 39 | 1405 | 436 | 0.354 | 153 | 35 | 0.3 | 0.5 | 12.702 | B |
| 2 - Newgate Lane (South) | 1587 | 397 | 198 | 2090 | 0.759 | 1581 | 1359 | 1.6 | 3.1 | 6.978 | A |
| 3 - Longfield Avenue | 435 | 109 | 1296 | 1327 | 0.328 | 434 | 483 | 0.3 | 0.5 | 4.027 | A |
| 4 - Newgate Lane (North) | 1203 | 301 | 241 | 1689 | 0.712 | 1199 | 1490 | 1.3 | 2.4 | 7.281 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 154 | 39 | 1409 | 434 | 0.356 | 154 | 35 | 0.5 | 0.5 | 12.879 | B |
| 2 - Newgate Lane (South) | 1587 | 397 | 199 | 2090 | 0.759 | 1586 | 1364 | 3.1 | 3.1 | 7.145 | A |
| 3 - Longfield Avenue | 435 | 109 | 1301 | 1324 | 0.329 | 435 | 484 | 0.5 | 0.5 | 4.050 | A |
| 4 - Newgate Lane (North) | 1203 | 301 | 241 | 1689 | 0.713 | 1203 | 1495 | 2.4 | 2.4 | 7.410 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 126 | 31 | 1155 | 549 | 0.229 | 127 | 29 | 0.5 | 0.3 | 8.538 | A |
| 2 - Newgate Lane (South) | 1295 | 324 | 164 | 2117 | 0.612 | 1301 | 1119 | 3.1 | 1.6 | 4.448 | A |
| 3 - Longfield Avenue | 355 | 89 | 1068 | 1502 | 0.236 | 356 | 397 | 0.5 | 0.3 | 3.143 | A |
| 4 - Newgate Lane (North) | 983 | 246 | 197 | 1716 | 0.573 | 987 | 1226 | 2.4 | 1.4 | 4.969 | A |

17:00 - 17:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 105 | 26 | 966 | 636 | 0.166 | 106 | 24 | 0.3 | 0.2 | 6.796 | A |
| 2 - Newgate Lane (South) | 1085 | 271 | 137 | 2137 | 0.508 | 1087 | 935 | 1.6 | 1.0 | 3.436 | A |
| 3 - Longfield Avenue | 297 | 74 | 892 | 1637 | 0.182 | 298 | 332 | 0.3 | 0.2 | 2.688 | A |
| 4 - Newgate Lane (North) | 823 | 206 | 165 | 1736 | 0.474 | 825 | 1024 | 1.4 | 0.9 | 3.959 | A |

Queue Variation Results for each time segment
15:45 - 16:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.02 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.89 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

16:00 - 16:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.29 | 0.00 | 0.00 | 0.29 | 0.29 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.56 | 0.05 | 0.46 | 4.02 | 6.51 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.31 | 0.00 | 0.00 | 0.31 | 0.31 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.32 | 0.05 | 0.65 | 3.07 | 4.60 | | | N/A | N/A |

16:15 - 16:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.54 | 0.03 | 0.26 | 0.54 | 0.54 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.05 | 0.03 | 0.28 | 3.05 | 7.13 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.48 | 0.03 | 0.25 | 0.48 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.41 | 0.03 | 0.27 | 2.41 | 4.26 | | | N/A | N/A |

16:30 - 16:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.54 | 0.03 | 0.32 | 1.05 | 2.43 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.10 | 0.03 | 0.27 | 3.10 | 3.10 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.49 | 0.03 | 0.32 | 1.46 | 1.97 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.44 | 0.03 | 0.27 | 2.44 | 2.44 | | | N/A | N/A |

16:45 - 17:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.30 | 0.00 | 0.00 | 0.30 | 0.30 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.60 | 0.08 | 1.08 | 3.47 | 4.78 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.31 | 0.00 | 0.00 | 0.31 | 0.31 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.36 | 0.09 | 1.06 | 2.65 | 3.53 | | | N/A | N/A |

17:00 - 17:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.04 | 0.05 | 0.45 | 2.46 | 3.77 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.22 | 0.00 | 0.00 | 0.22 | 0.22 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.91 | 0.05 | 0.49 | 1.89 | 2.80 | | | N/A | N/A |

2037 Base + Com - Sens Test (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 7.95 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|-----------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D13 | 2037 Base + Com - Sens Test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 55 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1481 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 326 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1117 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 24 | 18 | 13 |
| | 2 - Newgate Lane (South) | 49 | 0 | 264 | 1168 |
| | 3 - Longfield Avenue | 44 | 170 | 0 | 112 |
| | 4 - Newgate Lane (North) | 21 | 988 | 108 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 14 | 6 | 17 |
| | 2 - Newgate Lane (South) | 2 | 0 | 3 | 3 |
| | 3 - Longfield Avenue | 0 | 2 | 0 | 1 |
| | 4 - Newgate Lane (North) | 21 | 4 | 3 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.15 | 10.60 | 0.2 | 0.5 | B | 50 | 76 |
| 2 - Newgate Lane (South) | 0.78 | 7.61 | 3.4 | 9.5 | A | 1359 | 2038 |
| 3 - Longfield Avenue | 0.28 | 3.85 | 0.4 | 1.5 | A | 299 | 449 |
| 4 - Newgate Lane (North) | 0.76 | 9.40 | 3.2 | 10.8 | A | 1025 | 1537 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 41 | 10 | 949 | 596 | 0.069 | 41 | 86 | 0.0 | 0.1 | 6.483 | A |
| 2 - Newgate Lane (South) | 1115 | 279 | 104 | 2140 | 0.521 | 1111 | 886 | 0.0 | 1.1 | 3.482 | A |
| 3 - Longfield Avenue | 245 | 61 | 922 | 1632 | 0.150 | 245 | 292 | 0.0 | 0.2 | 2.593 | A |
| 4 - Newgate Lane (North) | 841 | 210 | 197 | 1666 | 0.505 | 837 | 970 | 0.0 | 1.0 | 4.321 | A |

07:45 - 08:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 49 | 12 | 1136 | 514 | 0.096 | 49 | 102 | 0.1 | 0.1 | 7.751 | A |
| 2 - Newgate Lane (South) | 1331 | 333 | 125 | 2125 | 0.627 | 1329 | 1060 | 1.1 | 1.7 | 4.513 | A |
| 3 - Longfield Avenue | 293 | 73 | 1104 | 1490 | 0.197 | 293 | 350 | 0.2 | 0.2 | 3.006 | A |
| 4 - Newgate Lane (North) | 1004 | 251 | 236 | 1643 | 0.611 | 1002 | 1160 | 1.0 | 1.5 | 5.595 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 61 | 15 | 1388 | 403 | 0.150 | 60 | 125 | 0.1 | 0.2 | 10.505 | B |
| 2 - Newgate Lane (South) | 1631 | 408 | 152 | 2104 | 0.775 | 1624 | 1296 | 1.7 | 3.3 | 7.402 | A |
| 3 - Longfield Avenue | 359 | 90 | 1349 | 1298 | 0.276 | 358 | 428 | 0.2 | 0.4 | 3.828 | A |
| 4 - Newgate Lane (North) | 1230 | 307 | 289 | 1612 | 0.763 | 1224 | 1418 | 1.5 | 3.1 | 9.126 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 61 | 15 | 1394 | 400 | 0.151 | 61 | 126 | 0.2 | 0.2 | 10.604 | B |
| 2 - Newgate Lane (South) | 1631 | 408 | 153 | 2103 | 0.775 | 1630 | 1301 | 3.3 | 3.4 | 7.607 | A |
| 3 - Longfield Avenue | 359 | 90 | 1354 | 1294 | 0.277 | 359 | 429 | 0.4 | 0.4 | 3.849 | A |
| 4 - Newgate Lane (North) | 1230 | 307 | 290 | 1612 | 0.763 | 1230 | 1423 | 3.1 | 3.2 | 9.404 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 49 | 12 | 1144 | 510 | 0.097 | 50 | 103 | 0.2 | 0.1 | 7.829 | A |
| 2 - Newgate Lane (South) | 1331 | 333 | 126 | 2124 | 0.627 | 1338 | 1068 | 3.4 | 1.7 | 4.621 | A |
| 3 - Longfield Avenue | 293 | 73 | 1111 | 1484 | 0.197 | 294 | 352 | 0.4 | 0.2 | 3.026 | A |
| 4 - Newgate Lane (North) | 1004 | 251 | 237 | 1643 | 0.611 | 1010 | 1168 | 3.2 | 1.6 | 5.747 | A |

08:45 - 09:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 41 | 10 | 955 | 593 | 0.070 | 42 | 86 | 0.1 | 0.1 | 6.529 | A |
| 2 - Newgate Lane (South) | 1115 | 279 | 105 | 2140 | 0.521 | 1117 | 892 | 1.7 | 1.1 | 3.531 | A |
| 3 - Longfield Avenue | 245 | 61 | 928 | 1628 | 0.151 | 246 | 294 | 0.2 | 0.2 | 2.604 | A |
| 4 - Newgate Lane (North) | 841 | 210 | 198 | 1666 | 0.505 | 843 | 975 | 1.6 | 1.0 | 4.391 | A |

Queue Variation Results for each time segment
07:30 - 07:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.08 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.01 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

07:45 - 08:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.66 | 0.05 | 0.45 | 4.39 | 7.14 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.24 | 0.00 | 0.00 | 0.24 | 0.24 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.55 | 0.05 | 0.54 | 3.89 | 5.95 | | | N/A | N/A |

08:00 - 08:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.17 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.33 | 0.03 | 0.28 | 3.33 | 9.51 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.38 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 3.09 | 0.03 | 0.29 | 3.09 | 10.76 | | | N/A | N/A |

08:15 - 08:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.18 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.39 | 0.03 | 0.27 | 3.39 | 3.39 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.38 | 0.03 | 0.33 | 1.24 | 1.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 3.15 | 0.03 | 0.27 | 3.15 | 3.29 | | | N/A | N/A |

08:30 - 08:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.70 | 0.07 | 1.03 | 3.88 | 5.51 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.25 | 0.00 | 0.00 | 0.25 | 0.25 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.60 | 0.06 | 0.92 | 3.72 | 5.33 | | | N/A | N/A |

08:45 - 09:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.10 | 0.04 | 0.43 | 2.70 | 4.29 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.03 | 0.04 | 0.42 | 2.54 | 4.06 | | | N/A | N/A |

2037 Base + Com - Sens Test (DS2) , PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 7.56 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|-----------------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D14 | 2037 Base + Com - Sens Test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 143 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1472 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 426 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1102 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 54 | 33 | 56 |
| | 2 - Newgate Lane (South) | 9 | 0 | 346 | 1117 |
| | 3 - Longfield Avenue | 24 | 202 | 0 | 200 |
| | 4 - Newgate Lane (North) | 1 | 997 | 104 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 4 | 3 | 8 |
| | 2 - Newgate Lane (South) | 0 | 0 | 2 | 2 |
| | 3 - Longfield Avenue | 18 | 1 | 0 | 2 |
| | 4 - Newgate Lane (North) | 0 | 1 | 2 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.37 | 13.57 | 0.6 | 2.7 | B | 131 | 197 |
| 2 - Newgate Lane (South) | 0.78 | 7.81 | 3.5 | 10.2 | A | 1351 | 2026 |
| 3 - Longfield Avenue | 0.35 | 4.20 | 0.5 | 2.5 | A | 391 | 586 |
| 4 - Newgate Lane (North) | 0.72 | 7.73 | 2.6 | 5.3 | A | 1011 | 1517 |

Main Results for each time segment

15:45 - 16:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 108 | 27 | 977 | 632 | 0.170 | 107 | 26 | 0.0 | 0.2 | 6.849 | A |
| 2 - Newgate Lane (South) | 1108 | 277 | 144 | 2133 | 0.520 | 1104 | 939 | 0.0 | 1.1 | 3.485 | A |
| 3 - Longfield Avenue | 321 | 80 | 886 | 1644 | 0.195 | 320 | 362 | 0.0 | 0.2 | 2.717 | A |
| 4 - Newgate Lane (North) | 830 | 207 | 176 | 1729 | 0.480 | 826 | 1030 | 0.0 | 0.9 | 3.970 | A |

16:00 - 16:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 129 | 32 | 1169 | 544 | 0.236 | 128 | 31 | 0.2 | 0.3 | 8.653 | A |
| 2 - Newgate Lane (South) | 1323 | 331 | 173 | 2111 | 0.627 | 1321 | 1124 | 1.1 | 1.7 | 4.544 | A |
| 3 - Longfield Avenue | 383 | 96 | 1061 | 1511 | 0.254 | 383 | 433 | 0.2 | 0.3 | 3.191 | A |
| 4 - Newgate Lane (North) | 991 | 248 | 211 | 1708 | 0.580 | 989 | 1232 | 0.9 | 1.4 | 4.996 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 157 | 39 | 1430 | 425 | 0.371 | 156 | 37 | 0.3 | 0.6 | 13.354 | B |
| 2 - Newgate Lane (South) | 1621 | 405 | 211 | 2082 | 0.779 | 1614 | 1375 | 1.7 | 3.4 | 7.583 | A |
| 3 - Longfield Avenue | 469 | 117 | 1296 | 1330 | 0.353 | 468 | 529 | 0.3 | 0.5 | 4.173 | A |
| 4 - Newgate Lane (North) | 1213 | 303 | 258 | 1679 | 0.723 | 1209 | 1506 | 1.4 | 2.5 | 7.582 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 157 | 39 | 1434 | 423 | 0.373 | 157 | 37 | 0.6 | 0.6 | 13.570 | B |
| 2 - Newgate Lane (South) | 1621 | 405 | 212 | 2081 | 0.779 | 1620 | 1379 | 3.4 | 3.5 | 7.807 | A |
| 3 - Longfield Avenue | 469 | 117 | 1301 | 1326 | 0.354 | 469 | 532 | 0.5 | 0.5 | 4.200 | A |
| 4 - Newgate Lane (North) | 1213 | 303 | 259 | 1678 | 0.723 | 1213 | 1511 | 2.5 | 2.6 | 7.730 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 129 | 32 | 1176 | 541 | 0.238 | 130 | 31 | 0.6 | 0.3 | 8.783 | A |
| 2 - Newgate Lane (South) | 1323 | 331 | 175 | 2110 | 0.627 | 1330 | 1131 | 3.5 | 1.7 | 4.659 | A |
| 3 - Longfield Avenue | 383 | 96 | 1068 | 1505 | 0.255 | 384 | 437 | 0.5 | 0.3 | 3.213 | A |
| 4 - Newgate Lane (North) | 991 | 248 | 212 | 1707 | 0.580 | 995 | 1240 | 2.6 | 1.4 | 5.090 | A |

17:00 - 17:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 108 | 27 | 983 | 629 | 0.171 | 108 | 26 | 0.3 | 0.2 | 6.917 | A |
| 2 - Newgate Lane (South) | 1108 | 277 | 146 | 2132 | 0.520 | 1111 | 945 | 1.7 | 1.1 | 3.533 | A |
| 3 - Longfield Avenue | 321 | 80 | 892 | 1640 | 0.196 | 321 | 364 | 0.3 | 0.2 | 2.732 | A |
| 4 - Newgate Lane (North) | 830 | 207 | 177 | 1729 | 0.480 | 832 | 1036 | 1.4 | 0.9 | 4.021 | A |

Queue Variation Results for each time segment
15:45 - 16:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.07 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.24 | 0.00 | 0.00 | 0.24 | 0.24 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.91 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

16:00 - 16:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.31 | 0.00 | 0.00 | 0.31 | 0.31 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.66 | 0.04 | 0.45 | 4.40 | 7.18 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.34 | 0.00 | 0.00 | 0.34 | 0.34 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.36 | 0.05 | 0.63 | 3.26 | 4.85 | | | N/A | N/A |

16:15 - 16:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.58 | 0.03 | 0.26 | 0.58 | 0.58 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.39 | 0.03 | 0.28 | 3.39 | 10.21 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.54 | 0.03 | 0.25 | 0.54 | 0.54 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.53 | 0.03 | 0.28 | 2.53 | 5.30 | | | N/A | N/A |

16:30 - 16:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.59 | 0.03 | 0.31 | 1.15 | 2.70 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.45 | 0.03 | 0.27 | 3.45 | 3.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.54 | 0.03 | 0.31 | 1.49 | 2.50 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.57 | 0.03 | 0.27 | 2.57 | 2.57 | | | N/A | N/A |

16:45 - 17:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.32 | 0.00 | 0.00 | 0.32 | 0.32 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.71 | 0.07 | 1.01 | 3.92 | 5.60 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.34 | 0.00 | 0.00 | 0.34 | 0.34 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.40 | 0.08 | 1.05 | 2.82 | 3.82 | | | N/A | N/A |

17:00 - 17:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.21 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.09 | 0.04 | 0.43 | 2.70 | 4.34 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.24 | 0.00 | 0.00 | 0.24 | 0.24 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.93 | 0.05 | 0.48 | 1.98 | 2.98 | | | N/A | N/A |

2037 Base + Com + Dev (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 8.59 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|-----------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D15 | 2037 Base + Com + Dev (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 55 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1537 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 311 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1129 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 24 | 18 | 13 |
| | 2 - Newgate Lane (South) | 49 | 0 | 284 | 1204 |
| | 3 - Longfield Avenue | 41 | 166 | 0 | 104 |
| | 4 - Newgate Lane (North) | 21 | 1000 | 108 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 14 | 6 | 17 |
| | 2 - Newgate Lane (South) | 2 | 0 | 3 | 3 |
| | 3 - Longfield Avenue | 0 | 2 | 0 | 1 |
| | 4 - Newgate Lane (North) | 21 | 4 | 3 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.15 | 10.72 | 0.2 | 0.5 | B | 50 | 76 |
| 2 - Newgate Lane (South) | 0.80 | 8.69 | 4.0 | 14.9 | A | 1410 | 2116 |
| 3 - Longfield Avenue | 0.27 | 3.91 | 0.4 | 1.4 | A | 285 | 428 |
| 4 - Newgate Lane (North) | 0.77 | 9.60 | 3.3 | 11.6 | A | 1036 | 1554 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 41 | 10 | 955 | 594 | 0.070 | 41 | 83 | 0.0 | 0.1 | 6.512 | A |
| 2 - Newgate Lane (South) | 1157 | 289 | 104 | 2142 | 0.540 | 1152 | 892 | 0.0 | 1.2 | 3.621 | A |
| 3 - Longfield Avenue | 234 | 59 | 949 | 1611 | 0.145 | 233 | 307 | 0.0 | 0.2 | 2.612 | A |
| 4 - Newgate Lane (North) | 850 | 212 | 192 | 1670 | 0.509 | 846 | 991 | 0.0 | 1.0 | 4.346 | A |

07:45 - 08:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 49 | 12 | 1143 | 511 | 0.097 | 49 | 100 | 0.1 | 0.1 | 7.802 | A |
| 2 - Newgate Lane (South) | 1382 | 345 | 125 | 2127 | 0.650 | 1379 | 1068 | 1.2 | 1.8 | 4.797 | A |
| 3 - Longfield Avenue | 280 | 70 | 1136 | 1465 | 0.191 | 279 | 368 | 0.2 | 0.2 | 3.036 | A |
| 4 - Newgate Lane (North) | 1015 | 254 | 230 | 1648 | 0.616 | 1013 | 1185 | 1.0 | 1.6 | 5.650 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 61 | 15 | 1396 | 399 | 0.152 | 60 | 122 | 0.1 | 0.2 | 10.617 | B |
| 2 - Newgate Lane (South) | 1692 | 423 | 152 | 2106 | 0.804 | 1684 | 1304 | 1.8 | 3.9 | 8.372 | A |
| 3 - Longfield Avenue | 342 | 86 | 1387 | 1268 | 0.270 | 342 | 449 | 0.2 | 0.4 | 3.884 | A |
| 4 - Newgate Lane (North) | 1243 | 311 | 281 | 1617 | 0.769 | 1237 | 1448 | 1.6 | 3.2 | 9.298 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 61 | 15 | 1402 | 396 | 0.153 | 61 | 122 | 0.2 | 0.2 | 10.721 | B |
| 2 - Newgate Lane (South) | 1692 | 423 | 153 | 2105 | 0.804 | 1692 | 1310 | 3.9 | 4.0 | 8.692 | A |
| 3 - Longfield Avenue | 342 | 86 | 1394 | 1263 | 0.271 | 342 | 451 | 0.4 | 0.4 | 3.909 | A |
| 4 - Newgate Lane (North) | 1243 | 311 | 282 | 1617 | 0.769 | 1243 | 1454 | 3.2 | 3.3 | 9.599 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 49 | 12 | 1152 | 507 | 0.098 | 50 | 100 | 0.2 | 0.1 | 7.882 | A |
| 2 - Newgate Lane (South) | 1382 | 345 | 126 | 2126 | 0.650 | 1390 | 1076 | 4.0 | 1.9 | 4.949 | A |
| 3 - Longfield Avenue | 280 | 70 | 1145 | 1458 | 0.192 | 280 | 371 | 0.4 | 0.2 | 3.058 | A |
| 4 - Newgate Lane (North) | 1015 | 254 | 231 | 1647 | 0.616 | 1021 | 1194 | 3.3 | 1.6 | 5.810 | A |

08:45 - 09:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 41 | 10 | 962 | 591 | 0.070 | 42 | 84 | 0.1 | 0.1 | 6.557 | A |
| 2 - Newgate Lane (South) | 1157 | 289 | 105 | 2142 | 0.540 | 1160 | 898 | 1.9 | 1.2 | 3.678 | A |
| 3 - Longfield Avenue | 234 | 59 | 955 | 1606 | 0.146 | 234 | 309 | 0.2 | 0.2 | 2.624 | A |
| 4 - Newgate Lane (North) | 850 | 212 | 193 | 1669 | 0.509 | 852 | 997 | 1.6 | 1.0 | 4.419 | A |

Queue Variation Results for each time segment
07:30 - 07:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.16 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.03 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

07:45 - 08:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.83 | 0.04 | 0.44 | 4.90 | 8.21 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.23 | 0.00 | 0.00 | 0.23 | 0.23 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.58 | 0.05 | 0.53 | 3.98 | 6.17 | | | N/A | N/A |

08:00 - 08:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.18 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.91 | 0.03 | 0.29 | 3.91 | 14.87 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.37 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 3.18 | 0.03 | 0.29 | 3.18 | 11.58 | | | N/A | N/A |

08:15 - 08:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.18 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 4.00 | 0.03 | 0.27 | 4.00 | 4.16 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.37 | 0.03 | 0.33 | 1.20 | 1.44 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 3.25 | 0.03 | 0.27 | 3.25 | 3.69 | | | N/A | N/A |

08:30 - 08:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.88 | 0.06 | 0.91 | 4.67 | 6.85 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.24 | 0.00 | 0.00 | 0.24 | 0.24 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.63 | 0.06 | 0.90 | 3.84 | 5.56 | | | N/A | N/A |

08:45 - 09:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.19 | 0.04 | 0.40 | 2.99 | 5.16 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.17 | 0.00 | 0.00 | 0.17 | 0.17 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.05 | 0.04 | 0.41 | 2.60 | 4.24 | | | N/A | N/A |

2037 Base + Com + Dev (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 7.65 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|-----------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D16 | 2037 Base + Com + Dev (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 140 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1465 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 414 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1127 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 54 | 30 | 56 |
| | 2 - Newgate Lane (South) | 9 | 0 | 324 | 1132 |
| | 3 - Longfield Avenue | 22 | 207 | 0 | 185 |
| | 4 - Newgate Lane (North) | 1 | 1031 | 95 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 4 | 4 | 8 |
| | 2 - Newgate Lane (South) | 0 | 0 | 2 | 2 |
| | 3 - Longfield Avenue | 20 | 1 | 0 | 2 |
| | 4 - Newgate Lane (North) | 0 | 1 | 2 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.38 | 14.21 | 0.6 | 2.8 | B | 128 | 193 |
| 2 - Newgate Lane (South) | 0.77 | 7.53 | 3.3 | 9.0 | A | 1344 | 2016 |
| 3 - Longfield Avenue | 0.35 | 4.20 | 0.5 | 2.4 | A | 380 | 570 |
| 4 - Newgate Lane (North) | 0.74 | 8.24 | 2.8 | 7.2 | A | 1034 | 1551 |

Main Results for each time segment

15:45 - 16:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 105 | 26 | 999 | 621 | 0.170 | 105 | 24 | 0.0 | 0.2 | 6.963 | A |
| 2 - Newgate Lane (South) | 1103 | 276 | 135 | 2139 | 0.516 | 1099 | 968 | 0.0 | 1.1 | 3.446 | A |
| 3 - Longfield Avenue | 312 | 78 | 898 | 1635 | 0.191 | 311 | 337 | 0.0 | 0.2 | 2.718 | A |
| 4 - Newgate Lane (North) | 848 | 212 | 179 | 1728 | 0.491 | 845 | 1030 | 0.0 | 1.0 | 4.058 | A |

16:00 - 16:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 126 | 31 | 1196 | 531 | 0.237 | 125 | 29 | 0.2 | 0.3 | 8.867 | A |
| 2 - Newgate Lane (South) | 1317 | 329 | 162 | 2118 | 0.622 | 1315 | 1159 | 1.1 | 1.6 | 4.466 | A |
| 3 - Longfield Avenue | 372 | 93 | 1074 | 1499 | 0.248 | 372 | 403 | 0.2 | 0.3 | 3.193 | A |
| 4 - Newgate Lane (North) | 1013 | 253 | 214 | 1707 | 0.594 | 1011 | 1232 | 1.0 | 1.4 | 5.162 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 154 | 39 | 1462 | 410 | 0.376 | 153 | 35 | 0.3 | 0.6 | 13.963 | B |
| 2 - Newgate Lane (South) | 1613 | 403 | 198 | 2091 | 0.771 | 1606 | 1417 | 1.6 | 3.3 | 7.328 | A |
| 3 - Longfield Avenue | 456 | 114 | 1312 | 1317 | 0.346 | 455 | 492 | 0.3 | 0.5 | 4.174 | A |
| 4 - Newgate Lane (North) | 1241 | 310 | 262 | 1677 | 0.740 | 1236 | 1506 | 1.4 | 2.8 | 8.056 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 154 | 39 | 1467 | 407 | 0.379 | 154 | 35 | 0.6 | 0.6 | 14.214 | B |
| 2 - Newgate Lane (South) | 1613 | 403 | 199 | 2090 | 0.772 | 1613 | 1422 | 3.3 | 3.3 | 7.529 | A |
| 3 - Longfield Avenue | 456 | 114 | 1318 | 1313 | 0.347 | 456 | 494 | 0.5 | 0.5 | 4.200 | A |
| 4 - Newgate Lane (North) | 1241 | 310 | 262 | 1677 | 0.740 | 1241 | 1511 | 2.8 | 2.8 | 8.242 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 126 | 31 | 1204 | 527 | 0.239 | 127 | 29 | 0.6 | 0.3 | 9.013 | A |
| 2 - Newgate Lane (South) | 1317 | 329 | 164 | 2117 | 0.622 | 1324 | 1167 | 3.3 | 1.7 | 4.572 | A |
| 3 - Longfield Avenue | 372 | 93 | 1082 | 1494 | 0.249 | 373 | 406 | 0.5 | 0.3 | 3.214 | A |
| 4 - Newgate Lane (North) | 1013 | 253 | 214 | 1706 | 0.594 | 1018 | 1240 | 2.8 | 1.5 | 5.275 | A |

17:00 - 17:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 105 | 26 | 1006 | 618 | 0.171 | 106 | 24 | 0.3 | 0.2 | 7.035 | A |
| 2 - Newgate Lane (South) | 1103 | 276 | 137 | 2138 | 0.516 | 1105 | 975 | 1.7 | 1.1 | 3.493 | A |
| 3 - Longfield Avenue | 312 | 78 | 903 | 1630 | 0.191 | 312 | 339 | 0.3 | 0.2 | 2.733 | A |
| 4 - Newgate Lane (North) | 848 | 212 | 179 | 1728 | 0.491 | 850 | 1036 | 1.5 | 1.0 | 4.113 | A |

Queue Variation Results for each time segment
15:45 - 16:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.20 | 0.00 | 0.00 | 0.20 | 0.20 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.06 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.23 | 0.00 | 0.00 | 0.23 | 0.23 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.96 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

16:00 - 16:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.31 | 0.00 | 0.00 | 0.31 | 0.31 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.62 | 0.05 | 0.45 | 4.28 | 6.94 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.33 | 0.00 | 0.00 | 0.33 | 0.33 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.44 | 0.05 | 0.58 | 3.56 | 5.37 | | | N/A | N/A |

16:15 - 16:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.59 | 0.03 | 0.26 | 0.59 | 0.59 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.26 | 0.03 | 0.28 | 3.26 | 8.96 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.53 | 0.03 | 0.25 | 0.53 | 0.53 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.75 | 0.03 | 0.28 | 2.75 | 7.21 | | | N/A | N/A |

16:30 - 16:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.60 | 0.03 | 0.31 | 1.20 | 2.78 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.32 | 0.03 | 0.27 | 3.32 | 3.32 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.53 | 0.03 | 0.31 | 1.49 | 2.37 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.80 | 0.03 | 0.27 | 2.80 | 2.80 | | | N/A | N/A |

16:45 - 17:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.32 | 0.00 | 0.00 | 0.32 | 0.32 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.67 | 0.07 | 1.04 | 3.77 | 5.29 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.33 | 0.00 | 0.00 | 0.33 | 0.33 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.48 | 0.07 | 1.01 | 3.16 | 4.41 | | | N/A | N/A |

