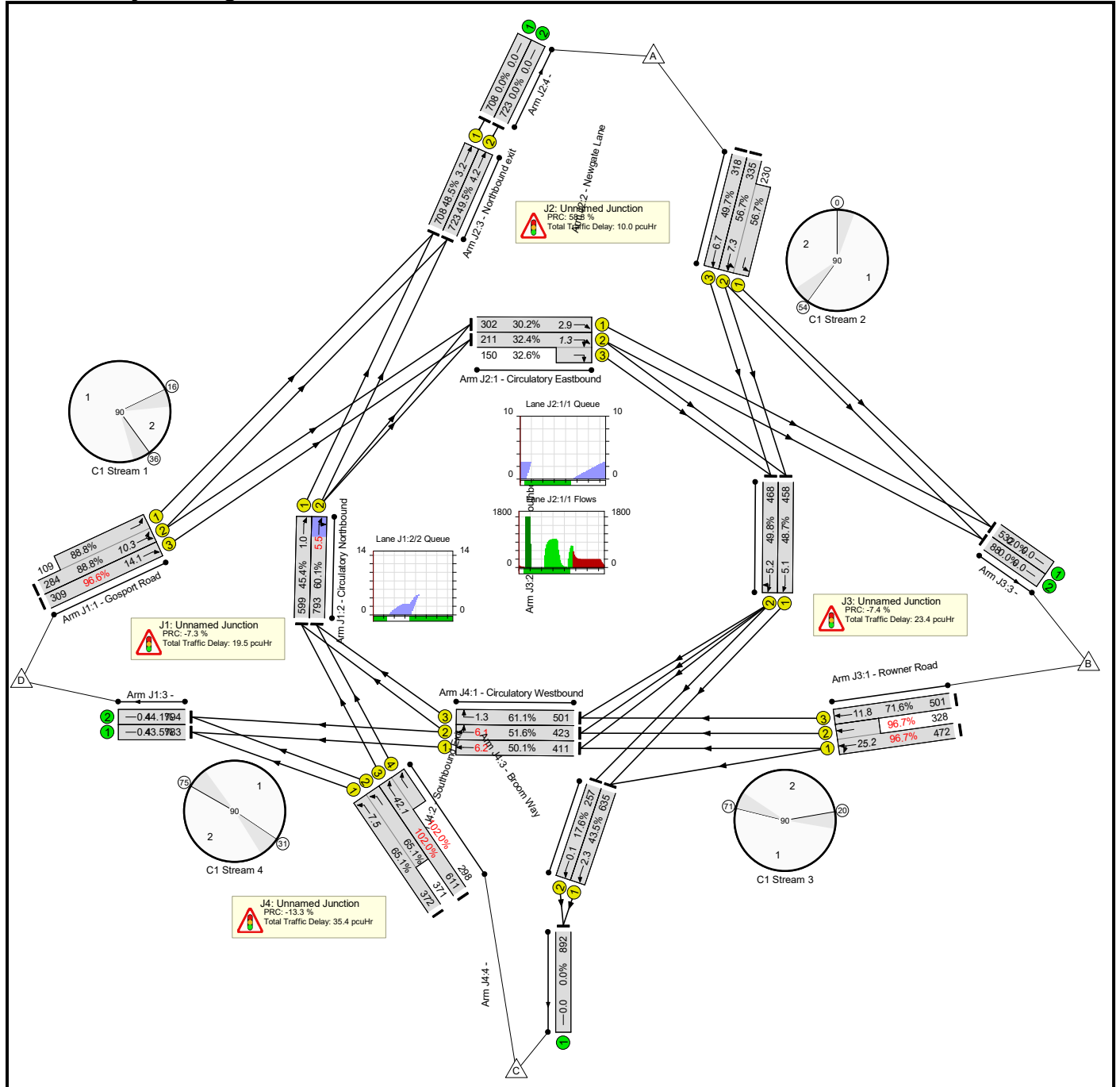


Basic Results Summary

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

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	102.0%	0	0	0	88.3	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	96.6%	0	0	0	19.5	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	15	-	393	1800:1800	320+123	88.8 : 88.8%	-	-	-	7.3	66.8	10.3
1/3	Gosport Road Ahead	U	B		1	15	-	309	1800	320	96.6%	-	-	-	9.6	112.0	14.1
2/1	Circulatory Northbound Ahead	U	A		1	65	-	611	1800	1320	45.4%	-	-	-	0.4	2.5	1.0
2/2	Circulatory Northbound Right Ahead	U	A		1	65	-	799	1800	1320	60.1%	-	-	-	1.4	6.5	5.5
3/1		U	-		-	-	-	783	1800	1800	43.5%	-	-	-	0.4	1.8	0.4
3/2		U	-		-	-	-	794	1800	1800	44.1%	-	-	-	0.4	1.8	0.4
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	56.7%	0	0	0	10.0	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	49	-	305	1800	1000	30.2%	-	-	-	1.1	12.6	2.9
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	49	-	362	1800:1800	651+461	32.4 : 32.6%	-	-	-	0.5	5.4	1.3
2/2+2/1	Newgate Lane Ahead Left	U	D		1	31	-	565	1800:1800	591+406	56.7 : 56.7%	-	-	-	4.2	26.5	7.3
2/3	Newgate Lane Ahead	U	D		1	31	-	318	1800	640	49.7%	-	-	-	2.5	28.3	6.7
3/1	Northbound exit Ahead	U	J		1	72	-	720	1800	1460	48.5%	-	-	-	0.8	4.1	3.2
3/2	Northbound exit Ahead	U	J		1	72	-	725	1800	1460	49.5%	-	-	-	0.9	4.5	4.2
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	96.7%	0	0	0	23.4	-	-

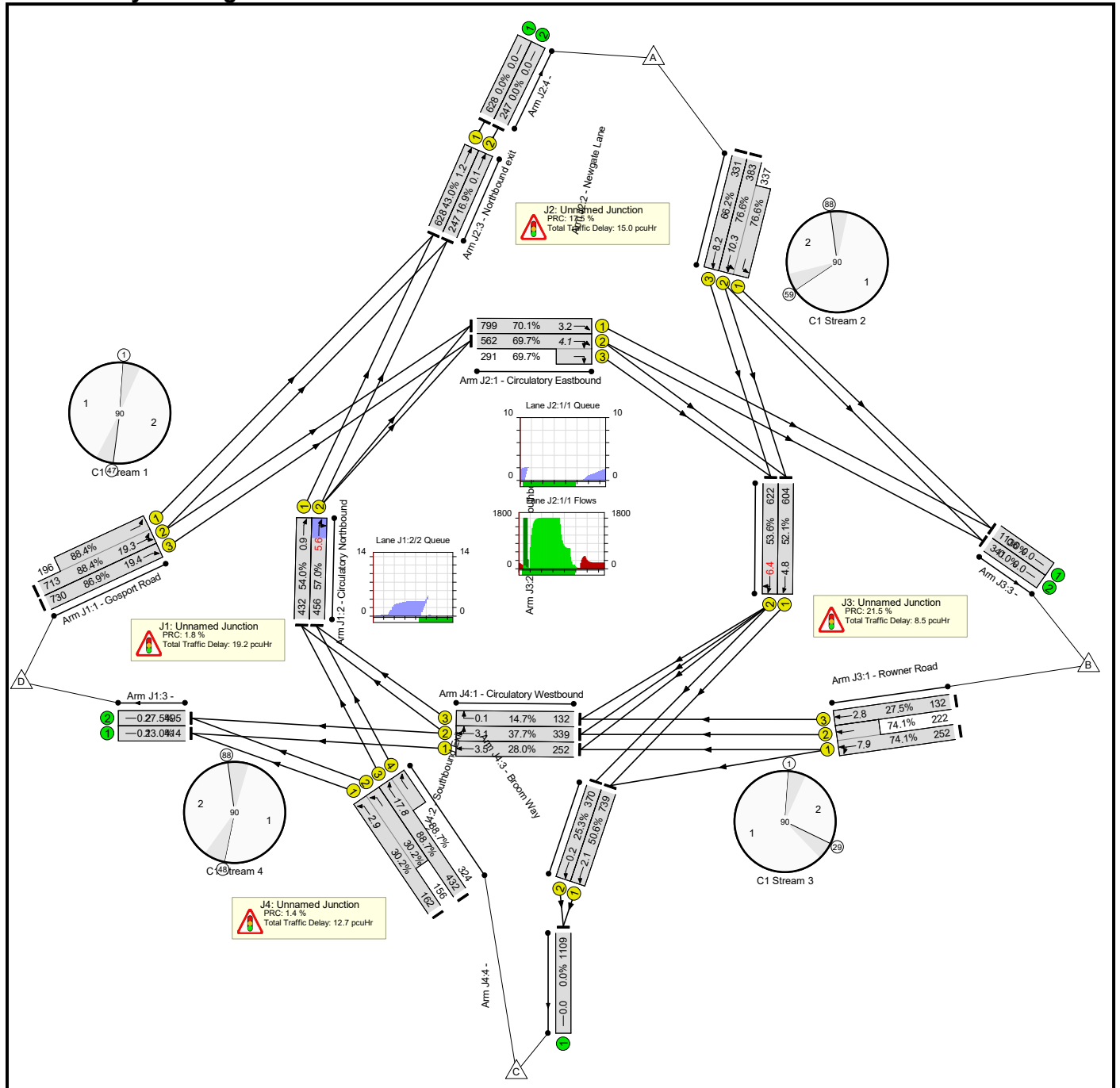
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	34	-	800	1800:1800	488+339	96.7 : 96.7%	-	-	-	14.3	64.5	25.2
1/3	Rowner Road Ahead	U	F		1	34	-	501	1800	700	71.6%	-	-	-	4.5	32.2	11.8
2/1	Circulatory Southbound Ahead	U	E		1	46	-	458	1800	940	48.7%	-	-	-	2.3	17.8	5.1
2/2	Circulatory Southbound Right Ahead	U	E		1	46	-	468	1800	940	49.8%	-	-	-	2.3	17.8	5.2
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	102.0%	0	0	0	35.4	-	-
1/1	Circulatory Westbound Ahead	U	G		1	40	-	411	1800	820	50.1%	-	-	-	1.4	12.1	6.2
1/2	Circulatory Westbound Right Ahead	U	G		1	40	-	423	1800	820	51.6%	-	-	-	1.3	11.0	6.1
1/3	Circulatory Westbound Right	U	G		1	40	-	501	1800	820	61.1%	-	-	-	0.8	5.7	1.3
2/1	Southbound Exit Ahead	U	K		1	72	-	635	1800	1460	43.5%	-	-	-	0.6	3.4	2.3
2/2	Southbound Exit Ahead	U	K		1	72	-	257	1800	1460	17.6%	-	-	-	0.1	1.5	0.1
3/1+3/2	Broom Way Left	U	I		1	38	-	743	1800:1800	572+570	65.1 : 65.1%	-	-	-	4.7	22.7	7.5
3/3+3/4	Broom Way Ahead	U	H		1	39	-	909	1800:1800	599+292	102.0 : 102.0%	-	-	-	26.5	105.1	42.1
		C1	Stream: 1 PRC for Signalled Lanes (%):		-7.3		Total Delay for Signalled Lanes (pcuHr):		18.76		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		58.8		Total Delay for Signalled Lanes (pcuHr):		8.25		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		-7.4		Total Delay for Signalled Lanes (pcuHr):		23.41		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		-13.3		Total Delay for Signalled Lanes (pcuHr):		34.68		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		106.9		Total Delay for Signalled Lanes (pcuHr):		0.71		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		81.7		Total Delay for Signalled Lanes (pcuHr):		1.71		Cycle Time (s):		90				
			PRC Over All Lanes (%):		-13.3		Total Delay Over All Lanes(pcuHr):		88.29								

Basic Results Summary

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

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	88.7%	0	0	0	55.4	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	88.4%	0	0	0	19.2	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	41	-	909	1800:1800	806+222	88.4 : 88.4%	-	-	-	8.6	34.0	19.3
1/3	Gosport Road Ahead	U	B		1	41	-	730	1800	840	86.9%	-	-	-	7.5	37.0	19.4
2/1	Circulatory Northbound Ahead	U	A		1	39	-	432	1800	800	54.0%	-	-	-	0.7	6.2	0.9
2/2	Circulatory Northbound Right Ahead	U	A		1	39	-	456	1800	800	57.0%	-	-	-	2.0	16.1	5.6
3/1		U	-		-	-	-	414	1800	1800	23.0%	-	-	-	0.1	1.3	0.1
3/2		U	-		-	-	-	495	1800	1800	27.5%	-	-	-	0.2	1.4	0.2
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	76.6%	0	0	0	15.0	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	56	-	799	1800	1140	70.1%	-	-	-	1.6	7.2	3.2
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	56	-	853	1800:1800	807+418	69.7 : 69.7%	-	-	-	1.8	7.4	4.1
2/2+2/1	Newgate Lane Ahead Left	U	D		1	24	-	720	1800:1800	500+440	76.6 : 76.6%	-	-	-	7.5	37.4	10.3
2/3	Newgate Lane Ahead	U	D		1	24	-	331	1800	500	66.2%	-	-	-	3.6	39.3	8.2
3/1	Northbound exit Ahead	U	J		1	72	-	628	1800	1460	43.0%	-	-	-	0.5	2.7	1.2
3/2	Northbound exit Ahead	U	J		1	72	-	247	1800	1460	16.9%	-	-	-	0.1	1.5	0.1
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	74.1%	0	0	0	8.5	-	-