17:00 - 17:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.21 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.07 | 0.04 | 0.44 | 2.62 | 4.09 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.24 | 0.00 | 0.00 | 0.24 | 0.24 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.97 | 0.05 | 0.45 | 2.25 | 3.48 | | | N/A | N/A |

2037 Base + Com + Dev - Sens test (DS2), AM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 8.66 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D17 | 2037 Base + Com + Dev - Sens test (DS2) | AM | ONE HOUR | 07:30 | 09:00 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 55 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1537 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 333 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1129 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 24 | 18 | 13 |
| | 2 - Newgate Lane (South) | 49 | 0 | 284 | 1204 |
| | 3 - Longfield Avenue | 44 | 177 | 0 | 112 |
| | 4 - Newgate Lane (North) | 21 | 1000 | 108 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 14 | 6 | 17 |
| | 2 - Newgate Lane (South) | 2 | 0 | 3 | 3 |
| | 3 - Longfield Avenue | 0 | 2 | 0 | 1 |
| | 4 - Newgate Lane (North) | 21 | 4 | 3 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.15 | 10.89 | 0.2 | 0.5 | B | 50 | 76 |
| 2 - Newgate Lane (South) | 0.80 | 8.69 | 4.0 | 14.9 | A | 1410 | 2116 |
| 3 - Longfield Avenue | 0.29 | 4.01 | 0.4 | 1.3 | A | 306 | 458 |
| 4 - Newgate Lane (North) | 0.77 | 9.83 | 3.3 | 12.3 | A | 1036 | 1554 |

Main Results for each time segment

07:30 - 07:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 41 | 10 | 963 | 590 | 0.070 | 41 | 86 | 0.0 | 0.1 | 6.554 | A |
| 2 - Newgate Lane (South) | 1157 | 289 | 104 | 2142 | 0.540 | 1152 | 900 | 0.0 | 1.2 | 3.621 | A |
| 3 - Longfield Avenue | 251 | 63 | 949 | 1612 | 0.156 | 250 | 307 | 0.0 | 0.2 | 2.642 | A |
| 4 - Newgate Lane (North) | 850 | 212 | 203 | 1664 | 0.511 | 846 | 997 | 0.0 | 1.0 | 4.379 | A |

07:45 - 08:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 49 | 12 | 1153 | 506 | 0.098 | 49 | 102 | 0.1 | 0.1 | 7.873 | A |
| 2 - Newgate Lane (South) | 1382 | 345 | 125 | 2127 | 0.650 | 1379 | 1077 | 1.2 | 1.8 | 4.797 | A |
| 3 - Longfield Avenue | 299 | 75 | 1136 | 1466 | 0.204 | 299 | 368 | 0.2 | 0.3 | 3.085 | A |
| 4 - Newgate Lane (North) | 1015 | 254 | 242 | 1640 | 0.619 | 1013 | 1193 | 1.0 | 1.6 | 5.714 | A |

08:00 - 08:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 61 | 15 | 1408 | 394 | 0.154 | 60 | 125 | 0.1 | 0.2 | 10.777 | B |
| 2 - Newgate Lane (South) | 1692 | 423 | 152 | 2106 | 0.804 | 1684 | 1316 | 1.8 | 3.9 | 8.372 | A |
| 3 - Longfield Avenue | 367 | 92 | 1387 | 1269 | 0.289 | 366 | 449 | 0.3 | 0.4 | 3.982 | A |
| 4 - Newgate Lane (North) | 1243 | 311 | 297 | 1608 | 0.773 | 1236 | 1456 | 1.6 | 3.3 | 9.509 | A |

08:15 - 08:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 61 | 15 | 1415 | 391 | 0.155 | 61 | 125 | 0.2 | 0.2 | 10.888 | B |
| 2 - Newgate Lane (South) | 1692 | 423 | 153 | 2105 | 0.804 | 1692 | 1322 | 3.9 | 4.0 | 8.692 | A |
| 3 - Longfield Avenue | 367 | 92 | 1394 | 1264 | 0.290 | 367 | 451 | 0.4 | 0.4 | 4.010 | A |
| 4 - Newgate Lane (North) | 1243 | 311 | 297 | 1608 | 0.773 | 1243 | 1463 | 3.3 | 3.3 | 9.832 | A |

08:30 - 08:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 49 | 12 | 1162 | 502 | 0.098 | 50 | 103 | 0.2 | 0.1 | 7.958 | A |
| 2 - Newgate Lane (South) | 1382 | 345 | 126 | 2126 | 0.650 | 1390 | 1086 | 4.0 | 1.9 | 4.949 | A |
| 3 - Longfield Avenue | 299 | 75 | 1145 | 1459 | 0.205 | 300 | 371 | 0.4 | 0.3 | 3.110 | A |
| 4 - Newgate Lane (North) | 1015 | 254 | 243 | 1640 | 0.619 | 1022 | 1202 | 3.3 | 1.7 | 5.884 | A |

08:45 - 09:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 41 | 10 | 970 | 587 | 0.071 | 42 | 86 | 0.1 | 0.1 | 6.599 | A |
| 2 - Newgate Lane (South) | 1157 | 289 | 105 | 2142 | 0.540 | 1160 | 906 | 1.9 | 1.2 | 3.678 | A |
| 3 - Longfield Avenue | 251 | 63 | 955 | 1607 | 0.156 | 251 | 309 | 0.3 | 0.2 | 2.656 | A |
| 4 - Newgate Lane (North) | 850 | 212 | 204 | 1663 | 0.511 | 852 | 1003 | 1.7 | 1.1 | 4.451 | A |

Queue Variation Results for each time segment
07:30 - 07:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.07 | 0.00 | 0.00 | 0.07 | 0.07 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.16 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.03 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

07:45 - 08:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.83 | 0.04 | 0.44 | 4.90 | 8.21 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.26 | 0.00 | 0.00 | 0.26 | 0.26 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.60 | 0.05 | 0.52 | 4.04 | 6.29 | | | N/A | N/A |

08:00 - 08:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.18 | 0.03 | 0.26 | 0.47 | 0.49 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.91 | 0.03 | 0.29 | 3.91 | 14.87 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.40 | 0.03 | 0.25 | 0.46 | 0.48 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 3.25 | 0.03 | 0.29 | 3.25 | 12.31 | | | N/A | N/A |

08:15 - 08:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.18 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 4.00 | 0.03 | 0.27 | 4.00 | 4.16 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.41 | 0.03 | 0.33 | 1.27 | 1.27 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 3.33 | 0.03 | 0.27 | 3.33 | 4.11 | | | N/A | N/A |

08:30 - 08:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.88 | 0.06 | 0.91 | 4.67 | 6.85 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.26 | 0.00 | 0.00 | 0.26 | 0.26 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.65 | 0.06 | 0.88 | 3.92 | 5.73 | | | N/A | N/A |

08:45 - 09:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.08 | 0.00 | 0.00 | 0.08 | 0.08 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.19 | 0.04 | 0.40 | 2.99 | 5.16 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.19 | 0.00 | 0.00 | 0.19 | 0.19 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.06 | 0.04 | 0.40 | 2.64 | 4.37 | | | N/A | N/A |

2037 Base + Com + Dev - Sens test (DS2), PM

Data Errors and Warnings

| Severity | Area | Item | Description |
|----------|------------------|--|--|
| Warning | Geometry | 4 - Newgate Lane (North) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution. |
| Warning | Queue variations | Analysis Options | Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high. |

Junction Network

Junctions

| Junction | Name | Junction type | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|------------------------|---------------------|-----------------------|------------|--------------------|--------------|
| 1 | NGL - Longfield Avenue | Standard Roundabout | | 1, 2, 3, 4 | 8.17 | A |

Junction Network Options

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|-----|---|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D18 | 2037 Base + Com + Dev - Sens test (DS2) | PM | ONE HOUR | 15:45 | 17:15 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (Veh/hr) | Scaling Factor (%) |
|--------------------------|------------|--------------|--------------|-------------------------|--------------------|
| 1 - Davis Way | | ONE HOUR | ✓ | 143 | 100.000 |
| 2 - Newgate Lane (South) | | ONE HOUR | ✓ | 1496 | 100.000 |
| 3 - Longfield Avenue | | ONE HOUR | ✓ | 445 | 100.000 |
| 4 - Newgate Lane (North) | | ONE HOUR | ✓ | 1136 | 100.000 |

Origin-Destination Data

Demand (Veh/hr)

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 54 | 33 | 56 |
| | 2 - Newgate Lane (South) | 9 | 0 | 355 | 1132 |
| | 3 - Longfield Avenue | 24 | 221 | 0 | 200 |
| | 4 - Newgate Lane (North) | 1 | 1031 | 104 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | | |
|------|--------------------------|---------------|--------------------------|----------------------|--------------------------|
| | | 1 - Davis Way | 2 - Newgate Lane (South) | 3 - Longfield Avenue | 4 - Newgate Lane (North) |
| From | 1 - Davis Way | 0 | 4 | 3 | 8 |
| | 2 - Newgate Lane (South) | 0 | 0 | 2 | 2 |
| | 3 - Longfield Avenue | 18 | 1 | 0 | 2 |
| | 4 - Newgate Lane (North) | 0 | 1 | 2 | 0 |

Results

Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (Veh) | Max 95th percentile Queue (Veh) | Max LOS | Average Demand (Veh/hr) | Total Junction Arrivals (Veh) |
|--------------------------|---------|---------------|-----------------|---------------------------------|---------|-------------------------|-------------------------------|
| 1 - Davis Way | 0.40 | 15.06 | 0.6 | 3.0 | C | 131 | 197 |
| 2 - Newgate Lane (South) | 0.79 | 8.27 | 3.7 | 12.5 | A | 1373 | 2059 |
| 3 - Longfield Avenue | 0.37 | 4.36 | 0.6 | 2.8 | A | 408 | 613 |
| 4 - Newgate Lane (North) | 0.75 | 8.64 | 3.0 | 8.6 | A | 1042 | 1564 |

Main Results for each time segment

15:45 - 16:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 108 | 27 | 1016 | 614 | 0.175 | 107 | 26 | 0.0 | 0.2 | 7.088 | A |
| 2 - Newgate Lane (South) | 1126 | 282 | 144 | 2133 | 0.528 | 1122 | 979 | 0.0 | 1.1 | 3.543 | A |
| 3 - Longfield Avenue | 335 | 84 | 897 | 1638 | 0.205 | 334 | 369 | 0.0 | 0.3 | 2.757 | A |
| 4 - Newgate Lane (North) | 855 | 214 | 191 | 1721 | 0.497 | 851 | 1041 | 0.0 | 1.0 | 4.121 | A |

16:00 - 16:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 129 | 32 | 1217 | 522 | 0.246 | 128 | 31 | 0.2 | 0.3 | 9.121 | A |
| 2 - Newgate Lane (South) | 1345 | 336 | 173 | 2111 | 0.637 | 1342 | 1172 | 1.1 | 1.7 | 4.666 | A |
| 3 - Longfield Avenue | 400 | 100 | 1074 | 1502 | 0.266 | 400 | 441 | 0.3 | 0.4 | 3.266 | A |
| 4 - Newgate Lane (North) | 1021 | 255 | 228 | 1698 | 0.601 | 1019 | 1246 | 1.0 | 1.5 | 5.286 | A |

16:15 - 16:30

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 157 | 39 | 1487 | 399 | 0.395 | 156 | 37 | 0.3 | 0.6 | 14.752 | B |
| 2 - Newgate Lane (South) | 1647 | 412 | 211 | 2082 | 0.791 | 1640 | 1432 | 1.7 | 3.6 | 7.993 | A |
| 3 - Longfield Avenue | 490 | 122 | 1312 | 1320 | 0.371 | 489 | 539 | 0.4 | 0.6 | 4.329 | A |
| 4 - Newgate Lane (North) | 1251 | 313 | 279 | 1667 | 0.750 | 1245 | 1522 | 1.5 | 2.9 | 8.423 | A |

16:30 - 16:45

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 157 | 39 | 1493 | 396 | 0.397 | 157 | 37 | 0.6 | 0.6 | 15.062 | C |
| 2 - Newgate Lane (South) | 1647 | 412 | 212 | 2081 | 0.791 | 1647 | 1438 | 3.6 | 3.7 | 8.268 | A |
| 3 - Longfield Avenue | 490 | 122 | 1318 | 1315 | 0.373 | 490 | 542 | 0.6 | 0.6 | 4.362 | A |
| 4 - Newgate Lane (North) | 1251 | 313 | 280 | 1667 | 0.751 | 1251 | 1528 | 2.9 | 3.0 | 8.642 | A |

16:45 - 17:00

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 129 | 32 | 1225 | 519 | 0.248 | 130 | 31 | 0.6 | 0.3 | 9.291 | A |
| 2 - Newgate Lane (South) | 1345 | 336 | 175 | 2110 | 0.637 | 1353 | 1180 | 3.7 | 1.8 | 4.801 | A |
| 3 - Longfield Avenue | 400 | 100 | 1082 | 1496 | 0.267 | 401 | 445 | 0.6 | 0.4 | 3.293 | A |
| 4 - Newgate Lane (North) | 1021 | 255 | 229 | 1698 | 0.602 | 1027 | 1255 | 3.0 | 1.5 | 5.412 | A |

17:00 - 17:15

| Arm | Total Demand (Veh/hr) | Junction Arrivals (Veh) | Circulating flow (Veh/hr) | Capacity (Veh/hr) | RFC | Throughput (Veh/hr) | Throughput (exit side) (Veh/hr) | Start queue (Veh) | End queue (Veh) | Delay (s) | Unsignalised level of service |
|--------------------------|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1 - Davis Way | 108 | 27 | 1023 | 611 | 0.176 | 108 | 26 | 0.3 | 0.2 | 7.168 | A |
| 2 - Newgate Lane (South) | 1126 | 282 | 146 | 2132 | 0.528 | 1129 | 986 | 1.8 | 1.1 | 3.599 | A |
| 3 - Longfield Avenue | 335 | 84 | 903 | 1633 | 0.205 | 335 | 371 | 0.4 | 0.3 | 2.774 | A |
| 4 - Newgate Lane (North) | 855 | 214 | 191 | 1721 | 0.497 | 857 | 1047 | 1.5 | 1.0 | 4.180 | A |

Queue Variation Results for each time segment
15:45 - 16:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.11 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.26 | 0.00 | 0.00 | 0.26 | 0.26 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 0.98 | 0.55 | 1.00 | 1.40 | 1.45 | | | N/A | N/A |

16:00 - 16:15

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.32 | 0.00 | 0.00 | 0.32 | 0.32 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.73 | 0.04 | 0.44 | 4.62 | 7.63 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.36 | 0.00 | 0.00 | 0.36 | 0.36 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.49 | 0.05 | 0.55 | 3.71 | 5.66 | | | N/A | N/A |

16:15 - 16:30

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.64 | 0.03 | 0.26 | 0.64 | 0.64 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.63 | 0.03 | 0.29 | 3.63 | 12.46 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.59 | 0.03 | 0.25 | 0.59 | 0.59 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.90 | 0.03 | 0.28 | 2.90 | 8.63 | | | N/A | N/A |

16:30 - 16:45

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.65 | 0.03 | 0.31 | 1.28 | 3.03 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 3.71 | 0.03 | 0.27 | 3.71 | 3.71 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.59 | 0.03 | 0.30 | 1.48 | 2.78 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 2.95 | 0.03 | 0.27 | 2.95 | 2.95 | | | N/A | N/A |

16:45 - 17:00

| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.33 | 0.00 | 0.00 | 0.33 | 0.33 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.78 | 0.06 | 0.96 | 4.26 | 6.14 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.37 | 0.00 | 0.00 | 0.37 | 0.37 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.53 | 0.07 | 0.98 | 3.41 | 4.77 | | | N/A | N/A |

17:00 - 17:15

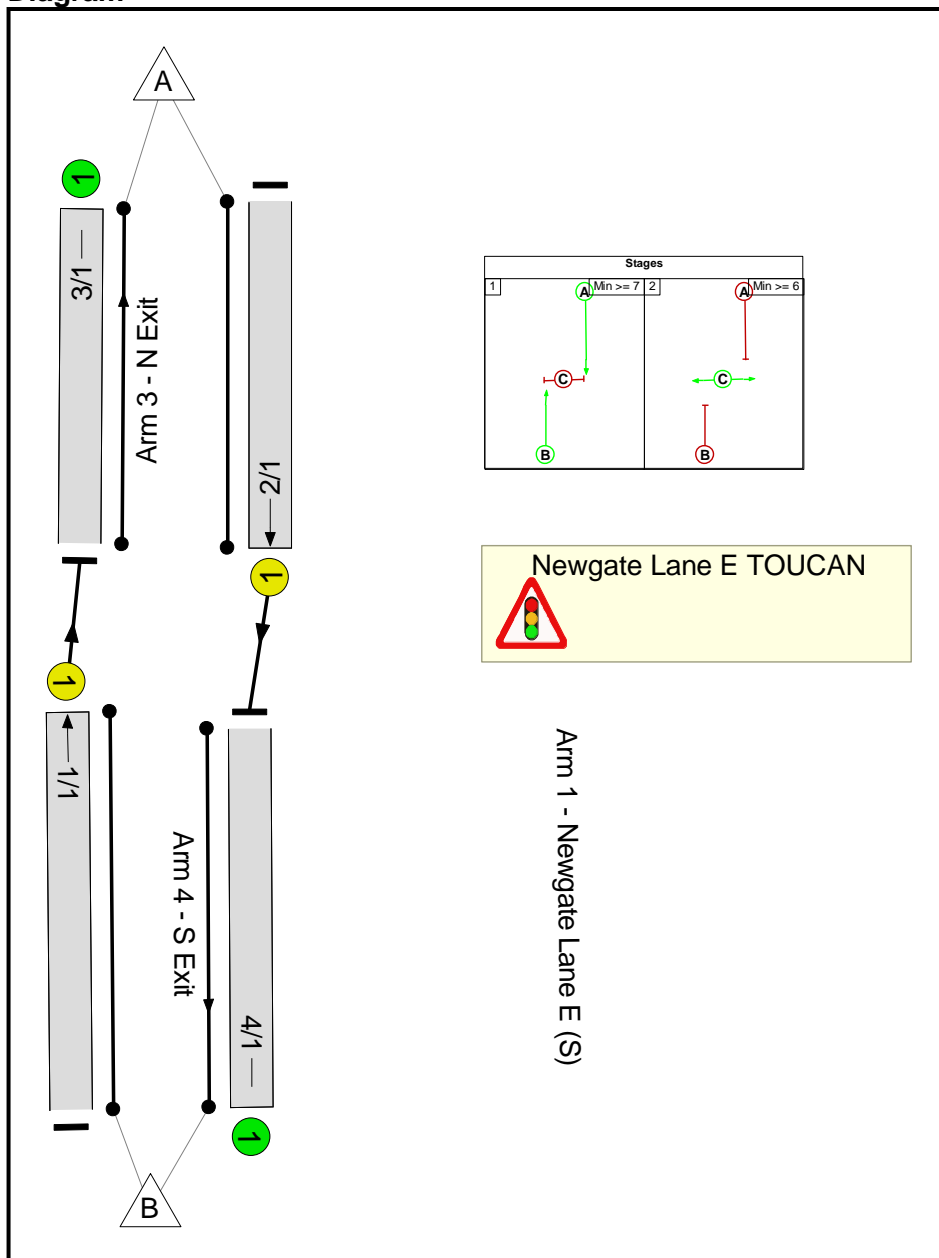
| Arm | Mean (Veh) | Q05 (Veh) | Q50 (Veh) | Q90 (Veh) | Q95 (Veh) | Percentile message | Marker message | Probability of reaching or exceeding marker | Probability of exactly reaching marker |
|--------------------------|------------|-----------|-----------|-----------|-----------|--------------------|----------------|---|--|
| 1 - Davis Way | 0.22 | 0.03 | 0.25 | 0.45 | 0.48 | | | N/A | N/A |
| 2 - Newgate Lane (South) | 1.13 | 0.04 | 0.41 | 2.84 | 4.72 | | | N/A | N/A |
| 3 - Longfield Avenue | 0.26 | 0.00 | 0.00 | 0.26 | 0.26 | | | N/A | N/A |
| 4 - Newgate Lane (North) | 1.00 | 0.04 | 0.43 | 2.38 | 3.73 | | | N/A | N/A |

Full Input Data And Results
Full Input Data And Results

User and Project Details

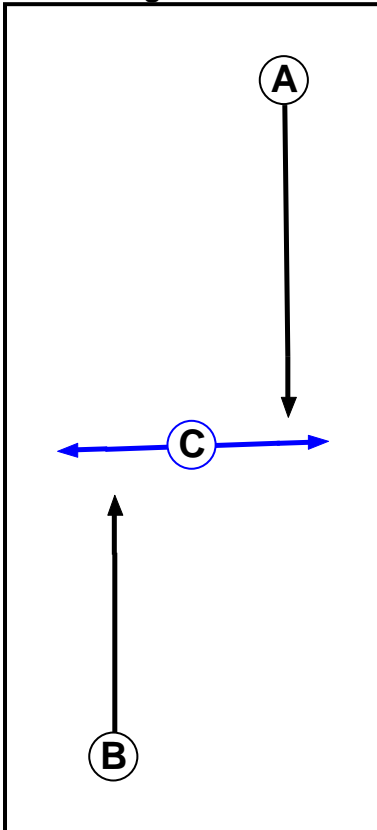
| | |
|--------------------|------------------------------|
| Project: | |
| Title: | Newgate Lane E TOUCAN |
| Location: | |
| Additional detail: | |
| File name: | Newgate Lane E TOUCAN.lsg3x |
| Author: | |
| Company: | |
| Address: | |

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|------------|------------|--------------|------------|----------|
| A | Traffic | | 7 | 7 |
| B | Traffic | | 7 | 7 |
| C | Pedestrian | | 6 | 6 |

Phase Intergreens Matrix

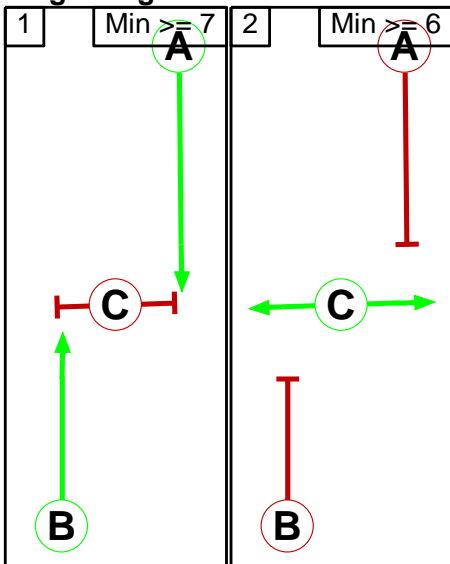
| | | Starting Phase | | |
|-------------------|---|----------------|---|---|
| | | A | B | C |
| Terminating Phase | A | | | |
| | B | | | |
| | C | 8 | 8 | |

Phases in Stage

| Stage No. | Phases in Stage |
|-----------|-----------------|
| 1 | A B |
| 2 | C |

Full Input Data And Results

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 |
| From Stage | 1 | | 5 |
| | 2 | 8 | |

Full Input Data And Results

Give-Way Lane Input Data

Junction: Newgate Lane E TOUCAN

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

| Junction: Newgate Lane E TOUCAN | | | | | | | | | | | | |
|---------------------------------|-----------|--------|-------------|-----------|-----------------------|---------------|-----------------------------------|----------------|----------|---------------|-------------|--------------------|
| 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 (Newgate Lane E (S)) | U | B | 2 | 3 | 60.0 | Geom | - | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf |
| 2/1 (Newgate Lane E (N)) | U | A | 2 | 3 | 60.0 | Geom | - | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf |
| 3/1 (N Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 4/1 (S Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|--|------------|----------|----------|---------|
| 1: '2021 AM Baseline (DS2)' | 07:45 | 08:45 | 01:00 | |
| 2: '2021 PM Baseline (DS2)' | 16:00 | 17:00 | 01:00 | |
| 3: '2028 AM Base + Com (DS2)' | 07:45 | 08:45 | 01:00 | |
| 4: '2028 PM Base + Com (DS2)' | 16:00 | 17:00 | 01:00 | |
| 5: '2028 AM Base + Com - Sens Test (DS2)' | 07:45 | 08:45 | 01:00 | |
| 6: '2028 PM Base + Com - Sens Test (DS2)' | 16:00 | 17:00 | 01:00 | |
| 7: '2028 AM Base + Com + Dev (DS2)' | 07:45 | 08:45 | 01:00 | |
| 8: '2028 PM Base + Com + Dev (DS2)' | 16:00 | 17:00 | 01:00 | |
| 9: '2028 AM Base + Com + Dev - Sens test (DS2)' | 07:45 | 08:45 | 01:00 | |
| 10: '2028 PM Base + Com + Dev - Sens test (DS2)' | 16:00 | 17:00 | 01:00 | |
| 11: '2037 AM Base + Com (DS2)' | 07:45 | 08:45 | 01:00 | |
| 12: '2037 PM Base + Com (DS2)' | 16:00 | 17:00 | 01:00 | |
| 13: '2037 AM Base + Com - Sens Test (DS2)' | 07:45 | 08:45 | 01:00 | |
| 14: '2037 PM Base + Com - Sens Test (DS2)' | 16:00 | 17:00 | 01:00 | |
| 15: '2037 AM Base + Com + Dev (DS2)' | 07:45 | 08:45 | 01:00 | |
| 16: '2037 PM Base + Com + Dev (DS2)' | 16:00 | 17:00 | 01:00 | |
| 17: '2037 AM Base + Com + Dev - Sens Test (DS2)' | 07:45 | 08:45 | 01:00 | |
| 18: '2037 PM Base + Com + Dev - Sens Test (DS2)' | 16:00 | 17:00 | 01:00 | |

Scenario 1: '1' (FG1: '2021 AM Baseline (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|------|-----|------|
| | | A | B | Tot. |
| Origin | A | 0 | 615 | 615 |
| | B | 1300 | 0 | 1300 |
| | Tot. | 1300 | 615 | 1915 |

Traffic Lane Flows

| Lane | Scenario 1: 1 |
|--|------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 1300 |
| 2/1 | 615 |
| 3/1 | 1300 |
| 4/1 | 615 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 2: '2' (FG2: '2021 PM Baseline (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | |
|--------|------|-------------|-----|------|
| | | A | B | Tot. |
| Origin | A | 0 | 924 | 924 |
| | B | 555 | 0 | 555 |
| | Tot. | 555 | 924 | 1479 |

Traffic Lane Flows

| Lane | Scenario 2: 2 |
|--|------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 555 |
| 2/1 | 924 |
| 3/1 | 555 |
| 4/1 | 924 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 3: '3' (FG3: '2028 AM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | |
|--------|------|-------------|-----|------|
| | | A | B | Tot. |
| Origin | A | 0 | 797 | 797 |
| | B | 1382 | 0 | 1382 |
| | Tot. | 1382 | 797 | 2179 |

Full Input Data And Results

Traffic Lane Flows

| Lane | Scenario 3: 3 |
|--|------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 1382 |
| 2/1 | 797 |
| 3/1 | 1382 |
| 4/1 | 797 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 4: '4' (FG4: '2028 PM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|-----|------|------|
| | | A | B | Tot. |
| Origin | A | 0 | 1116 | 1116 |
| | B | 611 | 0 | 611 |
| | Tot. | 611 | 1116 | 1727 |

Traffic Lane Flows

| Lane | Scenario 4: 4 |
|--|------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 611 |
| 2/1 | 1116 |
| 3/1 | 611 |
| 4/1 | 1116 |

Full Input Data And Results

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|---------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 5: '5' (FG5: '2028 AM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|------|-----|------|
| | | A | B | Tot. |
| Origin | A | 0 | 808 | 808 |
| | B | 1382 | 0 | 1382 |
| | Tot. | 1382 | 808 | 2190 |

Traffic Lane Flows

| Lane | Scenario 5: 5 |
|---------------------------------|------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 1382 |
| 2/1 | 808 |
| 3/1 | 1382 |
| 4/1 | 808 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|---------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 6: '6' (FG6: '2028 PM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | |
|--------|------|-------------|------|------|
| | | A | B | Tot. |
| Origin | A | 0 | 1129 | 1129 |
| | B | 642 | 0 | 642 |
| | Tot. | 642 | 1129 | 1771 |

Traffic Lane Flows

| Lane | Scenario 6: 6 |
|--|------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 642 |
| 2/1 | 1129 |
| 3/1 | 642 |
| 4/1 | 1129 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 7: '7' (FG7: '2028 AM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | |
|--------|------|-------------|-----|------|
| | | A | B | Tot. |
| Origin | A | 0 | 885 | 885 |
| | B | 1412 | 0 | 1412 |
| | Tot. | 1412 | 885 | 2297 |

Full Input Data And Results

Traffic Lane Flows

| Lane | Scenario 7: 7 |
|--|------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 1412 |
| 2/1 | 885 |
| 3/1 | 1412 |
| 4/1 | 885 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 8: '8' (FG8: '2028 PM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|-----|------|------|
| | | A | B | Tot. |
| Origin | A | 0 | 1152 | 1152 |
| | B | 694 | 0 | 694 |
| | Tot. | 694 | 1152 | 1846 |

Traffic Lane Flows

| Lane | Scenario 8: 8 |
|--|------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 694 |
| 2/1 | 1152 |
| 3/1 | 694 |
| 4/1 | 1152 |

Full Input Data And Results

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|---------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 9: '9' (FG9: '2028 AM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|------|-----|------|
| | | A | B | Tot. |
| Origin | A | 0 | 896 | 896 |
| | B | 1412 | 0 | 1412 |
| | Tot. | 1412 | 896 | 2308 |