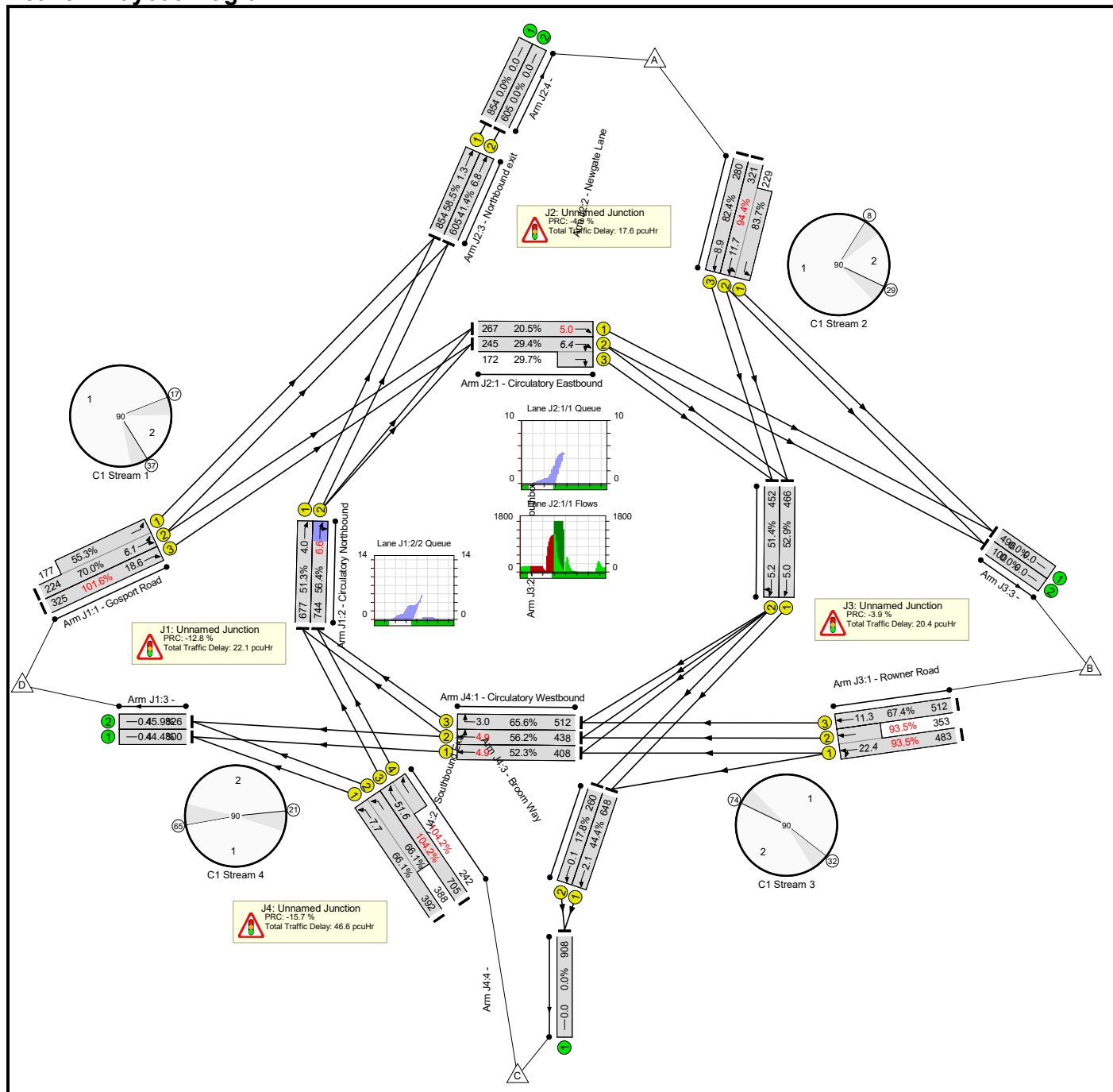
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	23	-	474	1800:1800	340+300	74.1 : 74.1%	-	-	-	5.1	38.8	7.9
1/3	Rowner Road Ahead	U	F		1	23	-	132	1800	480	27.5%	-	-	-	1.1	31.3	2.8
2/1	Circulatory Southbound Ahead	U	E		1	57	-	604	1800	1160	52.1%	-	-	-	1.0	6.1	4.8
2/2	Circulatory Southbound Right Ahead	U	E		1	57	-	622	1800	1160	53.6%	-	-	-	1.2	7.0	6.4
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	88.7%	0	0	0	12.7	-	-
1/1	Circulatory Westbound Ahead	U	G		1	44	-	252	1800	900	28.0%	-	-	-	0.7	10.2	3.5
1/2	Circulatory Westbound Right Ahead	U	G		1	44	-	339	1800	900	37.7%	-	-	-	0.7	7.8	3.1
1/3	Circulatory Westbound Right	U	G		1	44	-	132	1800	900	14.7%	-	-	-	0.1	2.3	0.1
2/1	Southbound Exit Ahead	U	K		1	72	-	739	1800	1460	50.6%	-	-	-	0.7	3.4	2.1
2/2	Southbound Exit Ahead	U	K		1	72	-	370	1800	1460	25.3%	-	-	-	0.2	1.7	0.2
3/1+3/2	Broom Way Left	U	I		1	34	-	318	1800:1800	536+516	30.2 : 30.2%	-	-	-	1.8	20.9	2.9
3/3+3/4	Broom Way Ahead	U	H		1	35	-	756	1800:1800	487+365	88.7 : 88.7%	-	-	-	8.4	40.1	17.8
		C1	Stream: 1 PRC for Signalled Lanes (%):		1.8		Total Delay for Signalled Lanes (pcuHr):		18.88		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		17.5		Total Delay for Signalled Lanes (pcuHr):		14.46		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		21.5		Total Delay for Signalled Lanes (pcuHr):		8.49		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		1.4		Total Delay for Signalled Lanes (pcuHr):		11.81		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		77.8		Total Delay for Signalled Lanes (pcuHr):		0.88		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		109.2		Total Delay for Signalled Lanes (pcuHr):		0.57		Cycle Time (s):		90				
				PRC Over All Lanes (%):		1.4		Total Delay Over All Lanes(pcuHr):		55.43							

Basic Results Summary

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

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	104.2%	0	0	0	106.6	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	101.6%	0	0	0	22.1	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	15	-	401	1800:1800	320+320	70.0 : 55.3%	-	-	-	4.7	41.8	6.1
1/3	Gosport Road Ahead	U	B		1	15	-	325	1800	320	101.6%	-	-	-	13.9	153.9	18.6
2/1	Circulatory Northbound Ahead	U	A		1	65	-	705	1800	1320	51.3%	-	-	-	1.4	7.5	4.0
2/2	Circulatory Northbound Right Ahead	U	A		1	65	-	754	1800	1320	56.4%	-	-	-	1.3	6.3	6.6
3/1		U	-		-	-	-	800	1800	1800	44.4%	-	-	-	0.4	1.8	0.4
3/2		U	-		-	-	-	826	1800	1800	45.9%	-	-	-	0.4	1.8	0.4
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	94.4%	0	0	0	17.6	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	64	-	271	1800	1300	20.5%	-	-	-	0.6	8.1	5.0
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	64	-	426	1800:1800	831+579	29.4 : 29.7%	-	-	-	0.7	5.7	6.4
2/2+2/1	Newgate Lane Ahead Left	U	D		1	16	-	550	1800:1800	340+274	94.4 : 83.7%	-	-	-	9.2	60.4	11.7
2/3	Newgate Lane Ahead	U	D		1	16	-	280	1800	340	82.4%	-	-	-	4.9	63.0	8.9
3/1	Northbound exit Ahead	U	J		1	72	-	882	1800	1460	58.5%	-	-	-	0.7	3.0	1.3
3/2	Northbound exit Ahead	U	J		1	72	-	606	1800	1460	41.4%	-	-	-	1.5	9.1	6.8
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	93.5%	0	0	0	20.4	-	-

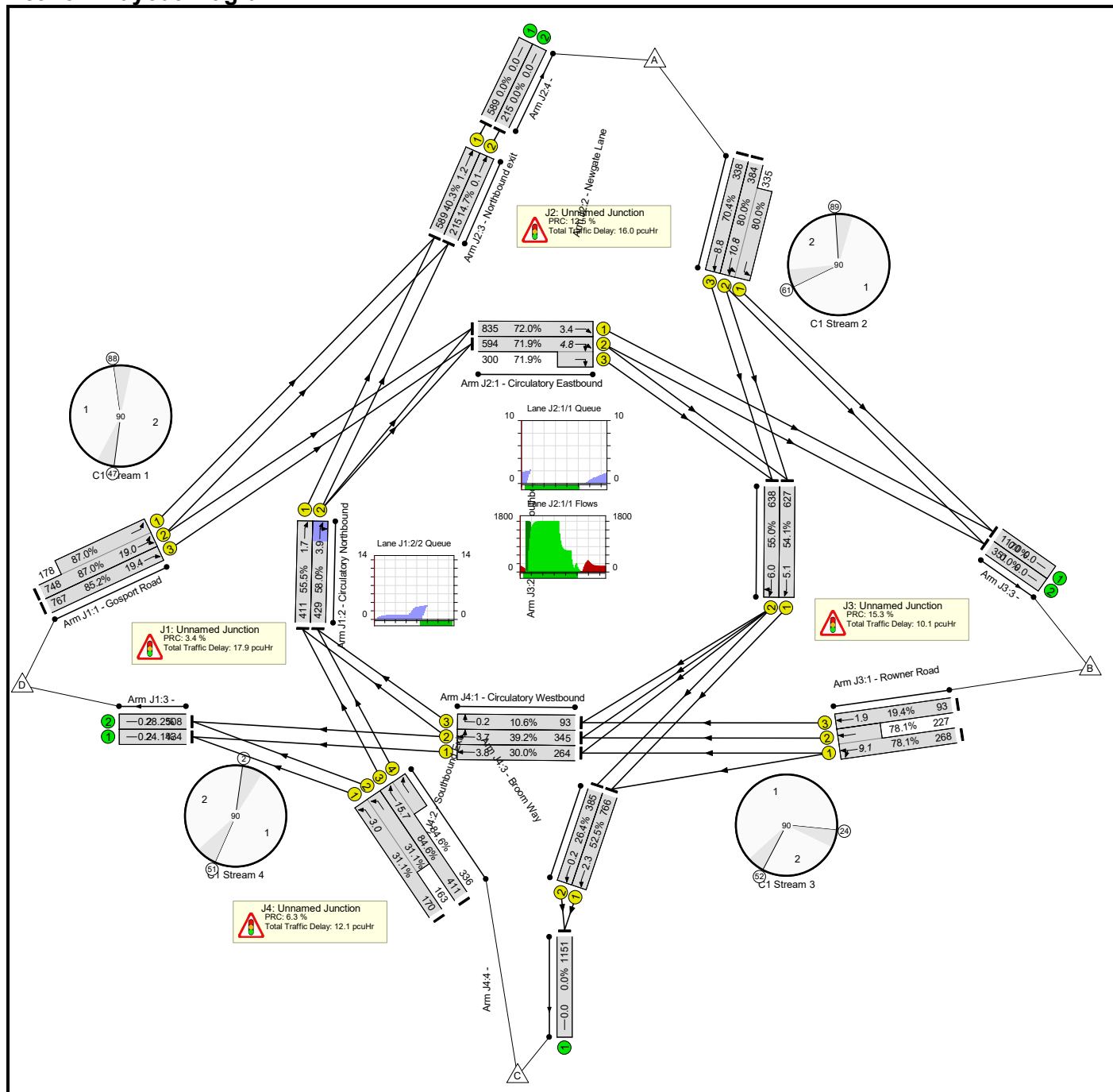
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	37	-	836	1800:1800	516+377	93.5 : 93.5%	-	-	-	11.2	48.2	22.4
1/3	Rowner Road Ahead	U	F		1	37	-	512	1800	760	67.4%	-	-	-	4.0	28.2	11.3
2/1	Circulatory Southbound Ahead	U	E		1	43	-	468	1800	880	52.9%	-	-	-	2.5	19.7	5.0
2/2	Circulatory Southbound Right Ahead	U	E		1	43	-	455	1800	880	51.4%	-	-	-	2.6	20.8	5.2
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	104.2%	0	0	0	46.6	-	-
1/1	Circulatory Westbound Ahead	U	G		1	38	-	408	1800	780	52.3%	-	-	-	1.8	15.7	4.9
1/2	Circulatory Westbound Right Ahead	U	G		1	38	-	438	1800	780	56.2%	-	-	-	2.0	16.8	4.9
1/3	Circulatory Westbound Right	U	G		1	38	-	512	1800	780	65.6%	-	-	-	2.0	14.2	3.0
2/1	Southbound Exit Ahead	U	K		1	72	-	650	1800	1460	44.4%	-	-	-	0.6	3.3	2.1
2/2	Southbound Exit Ahead	U	K		1	72	-	263	1800	1460	17.8%	-	-	-	0.1	1.5	0.1
3/1+3/2	Broom Way Left	U	I		1	40	-	780	1800:1800	593+587	66.1 : 66.1%	-	-	-	4.7	21.5	7.7
3/3+3/4	Broom Way Ahead	U	H		1	41	-	947	1800:1800	677+232	104.2 : 104.2%	-	-	-	35.3	134.3	51.6
		C1	Stream: 1 PRC for Signalled Lanes (%):		-12.8		Total Delay for Signalled Lanes (pcuHr):		21.26		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		-4.9		Total Delay for Signalled Lanes (pcuHr):		15.39		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		-3.9		Total Delay for Signalled Lanes (pcuHr):		20.36		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		-15.7		Total Delay for Signalled Lanes (pcuHr):		45.85		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		102.9		Total Delay for Signalled Lanes (pcuHr):		0.71		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		53.9		Total Delay for Signalled Lanes (pcuHr):		2.24		Cycle Time (s):		90				
				PRC Over All Lanes (%):		-15.7		Total Delay Over All Lanes(pcuHr):		106.63							

Basic Results Summary

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

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	87.0%	0	0	0	56.1	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	87.0%	0	0	0	17.9	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	44	-	926	1800:1800	860+205	87.0 : 87.0%	-	-	-	7.8	30.4	19.0
1/3	Gosport Road Ahead	U	B		1	44	-	767	1800	900	85.2%	-	-	-	6.9	32.6	19.4
2/1	Circulatory Northbound Ahead	U	A		1	36	-	411	1800	740	55.5%	-	-	-	1.2	10.8	1.7
2/2	Circulatory Northbound Right Ahead	U	A		1	36	-	429	1800	740	58.0%	-	-	-	1.6	13.2	3.9
3/1		U	-		-	-	-	434	1800	1800	24.1%	-	-	-	0.2	1.3	0.2
3/2		U	-		-	-	-	508	1800	1800	28.2%	-	-	-	0.2	1.4	0.2
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	80.0%	0	0	0	16.0	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	57	-	835	1800	1160	72.0%	-	-	-	1.7	7.2	3.4
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	57	-	894	1800:1800	826+417	71.9 : 71.9%	-	-	-	1.9	7.5	4.8
2/2+2/1	Newgate Lane Ahead Left	U	D		1	23	-	719	1800:1800	480+419	80.0 : 80.0%	-	-	-	8.0	40.1	10.8
2/3	Newgate Lane Ahead	U	D		1	23	-	338	1800	480	70.4%	-	-	-	4.0	42.3	8.8
3/1	Northbound exit Ahead	U	J		1	72	-	589	1800	1460	40.3%	-	-	-	0.4	2.6	1.2
3/2	Northbound exit Ahead	U	J		1	72	-	215	1800	1460	14.7%	-	-	-	0.1	1.4	0.1
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	78.1%	0	0	0	10.1	-	-