Traffic Lane Flows

| Lane | Scenario 9: 9 |
|---------------------------------|------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 1412 |
| 2/1 | 896 |
| 3/1 | 1412 |
| 4/1 | 896 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|---------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 10: '10' (FG10: '2028 PM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | Tot. |
|--------|-------------|-----|------|------|
| | A | B | Tot. | |
| Origin | A | 0 | 1165 | 1165 |
| | B | 725 | 0 | 725 |
| | Tot. | 725 | 1165 | 1890 |

Traffic Lane Flows

| Lane | Scenario 10: 10 |
|--|--------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 725 |
| 2/1 | 1165 |
| 3/1 | 725 |
| 4/1 | 1165 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 11: '11' (FG11: '2037 AM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | Tot. |
|--------|-------------|------|------|------|
| | A | B | Tot. | |
| Origin | A | 0 | 830 | 830 |
| | B | 1450 | 0 | 1450 |
| | Tot. | 1450 | 830 | 2280 |

Full Input Data And Results

Traffic Lane Flows

| Lane | Scenario 11: 11 |
|--|--------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 1450 |
| 2/1 | 830 |
| 3/1 | 1450 |
| 4/1 | 830 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 12: '12' (FG12: '2037 PM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|-----|------|------|
| | | A | B | Tot. |
| Origin | A | 0 | 1165 | 1165 |
| | B | 641 | 0 | 641 |
| | Tot. | 641 | 1165 | 1806 |

Traffic Lane Flows

| Lane | Scenario 12: 12 |
|--|--------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 641 |
| 2/1 | 1165 |
| 3/1 | 641 |
| 4/1 | 1165 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|---------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 13: '13' (FG13: '2037 AM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|------|-----|------|
| | | A | B | Tot. |
| Origin | A | 0 | 841 | 841 |
| | B | 1450 | 0 | 1450 |
| | Tot. | 1450 | 841 | 2291 |

Traffic Lane Flows

| Lane | Scenario 13: 13 |
|---------------------------------|-----------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 1450 |
| 2/1 | 841 |
| 3/1 | 1450 |
| 4/1 | 841 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|---------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 14: '14' (FG14: '2037 PM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|-----|------|------|
| | | A | B | Tot. |
| Origin | A | 0 | 1178 | 1178 |
| | B | 672 | 0 | 672 |
| | Tot. | 672 | 1178 | 1850 |

Traffic Lane Flows

| Lane | Scenario 14: 14 |
|--|--------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 672 |
| 2/1 | 1178 |
| 3/1 | 672 |
| 4/1 | 1178 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 15: '15' (FG15: '2037 AM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|------|-----|------|
| | | A | B | Tot. |
| Origin | A | 0 | 917 | 917 |
| | B | 1480 | 0 | 1480 |
| | Tot. | 1480 | 917 | 2397 |

Full Input Data And Results

Traffic Lane Flows

| Lane | Scenario 15: 15 |
|--|--------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 1480 |
| 2/1 | 917 |
| 3/1 | 1480 |
| 4/1 | 917 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|--|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 16: '16' (FG16: '2037 PM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | |
|--------|------|-------------|------|------|
| | | A | B | Tot. |
| Origin | A | 0 | 1201 | 1201 |
| | B | 724 | 0 | 724 |
| | Tot. | 724 | 1201 | 1925 |

Traffic Lane Flows

| Lane | Scenario 16: 16 |
|--|--------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 724 |
| 2/1 | 1201 |
| 3/1 | 724 |
| 4/1 | 1201 |

Full Input Data And Results

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|---------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 17: '17' (FG17: '2037 AM Base + Com + Dev - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|------|-----|------|
| | | A | B | Tot. |
| Origin | A | 0 | 928 | 928 |
| | B | 1480 | 0 | 1480 |
| | Tot. | 1480 | 928 | 2408 |

Traffic Lane Flows

| Lane | Scenario 17: 17 |
|---------------------------------|--------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 1480 |
| 2/1 | 928 |
| 3/1 | 1480 |
| 4/1 | 928 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|---------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Full Input Data And Results

Scenario 18: '18' (FG18: '2037 PM Base + Com + Dev - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | |
|--------|-------------|-----|------|------|
| | | A | B | Tot. |
| Origin | A | 0 | 1214 | 1214 |
| | B | 755 | 0 | 755 |
| | Tot. | 755 | 1214 | 1969 |

Traffic Lane Flows

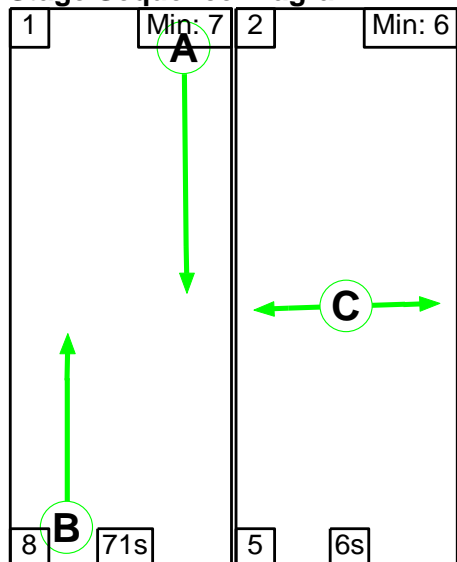
| Lane | Scenario 18: 18 |
|--|--------------------|
| Junction: Newgate Lane E TOUCAN | |
| 1/1 | 755 |
| 2/1 | 1214 |
| 3/1 | 755 |
| 4/1 | 1214 |

Lane Saturation Flows

| Junction: Newgate Lane E TOUCAN | | | | | | | | |
|---------------------------------|--------------------------|----------|---------------|---------------|--------------------|---------------|-------------------|--------------------------|
| 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 (Newgate Lane E (S)) | 3.65 | 0.00 | Y | Arm 3 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 2/1 (Newgate Lane E (N)) | 3.65 | 0.00 | Y | Arm 4 Ahead | Inf | 100.0 % | 1980 | 1980 |
| 3/1 (N Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 4/1 (S Exit Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |

Scenario 1: '1' (FG1: '2021 AM Baseline (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

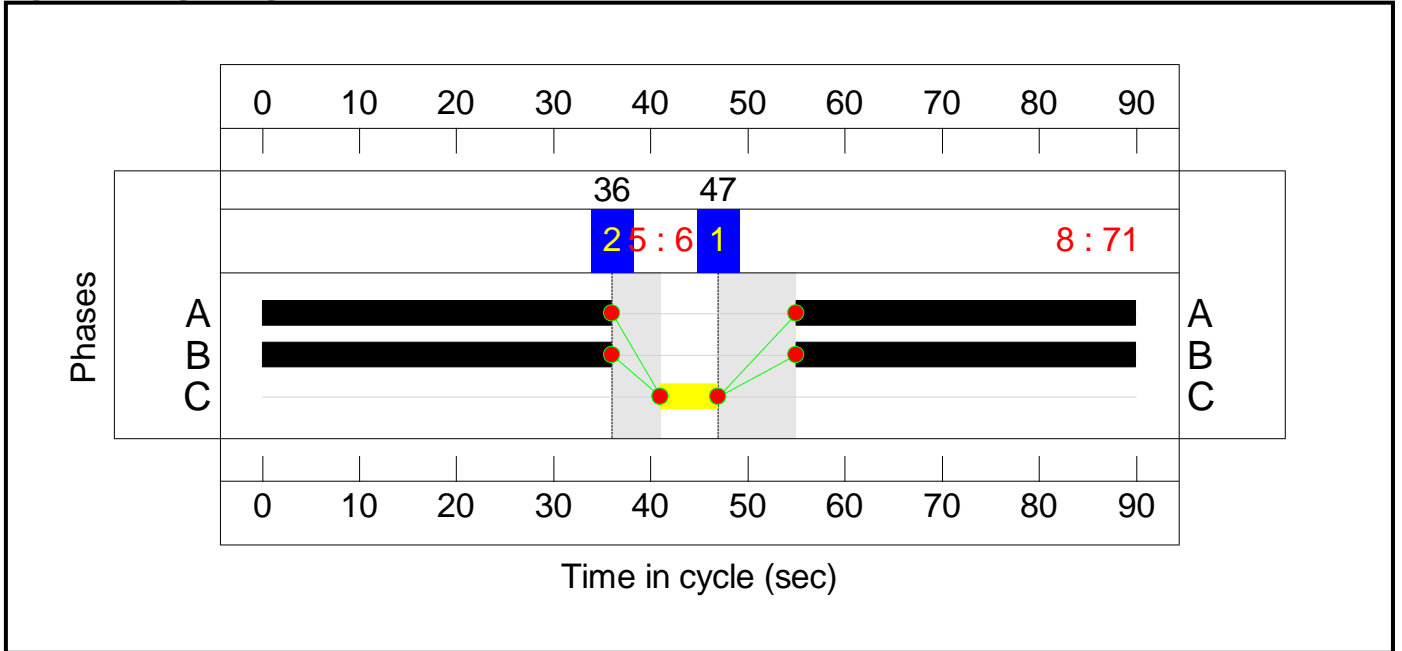


Full Input Data And Results

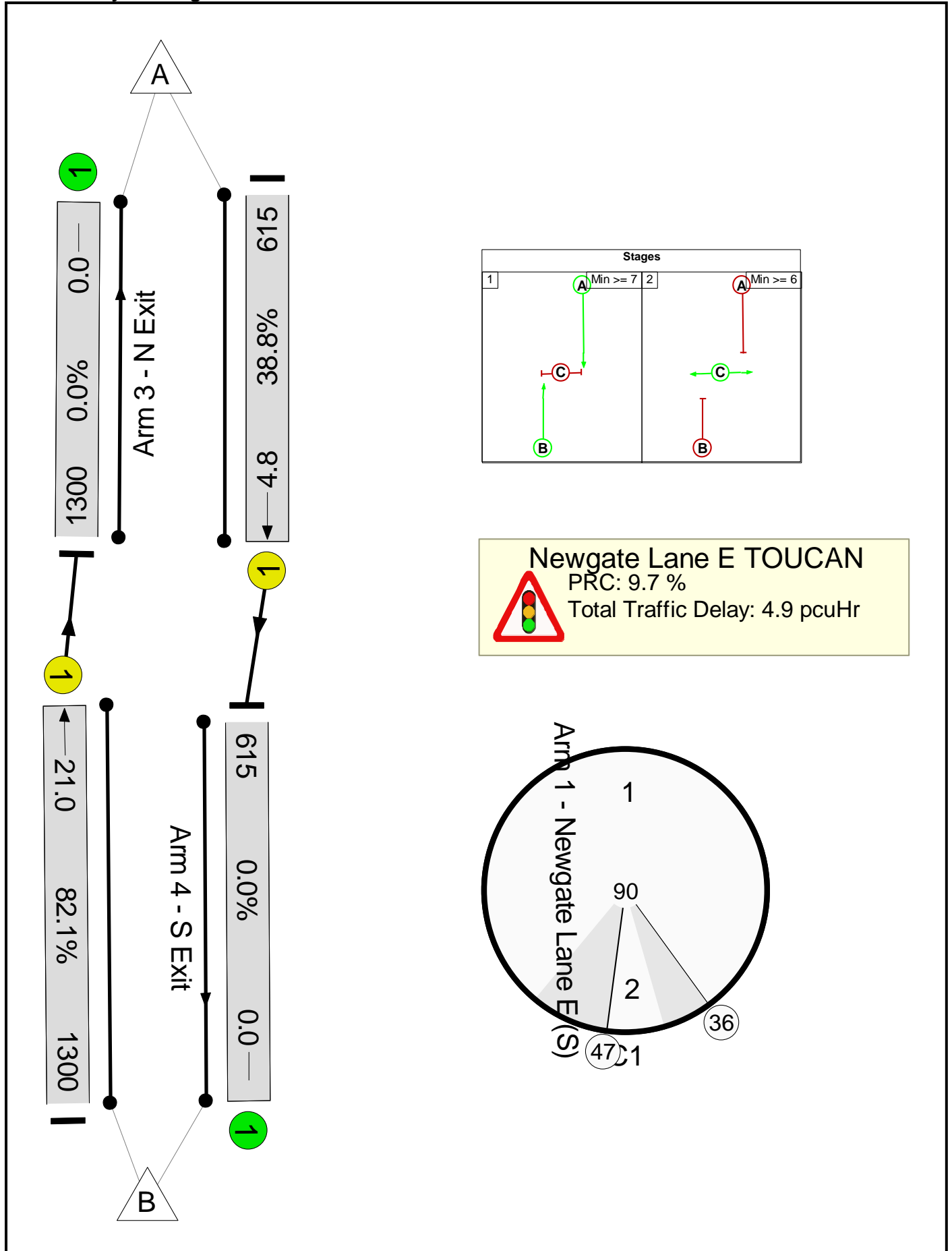
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 71 | 6 |
| Change Point | 47 | 36 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

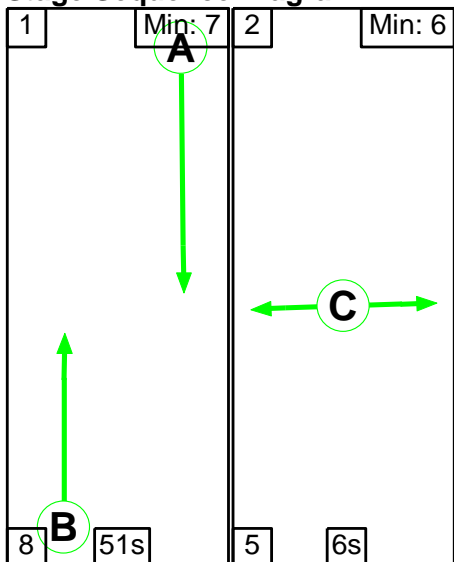
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 82.1% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 82.1% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 71 | - | 1300 | 1980 | 1584 | 82.1% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 71 | - | 615 | 1980 | 1584 | 38.8% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 1300 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 615 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.3 | 2.6 | 0.0 | 4.9 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.3 | 2.6 | 0.0 | 4.9 | - | - | - | - |
| 1/1 | 1300 | 1300 | - | - | - | 1.9 | 2.3 | - | 4.1 | 11.5 | 18.8 | 2.3 | 21.0 |
| 2/1 | 615 | 615 | - | - | - | 0.4 | 0.3 | - | 0.8 | 4.5 | 4.4 | 0.3 | 4.8 |
| 3/1 | 1300 | 1300 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 615 | 615 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 9.7 | Total Delay for Signalled Lanes (pcuHr): | | 4.91 | Cycle Time (s): | | 90 | | |
| | | | PRC Over All Lanes (%): | | 9.7 | Total Delay Over All Lanes(pcuHr): | | 4.91 | | | | | |

Full Input Data And Results

Scenario 2: '2' (FG2: '2021 PM Baseline (DS2)', Plan 1: 'Network Control Plan 1')

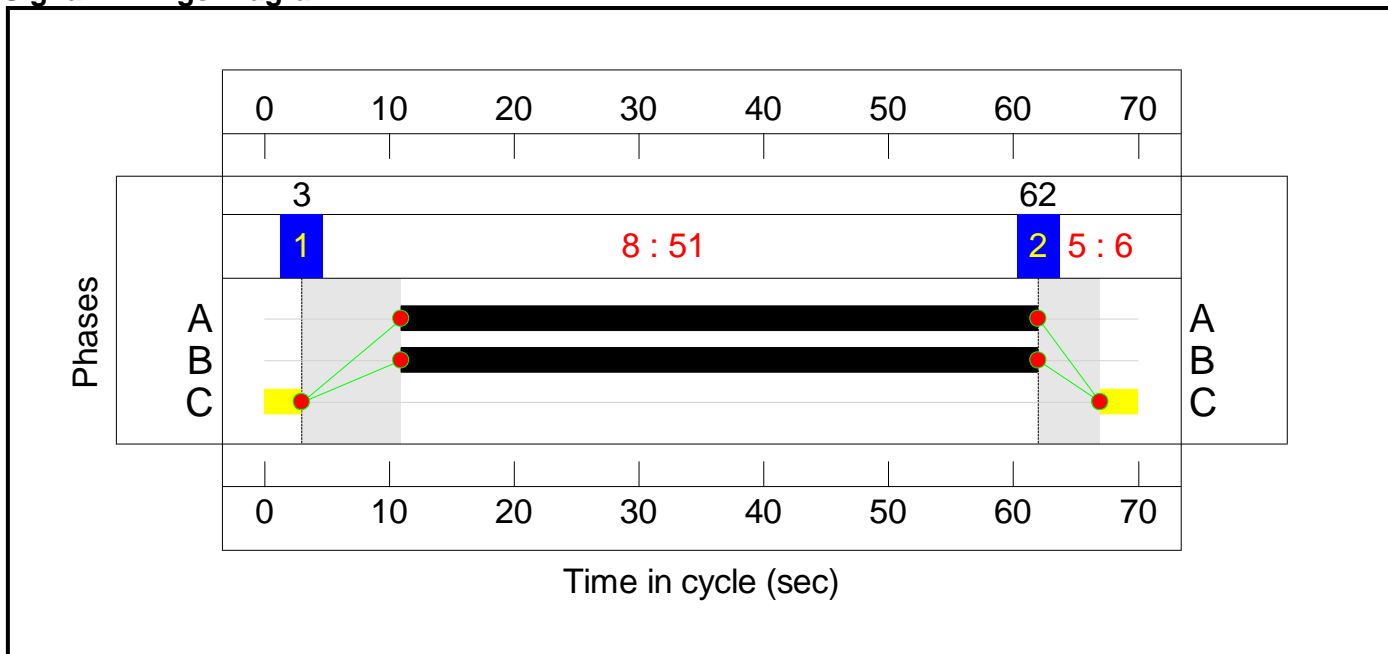
Stage Sequence Diagram



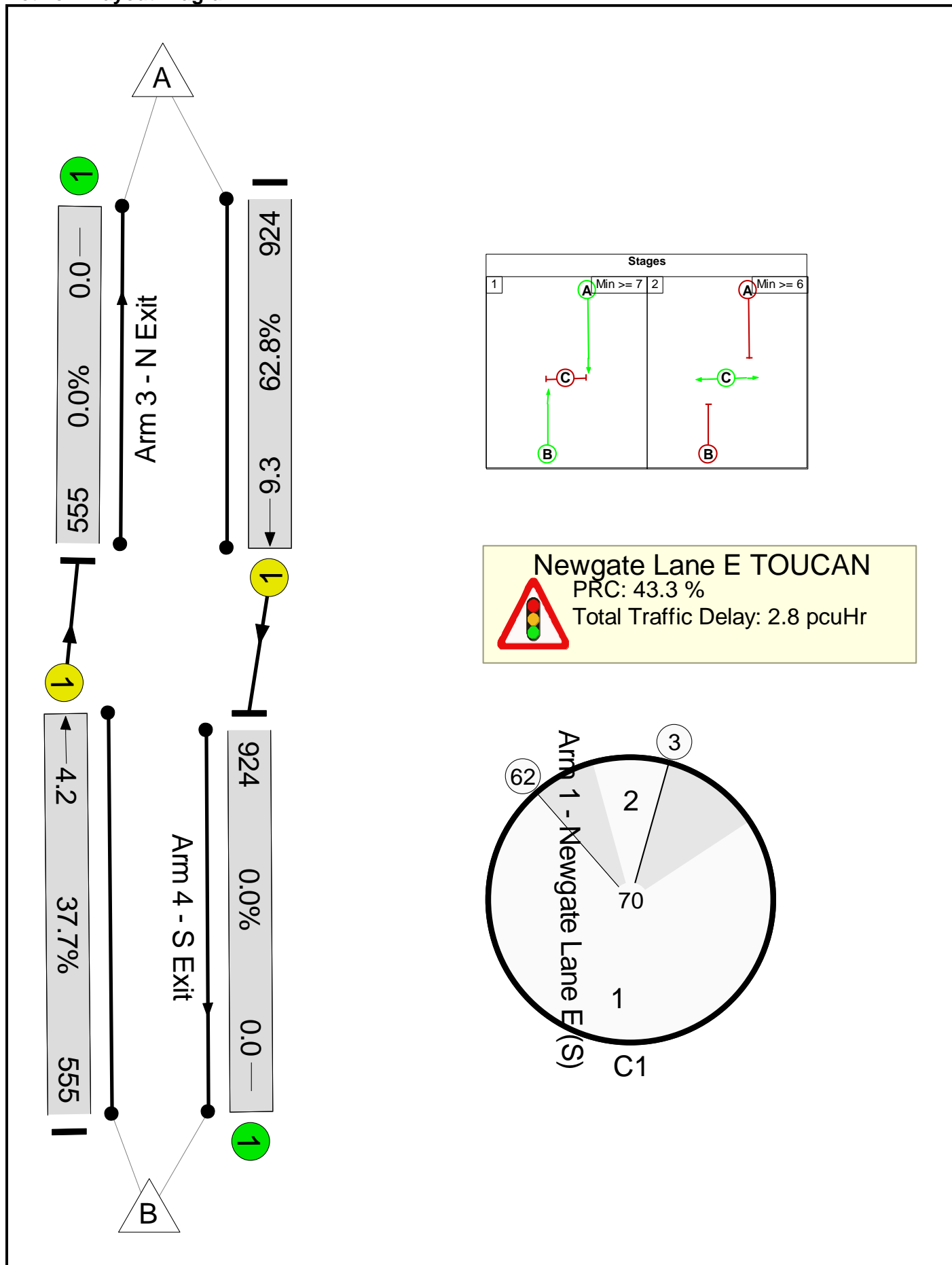
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 51 | 6 |
| Change Point | 3 | 62 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

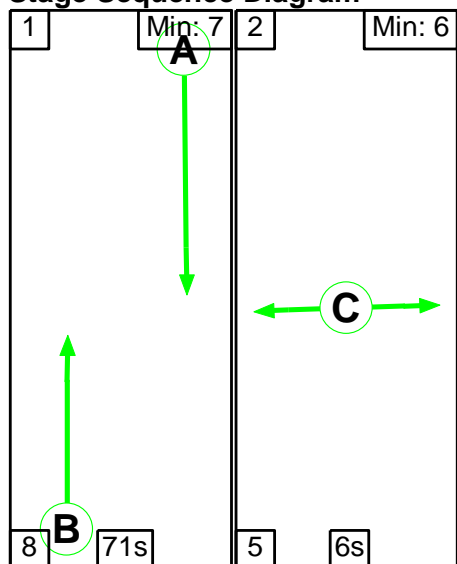
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 62.8% | |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 62.8% | |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 51 | - | 555 | 1980 | 1471 | 37.7% | |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 51 | - | 924 | 1980 | 1471 | 62.8% | |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 555 | Inf | Inf | 0.0% | |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 924 | Inf | Inf | 0.0% | |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 1.6 | 1.1 | 0.0 | 2.8 | - | - | - | - | |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 1.6 | 1.1 | 0.0 | 2.8 | - | - | - | - | |
| 1/1 | 555 | 555 | - | - | - | 0.5 | 0.3 | - | 0.8 | 5.2 | 3.9 | 0.3 | 4.2 | |
| 2/1 | 924 | 924 | - | - | - | 1.1 | 0.8 | - | 2.0 | 7.6 | 8.5 | 0.8 | 9.3 | |
| 3/1 | 555 | 555 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 4/1 | 924 | 924 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| C1 | | | PRC for Signalled Lanes (%): | | 43.3 | Total Delay for Signalled Lanes (pcuHr): | | 2.75 | Cycle Time (s): | | | | | 70 |
| | | | PRC Over All Lanes (%): | | 43.3 | Total Delay Over All Lanes(pcuHr): | | 2.75 | | | | | | |

Full Input Data And Results

Scenario 3: '3' (FG3: '2028 AM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

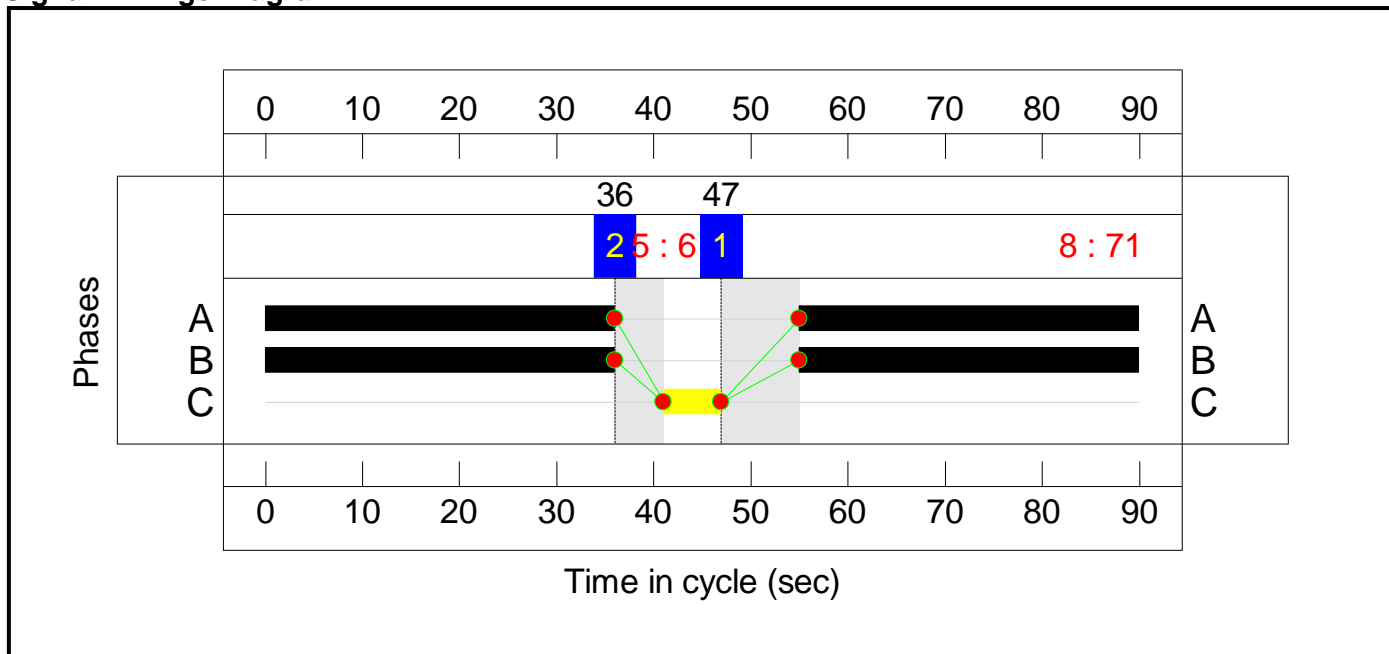
Stage Sequence Diagram



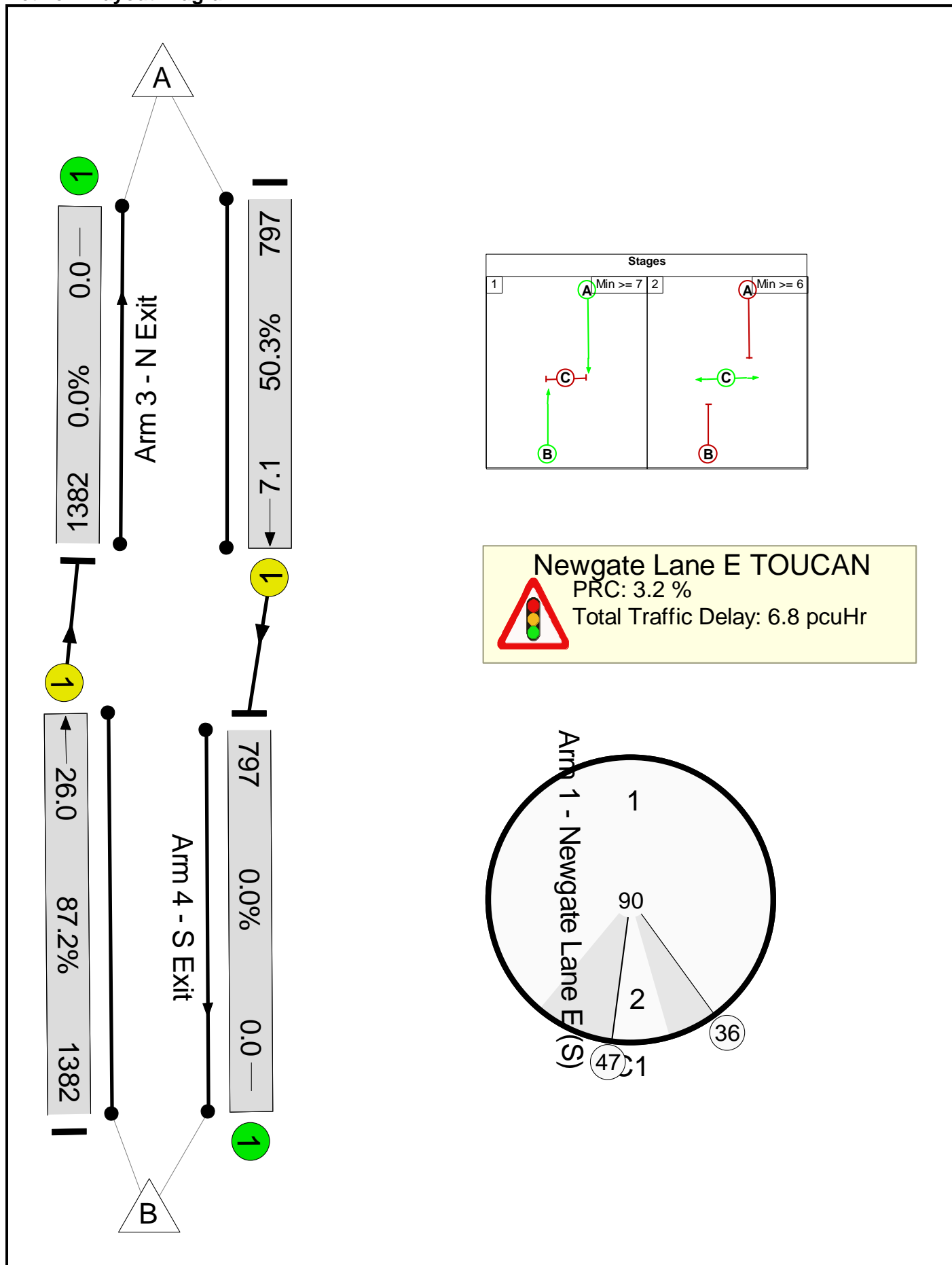
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 71 | 6 |
| Change Point | 47 | 36 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