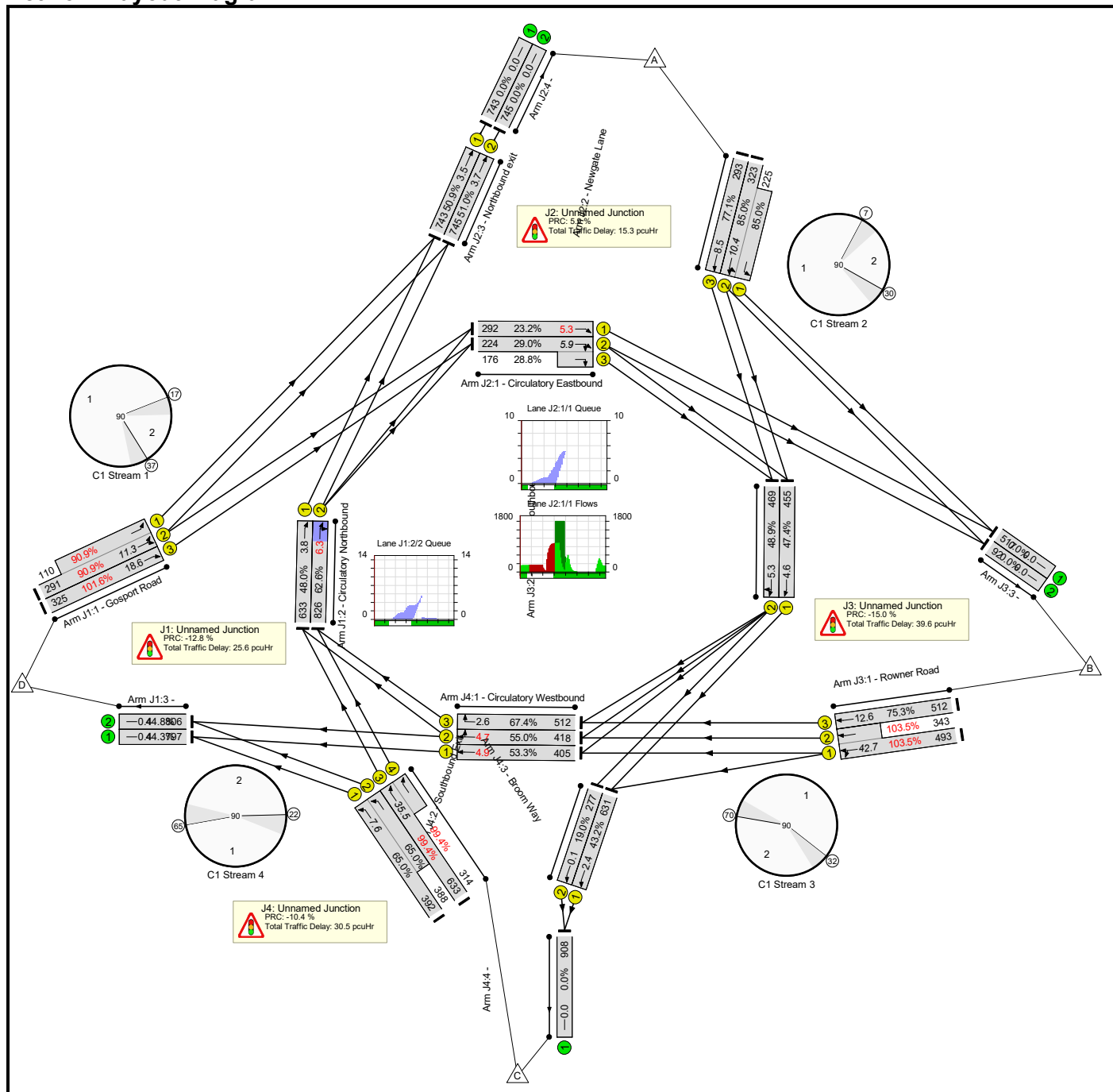
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	23	-	495	1800:1800	343+291	78.1 : 78.1%	-	-	-	5.7	41.1	9.1
1/3	Rowner Road Ahead	U	F		1	23	-	93	1800	480	19.4%	-	-	-	0.8	30.2	1.9
2/1	Circulatory Southbound Ahead	U	E		1	57	-	627	1800	1160	54.1%	-	-	-	1.7	9.7	5.1
2/2	Circulatory Southbound Right Ahead	U	E		1	57	-	638	1800	1160	55.0%	-	-	-	2.0	11.2	6.0
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	84.6%	0	0	0	12.1	-	-
1/1	Circulatory Westbound Ahead	U	G		1	43	-	264	1800	880	30.0%	-	-	-	0.9	12.8	3.8
1/2	Circulatory Westbound Right Ahead	U	G		1	43	-	345	1800	880	39.2%	-	-	-	1.1	11.0	3.7
1/3	Circulatory Westbound Right	U	G		1	43	-	93	1800	880	10.6%	-	-	-	0.1	5.3	0.2
2/1	Southbound Exit Ahead	U	K		1	72	-	766	1800	1460	52.5%	-	-	-	0.8	3.8	2.3
2/2	Southbound Exit Ahead	U	K		1	72	-	385	1800	1460	26.4%	-	-	-	0.2	1.7	0.2
3/1+3/2	Broom Way Left	U	I		1	35	-	333	1800:1800	547+524	31.1 : 31.1%	-	-	-	1.9	20.3	3.0
3/3+3/4	Broom Way Ahead	U	H		1	36	-	747	1800:1800	486+397	84.6 : 84.6%	-	-	-	7.1	34.2	15.7
		C1	Stream: 1 PRC for Signalled Lanes (%):		3.4		Total Delay for Signalled Lanes (pcuHr):		17.56		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		12.5		Total Delay for Signalled Lanes (pcuHr):		15.52		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		15.3		Total Delay for Signalled Lanes (pcuHr):		10.10		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		6.3		Total Delay for Signalled Lanes (pcuHr):		11.10		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		71.5		Total Delay for Signalled Lanes (pcuHr):		0.99		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		123.1		Total Delay for Signalled Lanes (pcuHr):		0.51		Cycle Time (s):		90				
				PRC Over All Lanes (%):		3.4		Total Delay Over All Lanes(pcuHr):		56.14							

Basic Results Summary

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

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	103.5%	0	0	0	110.9	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	101.6%	0	0	0	25.6	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	15	-	401	1800:1800	320+121	90.9 : 90.9%	-	-	-	8.1	72.5	11.3
1/3	Gosport Road Ahead	U	B		1	15	-	325	1800	320	101.6%	-	-	-	13.9	153.9	18.6
2/1	Circulatory Northbound Ahead	U	A		1	65	-	633	1800	1320	48.0%	-	-	-	1.3	7.3	3.8
2/2	Circulatory Northbound Right Ahead	U	A		1	65	-	826	1800	1320	62.6%	-	-	-	1.5	6.7	6.3
3/1		U	-		-	-	-	808	1800	1800	44.3%	-	-	-	0.4	1.8	0.4
3/2		U	-		-	-	-	818	1800	1800	44.8%	-	-	-	0.4	1.8	0.4
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	85.0%	0	0	0	15.3	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	62	-	292	1800	1260	23.2%	-	-	-	0.7	8.4	5.3
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	62	-	405	1800:1800	772+612	29.0 : 28.8%	-	-	-	0.7	6.4	5.9
2/2+2/1	Newgate Lane Ahead Left	U	D		1	18	-	548	1800:1800	380+265	85.0 : 85.0%	-	-	-	7.7	50.9	10.4
2/3	Newgate Lane Ahead	U	D		1	18	-	293	1800	380	77.1%	-	-	-	4.3	53.4	8.5
3/1	Northbound exit Ahead	U	J		1	72	-	743	1800	1460	50.9%	-	-	-	0.9	4.6	3.5
3/2	Northbound exit Ahead	U	J		1	72	-	745	1800	1460	51.0%	-	-	-	0.8	4.0	3.7
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	103.5%	0	0	0	39.6	-	-

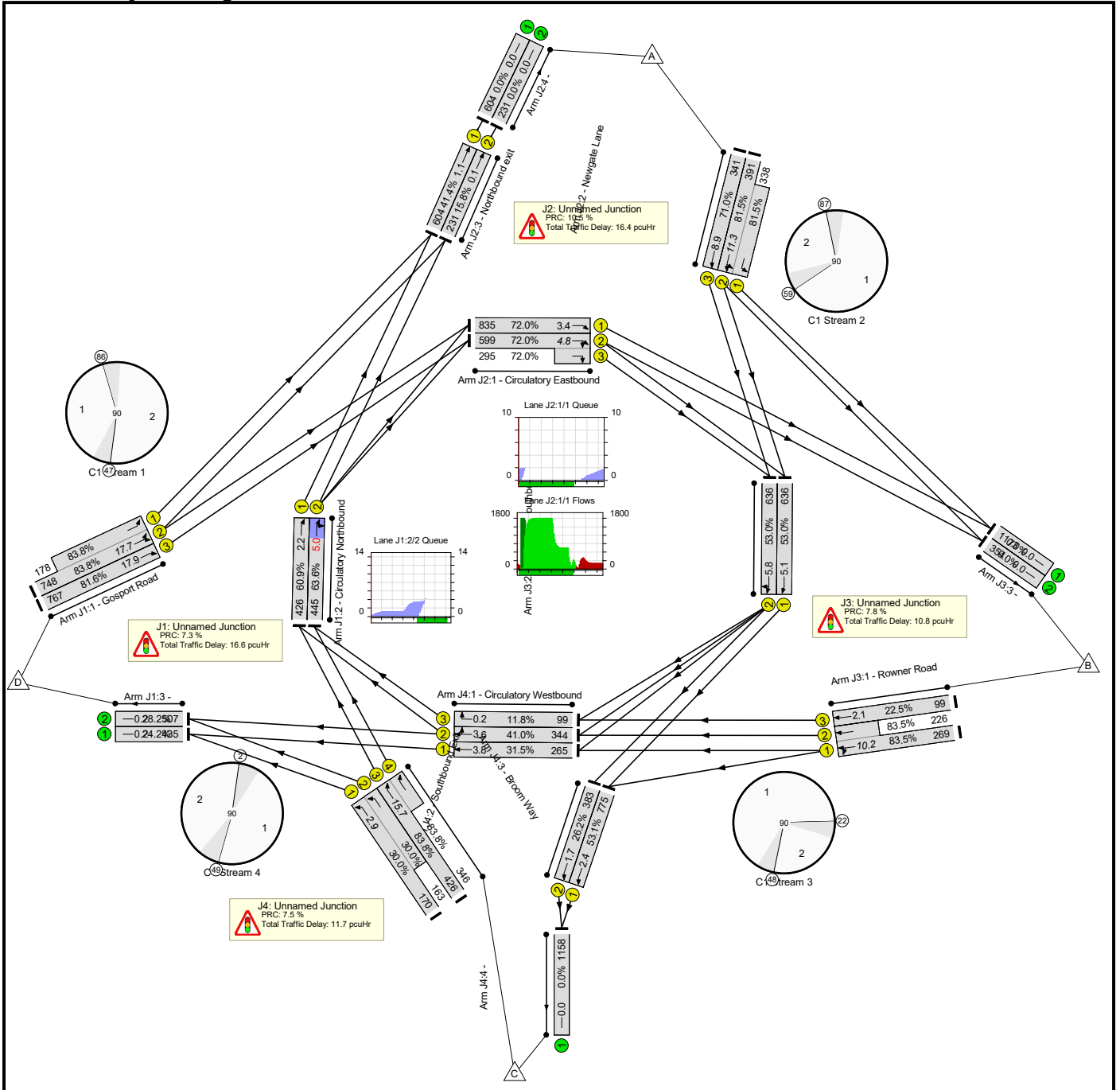
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	33	-	836	1800:1800	476+331	103.5 : 103.5%	-	-	-	30.2	130.0	42.7
1/3	Rowner Road Ahead	U	F		1	33	-	512	1800	680	75.3%	-	-	-	5.0	34.9	12.6
2/1	Circulatory Southbound Ahead	U	E		1	47	-	457	1800	960	47.4%	-	-	-	2.1	16.4	4.6
2/2	Circulatory Southbound Right Ahead	U	E		1	47	-	472	1800	960	48.9%	-	-	-	2.4	18.2	5.3
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	99.4%	0	0	0	30.5	-	-
1/1	Circulatory Westbound Ahead	U	G		1	37	-	416	1800	760	53.3%	-	-	-	1.8	16.1	4.9
1/2	Circulatory Westbound Right Ahead	U	G		1	37	-	430	1800	760	55.0%	-	-	-	1.9	16.6	4.7
1/3	Circulatory Westbound Right	U	G		1	37	-	512	1800	760	67.4%	-	-	-	1.9	13.3	2.6
2/1	Southbound Exit Ahead	U	K		1	72	-	639	1800	1460	43.2%	-	-	-	0.6	3.4	2.4
2/2	Southbound Exit Ahead	U	K		1	72	-	280	1800	1460	19.0%	-	-	-	0.1	1.5	0.1
3/1+3/2	Broom Way Left	U	I		1	41	-	780	1800:1800	603+597	65.0 : 65.0%	-	-	-	4.5	20.6	7.6
3/3+3/4	Broom Way Ahead	U	H		1	42	-	947	1800:1800	637+316	99.4 : 99.4%	-	-	-	19.7	74.8	35.5
		C1	Stream: 1 PRC for Signalled Lanes (%):		-12.8		Total Delay for Signalled Lanes (pcuHr):		24.80		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		5.9		Total Delay for Signalled Lanes (pcuHr):		13.49		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		-15.0		Total Delay for Signalled Lanes (pcuHr):		39.60		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		-10.4		Total Delay for Signalled Lanes (pcuHr):		29.77		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		108.4		Total Delay for Signalled Lanes (pcuHr):		0.71		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		76.4		Total Delay for Signalled Lanes (pcuHr):		1.77		Cycle Time (s):		90				
				PRC Over All Lanes (%):		-15.0		Total Delay Over All Lanes(pcuHr):		110.93							

Basic Results Summary

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

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	83.8%	0	0	0	55.5	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	83.8%	0	0	0	16.6	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	46	-	926	1800:1800	892+212	83.8 : 83.8%	-	-	-	6.7	26.2	17.7
1/3	Gosport Road Ahead	U	B		1	46	-	767	1800	940	81.6%	-	-	-	6.0	28.1	17.9
2/1	Circulatory Northbound Ahead	U	A		1	34	-	426	1800	700	60.9%	-	-	-	1.6	13.2	2.2
2/2	Circulatory Northbound Right Ahead	U	A		1	34	-	445	1800	700	63.6%	-	-	-	2.0	15.9	5.0
3/1		U	-		-	-	-	435	1800	1800	24.2%	-	-	-	0.2	1.3	0.2
3/2		U	-		-	-	-	507	1800	1800	28.2%	-	-	-	0.2	1.4	0.2
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	81.5%	0	0	0	16.4	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	57	-	835	1800	1160	72.0%	-	-	-	1.7	7.2	3.4
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	57	-	894	1800:1800	831+409	72.0 : 72.0%	-	-	-	1.9	7.6	4.8
2/2+2/1	Newgate Lane Ahead Left	U	D		1	23	-	729	1800:1800	480+415	81.5 : 81.5%	-	-	-	8.3	41.0	11.3
2/3	Newgate Lane Ahead	U	D		1	23	-	341	1800	480	71.0%	-	-	-	4.0	42.6	8.9
3/1	Northbound exit Ahead	U	J		1	72	-	604	1800	1460	41.4%	-	-	-	0.4	2.6	1.1
3/2	Northbound exit Ahead	U	J		1	72	-	231	1800	1460	15.8%	-	-	-	0.1	1.5	0.1
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	83.5%	0	0	0	10.8	-	-

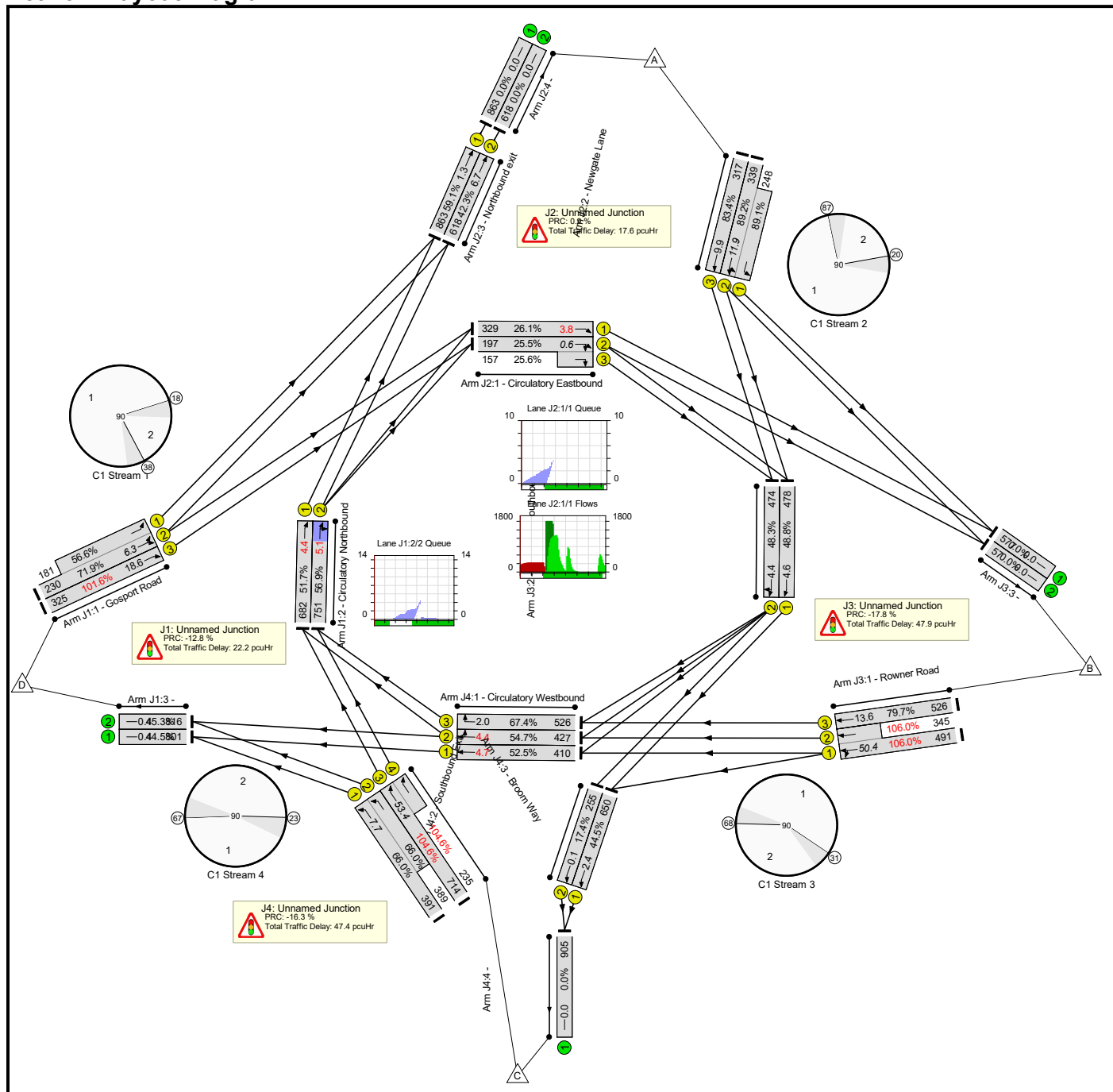
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	21	-	495	1800:1800	322+271	83.5 : 83.5%	-	-	-	6.6	47.9	10.2
1/3	Rowner Road Ahead	U	F		1	21	-	99	1800	440	22.5%	-	-	-	0.9	32.5	2.1
2/1	Circulatory Southbound Ahead	U	E		1	59	-	636	1800	1200	53.0%	-	-	-	1.6	8.9	5.1
2/2	Circulatory Southbound Right Ahead	U	E		1	59	-	636	1800	1200	53.0%	-	-	-	1.8	10.0	5.8
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	83.8%	0	0	0	11.7	-	-
1/1	Circulatory Westbound Ahead	U	G		1	41	-	265	1800	840	31.5%	-	-	-	1.0	13.6	3.8
1/2	Circulatory Westbound Right Ahead	U	G		1	41	-	344	1800	840	41.0%	-	-	-	1.1	11.4	3.6
1/3	Circulatory Westbound Right	U	G		1	41	-	99	1800	840	11.8%	-	-	-	0.1	4.7	0.2
2/1	Southbound Exit Ahead	U	K		1	72	-	775	1800	1460	53.1%	-	-	-	0.7	3.3	2.4
2/2	Southbound Exit Ahead	U	K		1	72	-	383	1800	1460	26.2%	-	-	-	0.2	2.3	1.7
3/1+3/2	Broom Way Left	U	I		1	37	-	333	1800:1800	567+544	30.0 : 30.0%	-	-	-	1.7	18.9	2.9
3/3+3/4	Broom Way Ahead	U	H		1	38	-	772	1800:1800	509+413	83.8 : 83.8%	-	-	-	6.8	31.7	15.7
		C1	Stream: 1 PRC for Signalled Lanes (%):		7.3		Total Delay for Signalled Lanes (pcuHr):		16.24		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		10.5		Total Delay for Signalled Lanes (pcuHr):		15.89		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		7.8		Total Delay for Signalled Lanes (pcuHr):		10.80		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		7.5		Total Delay for Signalled Lanes (pcuHr):		10.77		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		69.5		Total Delay for Signalled Lanes (pcuHr):		0.95		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		117.5		Total Delay for Signalled Lanes (pcuHr):		0.53		Cycle Time (s):		90				
				PRC Over All Lanes (%):		7.3		Total Delay Over All Lanes(pcuHr):		55.54							

Basic Results Summary

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

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	106.0%	0	0	0	135.2	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	101.6%	0	0	0	22.2	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	15	-	411	1800:1800	320+320	71.9 : 56.6%	-	-	-	4.8	42.2	6.3
1/3	Gosport Road Ahead	U	B		1	15	-	325	1800	320	101.6%	-	-	-	13.9	153.9	18.6
2/1	Circulatory Northbound Ahead	U	A		1	65	-	714	1800	1320	51.7%	-	-	-	1.5	8.0	4.4
2/2	Circulatory Northbound Right Ahead	U	A		1	65	-	761	1800	1320	56.9%	-	-	-	1.2	5.6	5.1
3/1		U	-		-	-	-	818	1800	1800	44.5%	-	-	-	0.4	1.8	0.4
3/2		U	-		-	-	-	835	1800	1800	45.3%	-	-	-	0.4	1.8	0.4
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	89.2%	0	0	0	17.6	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	62	-	337	1800	1260	26.1%	-	-	-	0.6	6.5	3.8
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	62	-	360	1800:1800	772+611	25.5 : 25.6%	-	-	-	0.2	2.5	0.6
2/2+2/1	Newgate Lane Ahead Left	U	D		1	18	-	587	1800:1800	380+278	89.2 : 89.1%	-	-	-	9.2	56.5	11.9
2/3	Newgate Lane Ahead	U	D		1	18	-	317	1800	380	83.4%	-	-	-	5.3	60.6	9.9
3/1	Northbound exit Ahead	U	J		1	72	-	895	1800	1460	59.1%	-	-	-	0.7	3.0	1.3
3/2	Northbound exit Ahead	U	J		1	72	-	619	1800	1460	42.3%	-	-	-	1.5	8.9	6.7
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	106.0%	0	0	0	47.9	-	-

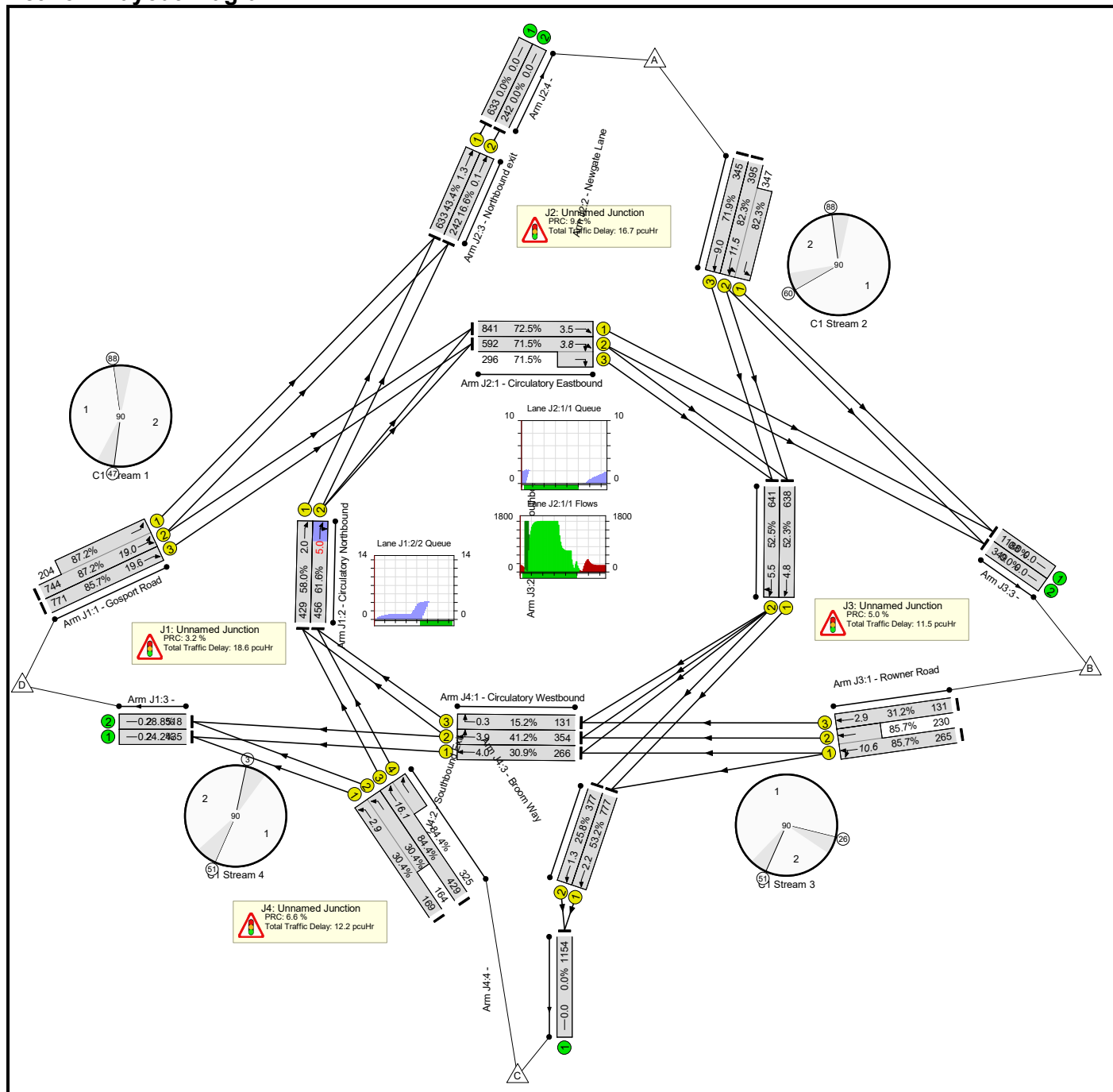
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	32	-	836	1800:1800	463+326	106.0 : 106.0%	-	-	-	38.2	164.7	50.4
1/3	Rowner Road Ahead	U	F		1	32	-	526	1800	660	79.7%	-	-	-	5.6	38.6	13.6
2/1	Circulatory Southbound Ahead	U	E		1	48	-	481	1800	980	48.8%	-	-	-	2.1	15.6	4.6
2/2	Circulatory Southbound Right Ahead	U	E		1	48	-	476	1800	980	48.3%	-	-	-	2.0	15.1	4.4
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	104.6%	0	0	0	47.4	-	-
1/1	Circulatory Westbound Ahead	U	G		1	38	-	427	1800	780	52.5%	-	-	-	1.6	14.4	4.7
1/2	Circulatory Westbound Right Ahead	U	G		1	38	-	446	1800	780	54.7%	-	-	-	1.7	14.3	4.4
1/3	Circulatory Westbound Right	U	G		1	38	-	526	1800	780	67.4%	-	-	-	1.6	10.7	2.0
2/1	Southbound Exit Ahead	U	K		1	72	-	663	1800	1460	44.5%	-	-	-	0.6	3.4	2.4
2/2	Southbound Exit Ahead	U	K		1	72	-	257	1800	1460	17.4%	-	-	-	0.1	1.5	0.1
3/1+3/2	Broom Way Left	U	I		1	40	-	780	1800:1800	592+589	66.0 : 66.0%	-	-	-	4.7	21.5	7.7
3/3+3/4	Broom Way Ahead	U	H		1	41	-	949	1800:1800	682+225	104.6 : 104.6%	-	-	-	37.2	141.0	53.4
		C1	Stream: 1 PRC for Signalled Lanes (%):		-12.8		Total Delay for Signalled Lanes (pcuHr):		21.40		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		0.9		Total Delay for Signalled Lanes (pcuHr):		15.38		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		-17.8		Total Delay for Signalled Lanes (pcuHr):		47.93		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		-16.3		Total Delay for Signalled Lanes (pcuHr):		46.72		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		102.1		Total Delay for Signalled Lanes (pcuHr):		0.72		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		52.2		Total Delay for Signalled Lanes (pcuHr):		2.25		Cycle Time (s):		90				
				PRC Over All Lanes (%):		-17.8		Total Delay Over All Lanes(pcuHr):		135.23							