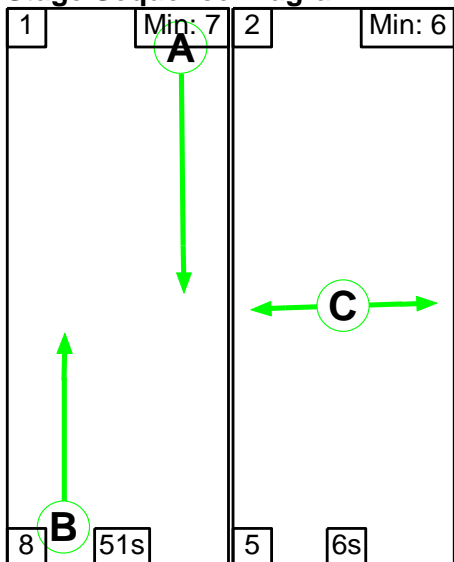
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 87.2% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 87.2% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 71 | - | 1382 | 1980 | 1584 | 87.2% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 71 | - | 797 | 1980 | 1584 | 50.3% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 1382 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 797 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.0 | 3.8 | 0.0 | 6.8 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.0 | 3.8 | 0.0 | 6.8 | - | - | - | - |
| 1/1 | 1382 | 1382 | - | - | - | 2.3 | 3.3 | - | 5.6 | 14.6 | 22.6 | 3.3 | 26.0 |
| 2/1 | 797 | 797 | - | - | - | 0.7 | 0.5 | - | 1.2 | 5.3 | 6.6 | 0.5 | 7.1 |
| 3/1 | 1382 | 1382 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 797 | 797 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 3.2 | Total Delay for Signalled Lanes (pcuHr): | | 6.77 | Cycle Time (s): | | 90 | | |
| | | | PRC Over All Lanes (%): | | 3.2 | Total Delay Over All Lanes(pcuHr): | | 6.77 | | | | | |

Full Input Data And Results

Scenario 4: '4' (FG4: '2028 PM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

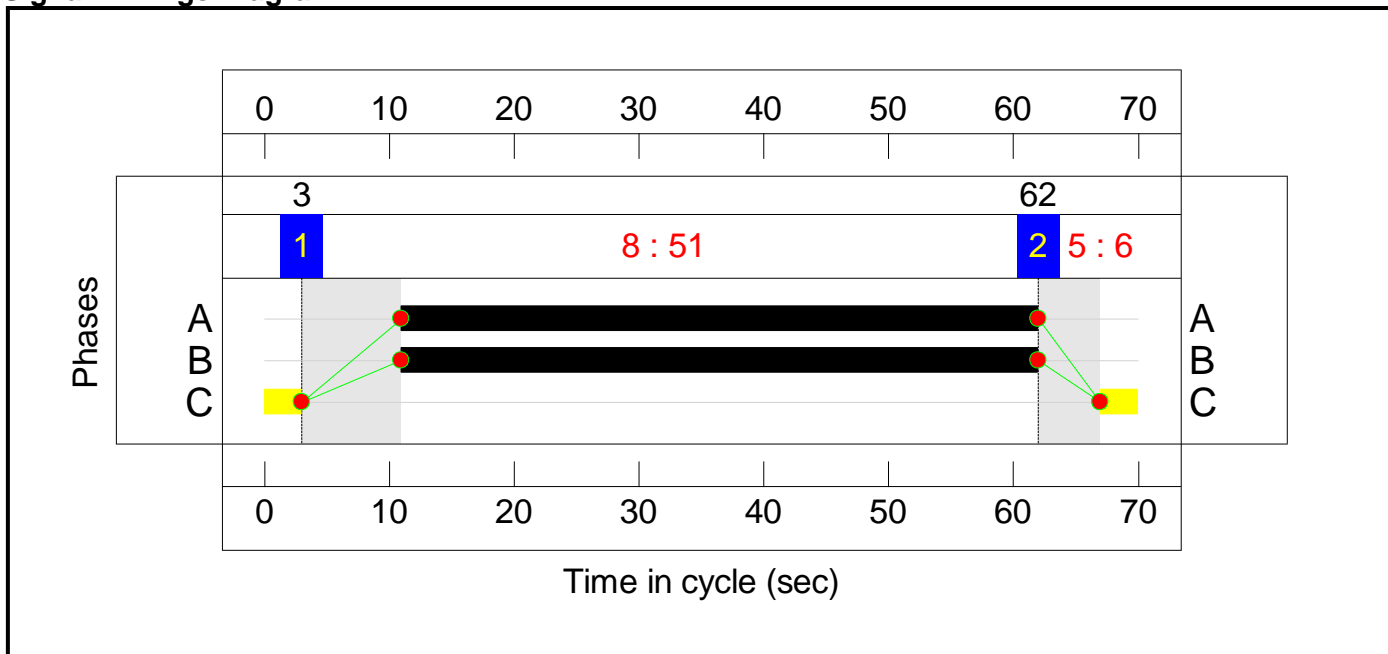
Stage Sequence Diagram



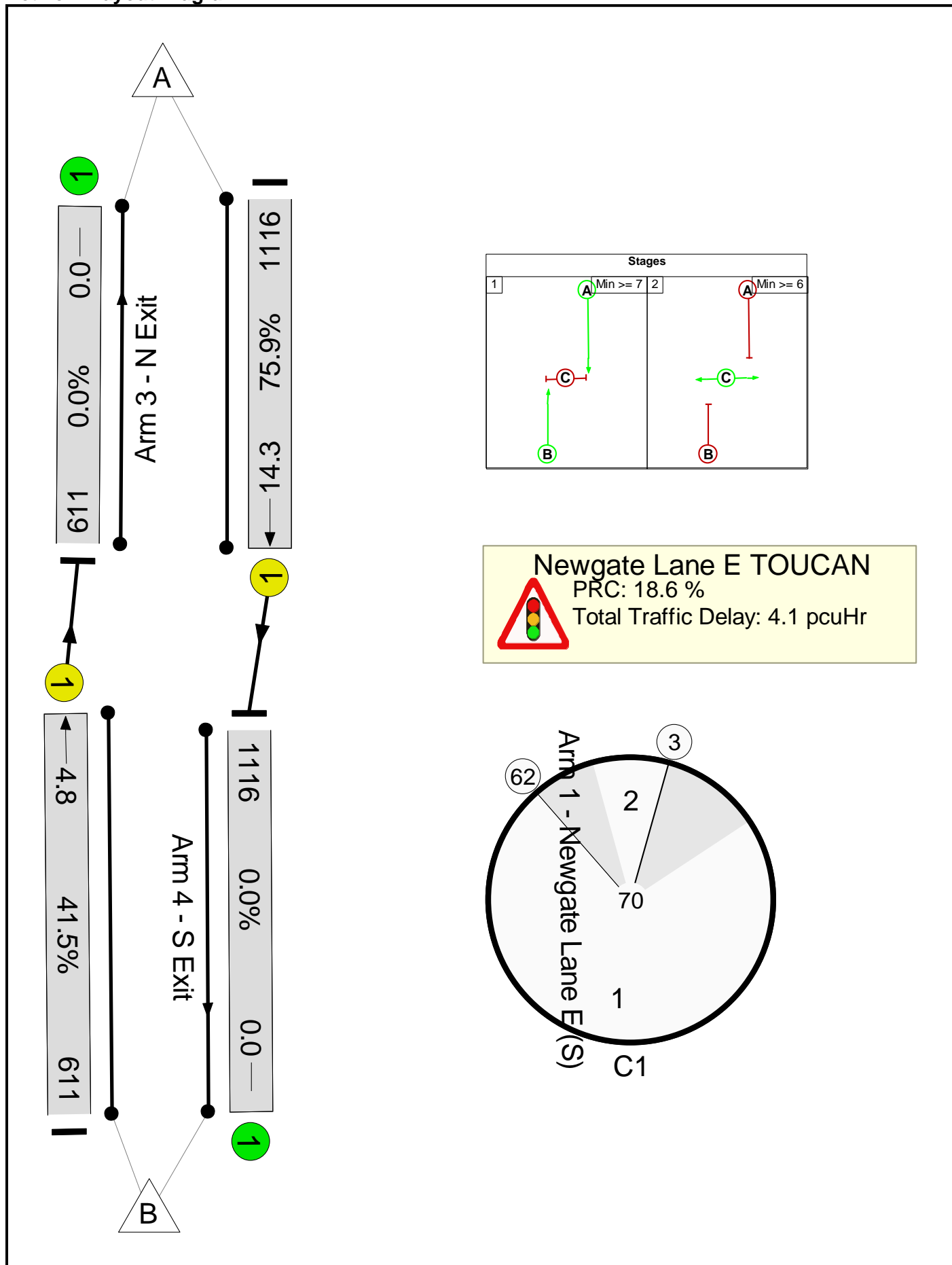
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 51 | 6 |
| Change Point | 3 | 62 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

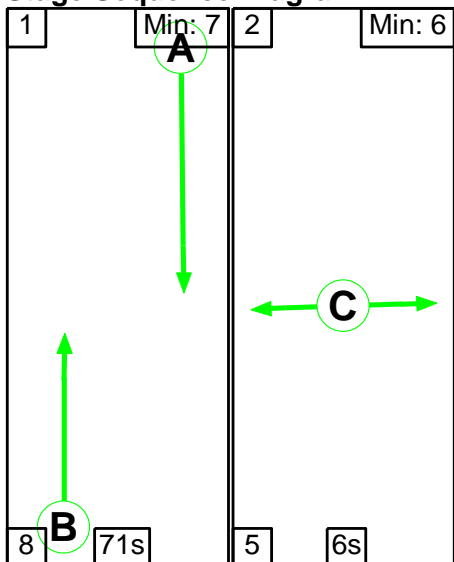
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 75.9% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 75.9% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 51 | - | 611 | 1980 | 1471 | 41.5% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 51 | - | 1116 | 1980 | 1471 | 75.9% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 611 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 1116 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.2 | 1.9 | 0.0 | 4.1 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.2 | 1.9 | 0.0 | 4.1 | - | - | - | - |
| 1/1 | 611 | 611 | - | - | - | 0.6 | 0.4 | - | 0.9 | 5.4 | 4.4 | 0.4 | 4.8 |
| 2/1 | 1116 | 1116 | - | - | - | 1.6 | 1.6 | - | 3.2 | 10.3 | 12.7 | 1.6 | 14.3 |
| 3/1 | 611 | 611 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1116 | 1116 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 18.6 | Total Delay for Signalled Lanes (pcuHr): | | 4.13 | Cycle Time (s): | | 70 | | |
| | | | PRC Over All Lanes (%): | | 18.6 | Total Delay Over All Lanes(pcuHr): | | 4.13 | | | | | |

Full Input Data And Results

Scenario 5: '5' (FG5: '2028 AM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

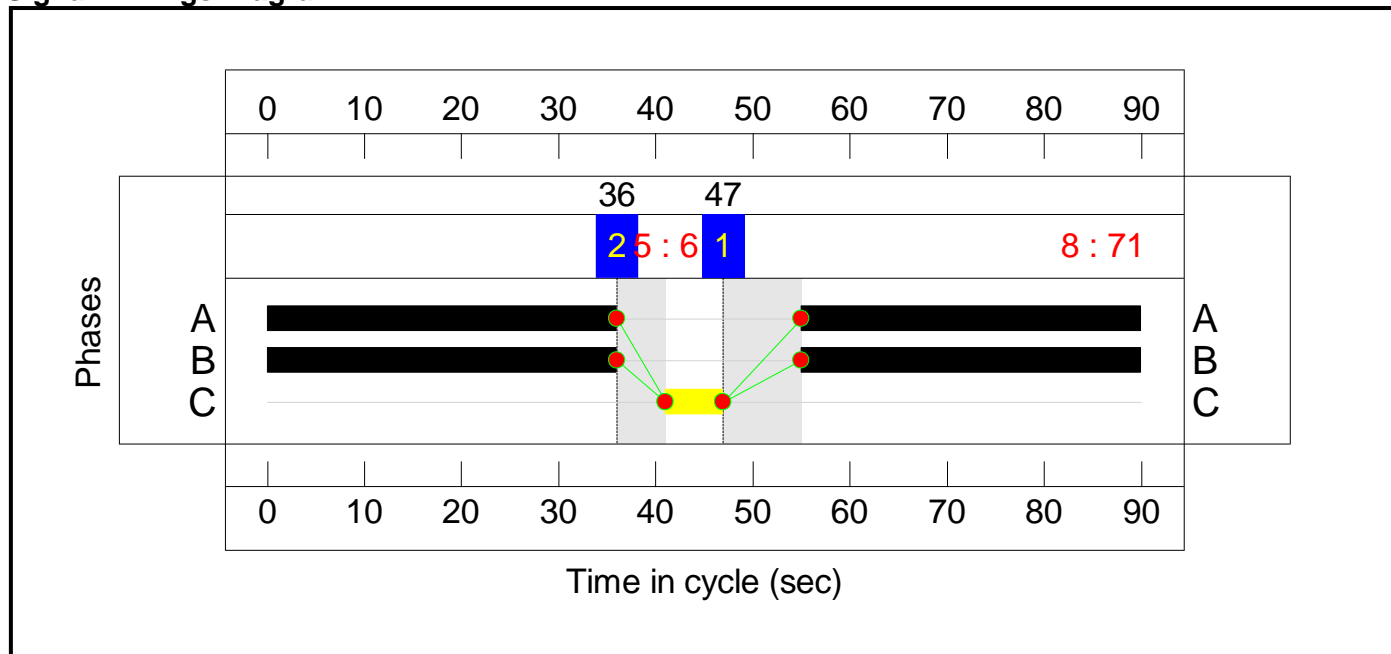
Stage Sequence Diagram



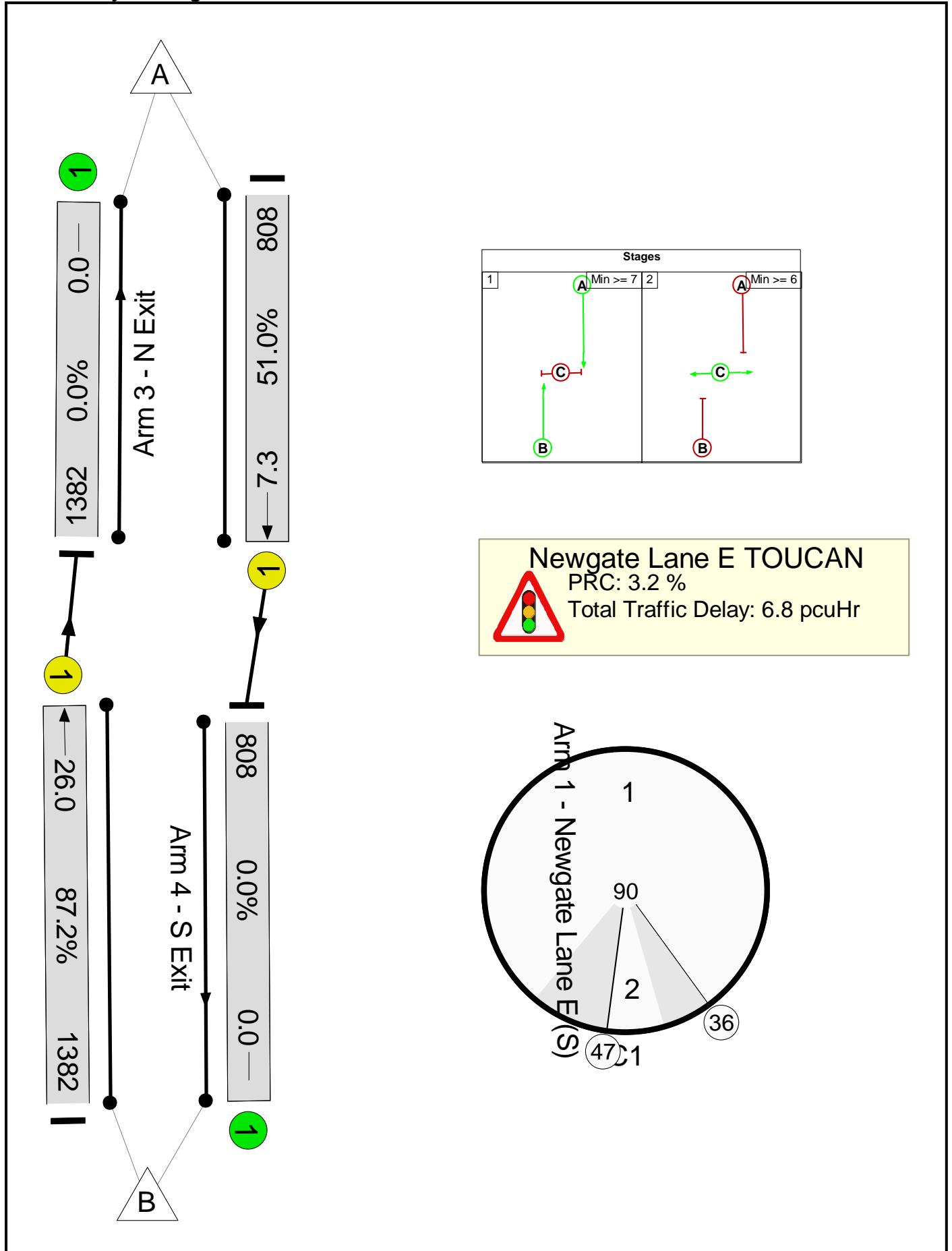
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 71 | 6 |
| Change Point | 47 | 36 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

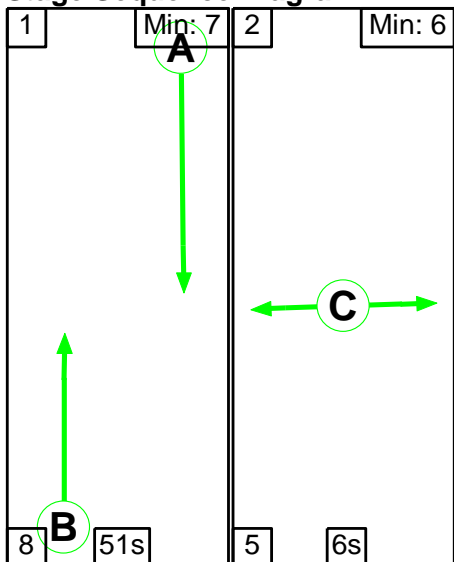
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 87.2% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 87.2% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 71 | - | 1382 | 1980 | 1584 | 87.2% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 71 | - | 808 | 1980 | 1584 | 51.0% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 1382 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 808 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.0 | 3.8 | 0.0 | 6.8 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.0 | 3.8 | 0.0 | 6.8 | - | - | - | - |
| 1/1 | 1382 | 1382 | - | - | - | 2.3 | 3.3 | - | 5.6 | 14.6 | 22.6 | 3.3 | 26.0 |
| 2/1 | 808 | 808 | - | - | - | 0.7 | 0.5 | - | 1.2 | 5.4 | 6.7 | 0.5 | 7.3 |
| 3/1 | 1382 | 1382 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 808 | 808 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 3.2 | Total Delay for Signalled Lanes (pcuHr): | | 6.80 | Cycle Time (s): | | 90 | | |
| | | | PRC Over All Lanes (%): | | 3.2 | Total Delay Over All Lanes(pcuHr): | | 6.80 | | | | | |

Full Input Data And Results

Scenario 6: '6' (FG6: '2028 PM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

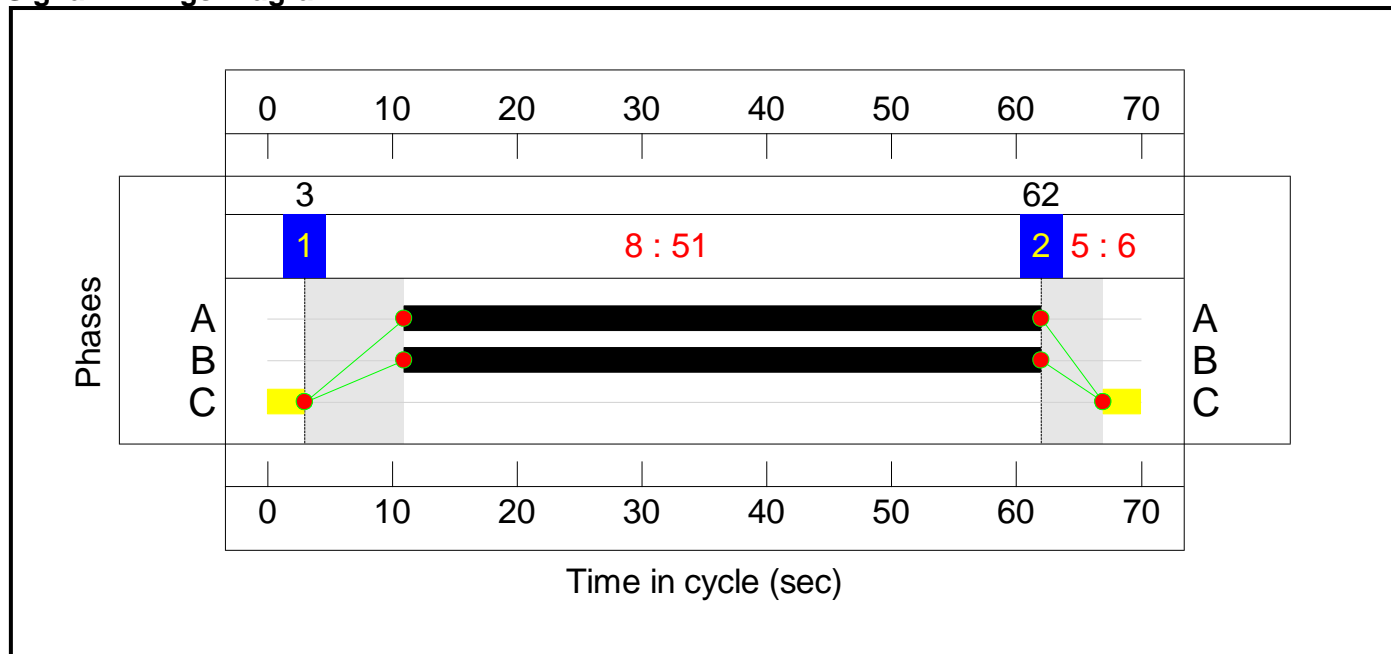
Stage Sequence Diagram



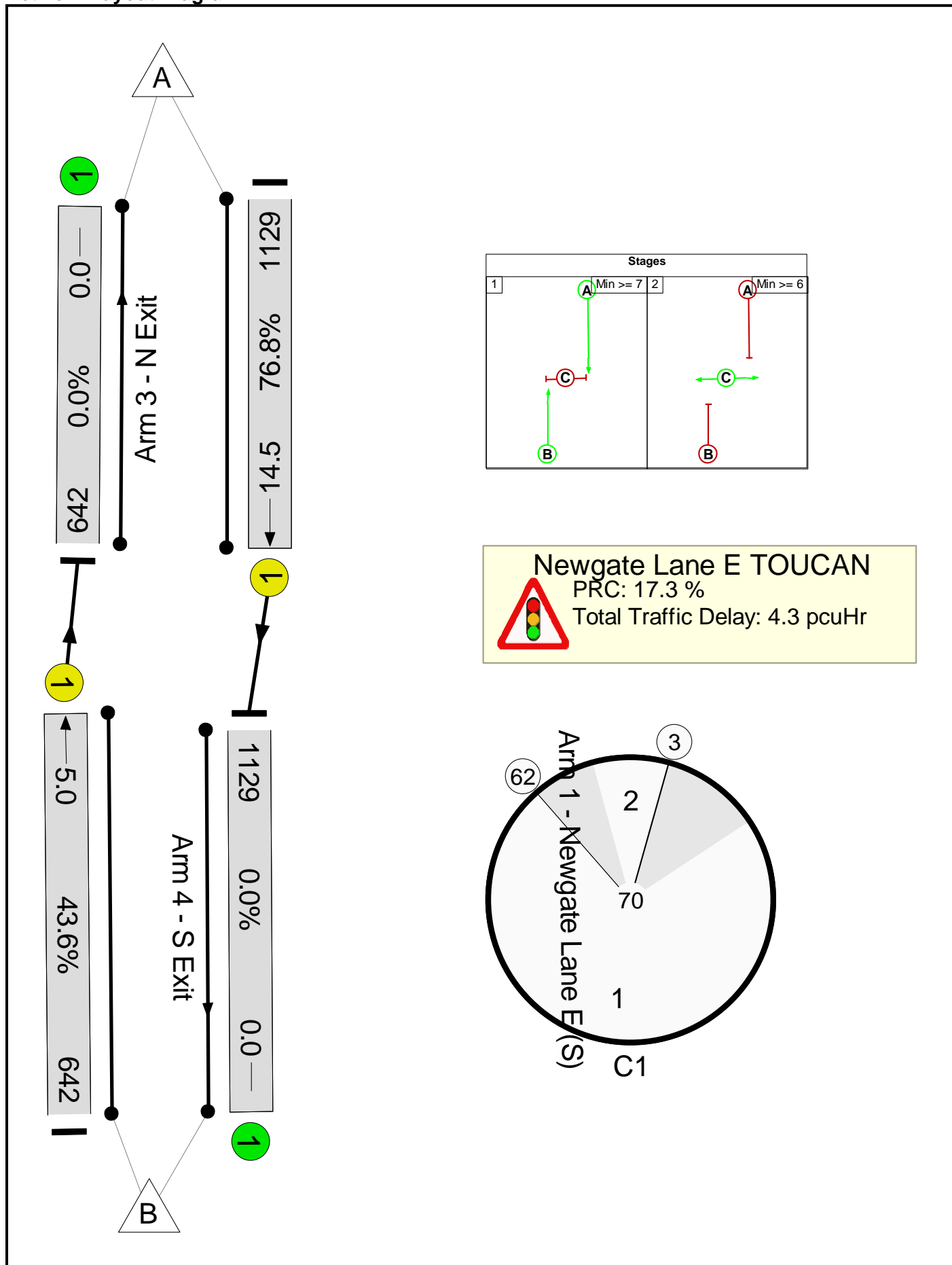
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 51 | 6 |
| Change Point | 3 | 62 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

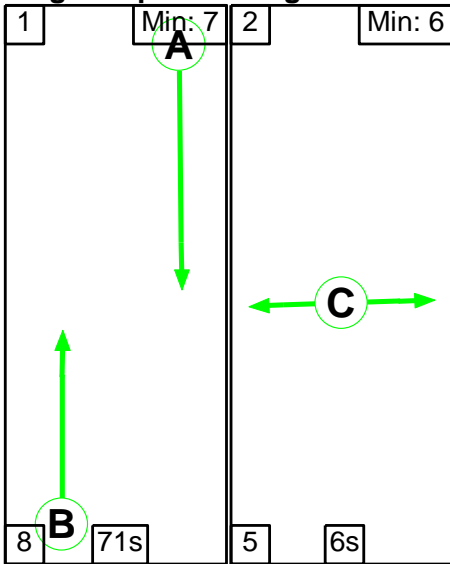
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 76.8% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 76.8% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 51 | - | 642 | 1980 | 1471 | 43.6% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 51 | - | 1129 | 1980 | 1471 | 76.8% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 642 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 1129 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.3 | 2.0 | 0.0 | 4.3 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.3 | 2.0 | 0.0 | 4.3 | - | - | - | - |
| 1/1 | 642 | 642 | - | - | - | 0.6 | 0.4 | - | 1.0 | 5.6 | 4.6 | 0.4 | 5.0 |
| 2/1 | 1129 | 1129 | - | - | - | 1.7 | 1.6 | - | 3.3 | 10.6 | 12.9 | 1.6 | 14.5 |
| 3/1 | 642 | 642 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1129 | 1129 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 17.3 | Total Delay for Signalled Lanes (pcuHr): | | 4.32 | Cycle Time (s): | | 70 | | |
| | | | PRC Over All Lanes (%): | | 17.3 | Total Delay Over All Lanes(pcuHr): | | 4.32 | | | | | |

Full Input Data And Results

Scenario 7: '7' (FG7: '2028 AM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