Basic Results Summary

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

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	87.2%	0	0	0	59.0	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	87.2%	0	0	0	18.6	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	44	-	948	1800:1800	853+234	87.2 : 87.2%	-	-	-	7.9	30.1	19.0
1/3	Gosport Road Ahead	U	B		1	44	-	771	1800	900	85.7%	-	-	-	7.1	33.0	19.6
2/1	Circulatory Northbound Ahead	U	A		1	36	-	429	1800	740	58.0%	-	-	-	1.4	11.6	2.0
2/2	Circulatory Northbound Right Ahead	U	A		1	36	-	456	1800	740	61.6%	-	-	-	1.8	14.4	5.0
3/1		U	-		-	-	-	435	1800	1800	24.2%	-	-	-	0.2	1.3	0.2
3/2		U	-		-	-	-	518	1800	1800	28.8%	-	-	-	0.2	1.4	0.2
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	82.3%	0	0	0	16.7	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	57	-	841	1800	1160	72.5%	-	-	-	1.7	7.4	3.5
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	57	-	888	1800:1800	828+414	71.5 : 71.5%	-	-	-	1.8	7.1	3.8
2/2+2/1	Newgate Lane Ahead Left	U	D		1	23	-	742	1800:1800	480+422	82.3 : 82.3%	-	-	-	8.6	41.5	11.5
2/3	Newgate Lane Ahead	U	D		1	23	-	345	1800	480	71.9%	-	-	-	4.1	43.0	9.0
3/1	Northbound exit Ahead	U	J		1	72	-	633	1800	1460	43.4%	-	-	-	0.5	2.7	1.3
3/2	Northbound exit Ahead	U	J		1	72	-	242	1800	1460	16.6%	-	-	-	0.1	1.5	0.1
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	85.7%	0	0	0	11.5	-	-

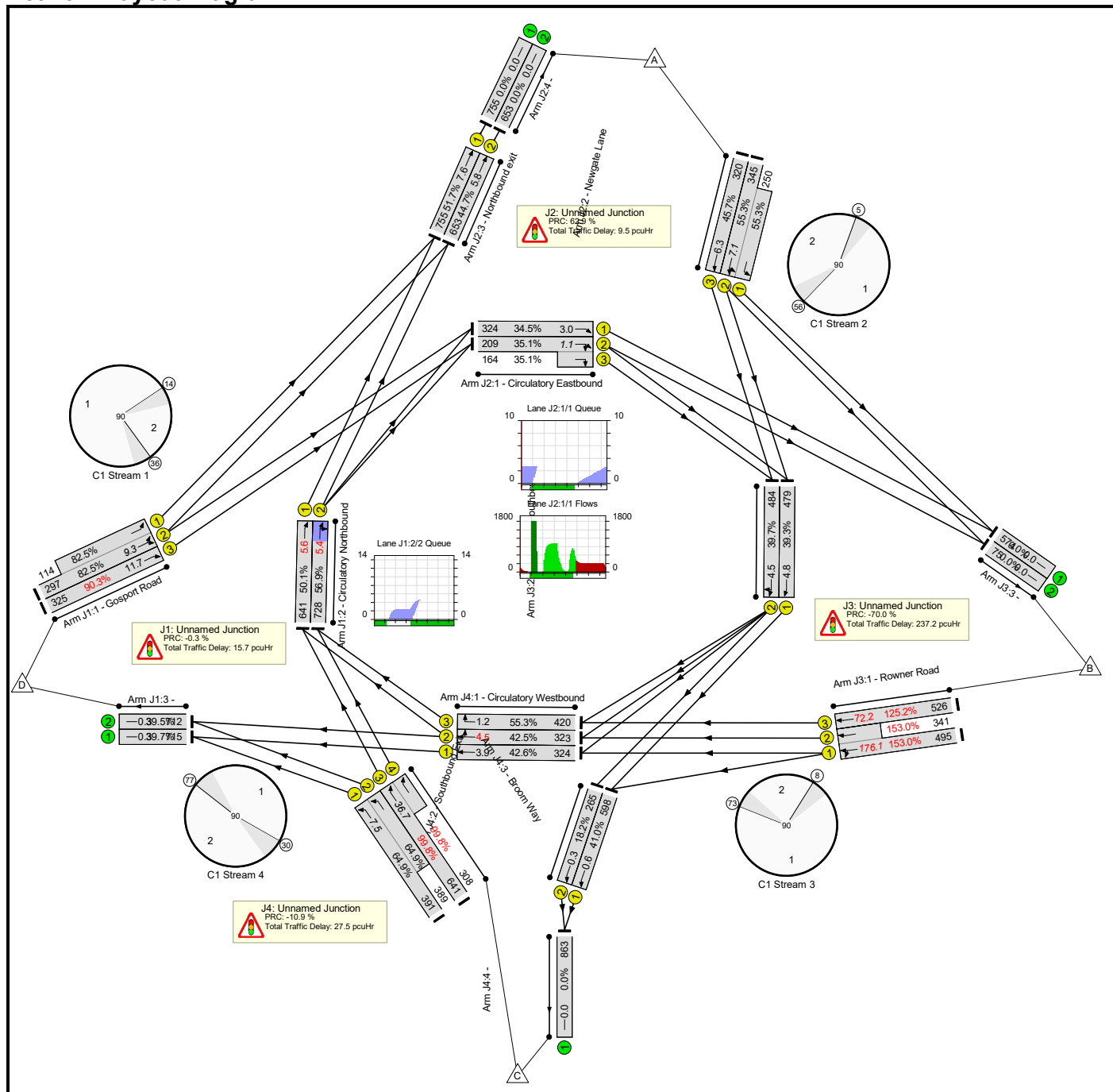
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	20	-	495	1800:1800	309+268	85.7 : 85.7%	-	-	-	7.1	51.6	10.6
1/3	Rowner Road Ahead	U	F		1	20	-	131	1800	420	31.2%	-	-	-	1.3	34.8	2.9
2/1	Circulatory Southbound Ahead	U	E		1	60	-	638	1800	1220	52.3%	-	-	-	1.5	8.3	4.8
2/2	Circulatory Southbound Right Ahead	U	E		1	60	-	641	1800	1220	52.5%	-	-	-	1.7	9.4	5.5
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	84.4%	0	0	0	12.2	-	-
1/1	Circulatory Westbound Ahead	U	G		1	42	-	266	1800	860	30.9%	-	-	-	1.1	14.3	4.0
1/2	Circulatory Westbound Right Ahead	U	G		1	42	-	354	1800	860	41.2%	-	-	-	1.2	12.2	3.9
1/3	Circulatory Westbound Right	U	G		1	42	-	131	1800	860	15.2%	-	-	-	0.2	5.2	0.3
2/1	Southbound Exit Ahead	U	K		1	72	-	777	1800	1460	53.2%	-	-	-	0.7	3.3	2.2
2/2	Southbound Exit Ahead	U	K		1	72	-	377	1800	1460	25.8%	-	-	-	0.2	2.1	1.3
3/1+3/2	Broom Way Left	U	I		1	36	-	333	1800:1800	556+539	30.4 : 30.4%	-	-	-	1.8	19.6	2.9
3/3+3/4	Broom Way Ahead	U	H		1	37	-	754	1800:1800	508+385	84.4 : 84.4%	-	-	-	7.0	33.3	16.1
		C1	Stream: 1 PRC for Signalled Lanes (%):		3.2		Total Delay for Signalled Lanes (pcuHr):		18.22		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		9.4		Total Delay for Signalled Lanes (pcuHr):		16.16		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		5.0		Total Delay for Signalled Lanes (pcuHr):		11.50		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		6.6		Total Delay for Signalled Lanes (pcuHr):		11.23		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		69.1		Total Delay for Signalled Lanes (pcuHr):		0.93		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		107.6		Total Delay for Signalled Lanes (pcuHr):		0.58		Cycle Time (s):		90				
				PRC Over All Lanes (%):		3.2		Total Delay Over All Lanes(pcuHr):		58.98							

Basic Results Summary

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

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	153.0%	0	0	0	289.8	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	90.3%	0	0	0	15.7	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	17	-	411	1800:1800	360+138	82.5 : 82.5%	-	-	-	6.1	53.1	9.3
1/3	Gosport Road Ahead	U	B		1	17	-	325	1800	360	90.3%	-	-	-	7.0	77.4	11.7
2/1	Circulatory Northbound Ahead	U	A		1	63	-	641	1800	1280	50.1%	-	-	-	0.5	3.0	5.6
2/2	Circulatory Northbound Right Ahead	U	A		1	63	-	834	1800	1280	56.9%	-	-	-	1.5	7.2	5.4
3/1		U	-		-	-	-	823	1800	1800	39.7%	-	-	-	0.3	1.7	0.3
3/2		U	-		-	-	-	830	1800	1800	39.5%	-	-	-	0.3	1.7	0.3
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	55.3%	0	0	0	9.5	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	46	-	324	1800	940	34.5%	-	-	-	1.2	12.9	3.0
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	46	-	373	1800:1800	595+467	35.1 : 35.1%	-	-	-	0.5	5.1	1.1
2/2+2/1	Newgate Lane Ahead Left	U	D		1	34	-	595	1800:1800	624+452	55.3 : 55.3%	-	-	-	4.0	24.0	7.1
2/3	Newgate Lane Ahead	U	D		1	34	-	320	1800	700	45.7%	-	-	-	2.2	25.2	6.3
3/1	Northbound exit Ahead	U	J		1	72	-	755	1800	1460	51.7%	-	-	-	0.7	3.5	7.6
3/2	Northbound exit Ahead	U	J		1	72	-	759	1800	1460	44.7%	-	-	-	0.9	4.9	5.8
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	153.0%	0	0	0	237.2	-	-

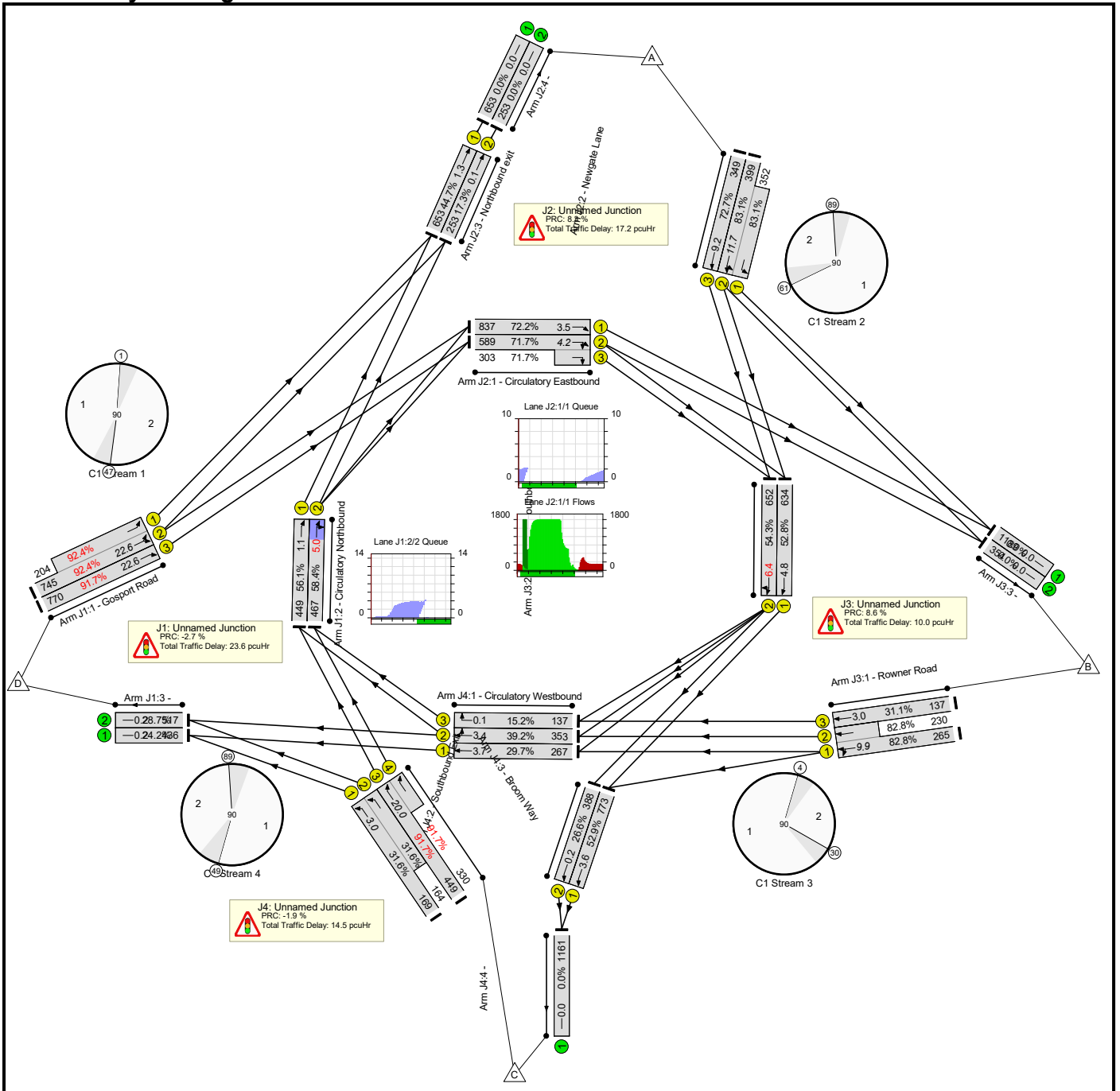
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	20	-	836	1800:1800	324+223	153.0 : 153.0%	-	-	-	168.4	725.4	176.1
1/3	Rowner Road Ahead	U	F		1	20	-	526	1800	420	125.2%	-	-	-	65.7	449.8	72.2
2/1	Circulatory Southbound Ahead	U	E		1	60	-	479	1800	1220	39.3%	-	-	-	1.5	11.5	4.8
2/2	Circulatory Southbound Right Ahead	U	E		1	60	-	484	1800	1220	39.7%	-	-	-	1.5	10.8	4.5
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	99.8%	0	0	0	27.5	-	-
1/1	Circulatory Westbound Ahead	U	G		1	37	-	432	1800	760	42.6%	-	-	-	0.6	6.2	3.9
1/2	Circulatory Westbound Right Ahead	U	G		1	37	-	441	1800	760	42.5%	-	-	-	0.6	6.2	4.5
1/3	Circulatory Westbound Right	U	G		1	37	-	526	1800	760	55.3%	-	-	-	0.6	5.3	1.2
2/1	Southbound Exit Ahead	U	K		1	72	-	661	1800	1460	41.0%	-	-	-	0.4	2.3	0.6
2/2	Southbound Exit Ahead	U	K		1	72	-	265	1800	1460	18.2%	-	-	-	0.1	1.9	0.3
3/1+3/2	Broom Way Left	U	I		1	41	-	780	1800:1800	602+599	64.9 : 64.9%	-	-	-	4.5	20.6	7.5
3/3+3/4	Broom Way Ahead	U	H		1	42	-	949	1800:1800	642+308	99.8 : 99.8%	-	-	-	20.8	78.8	36.7
		C1	Stream: 1 PRC for Signalled Lanes (%):		-0.3		Total Delay for Signalled Lanes (pcuHr):		15.04		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		62.9		Total Delay for Signalled Lanes (pcuHr):		7.89		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		-70.0		Total Delay for Signalled Lanes (pcuHr):		237.15		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		-10.9		Total Delay for Signalled Lanes (pcuHr):		26.97		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		119.7		Total Delay for Signalled Lanes (pcuHr):		0.52		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		74.0		Total Delay for Signalled Lanes (pcuHr):		1.61		Cycle Time (s):		90				
				PRC Over All Lanes (%):		-70.0		Total Delay Over All Lanes(pcuHr):		289.83							

Basic Results Summary

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

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	92.4%	0	0	0	65.3	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	92.4%	0	0	0	23.6	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	41	-	949	1800:1800	806+221	92.4 : 92.4%	-	-	-	10.7	40.6	22.6
1/3	Gosport Road Ahead	U	B		1	41	-	770	1800	840	91.7%	-	-	-	9.6	45.0	22.6
2/1	Circulatory Northbound Ahead	U	A		1	39	-	449	1800	800	56.1%	-	-	-	0.9	7.0	1.1
2/2	Circulatory Northbound Right Ahead	U	A		1	39	-	467	1800	800	58.4%	-	-	-	2.1	16.1	5.0
3/1		U	-		-	-	-	436	1800	1800	24.2%	-	-	-	0.2	1.3	0.2
3/2		U	-		-	-	-	517	1800	1800	28.7%	-	-	-	0.2	1.4	0.2
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	83.1%	0	0	0	17.2	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	57	-	837	1800	1160	72.2%	-	-	-	1.7	7.5	3.5
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	57	-	892	1800:1800	821+423	71.7 : 71.7%	-	-	-	1.9	7.5	4.2
2/2+2/1	Newgate Lane Ahead Left	U	D		1	23	-	751	1800:1800	480+423	83.1 : 83.1%	-	-	-	8.8	42.1	11.7
2/3	Newgate Lane Ahead	U	D		1	23	-	349	1800	480	72.7%	-	-	-	4.2	43.5	9.2
3/1	Northbound exit Ahead	U	J		1	72	-	653	1800	1460	44.7%	-	-	-	0.5	2.8	1.3
3/2	Northbound exit Ahead	U	J		1	72	-	253	1800	1460	17.3%	-	-	-	0.1	1.5	0.1
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	82.8%	0	0	0	10.0	-	-

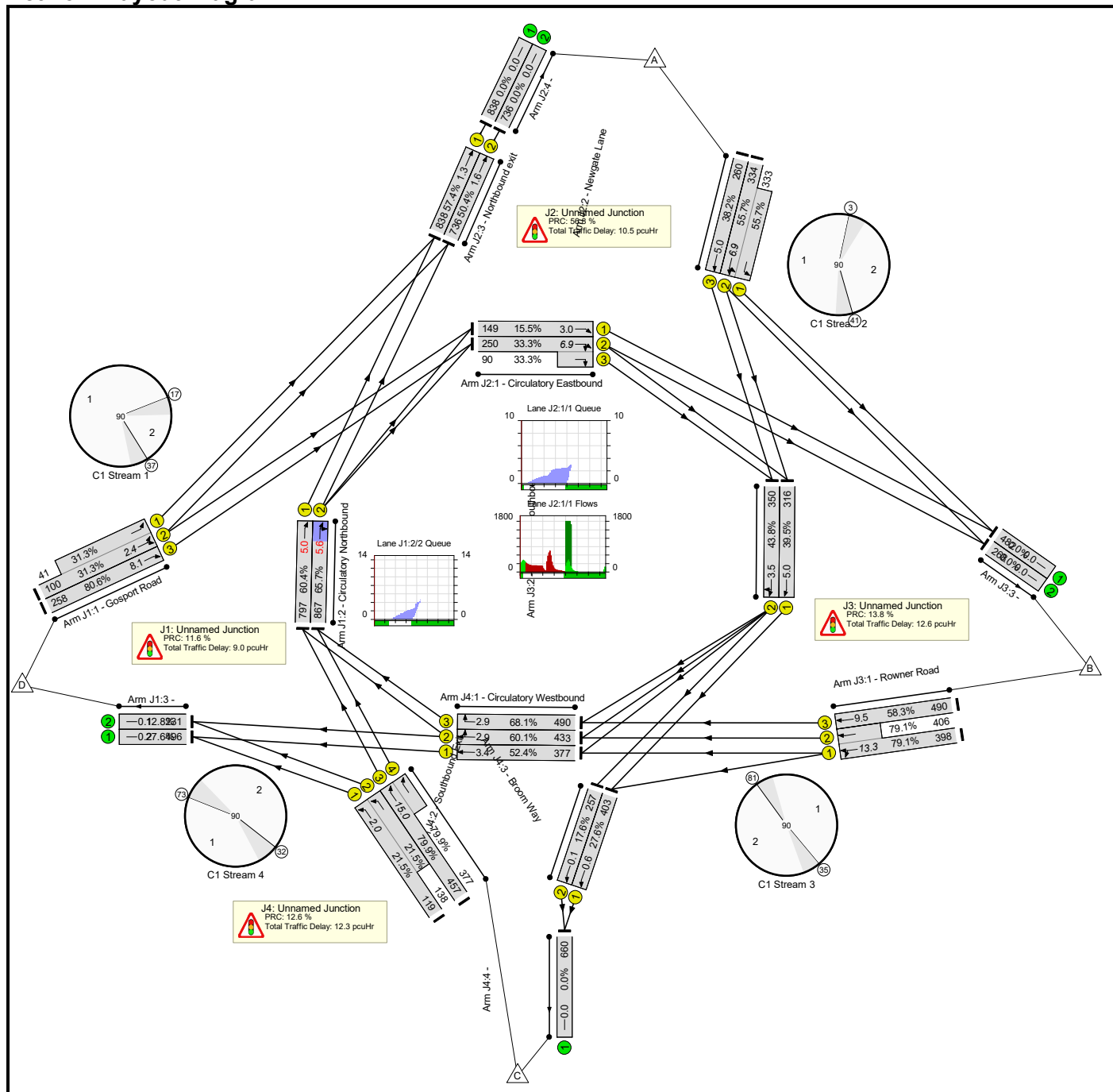
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	21	-	495	1800:1800	320+278	82.8 : 82.8%	-	-	-	6.5	47.0	9.9
1/3	Rowner Road Ahead	U	F		1	21	-	137	1800	440	31.1%	-	-	-	1.3	33.8	3.0
2/1	Circulatory Southbound Ahead	U	E		1	59	-	634	1800	1200	52.8%	-	-	-	1.0	5.8	4.8
2/2	Circulatory Southbound Right Ahead	U	E		1	59	-	652	1800	1200	54.3%	-	-	-	1.2	6.7	6.4
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	91.7%	0	0	0	14.5	-	-
1/1	Circulatory Westbound Ahead	U	G		1	44	-	267	1800	900	29.7%	-	-	-	0.7	9.6	3.7
1/2	Circulatory Westbound Right Ahead	U	G		1	44	-	353	1800	900	39.2%	-	-	-	0.7	7.6	3.4
1/3	Circulatory Westbound Right	U	G		1	44	-	137	1800	900	15.2%	-	-	-	0.1	2.4	0.1
2/1	Southbound Exit Ahead	U	K		1	72	-	773	1800	1460	52.9%	-	-	-	0.9	4.4	3.6
2/2	Southbound Exit Ahead	U	K		1	72	-	388	1800	1460	26.6%	-	-	-	0.2	1.7	0.2
3/1+3/2	Broom Way Left	U	I		1	34	-	333	1800:1800	535+520	31.6 : 31.6%	-	-	-	1.9	21.0	3.0
3/3+3/4	Broom Way Ahead	U	H		1	35	-	779	1800:1800	490+360	91.7 : 91.7%	-	-	-	9.9	45.6	20.0
		C1	Stream: 1 PRC for Signalled Lanes (%):				-2.7	Total Delay for Signalled Lanes (pcuHr):		23.27		Cycle Time (s):		90			
		C1	Stream: 2 PRC for Signalled Lanes (%):				8.3	Total Delay for Signalled Lanes (pcuHr):		16.59		Cycle Time (s):		90			
		C1	Stream: 3 PRC for Signalled Lanes (%):				8.6	Total Delay for Signalled Lanes (pcuHr):		9.99		Cycle Time (s):		90			
		C1	Stream: 4 PRC for Signalled Lanes (%):				-1.9	Total Delay for Signalled Lanes (pcuHr):		13.35		Cycle Time (s):		90			
		C1	Stream: 5 PRC for Signalled Lanes (%):				70.0	Total Delay for Signalled Lanes (pcuHr):		1.12		Cycle Time (s):		90			
		C1	Stream: 6 PRC for Signalled Lanes (%):				101.2	Total Delay for Signalled Lanes (pcuHr):		0.61		Cycle Time (s):		90			
				PRC Over All Lanes (%):				-2.7	Total Delay Over All Lanes(pcuHr):				65.29				

Basic Results Summary

Scenario 19: '19' (FG19: '2019 AM Baseline (DS1)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	80.6%	0	0	0	44.5	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	80.6%	0	0	0	9.0	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	15	-	141	1800:1800	320+131	31.3 : 31.3%	-	-	-	1.5	37.7	2.4
1/3	Gosport Road Ahead	U	B		1	15	-	258	1800	320	80.6%	-	-	-	4.5	62.8	8.1
2/1	Circulatory Northbound Ahead	U	A		1	65	-	797	1800	1320	60.4%	-	-	-	1.3	6.0	5.0
2/2	Circulatory Northbound Right Ahead	U	A		1	65	-	867	1800	1320	65.7%	-	-	-	1.4	6.0	5.6
3/1		U	-		-	-	-	496	1800	1800	27.6%	-	-	-	0.2	1.4	0.2
3/2		U	-		-	-	-	231	1800	1800	12.8%	-	-	-	0.1	1.1	0.1
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	57.4%	0	0	0	10.5	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	47	-	149	1800	960	15.5%	-	-	-	0.8	20.1	3.0
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	47	-	340	1800:1800	751+271	33.3 : 33.3%	-	-	-	1.9	20.5	6.9
2/2+2/1	Newgate Lane Ahead Left	U	D		1	33	-	667	1800:1800	600+598	55.7 : 55.7%	-	-	-	4.6	24.8	6.9
2/3	Newgate Lane Ahead	U	D		1	33	-	260	1800	680	38.2%	-	-	-	1.8	24.7	5.0
3/1	Northbound exit Ahead	U	J		1	72	-	838	1800	1460	57.4%	-	-	-	0.7	3.1	1.3
3/2	Northbound exit Ahead	U	J		1	72	-	736	1800	1460	50.4%	-	-	-	0.6	3.1	1.6
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	79.1%	0	0	0	12.6	-	-

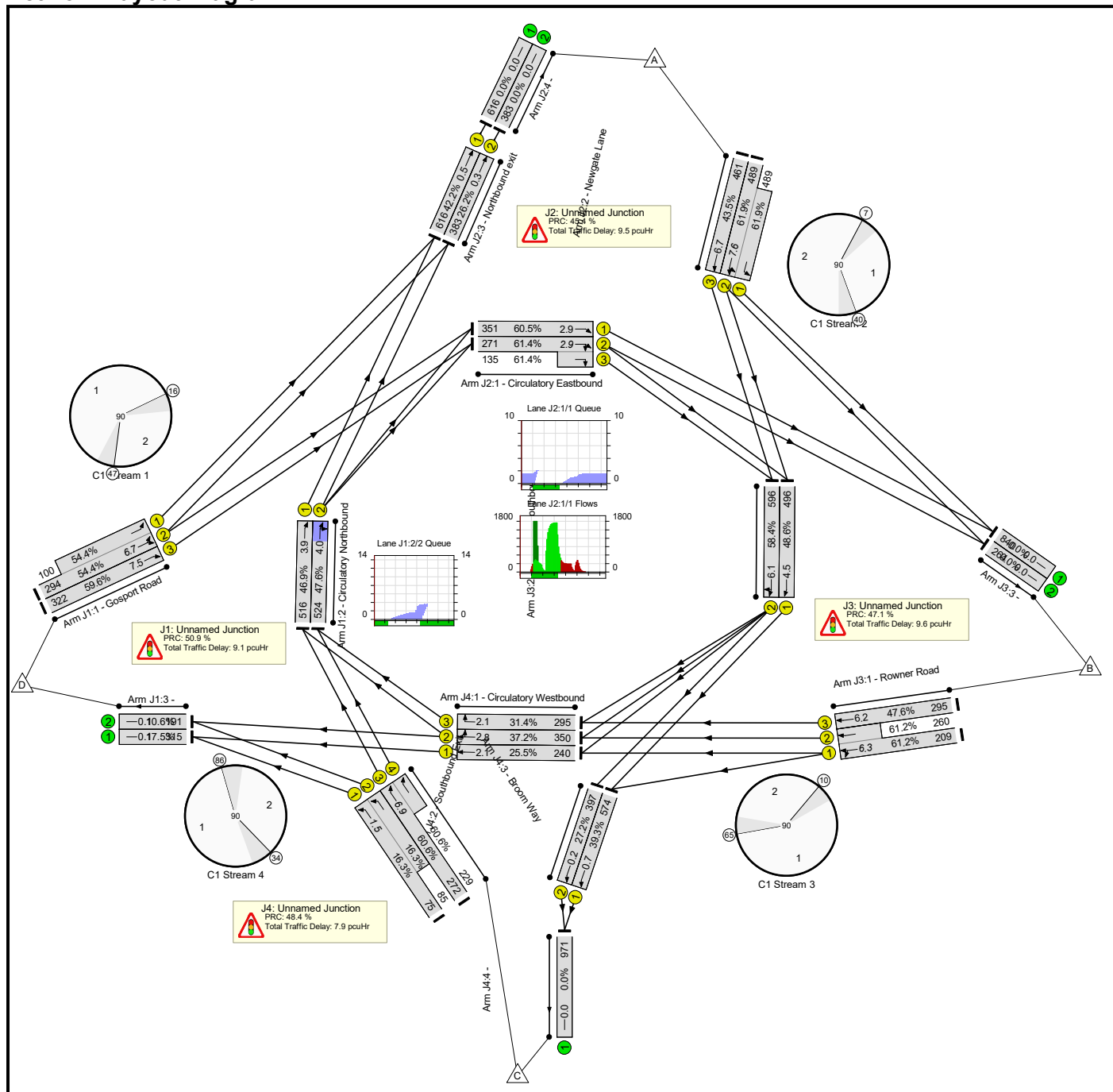
Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	41	-	804	1800:1800	503+513	79.1 : 79.1%	-	-	-	5.7	25.7	13.3
1/3	Rowner Road Ahead	U	F		1	41	-	490	1800	840	58.3%	-	-	-	3.1	22.7	9.5
2/1	Circulatory Southbound Ahead	U	E		1	39	-	316	1800	800	39.5%	-	-	-	2.1	24.1	5.0
2/2	Circulatory Southbound Right Ahead	U	E		1	39	-	350	1800	800	43.8%	-	-	-	1.6	17.0	3.5
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	79.9%	0	0	0	12.3	-	-
1/1	Circulatory Westbound Ahead	U	G		1	35	-	377	1800	720	52.4%	-	-	-	1.5	14.6	3.4
1/2	Circulatory Westbound Right Ahead	U	G		1	35	-	433	1800	720	60.1%	-	-	-	1.7	14.3	2.9
1/3	Circulatory Westbound Right	U	G		1	35	-	490	1800	720	68.1%	-	-	-	2.0	15.1	2.9
2/1	Southbound Exit Ahead	U	K		1	72	-	403	1800	1460	27.6%	-	-	-	0.2	2.1	0.6
2/2	Southbound Exit Ahead	U	K		1	72	-	257	1800	1460	17.6%	-	-	-	0.1	1.5	0.1
3/1+3/2	Broom Way Left	U	I		1	43	-	257	1800:1800	554+643	21.5 : 21.5%	-	-	-	1.0	14.6	2.0
3/3+3/4	Broom Way Ahead	U	H		1	44	-	834	1800:1800	572+472	79.9 : 79.9%	-	-	-	5.7	24.5	15.0
		C1	Stream: 1 PRC for Signalled Lanes (%):		11.6		Total Delay for Signalled Lanes (pcuHr):		8.75		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		61.7		Total Delay for Signalled Lanes (pcuHr):		9.14		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		13.8		Total Delay for Signalled Lanes (pcuHr):		12.58		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		12.6		Total Delay for Signalled Lanes (pcuHr):		12.01		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		226.1		Total Delay for Signalled Lanes (pcuHr):		0.34		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		56.8		Total Delay for Signalled Lanes (pcuHr):		1.37		Cycle Time (s):		90				
				PRC Over All Lanes (%):		11.6		Total Delay Over All Lanes(pcuHr):		44.47							