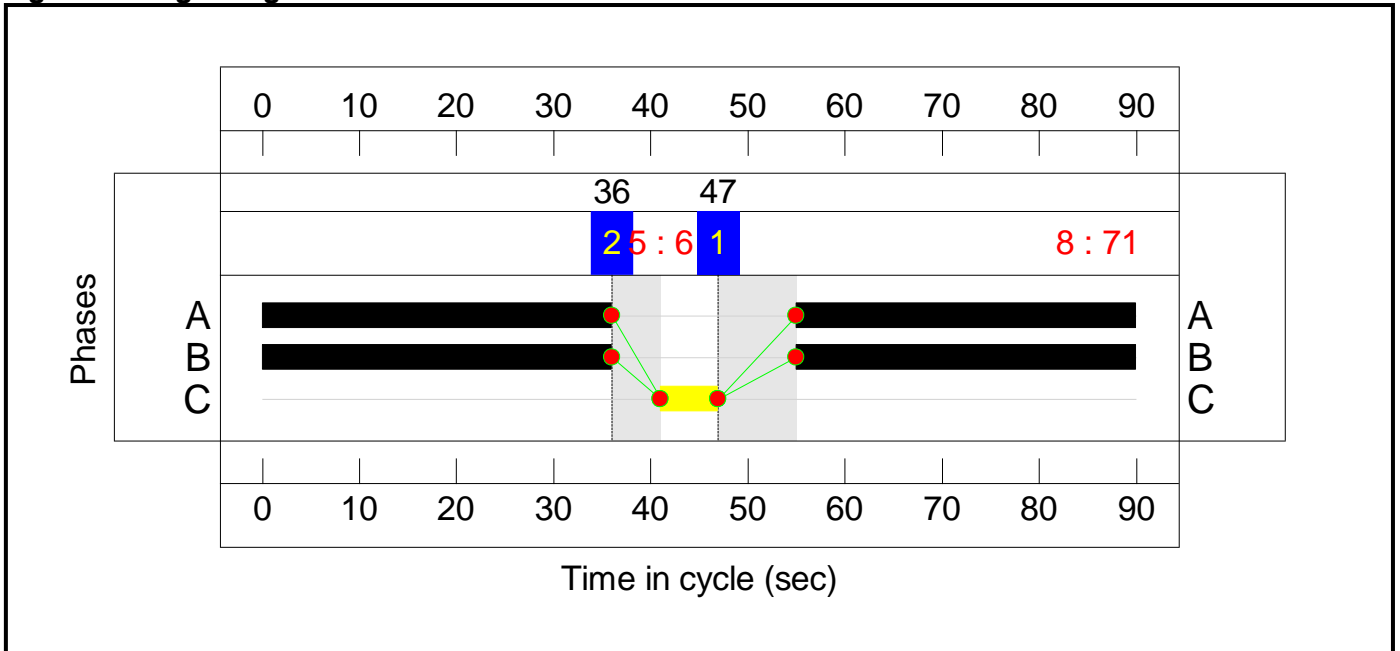
Stage Sequence Diagram



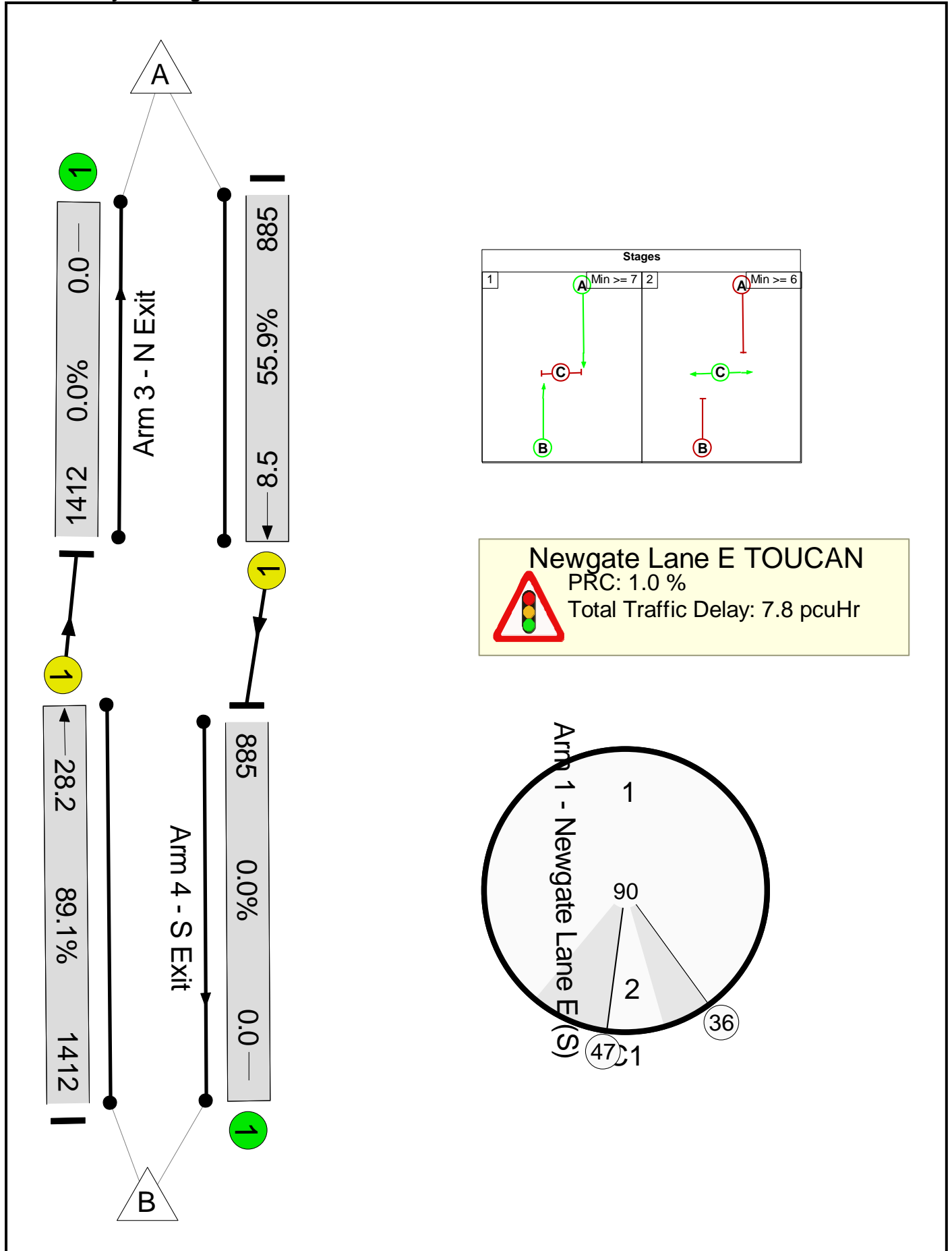
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 71 | 6 |
| Change Point | 47 | 36 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

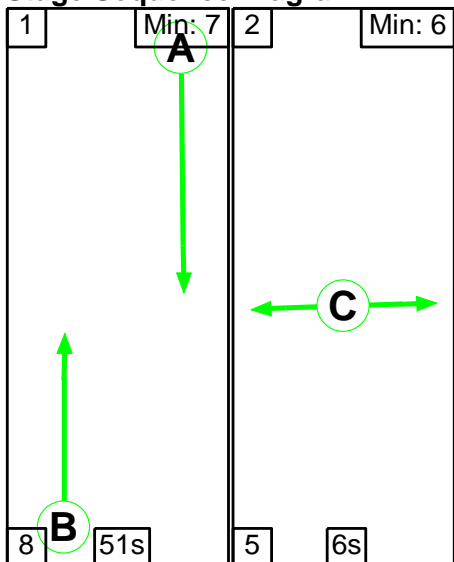
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 89.1% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 89.1% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 71 | - | 1412 | 1980 | 1584 | 89.1% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 71 | - | 885 | 1980 | 1584 | 55.9% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 1412 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 885 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.3 | 4.6 | 0.0 | 7.8 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.3 | 4.6 | 0.0 | 7.8 | - | - | - | - |
| 1/1 | 1412 | 1412 | - | - | - | 2.5 | 3.9 | - | 6.4 | 16.3 | 24.3 | 3.9 | 28.2 |
| 2/1 | 885 | 885 | - | - | - | 0.8 | 0.6 | - | 1.4 | 5.8 | 7.9 | 0.6 | 8.5 |
| 3/1 | 1412 | 1412 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 885 | 885 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 1.0 | Total Delay for Signalled Lanes (pcuHr): | | 7.82 | Cycle Time (s): | | 90 | | |
| | | | PRC Over All Lanes (%): | | 1.0 | Total Delay Over All Lanes(pcuHr): | | 7.82 | | | | | |

Full Input Data And Results

Scenario 8: '8' (FG8: '2028 PM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

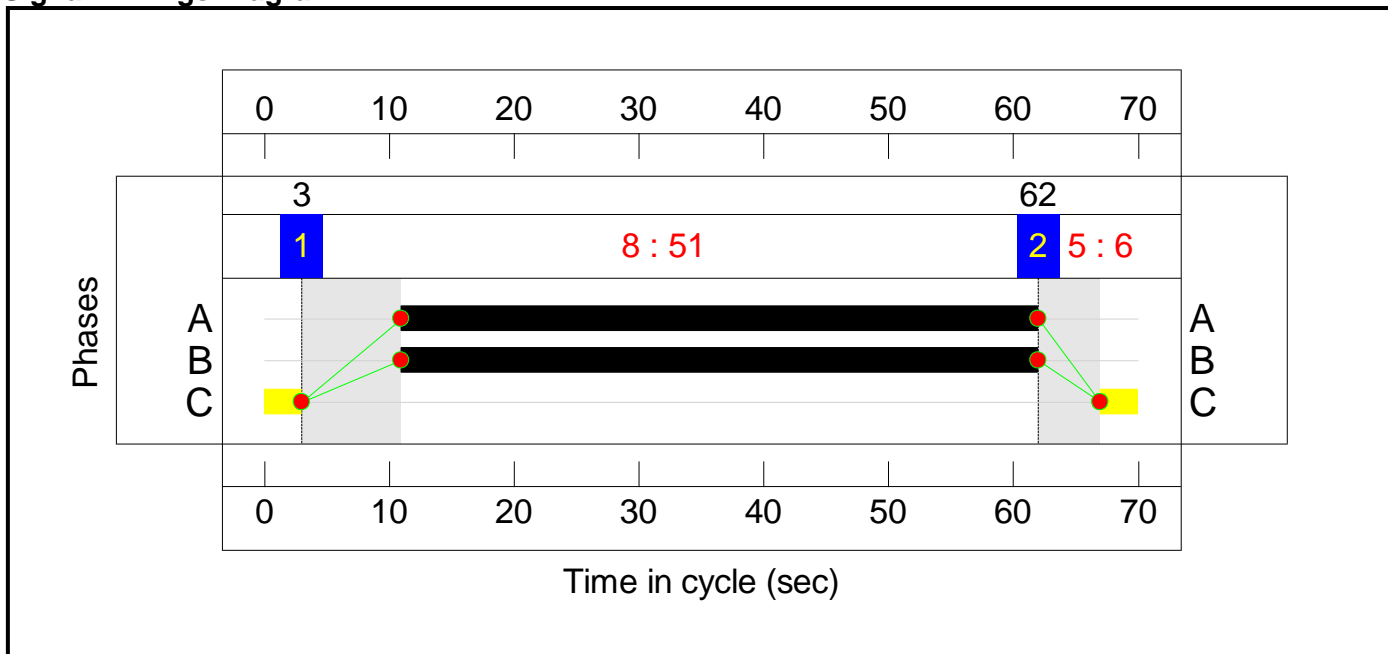
Stage Sequence Diagram



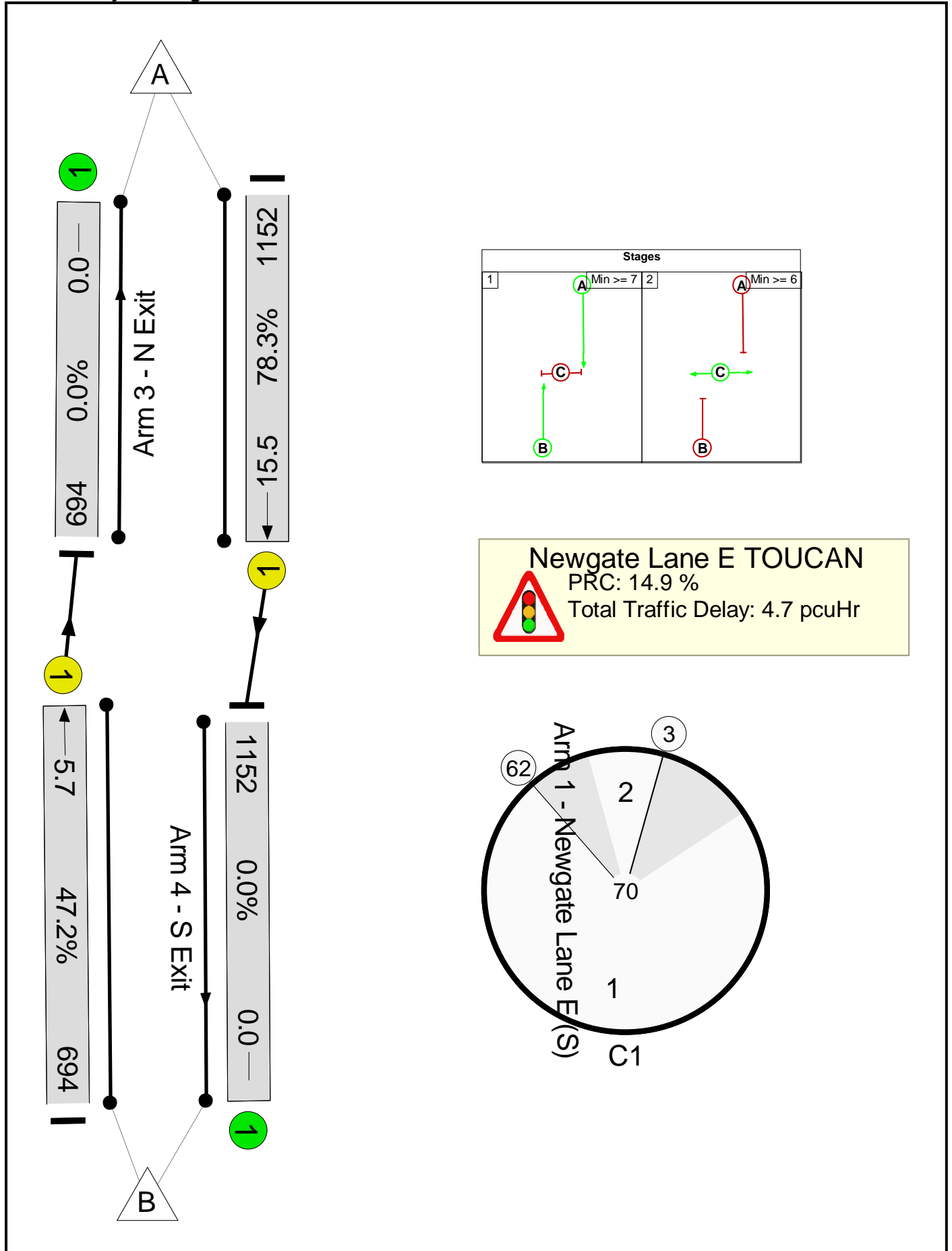
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 51 | 6 |
| Change Point | 3 | 62 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

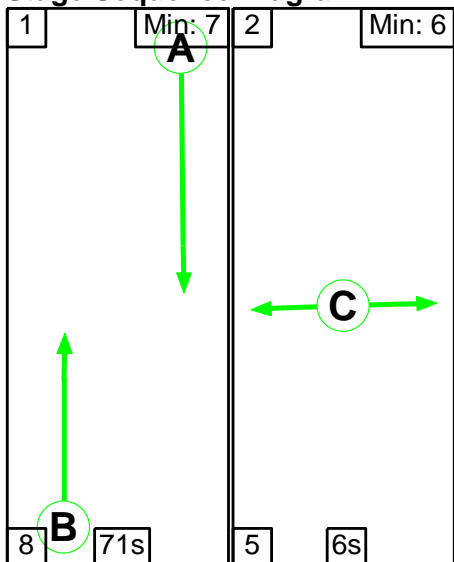
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 78.3% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 78.3% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 51 | - | 694 | 1980 | 1471 | 47.2% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 51 | - | 1152 | 1980 | 1471 | 78.3% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 694 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 1152 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.5 | 2.2 | 0.0 | 4.7 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.5 | 2.2 | 0.0 | 4.7 | - | - | - | - |
| 1/1 | 694 | 694 | - | - | - | 0.7 | 0.4 | - | 1.1 | 5.9 | 5.2 | 0.4 | 5.7 |
| 2/1 | 1152 | 1152 | - | - | - | 1.8 | 1.8 | - | 3.6 | 11.1 | 13.8 | 1.8 | 15.5 |
| 3/1 | 694 | 694 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1152 | 1152 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 14.9 | Total Delay for Signalled Lanes (pcuHr): | | 4.69 | Cycle Time (s): | | 70 | | |
| | | | PRC Over All Lanes (%): | | 14.9 | Total Delay Over All Lanes(pcuHr): | | 4.69 | | | | | |

Full Input Data And Results

Scenario 9: '9' (FG9: '2028 AM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

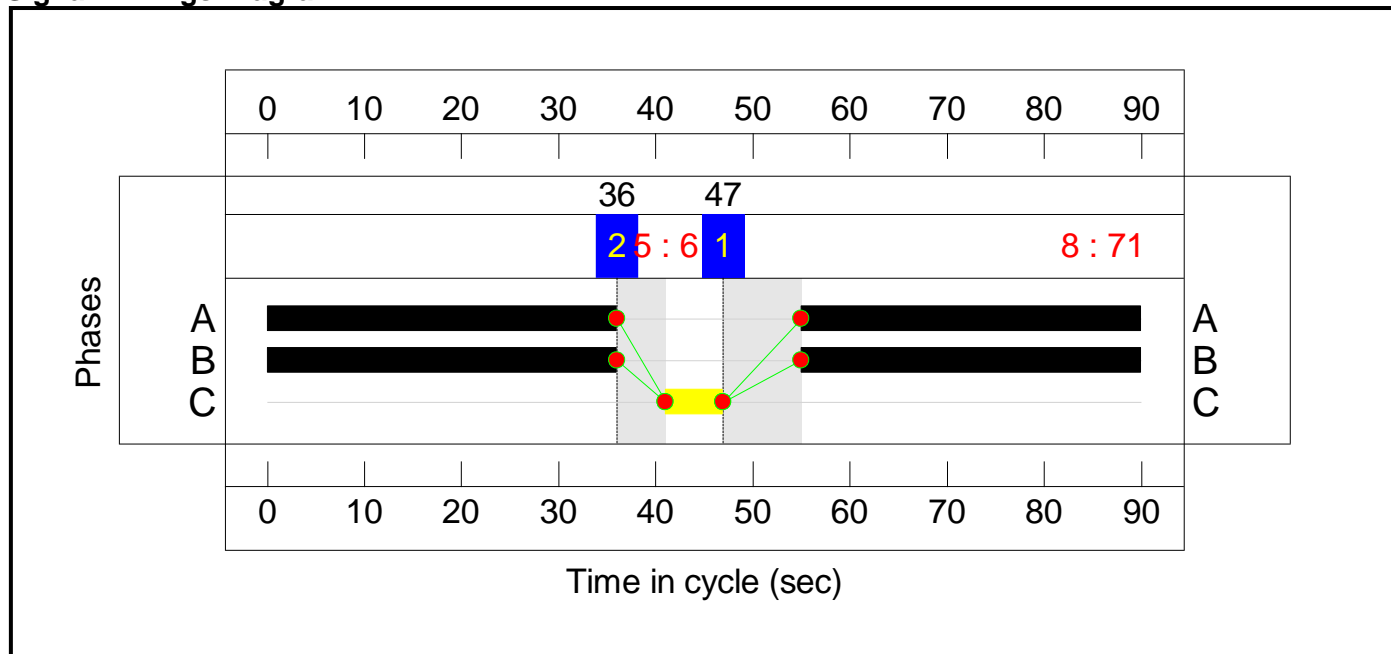
Stage Sequence Diagram



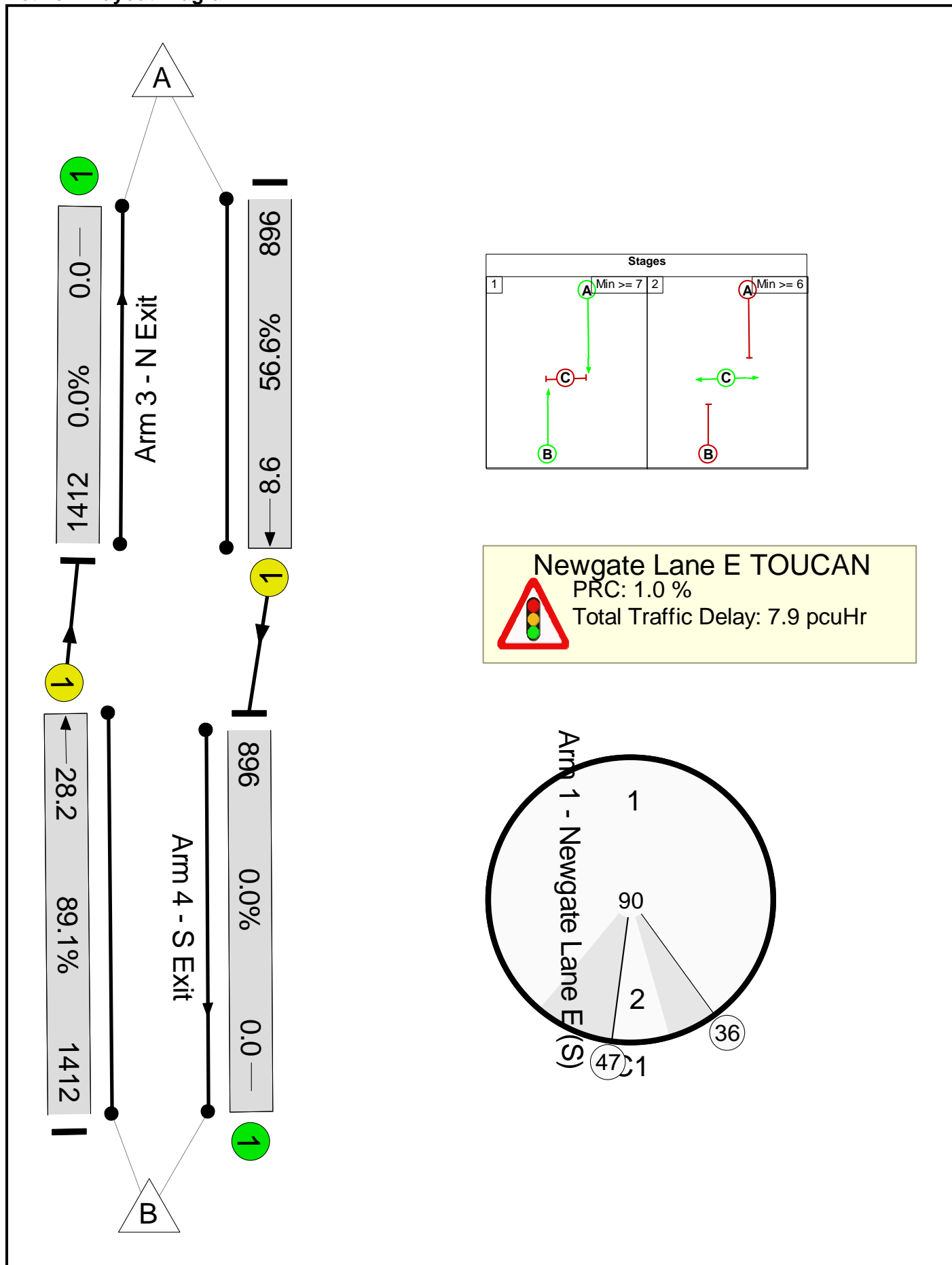
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 71 | 6 |
| Change Point | 47 | 36 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

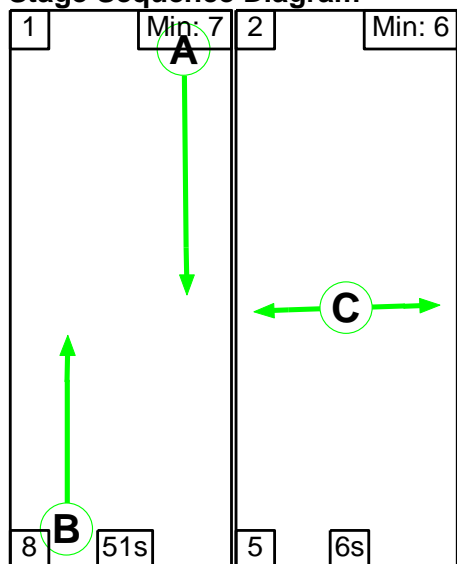
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 89.1% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 89.1% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 71 | - | 1412 | 1980 | 1584 | 89.1% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 71 | - | 896 | 1980 | 1584 | 56.6% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 1412 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 896 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.3 | 4.6 | 0.0 | 7.9 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.3 | 4.6 | 0.0 | 7.9 | - | - | - | - |
| 1/1 | 1412 | 1412 | - | - | - | 2.5 | 3.9 | - | 6.4 | 16.3 | 24.3 | 3.9 | 28.2 |
| 2/1 | 896 | 896 | - | - | - | 0.8 | 0.6 | - | 1.5 | 5.9 | 8.0 | 0.6 | 8.6 |
| 3/1 | 1412 | 1412 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 896 | 896 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 1.0 | Total Delay for Signalled Lanes (pcuHr): | | 7.86 | Cycle Time (s): | | 90 | | |
| | | | PRC Over All Lanes (%): | | 1.0 | Total Delay Over All Lanes(pcuHr): | | 7.86 | | | | | |

Full Input Data And Results

Scenario 10: '10' (FG10: '2028 PM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

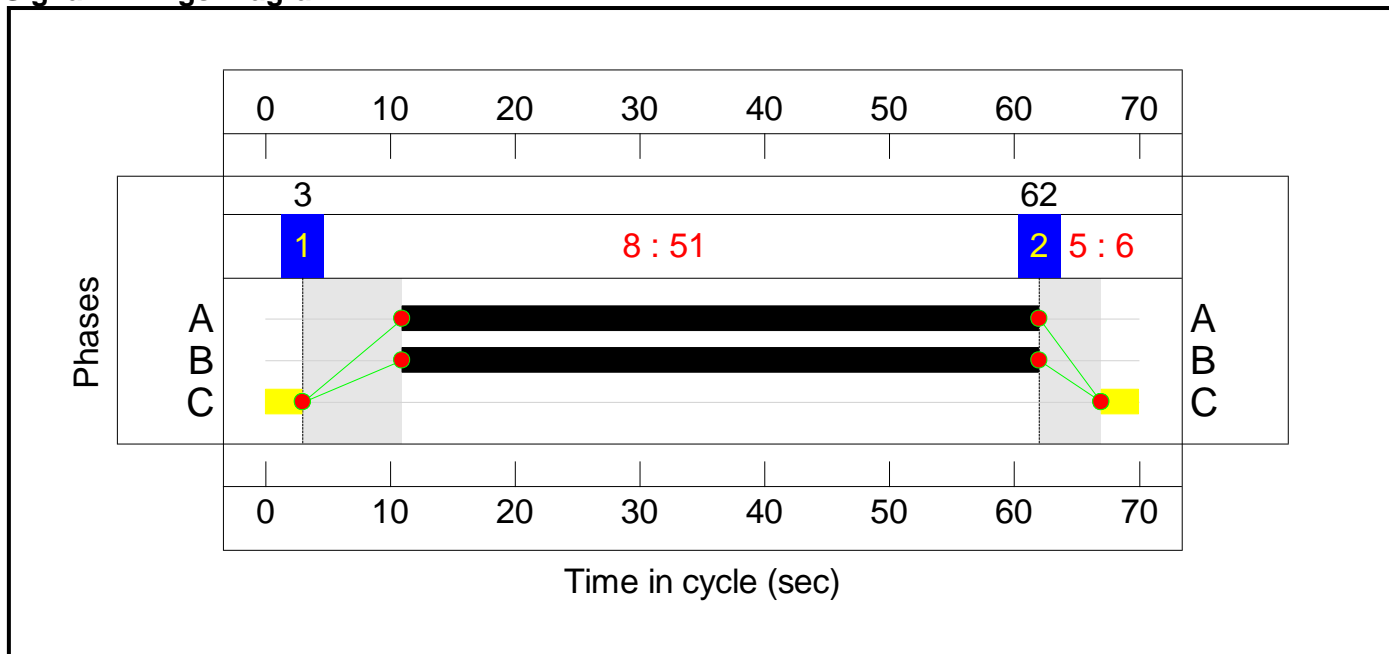
Stage Sequence Diagram



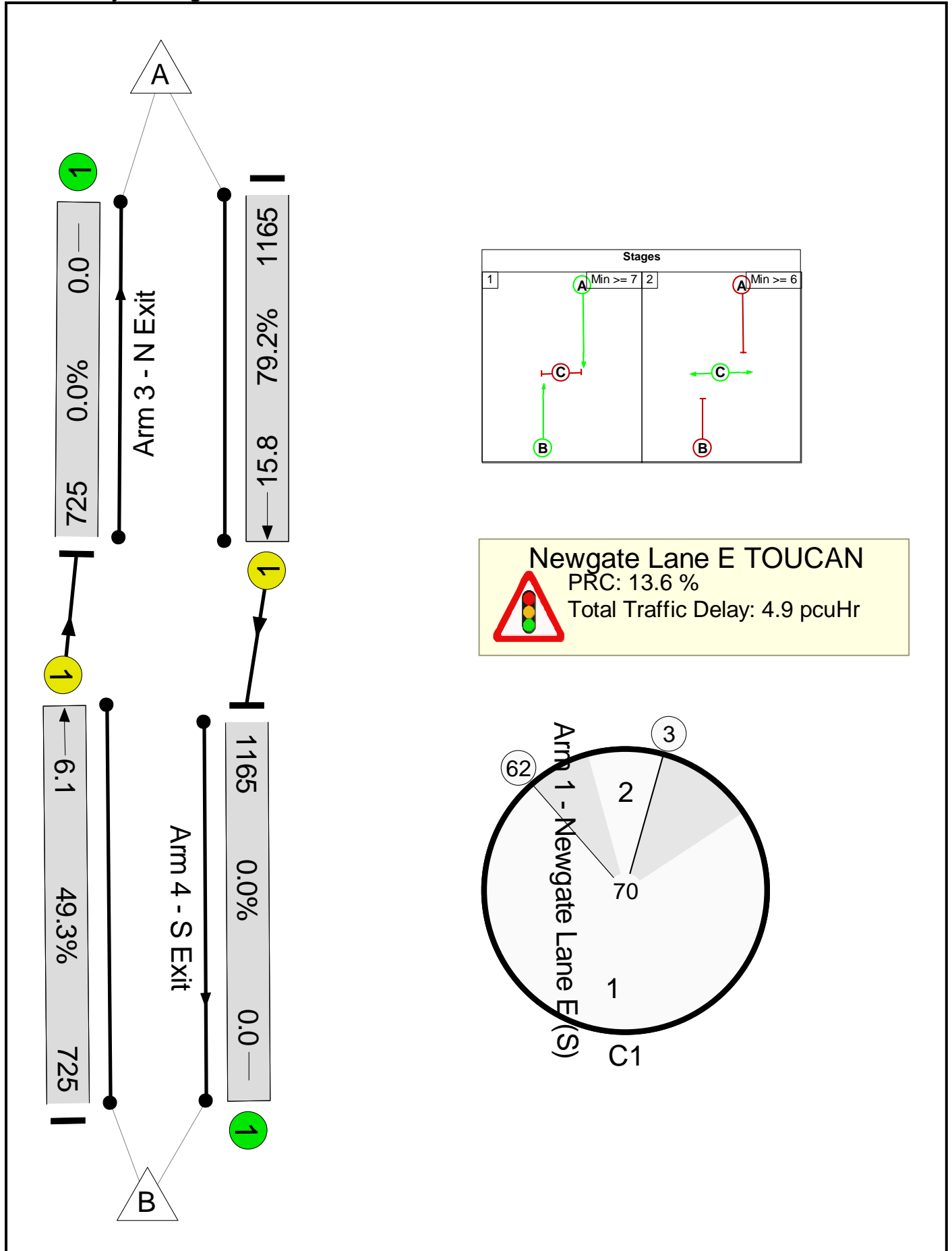
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 51 | 6 |
| Change Point | 3 | 62 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

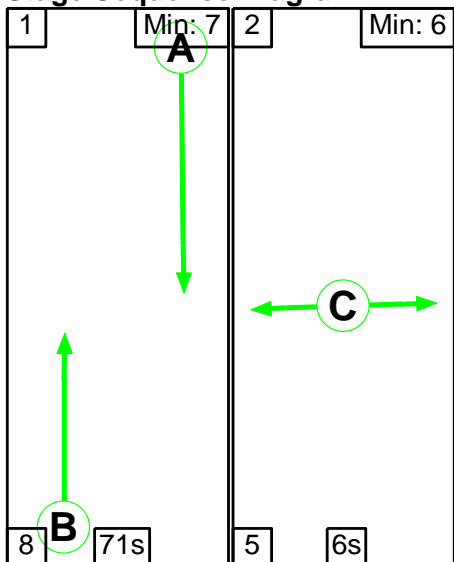
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 79.2% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 79.2% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 51 | - | 725 | 1980 | 1471 | 49.3% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 51 | - | 1165 | 1980 | 1471 | 79.2% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 725 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 1165 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.6 | 2.4 | 0.0 | 4.9 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.6 | 2.4 | 0.0 | 4.9 | - | - | - | - |
| 1/1 | 725 | 725 | - | - | - | 0.7 | 0.5 | - | 1.2 | 6.1 | 5.6 | 0.5 | 6.1 |
| 2/1 | 1165 | 1165 | - | - | - | 1.8 | 1.9 | - | 3.7 | 11.4 | 13.9 | 1.9 | 15.8 |
| 3/1 | 725 | 725 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1165 | 1165 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 13.6 | Total Delay for Signalled Lanes (pcuHr): | | 4.92 | Cycle Time (s): | | 70 | | |
| | | | PRC Over All Lanes (%): | | 13.6 | Total Delay Over All Lanes(pcuHr): | | 4.92 | | | | | |

Full Input Data And Results

Scenario 11: '11' (FG11: '2037 AM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

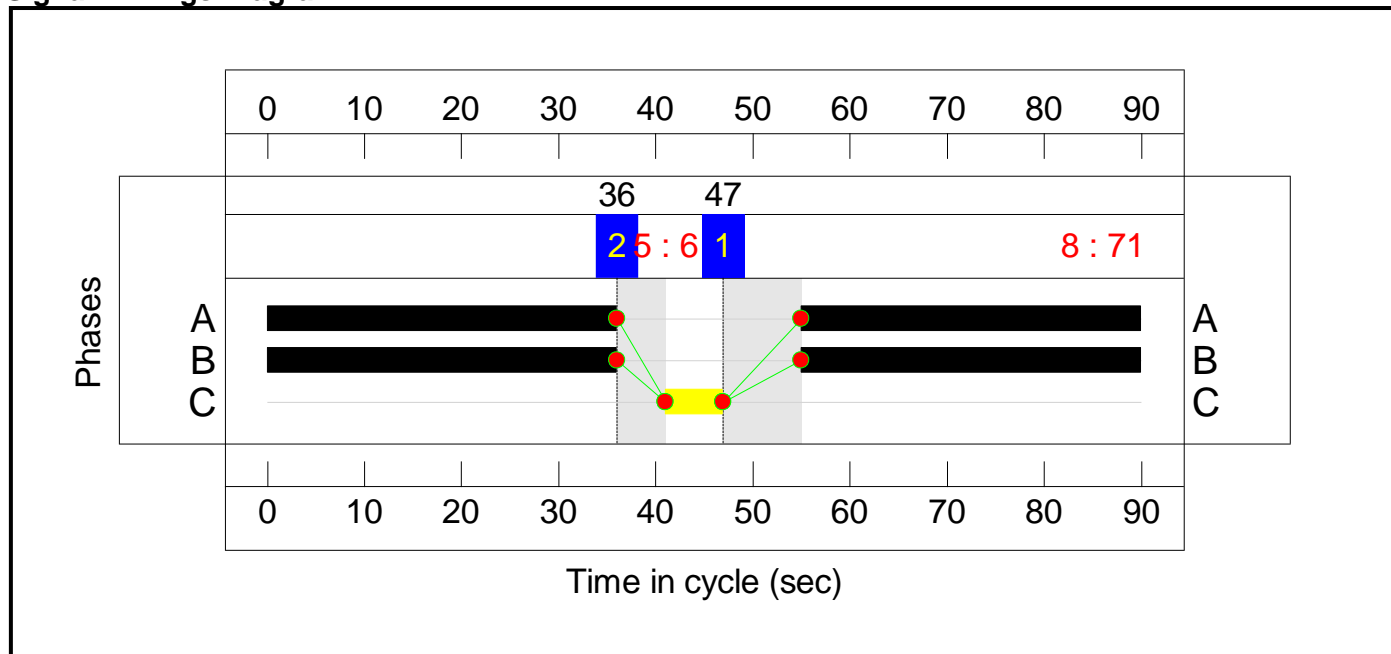
Stage Sequence Diagram



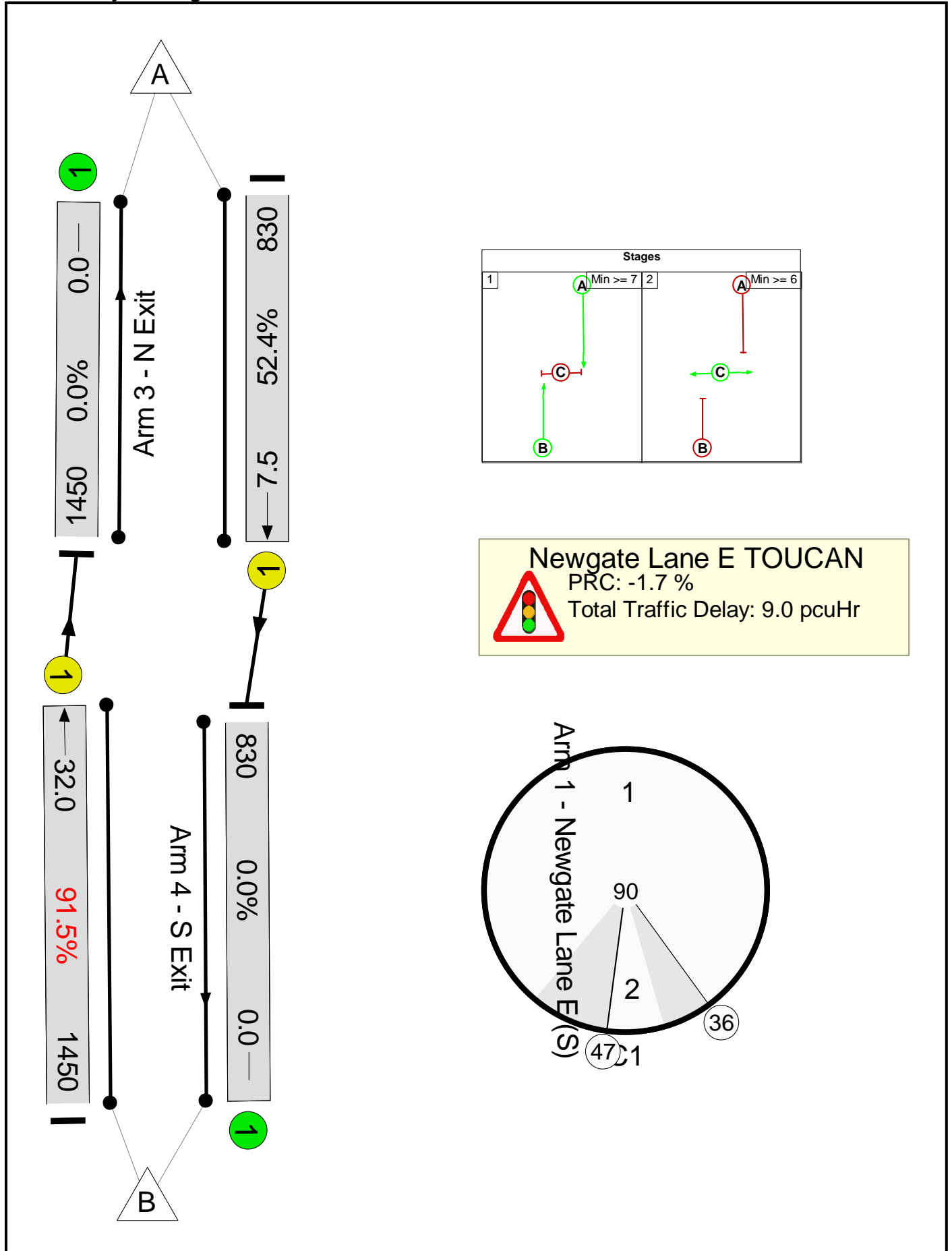
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 71 | 6 |
| Change Point | 47 | 36 |

Signal Timings Diagram



Network Layout Diagram

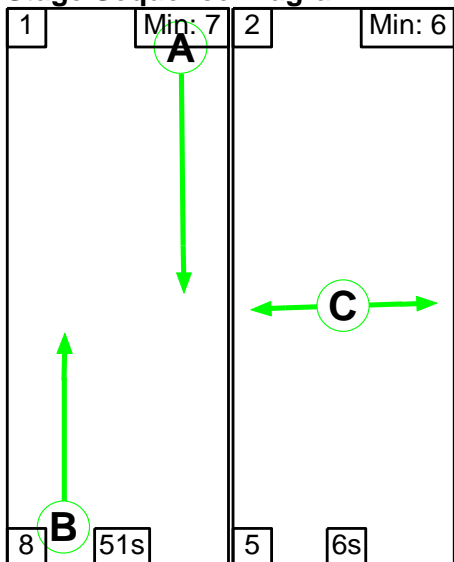


Full Input Data And Results

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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 91.5% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 91.5% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 71 | - | 1450 | 1980 | 1584 | 91.5% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 71 | - | 830 | 1980 | 1584 | 52.4% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 1450 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 830 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.4 | 5.6 | 0.0 | 9.0 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.4 | 5.6 | 0.0 | 9.0 | - | - | - | - |
| 1/1 | 1450 | 1450 | - | - | - | 2.7 | 5.0 | - | 7.7 | 19.2 | 27.0 | 5.0 | 32.0 |
| 2/1 | 830 | 830 | - | - | - | 0.7 | 0.5 | - | 1.3 | 5.5 | 6.9 | 0.5 | 7.5 |
| 3/1 | 1450 | 1450 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 830 | 830 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | -1.7 | Total Delay for Signalled Lanes (pcuHr): | | | 9.01 | Cycle Time (s): 90 | | | |
| | | | PRC Over All Lanes (%): | | -1.7 | Total Delay Over All Lanes(pcuHr): | | | 9.01 | | | | |

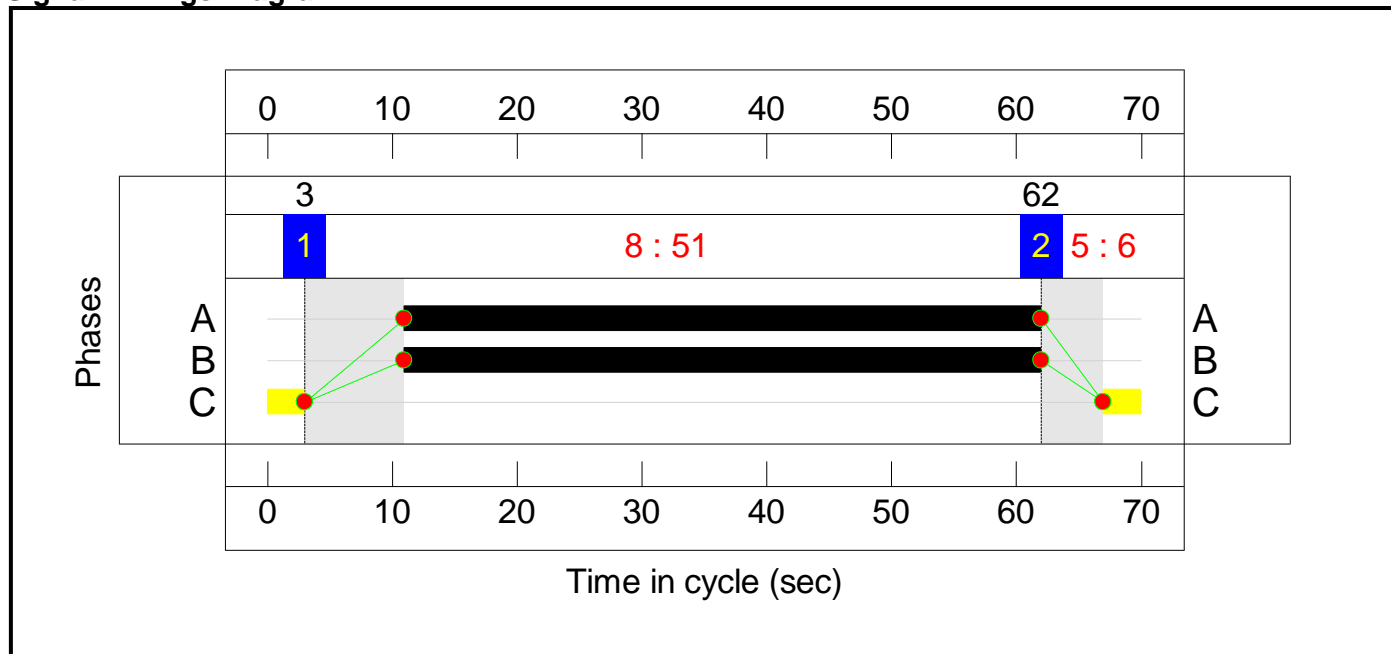
Stage Sequence Diagram



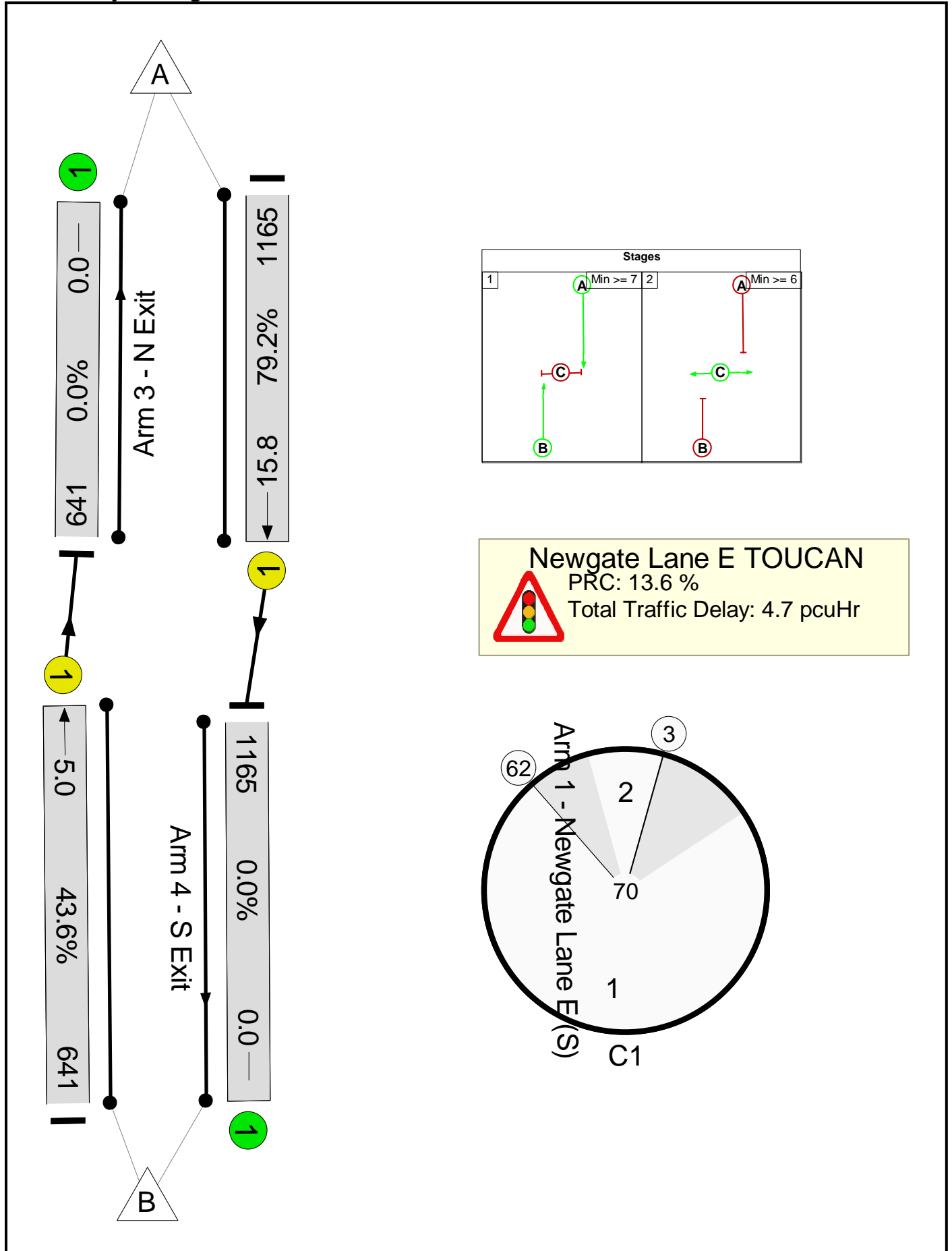
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 51 | 6 |
| Change Point | 3 | 62 |

Signal Timings Diagram

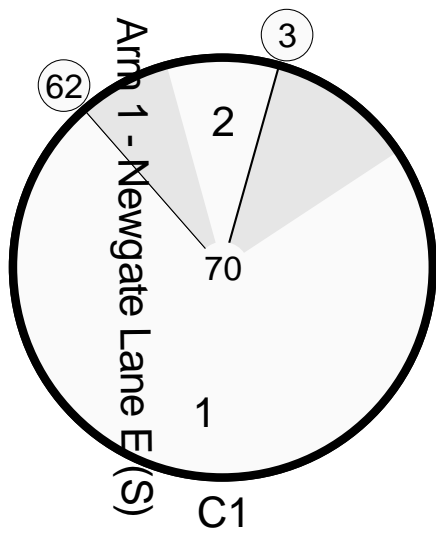


Network Layout Diagram



| Stages | |
|----------|----------|
| 1 | 2 |
| | |
| Min >= 7 | Min >= 6 |

Newgate Lane E TOUCAN
 PRC: 13.6 %
 Total Traffic Delay: 4.7 pcuHr



Full Input Data And Results

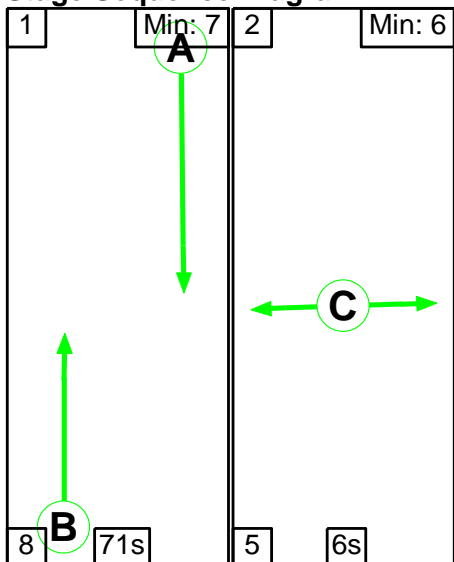
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 79.2% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 79.2% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 51 | - | 641 | 1980 | 1471 | 43.6% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 51 | - | 1165 | 1980 | 1471 | 79.2% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 641 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 1165 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.4 | 2.3 | 0.0 | 4.7 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.4 | 2.3 | 0.0 | 4.7 | - | - | - | - |
| 1/1 | 641 | 641 | - | - | - | 0.6 | 0.4 | - | 1.0 | 5.6 | 4.6 | 0.4 | 5.0 |
| 2/1 | 1165 | 1165 | - | - | - | 1.8 | 1.9 | - | 3.7 | 11.4 | 13.9 | 1.9 | 15.8 |
| 3/1 | 641 | 641 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1165 | 1165 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 13.6 | Total Delay for Signalled Lanes (pcuHr): | | 4.70 | Cycle Time (s): | | 70 | | |
| | | | PRC Over All Lanes (%): | | 13.6 | Total Delay Over All Lanes(pcuHr): | | 4.70 | | | | | |

Full Input Data And Results

Scenario 13: '13' (FG13: '2037 AM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

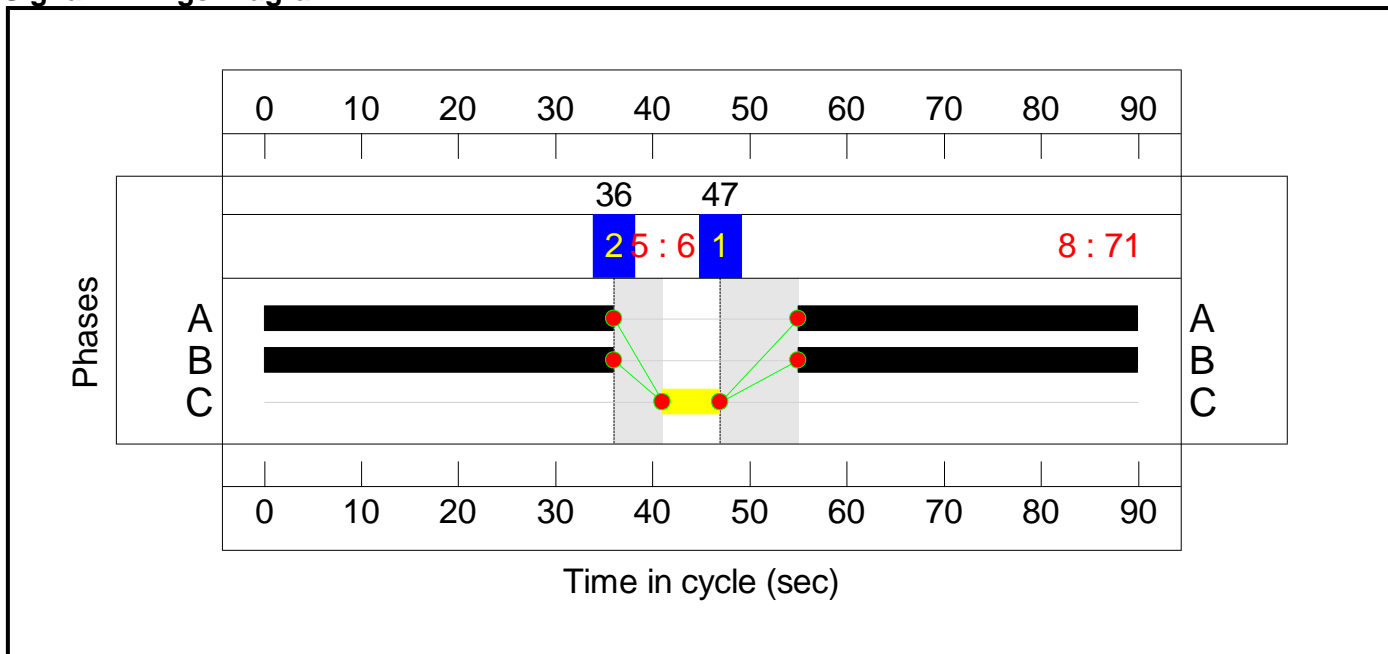
Stage Sequence Diagram



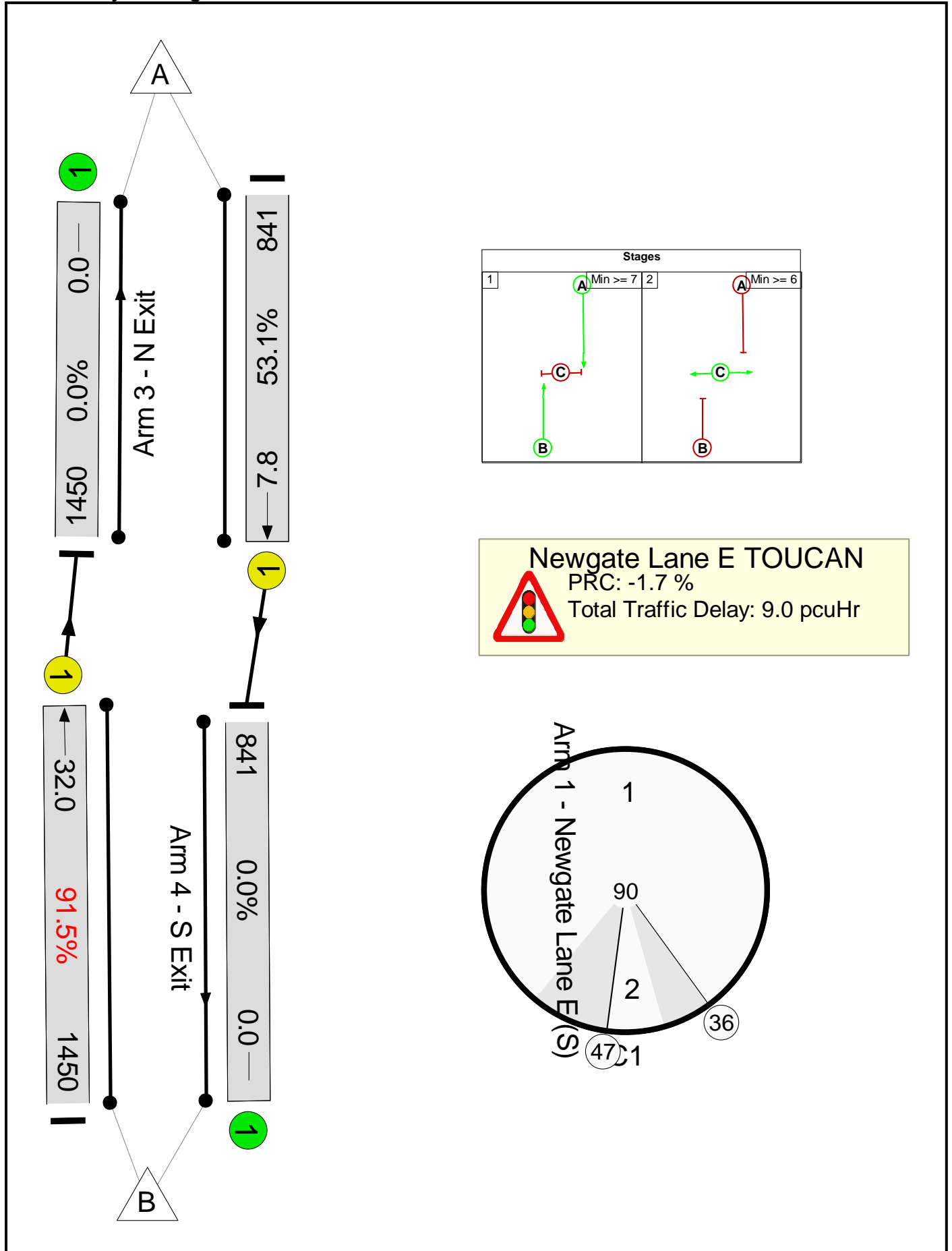
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 71 | 6 |
| Change Point | 47 | 36 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