Basic Results Summary

Scenario 20: '20' (FG20: '2019 PM Baseline (DS1)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



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)
Network: Stubbington Bypass - Red Route	-	-	-		-	-	-	-	-	-	61.9%	0	0	0	36.0	-	-
J1: Unnamed Junction	-	-	-		-	-	-	-	-	-	59.6%	0	0	0	9.1	-	-
1/2+1/1	Gosport Road Ahead Ahead2	U	B		1	26	-	394	1800:1800	540+184	54.4 : 54.4%	-	-	-	3.4	31.0	6.7
1/3	Gosport Road Ahead	U	B		1	26	-	322	1800	540	59.6%	-	-	-	3.1	35.1	7.5
2/1	Circulatory Northbound Ahead	U	A		1	54	-	516	1800	1100	46.9%	-	-	-	1.2	8.4	3.9
2/2	Circulatory Northbound Right Ahead	U	A		1	54	-	524	1800	1100	47.6%	-	-	-	1.1	7.9	4.0
3/1		U	-		-	-	-	315	1800	1800	17.5%	-	-	-	0.1	1.2	0.1
3/2		U	-		-	-	-	191	1800	1800	10.6%	-	-	-	0.1	1.1	0.1
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	61.9%	0	0	0	9.5	-	-
1/1	Circulatory Eastbound Ahead	U	C		1	28	-	351	1800	580	60.5%	-	-	-	1.7	17.3	2.9
1/2+1/3	Circulatory Eastbound Right Ahead	U	C		1	28	-	406	1800:1800	442+220	61.4 : 61.4%	-	-	-	1.9	16.6	2.9
2/2+2/1	Newgate Lane Ahead Left	U	D		1	52	-	978	1800:1800	790+790	61.9 : 61.9%	-	-	-	3.6	13.4	7.6
2/3	Newgate Lane Ahead	U	D		1	52	-	461	1800	1060	43.5%	-	-	-	1.7	13.2	6.7
3/1	Northbound exit Ahead	U	J		1	72	-	616	1800	1460	42.2%	-	-	-	0.4	2.3	0.5
3/2	Northbound exit Ahead	U	J		1	72	-	383	1800	1460	26.2%	-	-	-	0.2	1.9	0.3
J3: Unnamed Junction	-	-	-		-	-	-	-	-	-	61.2%	0	0	0	9.6	-	-

Basic Results Summary

1/1+1/2	Rowner Road Ahead Left	U	F		1	30	-	469	1800:1800	342+425	61.2 : 61.2%	-	-	-	3.7	28.4	6.3
1/3	Rowner Road Ahead	U	F		1	30	-	295	1800	620	47.6%	-	-	-	2.3	28.7	6.2
2/1	Circulatory Southbound Ahead	U	E		1	50	-	496	1800	1020	48.6%	-	-	-	1.4	10.3	4.5
2/2	Circulatory Southbound Right Ahead	U	E		1	50	-	596	1800	1020	58.4%	-	-	-	2.1	12.7	6.1
J4: Unnamed Junction	-	-	-		-	-	-	-	-	-	60.6%	0	0	0	7.9	-	-
1/1	Circulatory Westbound Ahead	U	G		1	46	-	240	1800	940	25.5%	-	-	-	0.7	10.2	2.1
1/2	Circulatory Westbound Right Ahead	U	G		1	46	-	350	1800	940	37.2%	-	-	-	1.1	11.3	2.8
1/3	Circulatory Westbound Right	U	G		1	46	-	295	1800	940	31.4%	-	-	-	1.0	12.0	2.1
2/1	Southbound Exit Ahead	U	K		1	72	-	574	1800	1460	39.3%	-	-	-	0.4	2.3	0.7
2/2	Southbound Exit Ahead	U	K		1	72	-	397	1800	1460	27.2%	-	-	-	0.2	1.7	0.2
3/1+3/2	Broom Way Left	U	I		1	32	-	160	1800:1800	461+523	16.3 : 16.3%	-	-	-	0.9	21.1	1.5
3/3+3/4	Broom Way Ahead	U	H		1	33	-	501	1800:1800	449+378	60.6 : 60.6%	-	-	-	3.6	25.9	6.9
		C1	Stream: 1 PRC for Signalled Lanes (%):		50.9		Total Delay for Signalled Lanes (pcuHr):		8.89		Cycle Time (s):		90				
		C1	Stream: 2 PRC for Signalled Lanes (%):		45.4		Total Delay for Signalled Lanes (pcuHr):		8.90		Cycle Time (s):		90				
		C1	Stream: 3 PRC for Signalled Lanes (%):		47.1		Total Delay for Signalled Lanes (pcuHr):		9.57		Cycle Time (s):		90				
		C1	Stream: 4 PRC for Signalled Lanes (%):		48.4		Total Delay for Signalled Lanes (pcuHr):		7.31		Cycle Time (s):		90				
		C1	Stream: 5 PRC for Signalled Lanes (%):		128.9		Total Delay for Signalled Lanes (pcuHr):		0.55		Cycle Time (s):		90				
		C1	Stream: 6 PRC for Signalled Lanes (%):		113.3		Total Delay for Signalled Lanes (pcuHr):		0.59		Cycle Time (s):		90				
			PRC Over All Lanes (%):		45.4		Total Delay Over All Lanes(pcuHr):		35.97								

APPENDIX W. Peel Common Roundabout – Revised Model



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ORDNANCE SURVEY 100019180

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD
2		EXIT PEDESTRIAN CROSSING MOVED	04.07.2018	KAM		

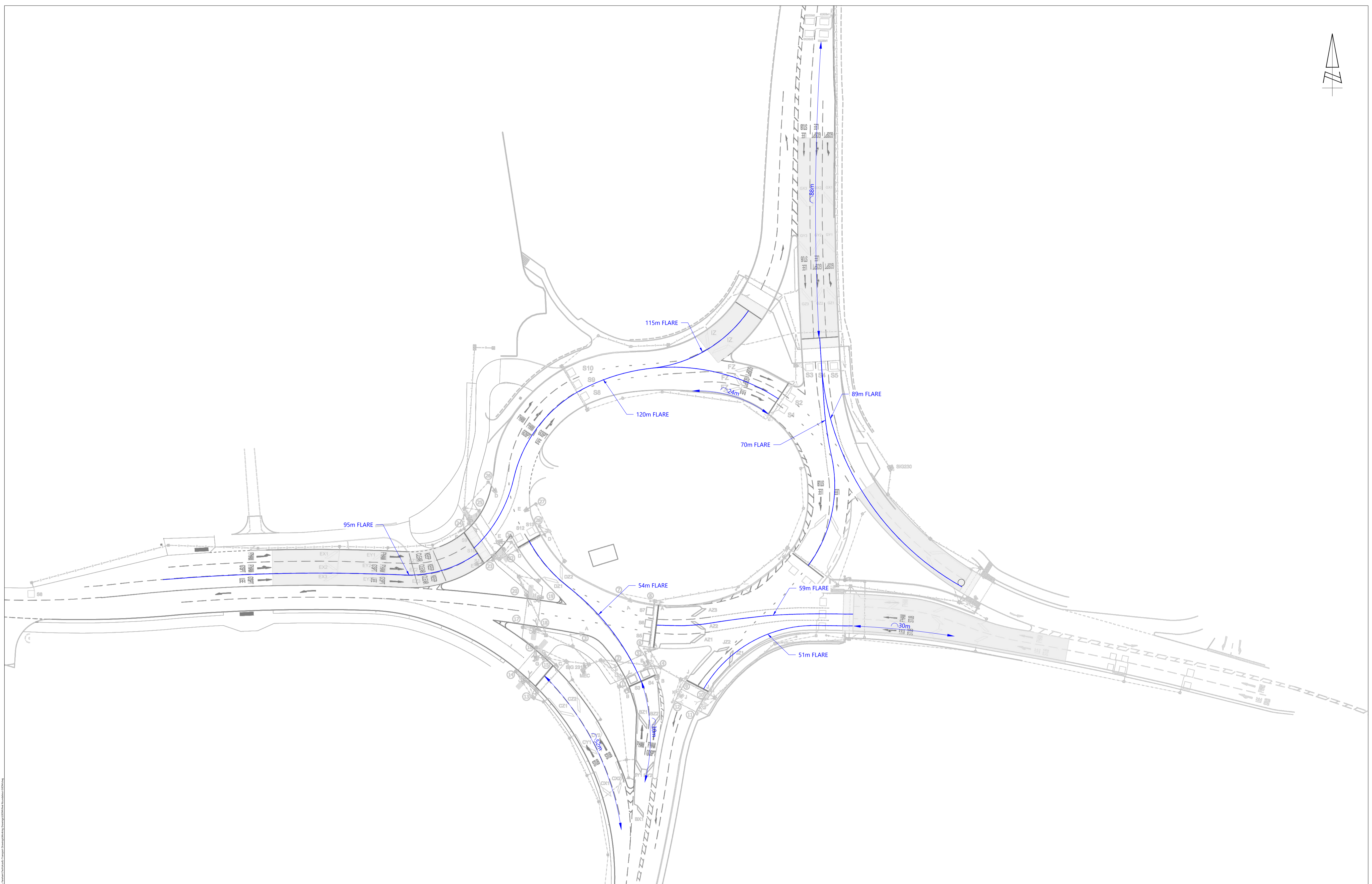
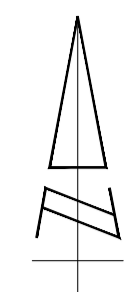
CLIENT
**HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT**

CONSULTANT
**Hampshire
County Council** **Engineering
CONSULTANCY**
STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

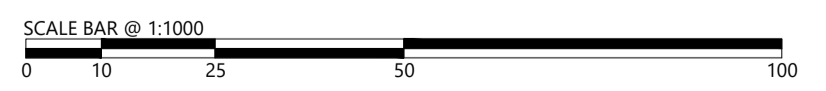
DESIGNER
KAM
CAD
KAM
CHECKED
APPROVED

SCALE @ A1
1:
DATE
29.03.2022
SHEET NUMBER
2 OF 2
DRAWING NUMBER
CJ008773- ITS - HTS-14428144-DR-TR-0006

SCHEME
STUBBINGTON BYPASS
JOB No. C.J008773.01
DRAWING TITLE
GOSPORT ROAD / BROOM
WAY / PEEL COMMON
ROUNDBOUT
SIG 231
HCC CAD PLOT: 29/03/2022 16:20:35
SUIT REV
S0 P0.3