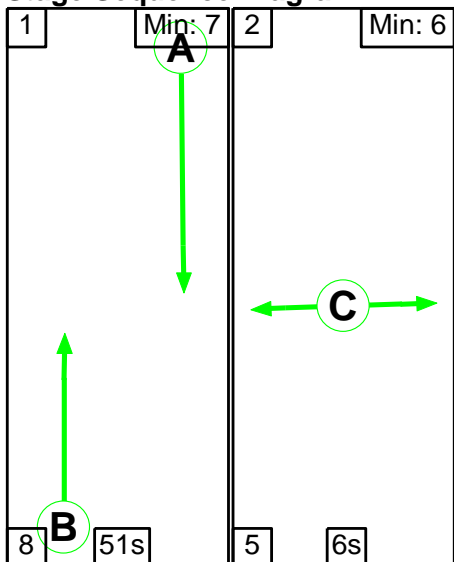
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 91.5% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 91.5% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 71 | - | 1450 | 1980 | 1584 | 91.5% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 71 | - | 841 | 1980 | 1584 | 53.1% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 1450 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 841 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.4 | 5.6 | 0.0 | 9.0 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.4 | 5.6 | 0.0 | 9.0 | - | - | - | - |
| 1/1 | 1450 | 1450 | - | - | - | 2.7 | 5.0 | - | 7.7 | 19.2 | 27.0 | 5.0 | 32.0 |
| 2/1 | 841 | 841 | - | - | - | 0.7 | 0.6 | - | 1.3 | 5.5 | 7.2 | 0.6 | 7.8 |
| 3/1 | 1450 | 1450 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 841 | 841 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | -1.7 | Total Delay for Signalled Lanes (pcuHr): | | | 9.04 | Cycle Time (s): 90 | | | |
| | | | PRC Over All Lanes (%): | | -1.7 | Total Delay Over All Lanes(pcuHr): | | | 9.04 | | | | |

Full Input Data And Results

Scenario 14: '14' (FG14: '2037 PM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

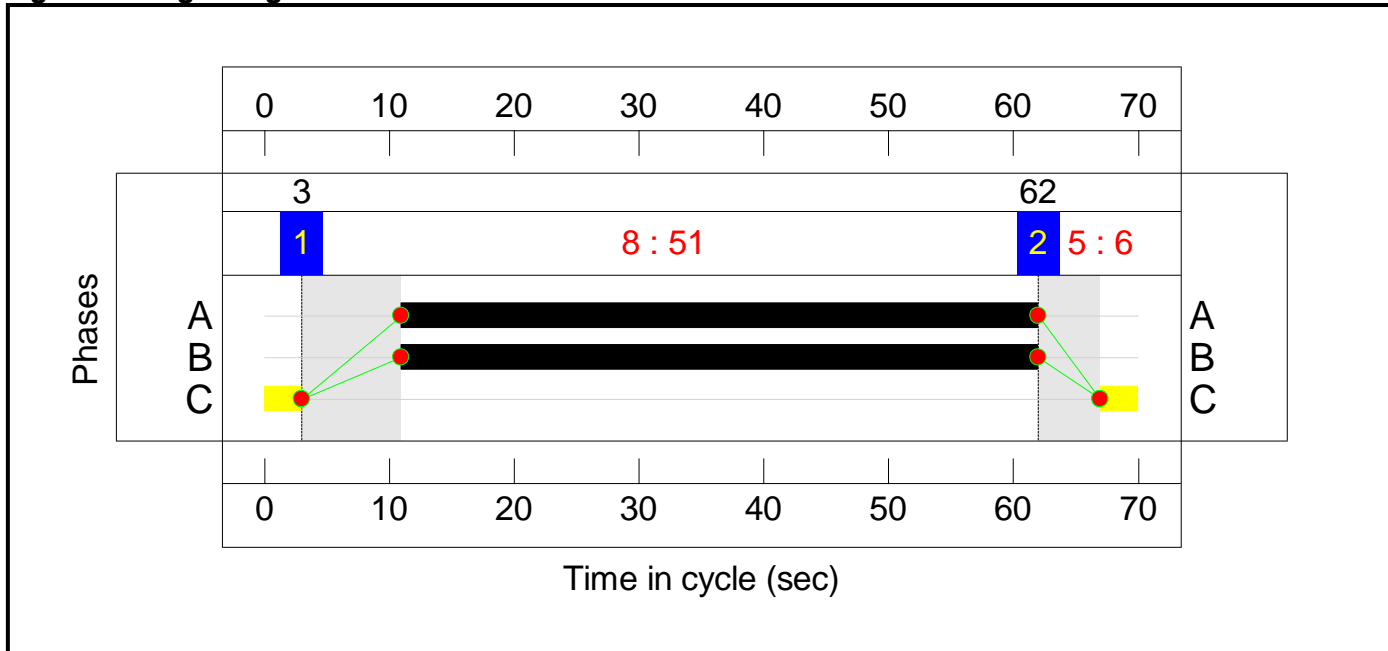
Stage Sequence Diagram



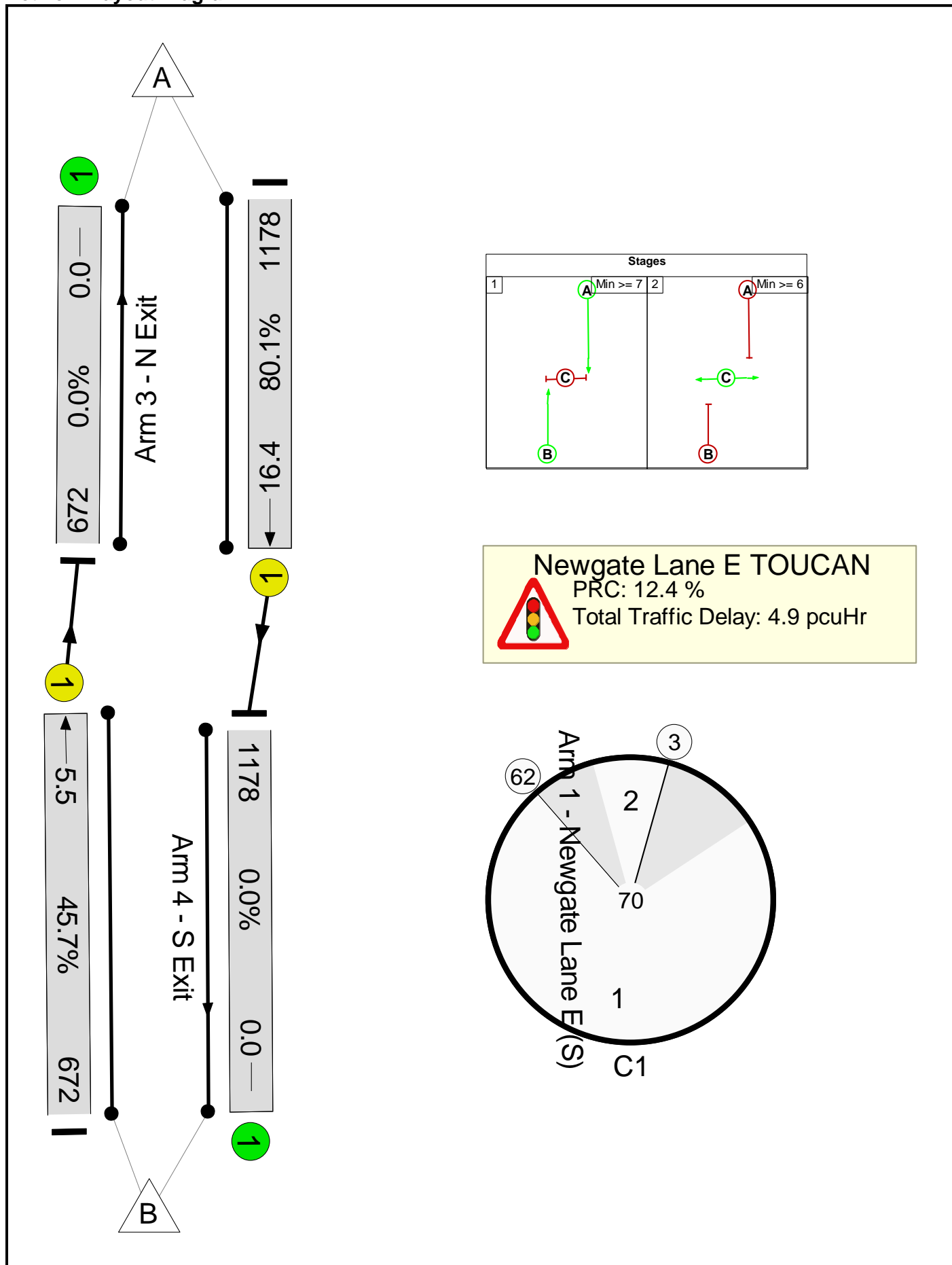
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 51 | 6 |
| Change Point | 3 | 62 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

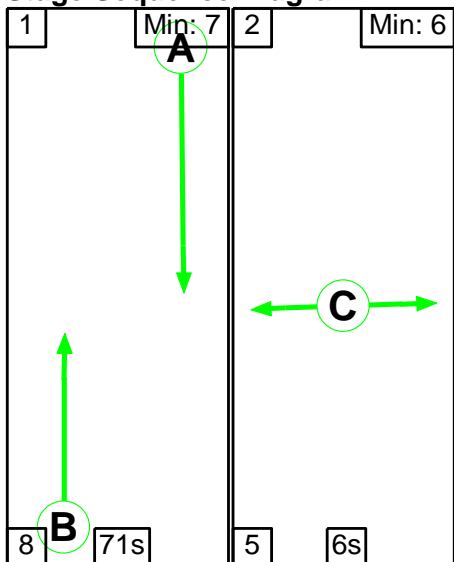
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 80.1% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 80.1% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 51 | - | 672 | 1980 | 1471 | 45.7% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 51 | - | 1178 | 1980 | 1471 | 80.1% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 672 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 1178 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.5 | 2.4 | 0.0 | 4.9 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.5 | 2.4 | 0.0 | 4.9 | - | - | - | - |
| 1/1 | 672 | 672 | - | - | - | 0.7 | 0.4 | - | 1.1 | 5.8 | 5.0 | 0.4 | 5.5 |
| 2/1 | 1178 | 1178 | - | - | - | 1.9 | 2.0 | - | 3.9 | 11.8 | 14.4 | 2.0 | 16.4 |
| 3/1 | 672 | 672 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1178 | 1178 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 12.4 | Total Delay for Signalled Lanes (pcuHr): | | 4.93 | Cycle Time (s): | | 70 | | |
| | | | PRC Over All Lanes (%): | | 12.4 | Total Delay Over All Lanes(pcuHr): | | 4.93 | | | | | |

Full Input Data And Results

Scenario 15: '15' (FG15: '2037 AM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

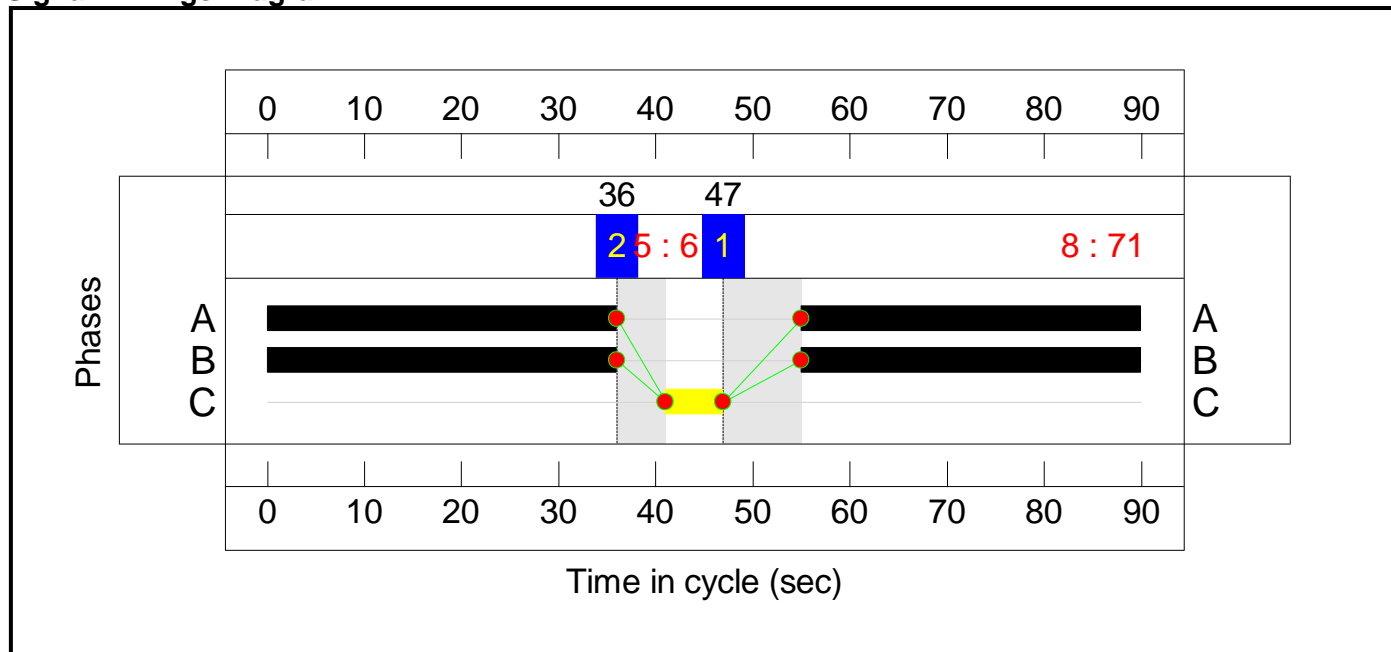
Stage Sequence Diagram



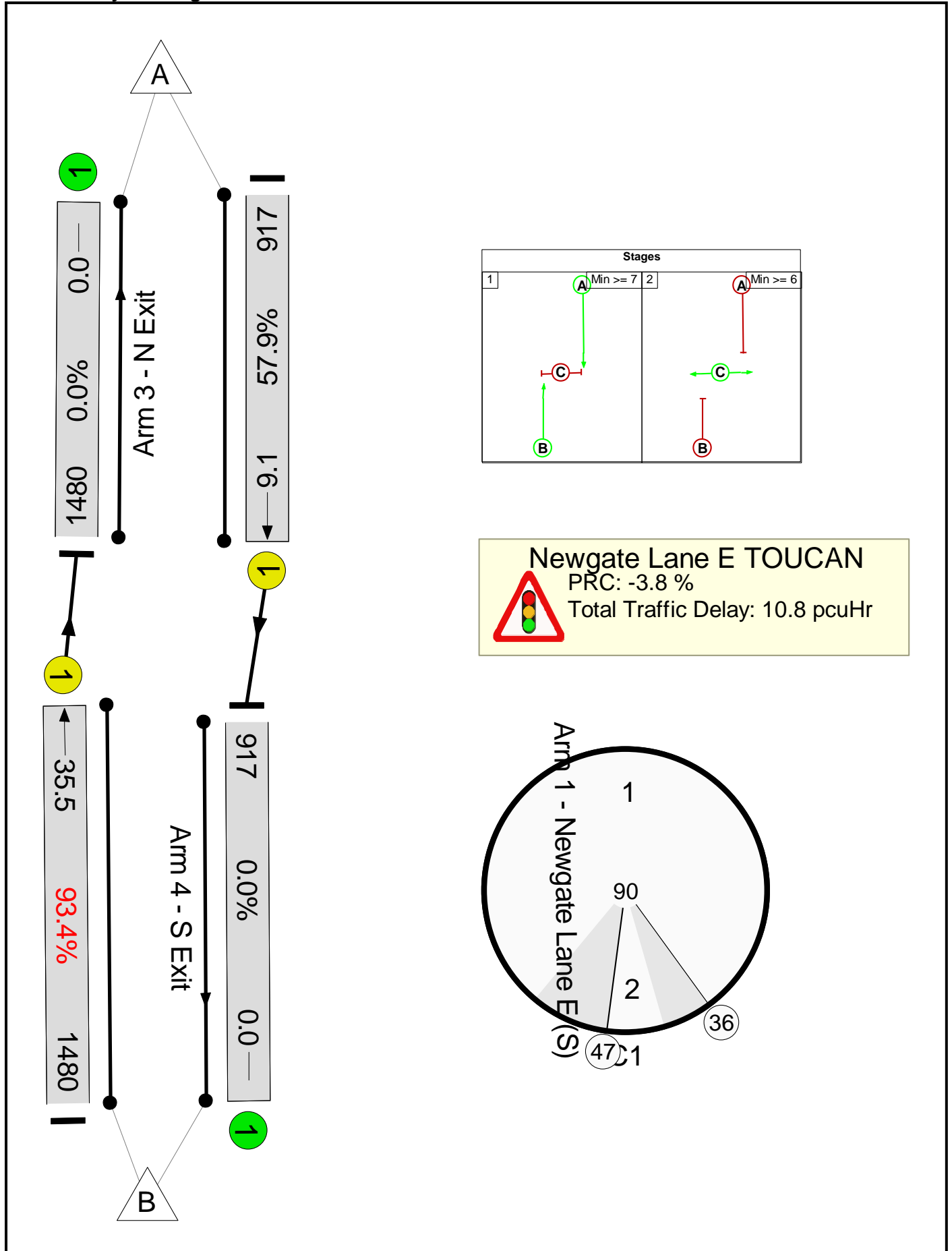
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 71 | 6 |
| Change Point | 47 | 36 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

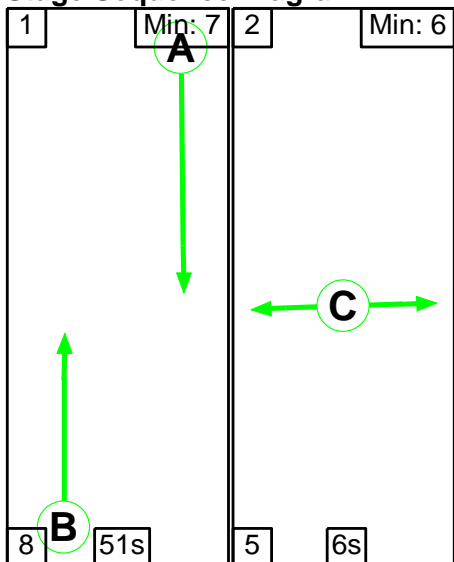
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 93.4% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 93.4% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 71 | - | 1480 | 1980 | 1584 | 93.4% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 71 | - | 917 | 1980 | 1584 | 57.9% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 1480 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 917 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.8 | 7.0 | 0.0 | 10.8 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.8 | 7.0 | 0.0 | 10.8 | - | - | - | - |
| 1/1 | 1480 | 1480 | - | - | - | 2.9 | 6.3 | - | 9.3 | 22.6 | 29.2 | 6.3 | 35.5 |
| 2/1 | 917 | 917 | - | - | - | 0.9 | 0.7 | - | 1.5 | 6.0 | 8.4 | 0.7 | 9.1 |
| 3/1 | 1480 | 1480 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 917 | 917 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | -3.8 | Total Delay for Signalled Lanes (pcuHr): | | | 10.81 | Cycle Time (s): 90 | | | |
| | | | PRC Over All Lanes (%): | | -3.8 | Total Delay Over All Lanes(pcuHr): | | | 10.81 | | | | |

Full Input Data And Results

Scenario 16: '16' (FG16: '2037 PM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

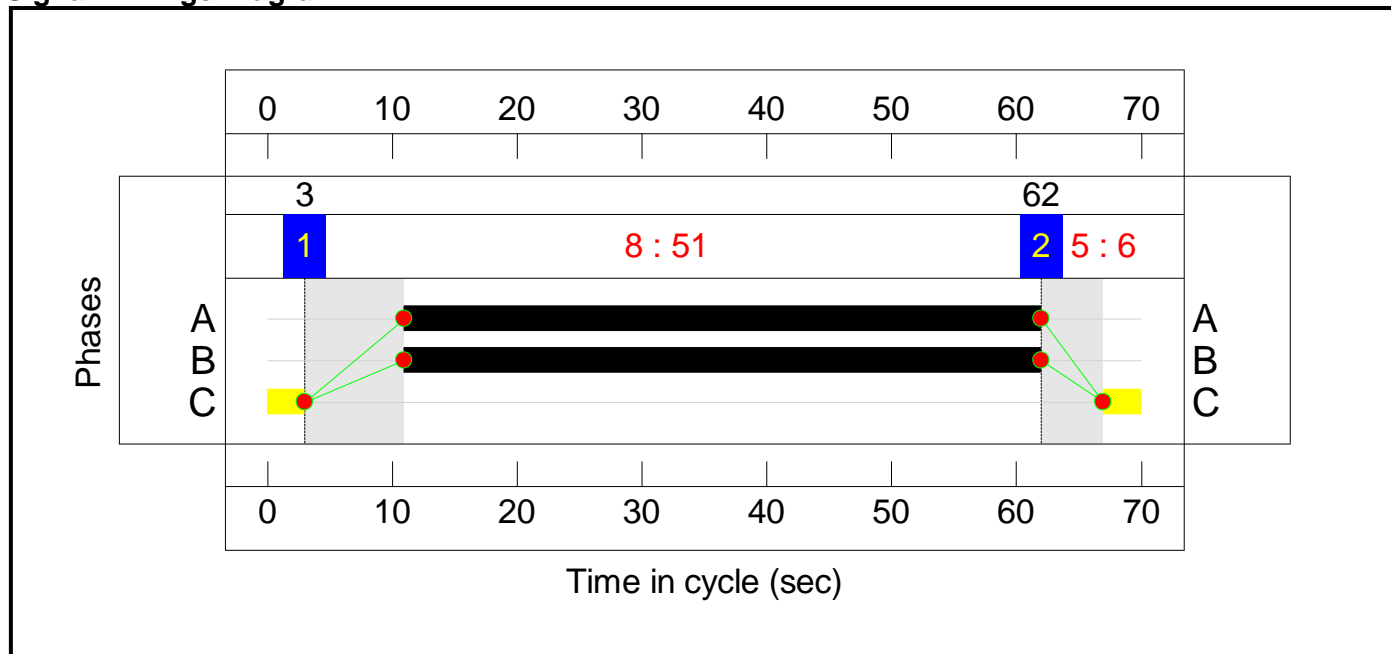
Stage Sequence Diagram



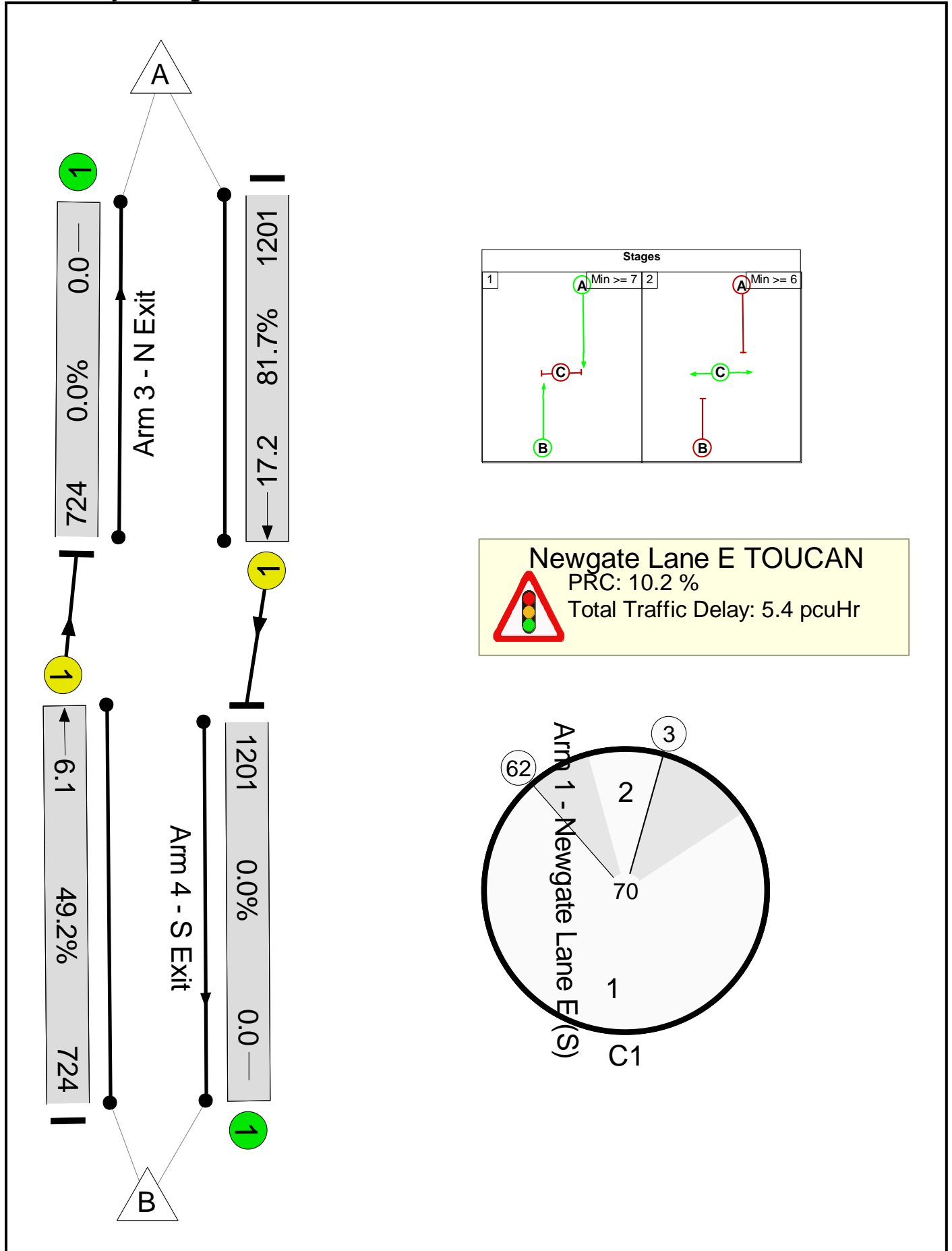
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 51 | 6 |
| Change Point | 3 | 62 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

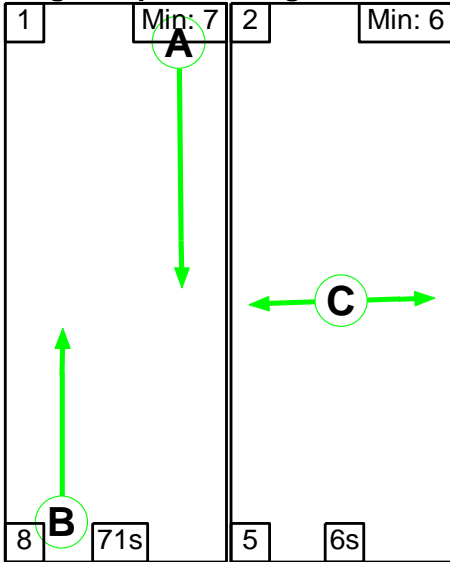
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 81.7% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 81.7% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 51 | - | 724 | 1980 | 1471 | 49.2% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 51 | - | 1201 | 1980 | 1471 | 81.7% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 724 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 1201 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.7 | 2.7 | 0.0 | 5.4 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.7 | 2.7 | 0.0 | 5.4 | - | - | - | - |
| 1/1 | 724 | 724 | - | - | - | 0.7 | 0.5 | - | 1.2 | 6.1 | 5.6 | 0.5 | 6.1 |
| 2/1 | 1201 | 1201 | - | - | - | 2.0 | 2.2 | - | 4.2 | 12.4 | 15.0 | 2.2 | 17.2 |
| 3/1 | 724 | 724 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1201 | 1201 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 10.2 | Total Delay for Signalled Lanes (pcuHr): | | 5.37 | Cycle Time (s): | | 70 | | |
| | | | PRC Over All Lanes (%): | | 10.2 | Total Delay Over All Lanes(pcuHr): | | 5.37 | | | | | |

Full Input Data And Results

Scenario 17: '17' (FG17: '2037 AM Base + Com + Dev - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

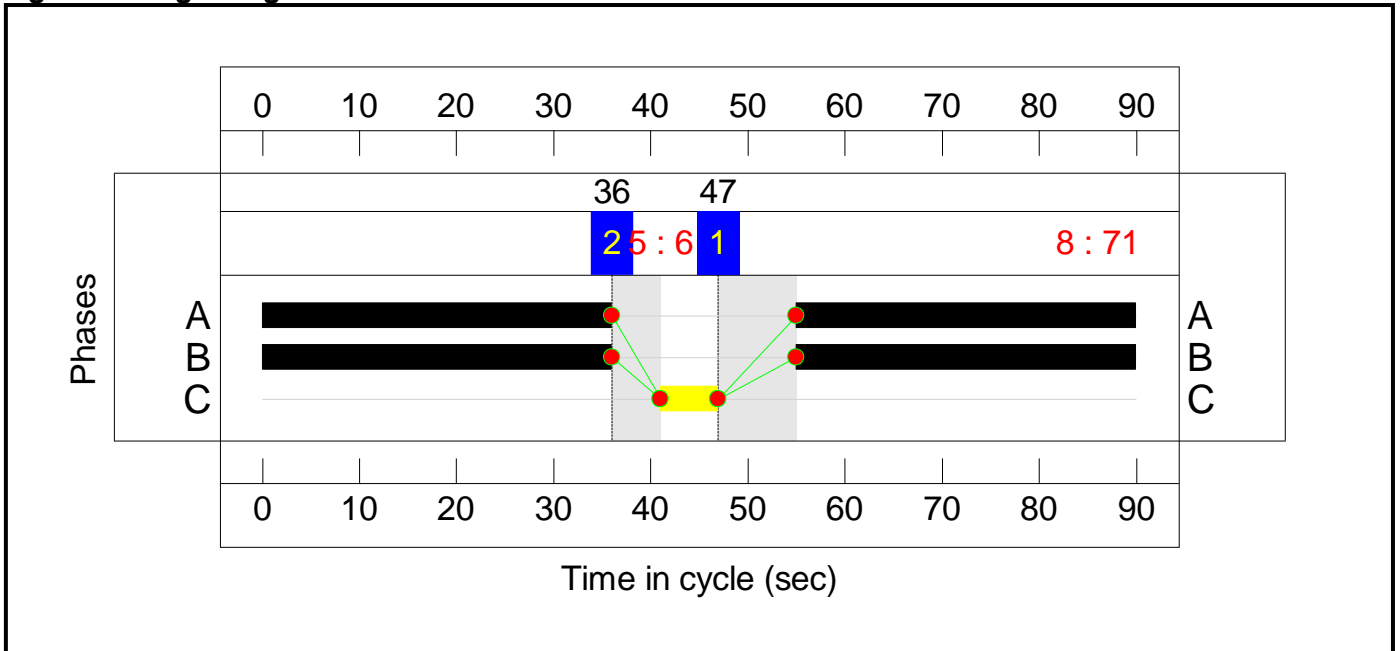
Stage Sequence Diagram



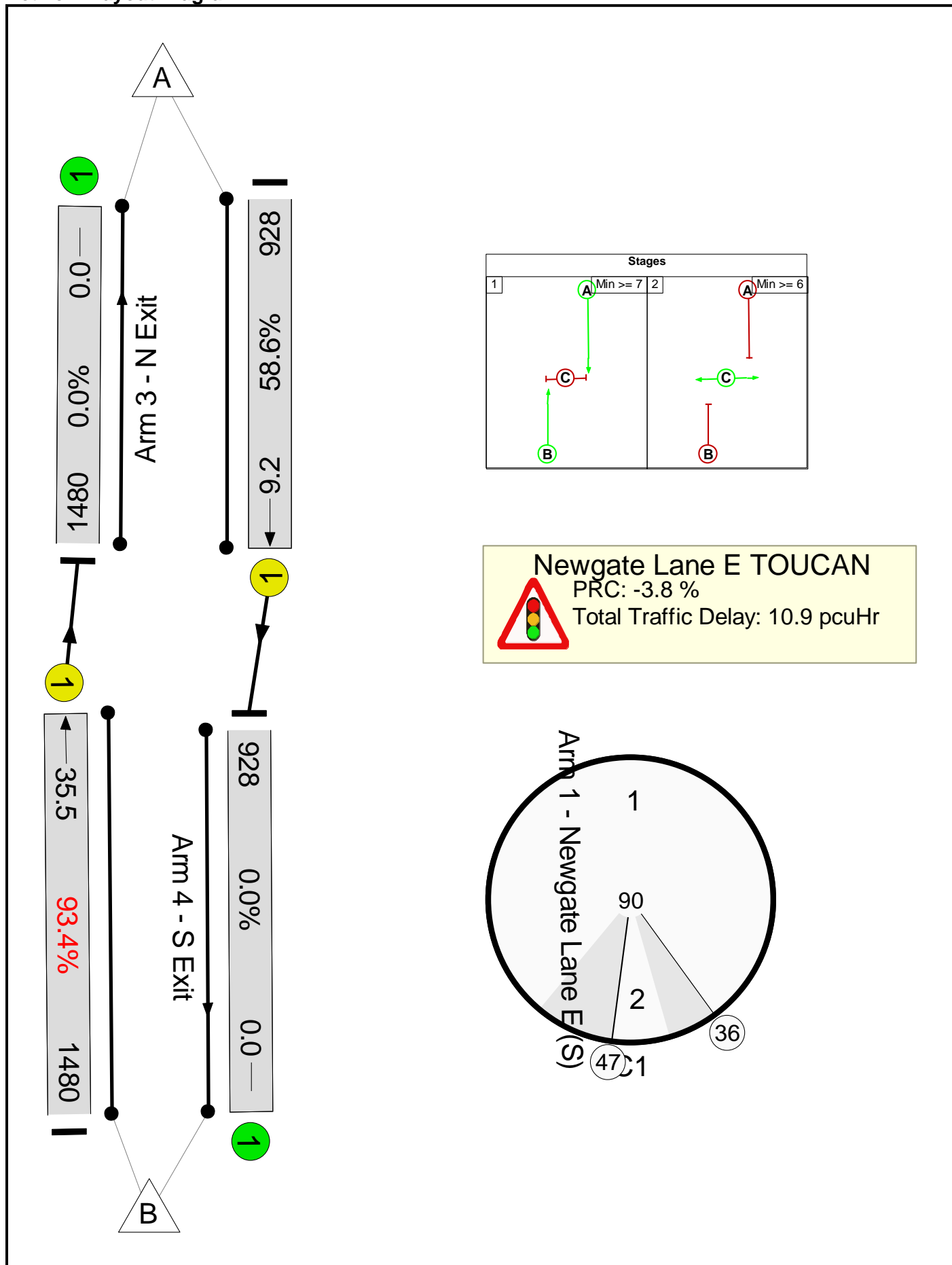
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 71 | 6 |
| Change Point | 47 | 36 |

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

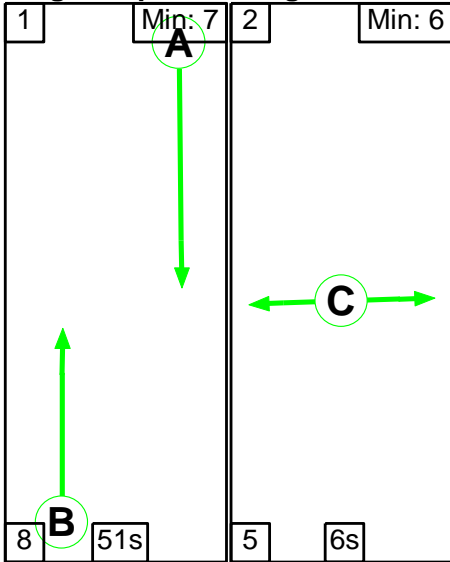
Network Results

| 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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 93.4% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 93.4% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 71 | - | 1480 | 1980 | 1584 | 93.4% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 71 | - | 928 | 1980 | 1584 | 58.6% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 1480 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 928 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.8 | 7.0 | 0.0 | 10.9 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 3.8 | 7.0 | 0.0 | 10.9 | - | - | - | - |
| 1/1 | 1480 | 1480 | - | - | - | 2.9 | 6.3 | - | 9.3 | 22.6 | 29.2 | 6.3 | 35.5 |
| 2/1 | 928 | 928 | - | - | - | 0.9 | 0.7 | - | 1.6 | 6.1 | 8.5 | 0.7 | 9.2 |
| 3/1 | 1480 | 1480 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 928 | 928 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | -3.8 | Total Delay for Signalled Lanes (pcuHr): | 10.85 | Cycle Time (s): | 90 | | | | | |
| | | | PRC Over All Lanes (%): | -3.8 | Total Delay Over All Lanes(pcuHr): | 10.85 | | | | | | | |

Full Input Data And Results

Scenario 18: '18' (FG18: '2037 PM Base + Com + Dev - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

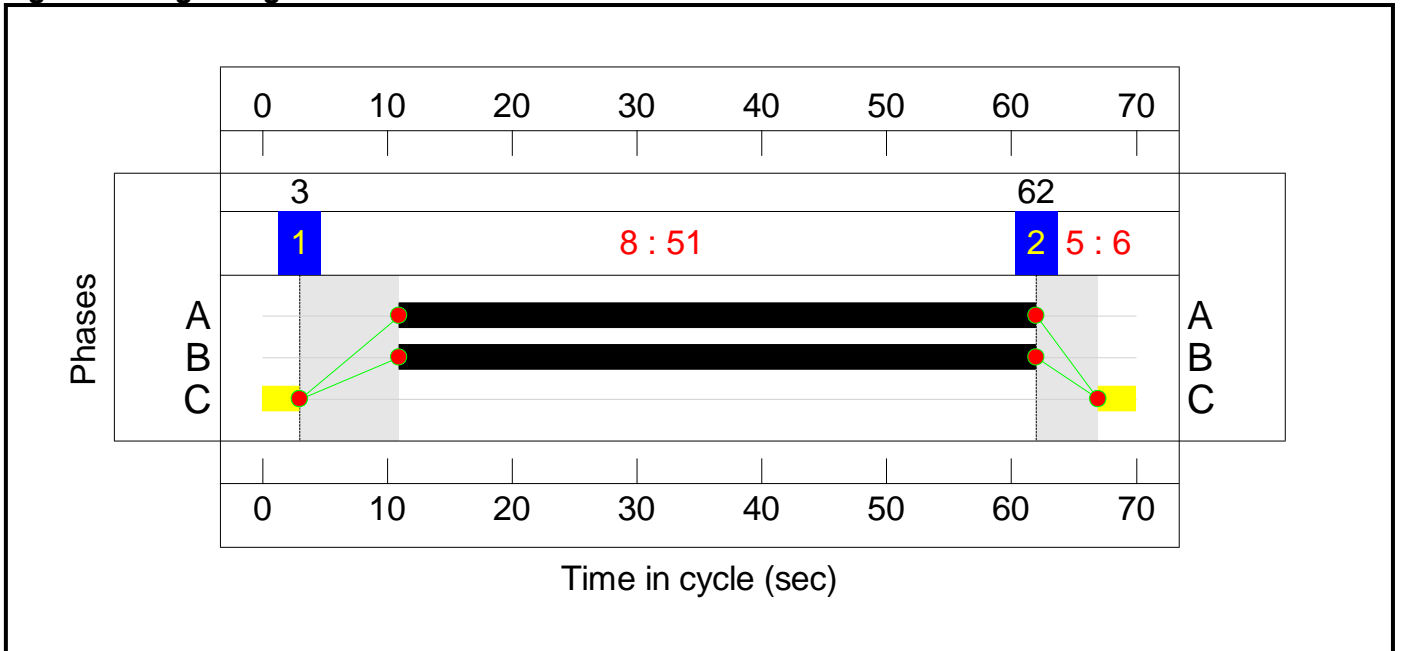
Stage Sequence Diagram



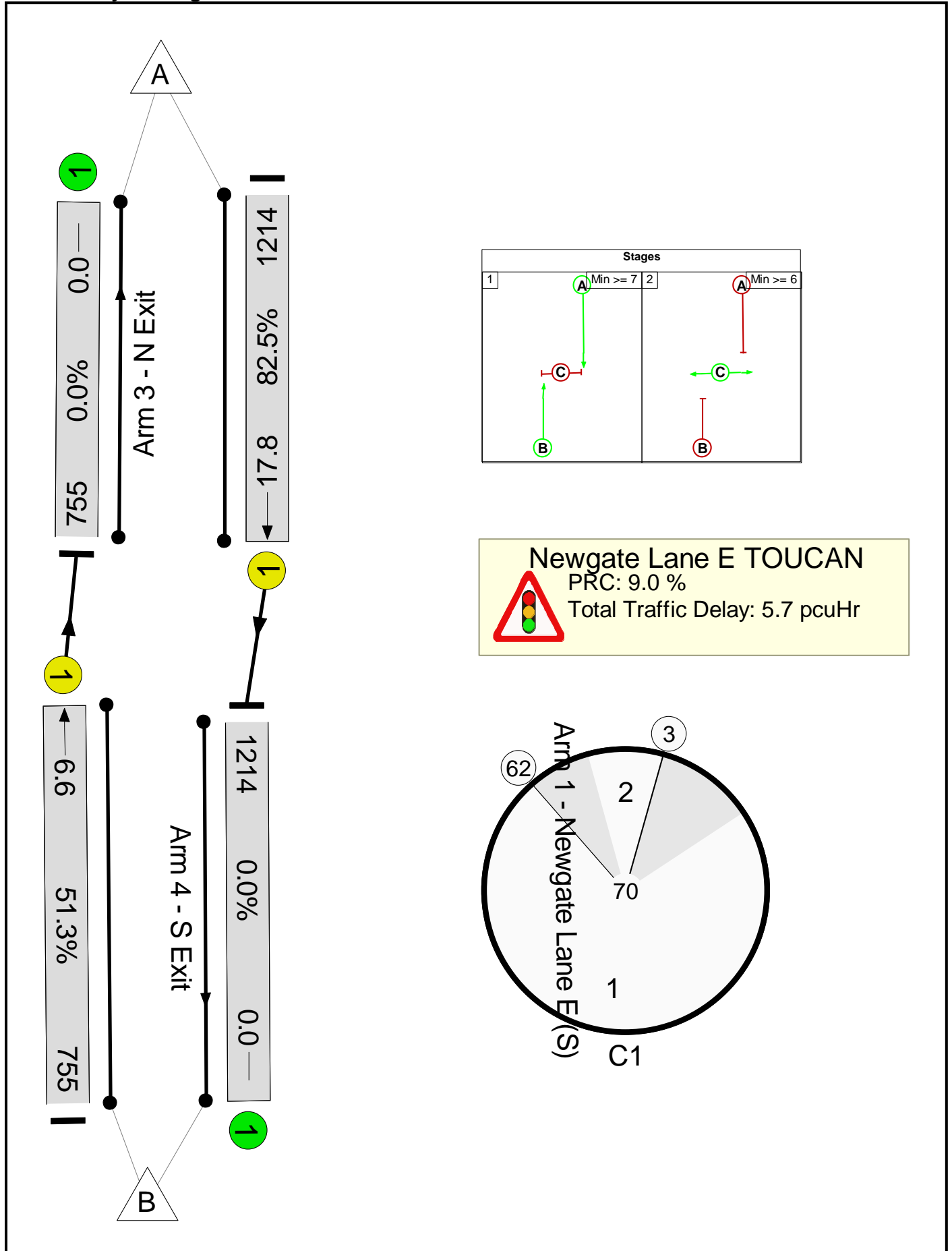
Stage Timings

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 51 | 6 |
| Change Point | 3 | 62 |

Signal Timings Diagram



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: Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 82.5% |
| Newgate Lane E TOUCAN | - | - | N/A | - | - | | - | - | - | - | - | - | 82.5% |
| 1/1 | Newgate Lane E (S) Ahead | U | N/A | N/A | B | | 1 | 51 | - | 755 | 1980 | 1471 | 51.3% |
| 2/1 | Newgate Lane E (N) Ahead | U | N/A | N/A | A | | 1 | 51 | - | 1214 | 1980 | 1471 | 82.5% |
| 3/1 | N Exit | U | N/A | N/A | - | | - | - | - | 755 | Inf | Inf | 0.0% |
| 4/1 | S Exit | U | N/A | N/A | - | | - | - | - | 1214 | Inf | Inf | 0.0% |
| 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: Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.8 | 2.8 | 0.0 | 5.7 | - | - | - | - |
| Newgate Lane E TOUCAN | - | - | 0 | 0 | 0 | 2.8 | 2.8 | 0.0 | 5.7 | - | - | - | - |
| 1/1 | 755 | 755 | - | - | - | 0.8 | 0.5 | - | 1.3 | 6.3 | 6.1 | 0.5 | 6.6 |
| 2/1 | 1214 | 1214 | - | - | - | 2.0 | 2.3 | - | 4.3 | 12.9 | 15.5 | 2.3 | 17.8 |
| 3/1 | 755 | 755 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 4/1 | 1214 | 1214 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 | | | PRC for Signalled Lanes (%): | | 9.0 | Total Delay for Signalled Lanes (pcuHr): | | 5.65 | Cycle Time (s): | | 70 | | |
| | | | PRC Over All Lanes (%): | | 9.0 | Total Delay Over All Lanes(pcuHr): | | 5.65 | | | | | |

APPENDIX R. 2037 Junction Assessment Results

Technical Note

Project No: ITB10353
Project Title: Land East of Newgate Lane East, Fareham
Title: 2037 Junction Assessment Results
Ref: Appendix
Date: 24 January 2022

SECTION 1 2037 Junction Assessment Results

Newgate Lane East / Site Access roundabout

Table 1: Newgate Lane East / Site Access roundabout

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|--|---------------------|-------------|---------------|---------------------|-------------|---------------|
| | RFC | Queue (veh) | Delay (s/veh) | RFC | Queue (veh) | Delay (s/veh) |
| 2037 with Committed Development plus Development (DS2) | | | | | | |
| Newgate Lane East (North) | 0.44 | 1 | 3 | 0.62 | 2 | 5 |
| Site Access | 0.12 | <1 | 4 | 0.06 | <1 | 4 |
| Newgate Lane East (South) | 0.84 | 5 | 10 | 0.53 | 1 | 3 |
| Newgate Lane (West Connection) | 0.15 | <1 | 10 | 0.08 | <1 | 4 |
| 2037 with Committed Development plus Development (DS2) ST | | | | | | |
| Newgate Lane East (North) | 0.44 | 1 | 3 | 0.63 | 2 | 5 |
| Site Access | 0.12 | <1 | 4 | 0.06 | <1 | 4 |
| Newgate Lane East (South) | 0.84 | 5 | 10 | 0.54 | 1 | 3 |
| Newgate Lane (West Connection) | 0.15 | <1 | 10 | 0.08 | <1 | 4 |

Source: Junctions 10

1.1.1 Table 1 demonstrates the proposed site access roundabout will operate within capacity on all arms during the peak periods and maximum delay on any arm is just 10 seconds.

1.1.2 **Table 2** provides a summary of the junction capacity results associated with the access roundabout with the Toucan Crossing located on the southern approach.

Table 2: Newgate Lane East / Site Access roundabout with Toucan Crossing

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|--|---------------------|-------------|---------------|---------------------|-------------|---------------|
| | RFC | Queue (veh) | Delay (s/veh) | RFC | Queue (veh) | Delay (s/veh) |
| 2037 with Committed Development plus Development (DS2) | | | | | | |
| Newgate Lane East (North) | 0.51 | 1 | 4 | 0.71 | 2 | 7 |
| Site Access | 0.12 | <1 | 4 | 0.06 | <1 | 4 |
| Newgate Lane East (South) | 0.84 | 5 | 10 | 0.53 | 1 | 3 |
| Newgate Lane (West) | 0.15 | <1 | 10 | 0.08 | <1 | 4 |
| 2037 with Committed Development plus Development (DS2) ST | | | | | | |
| Newgate Lane East (North) | 0.51 | 1 | 4 | 0.72 | 3 | 8 |
| Site Access | 0.12 | <1 | 4 | 0.06 | <1 | 4 |
| Newgate Lane East (South) | 0.84 | 5 | 10 | 0.54 | 1 | 3 |
| Newgate Lane (West) | 0.15 | <1 | 10 | 0.08 | <1 | 4 |

Source: Junctions 10

1.1.3 **Table 2** demonstrates the proposed site access roundabout will still operate within capacity on all arms during the peak periods and maximum delay on any arm is just 10 seconds.

Peel Common Roundabout

Table 3: Peel Common Roundabout (Fully Signalised)

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|---|---------------------|----------------|-----------------|---------------------|----------------|-----------------|
| | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) |
| 2037 with Committed Development (DS2) | | | | | | |
| Gosport Road | 64.2% | 6 | 28 | 74.3% | 10 | 15 |
| Newgate Lane East | 40.9% | 4 | 15 | 75.6% | 7 | 20 |
| Rowner Road | 59.1% | 7 | 18 | 65.6% | 5 | 31 |
| Broom Way | 82.8% | 14 | 24 | 50.1% | 4 | 19 |
| 2037 with Committed Development (DS2) ST | | | | | | |
| Gosport Road | 64.2% | 6 | 28 | 74.4% | 10 | 15 |
| Newgate Lane East | 41.1% | 4 | 16 | 75.9% | 7 | 20 |
| Rowner Road | 58.9% | 7 | 18 | 65.6% | 5 | 31 |
| Broom Way | 82.8% | 14 | 24 | 51.0% | 4 | 19 |

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|--|---------------------|----------------|-----------------|---------------------|----------------|-----------------|
| | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) |
| 2037 with Committed Development plus Development (DS2) | | | | | | |
| Gosport Road | 71.1% | 7 | 32 | 75.9% | 10 | 16 |
| Newgate Lane East | 42.5% | 5 | 14 | 77.0% | 8 | 20 |
| Rowner Road | 59.0% | 7 | 18 | 70.5% | 5 | 35 |
| Broom Way | 85.4% | 15 | 27 | 51.0% | 4 | 19 |
| 2037 with Committed Development plus Development (DS2) ST | | | | | | |
| Gosport Road | 71.1% | 7 | 31 | 76.0% | 10 | 17 |
| Newgate Lane East | 42.8% | 5 | 14 | 77.7% | 8 | 20 |
| Rowner Road | 58.9% | 7 | 18 | 70.5% | 5 | 35 |
| Broom Way | 85.4% | 15 | 27 | 52.4% | 5 | 16 |

Source: LinSig

- 1.1.4 **Table 3** demonstrates the fully signalised junction will operate well within capacity on all arms during the 'without' and 'with' development peak periods. The greatest increase in delay of four seconds will be experienced on Gosport Road during the morning peak period and Rowner Road during the evening peak period.

Newgate Lane / HMS Collingwood Access / Speedfields Park

Table 4: Newgate Lane / HMS Collingwood Access

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|---|---------------------|----------------|-----------------|---------------------|----------------|-----------------|
| | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) |
| 2037 with Committed Development (DS2) | | | | | | |
| Newgate Lane (North) | 85.7% | 8 | 78 | 56.1% | 9 | 19 |
| HMS Collingwood | 25.2% | 1 | 50 | 86.7% | 10 | 66 |
| Newgate Lane (South) | 88.4% | 24 | 27 | 77.9% | 16 | 25 |
| 2037 with Committed Development (DS2) ST | | | | | | |
| Newgate Lane (North) | 85.7% | 8 | 78 | 56.5% | 9 | 19 |
| HMS Collingwood | 25.2% | 1 | 50 | 86.7% | 10 | 66 |
| Newgate Lane (South) | 88.4% | 24 | 27 | 77.9% | 16 | 25 |
| 2037 with Committed Development plus Development (DS2) | | | | | | |

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|--|---------------------|----------------|-----------------|---------------------|----------------|-----------------|
| | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) |
| Newgate Lane (North) | 85.7% | 8 | 78 | 58.6% | 10 | 21 |
| HMS Collingwood | 25.2% | 1 | 50 | 86.7% | 10 | 66 |
| Newgate Lane (South) | 88.4% | 24 | 27 | 77.9% | 16 | 25 |
| 2037 with Committed Development plus Development (DS2) ST | | | | | | |
| Newgate Lane (North) | 85.7% | 8 | 78 | 59.3% | 10 | 21 |
| HMS Collingwood | 25.2% | 1 | 50 | 86.7% | 10 | 66 |
| Newgate Lane (South) | 88.4% | 24 | 27 | 77.9% | 16 | 25 |

Source: LinSig

1.1.5 **Table 4** shows the junction will continue to operate within capacity on all arms during the peak periods 'with' development and Sensitivity Test.

Table 5: Speedfields Park Roundabout

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|---|---------------------|----------------|-----------------|---------------------|----------------|-----------------|
| | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) |
| 2037 with Committed Development (DS2) | | | | | | |
| Newgate Lane (North) | 69.2% | 1 | 4 | 46.0% | <1 | 2 |
| Speedfields Park | 21.0% | <1 | 2 | 43.1% | <1 | 3 |
| HMS Collingwood Gateway | 10.8% | <1 | 4 | 44.0% | <1 | 6 |
| Newgate Lane (South) | 64.6% | 18 | 10 | 41.2% | 6 | 4 |
| 2037 with Committed Development (DS2) ST | | | | | | |
| Newgate Lane (North) | 70.2% | 1 | 4 | 46.6% | <1 | 2 |
| Speedfields Park | 21.1% | <1 | 2 | 43.5% | <1 | 3 |
| HMS Collingwood Gateway | 10.8% | <1 | 4 | 44.0% | <1 | 6 |
| Newgate Lane (South) | 64.6% | 18 | 10 | 44.0% | 7 | 4 |
| 2037 with Committed Development plus Development (DS2) | | | | | | |

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|--|---------------------|----------------|-----------------|---------------------|----------------|-----------------|
| | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) |
| Newgate Lane (North) | 70.8% | 1 | 4 | 48.4% | 1 | 2 |
| Speedfields Park | 21.2% | <1 | 2 | 44.6% | <1 | 3 |
| HMS Collingwood Gateway | 10.8% | <1 | 4 | 44.0% | <1 | 6 |
| Newgate Lane (South) | 69.4% | 19 | 12 | 43.3% | 6 | 4 |
| 2037 with Committed Development plus Development (DS2) ST | | | | | | |
| Newgate Lane (North) | 71.8% | 1 | 4 | 49.0% | 1 | 2 |
| Speedfields Park | 21.4% | <1 | 2 | 45.0% | <1 | 3 |
| HMS Collingwood Gateway | 10.8% | <1 | 4 | 44.0% | <1 | 6 |
| Newgate Lane (South) | 69.4% | 19 | 12 | 46.1% | 7 | 5 |

Source: LinSig

- 1.1.6 The results in **Table 5** demonstrates the Speedfields Park roundabout will operate well within capacity on all arms during the 'with' development peak periods. The greatest increase in delay of just two seconds will be on the Newgate Lane southern approach to the roundabout during the morning peak period.

Newgate Lane / Longfield Avenue Roundabout

Table 6: Newgate Lane / Longfield Avenue Roundabout

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|---|---------------------|-------------|---------------|---------------------|-------------|---------------|
| | RFC | Queue (veh) | Delay (s/veh) | RFC | Queue (veh) | Delay (s/veh) |
| 2037 with Committed Development (DS2) | | | | | | |
| Davis Way | 0.15 | <1 | 11 | 0.36 | 1 | 13 |
| Newgate Lane (South) | 0.78 | 3 | 8 | 0.76 | 3 | 7 |
| Longfield Avenue | 0.26 | <1 | 4 | 0.33 | 1 | 4 |
| Newgate Lane (North) | 0.76 | 3 | 9 | 0.71 | 2 | 7 |
| 2037 with Committed Development (DS2) ST | | | | | | |
| Davis Way | 0.15 | <1 | 11 | 0.37 | 1 | 14 |

| Approach | | Morning Peak Period | | | Evening Peak Period | | |
|--|--|---------------------|-------------|---------------|---------------------|-------------|---------------|
| | | RFC | Queue (veh) | Delay (s/veh) | RFC | Queue (veh) | Delay (s/veh) |
| Newgate Lane (South) | | 0.78 | 3 | 8 | 0.78 | 4 | 8 |
| Longfield Avenue | | 0.28 | <1 | 4 | 0.35 | 1 | 4 |
| Newgate Lane (North) | | 0.76 | 3 | 9 | 0.72 | 3 | 8 |
| 2037 with Committed Development plus Development (DS2) | | | | | | | |
| Davis Way | | 0.15 | <1 | 11 | 0.38 | 1 | 14 |
| Newgate Lane (South) | | 0.80 | 4 | 9 | 0.77 | 3 | 8 |
| Longfield Avenue | | 0.27 | <1 | 4 | 0.35 | 1 | 4 |
| Newgate Lane (North) | | 0.77 | 3 | 9 | 0.74 | 3 | 8 |
| 2037 with Committed Development plus Development (DS2) ST | | | | | | | |
| Davis Way | | 0.15 | <1 | 11 | 0.40 | 1 | 15 |
| Newgate Lane (South) | | 0.80 | 4 | 9 | 0.79 | 4 | 8 |
| Longfield Avenue | | 0.29 | <1 | 4 | 0.37 | 1 | 4 |
| Newgate Lane (North) | | 0.77 | 3 | 10 | 0.75 | 3 | 9 |

Source: Junctions 10

- 1.1.7 **Table 6** shows the junction will operate within capacity on all arms during the 'with' development peak periods. The greatest increase in delay of just one second occurs on Newgate Lane (south) during the morning peak period and David Way along with Newgate Lane (south and north) in the evening peak period.

Brookers Lane Toucan Crossing

Table 7: Brookers Lane Toucan Crossing

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|--|---------------------|----------------|-----------------|---------------------|----------------|-----------------|
| | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) |
| 2037 with Committed Development (DS2) | | | | | | |
| Newgate Lane East (South) | 91.5% | 32 | 19 | 43.6% | 5 | 6 |
| Newgate Lane East (North) | 52.4% | 8 | 6 | 79.2% | 16 | 11 |

| Approach | Morning Peak Period | | | Evening Peak Period | | |
|--|---------------------|----------------|-----------------|---------------------|----------------|-----------------|
| | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) | DoS (%) | MMQ (Vehicles) | Av. Delay (Sec) |
| 2037 with Committed Development (DS2) ST | | | | | | |
| Newgate Lane East (South) | 91.5% | 32 | 19 | 45.7% | 6 | 6 |
| Newgate Lane East (North) | 53.1% | 8 | 6 | 80.1% | 16 | 12 |
| 2037 with Committed Development plus Development (DS2) | | | | | | |
| Newgate Lane East (South) | 93.4% | 36 | 23 | 49.2% | 6 | 6 |
| Newgate Lane East (North) | 57.9% | 9 | 6 | 81.7% | 17 | 12 |
| 2037 with Committed Development plus Development (DS2) ST | | | | | | |
| Newgate Lane East (South) | 93.4% | 36 | 23 | 51.3% | 7 | 6 |
| Newgate Lane East (North) | 58.6% | 9 | 6 | 82.5% | 18 | 13 |

Source: LinSig

1.1.8 **Table 7** shows in the 2037 future year 'without' development, the Toucan Crossing will operate over design capacity (i.e. DoS >90.0%) on Newgate Lane East (southern approach during the morning peak period with a delay of around 19 seconds. During the 'with' development scenarios, the crossing will continue to operate within capacity, but over design capacity, with delay increasing to 23 seconds on Newgate Lane East (southern approach).