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk



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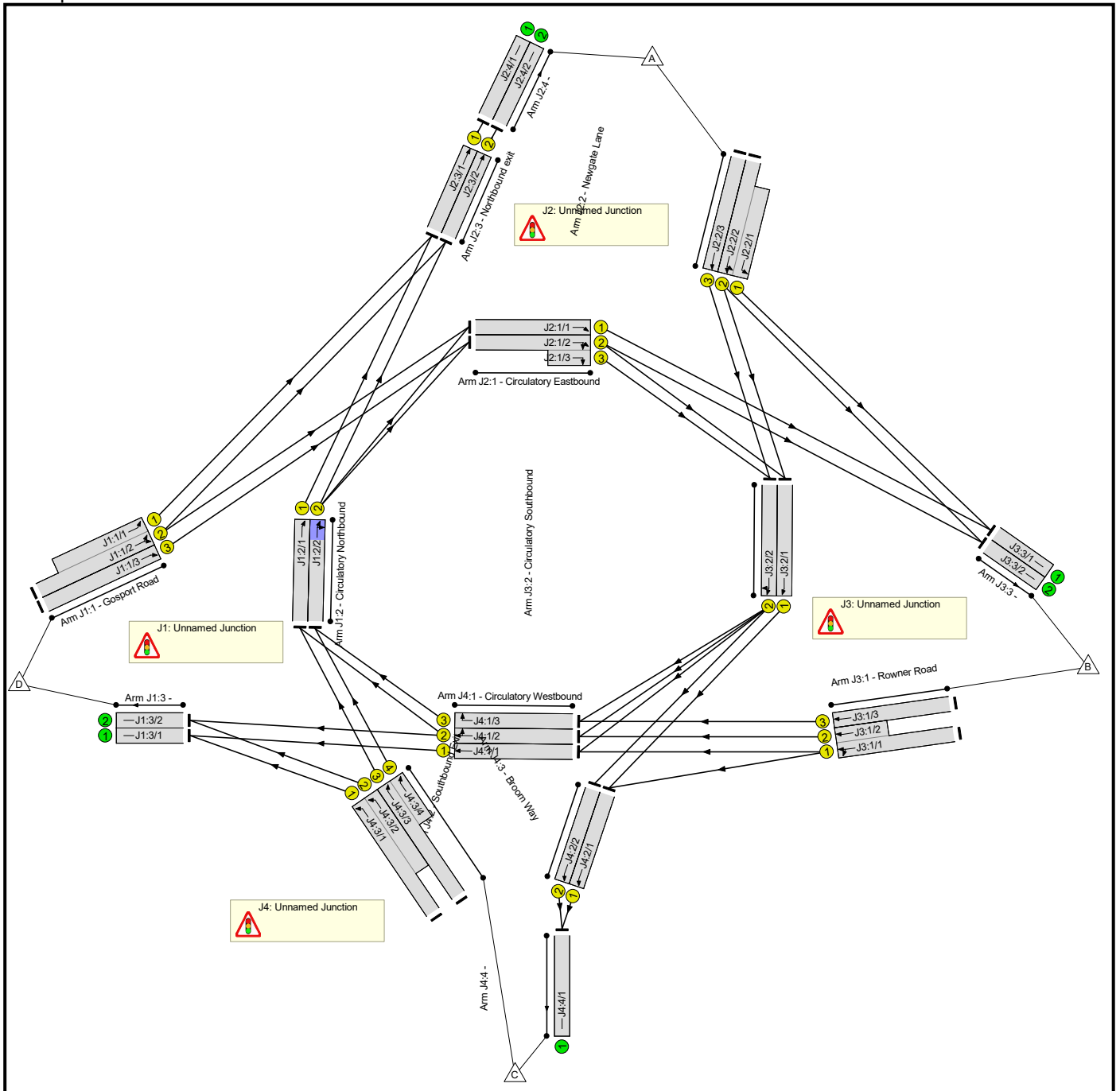
TITLE: PEEL ROUNDABOUT JUNCTION GEOMETRY				DRAWN: MC	CHECKED: MC	APPROVED: TW
PROJECT: LAND EAST OF NEWGATE LANE EAST, FAREHAM				PROJECT No: ITB10353	SCALE @ A1: 1:500	DATE: 25.05.22
CLIENT: MILLE HOMES AND BARGATE HOMES				DRAWING No: ITB10353-GEOM-103		
REV	DATE	BY	DESCRIPTION	CHK	APP	PROJCT
			FOR INFORMATION			
STATUS: FOR INFORMATION				REV: -		

Full Input Data And Results**User and Project Details**

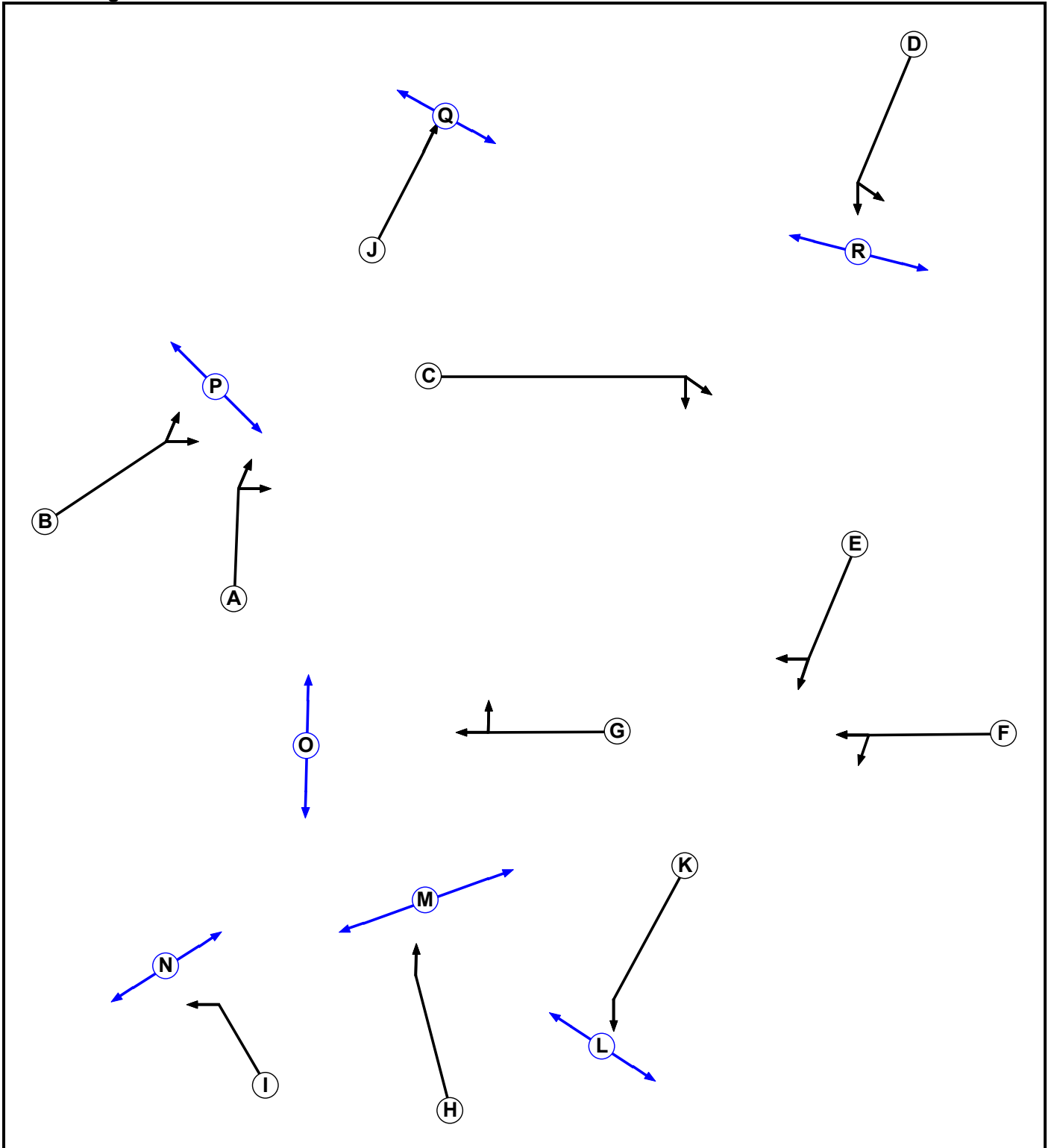
Project:	Gosport Western Access
Title:	Stubbington Bypass - Red Route
Location:	Peel Common Roundabout
Client:	Hampshire County Council
Date Completed:	April 2022
Model Purpose:	Updated to match final detail design for Stubbington bypass project
Model Assumptions:	Sat flows - 1900 used and other updates (i-Transport modifications)
Additional detail:	
File name:	PCR Phase 3 As Built - Rev A.lsg3x
Author:	K McDonald/J Mundy
Company:	Hampshire County Council
Address:	

Network Layout Diagram

Full Input Data And Results



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

Phase Intergreens Matrix

Full Input Data And Results

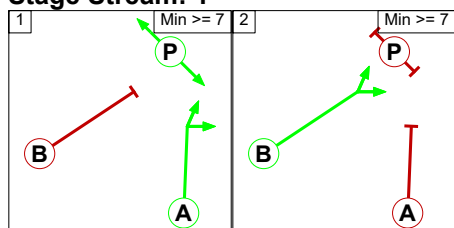
		Starting Phase																		
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	
Terminating Phase	A	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	B	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	
	C	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	D	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	5	
	E	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	
	F	-	-	-	-	5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

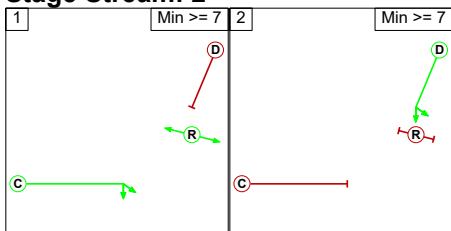
Stage Diagram

Stage Stream: 1

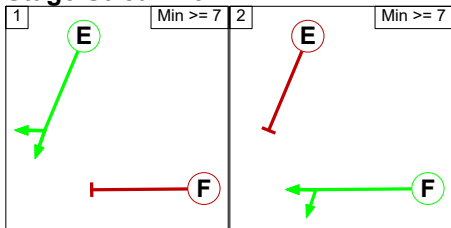


Full Input Data And Results

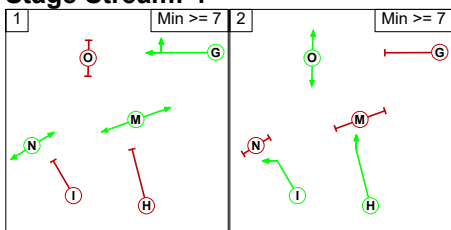
Stage Stream: 2



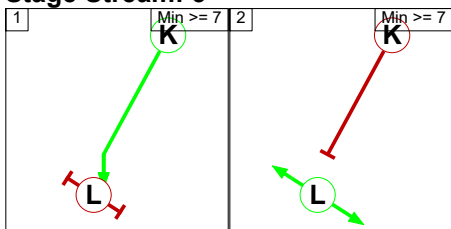
Stage Stream: 3



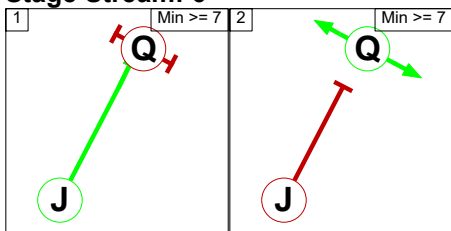
Stage Stream: 4



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						

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						

Full Input Data And Results

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	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 3

		To Stage	
		1	2
From Stage	1		5
	2	5	

Stage Stream: 4

		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 5

		To Stage	
		1	2
From Stage	1		5
	2	6	

Full Input Data And Results
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	16.5	User	1900	-	-	-	-	-
J1:1/2 (Gosport Road)	U	B	2	3	20.9	User	1900	-	-	-	-	-
J1:1/3 (Gosport Road)	U	B	2	3	60.0	User	1900	-	-	-	-	-
J1:2/1 (Circulatory Northbound)	U	A	2	3	9.4	User	1900	-	-	-	-	-
J1:2/2 (Circulatory Northbound)	U	A	2	3	9.4	User	1900	-	-	-	-	-
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	20.0	User	1900	-	-	-	-	-
J2:1/2 (Circulatory Eastbound)	U	C	2	3	20.0	User	1900	-	-	-	-	-
J2:1/3 (Circulatory Eastbound)	U	C	2	3	4.2	User	1900	-	-	-	-	-
J2:2/1 (Newgate Lane)	U	D	2	3	15.3	User	1900	-	-	-	-	-
J2:2/2 (Newgate Lane)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J2:2/3 (Newgate Lane)	U	D	2	3	60.0	User	1900	-	-	-	-	-
J2:3/1 (Northbound exit)	U	J	2	3	19.5	User	1900	-	-	-	-	-
J2:3/2 (Northbound exit)	U	J	2	3	19.5	User	1900	-	-	-	-	-
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/2	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	1900	-	-	-	-	-
J3:1/2 (Rowner Road)	U	F	2	3	5.2	User	1900	-	-	-	-	-
J3:1/3 (Rowner Road)	U	F	2	3	23.5	User	1900	-	-	-	-	-
J3:2/1 (Circulatory Southbound)	U	E	2	3	12.2	User	1900	-	-	-	-	-
J3:2/2 (Circulatory Southbound)	U	E	2	3	12.2	User	1900	-	-	-	-	-
J3:3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

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	10.3	User	1900	-	-	-	-	-
J4:1/2 (Circulatory Westbound)	U	G	2	3	10.3	User	1900	-	-	-	-	-
J4:1/3 (Circulatory Westbound)	U	G	2	3	10.3	User	1900	-	-	-	-	-
J4:2/1 (Southbound Exit)	U	K	2	3	9.0	User	1900	-	-	-	-	-
J4:2/2 (Southbound Exit)	U	K	2	3	8.9	User	1900	-	-	-	-	-
J4:3/1 (Broom Way)	U	I	2	3	60.0	User	1900	-	-	-	-	-
J4:3/2 (Broom Way)	U	I	2	3	9.0	User	1900	-	-	-	-	-
J4:3/3 (Broom Way)	U	H	2	3	19.1	User	1900	-	-	-	-	-
J4:3/4 (Broom Way)	U	H	2	3	5.2	User	1900	-	-	-	-	-
J4:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Full Input Data And Results

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	
19: '2019 AM Baseline (DS1)'	07:45	08:45	01:00	
20: '2019 PM Baseline (DS1)'	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

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 1: 1
Junction: J1: Unnamed Junction	
J1:1/1 (short)	2
J1:1/2 (with short)	312(In) 310(Out)
J1:1/3	325
J1:2/1	729
J1:2/2	501
J1:3/1	784
J1:3/2	662
Junction: J2: Unnamed Junction	
J2:1/1	167
J2:1/2 (with short)	400(In) 235(Out)
J2:1/3 (short)	165
J2:2/1 (short)	204
J2:2/2 (with short)	454(In) 250(Out)
J2:2/3	160
J2:3/1	731
J2:3/2	569
J2:4/1	731
J2:4/2	569
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	909(In) 443(Out)
J3:1/2 (short)	466
J3:1/3	230
J3:2/1	372
J3:2/2	325
J3:3/1	371
J3:3/2	113
Junction: J4: Unnamed Junction	
J4:1/1	445
J4:1/2	530
J4:1/3	230
J4:2/1	463
J4:2/2	168
J4:3/1 (with short)	709(In) 339(Out)
J4:3/2 (short)	370
J4:3/3 (with short)	762(In) 491(Out)

Full Input Data And Results

J4:3/4 (short)	271
J4:4/1	631

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)							1900	1900
J1:1/3 (Gosport Road Lane 3)							1900	1900
J1:2/1 (Circulatory Northbound Lane 1)							1900	1900
J1:2/2 (Circulatory Northbound Lane 2)							1900	1900
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)							This lane uses a directly entered Saturation Flow	
J2:1/2 (Circulatory Eastbound Lane 2)							1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)							1900	1900
J2:2/1 (Newgate Lane Lane 1)							1900	1900
J2:2/2 (Newgate Lane Lane 2)							1900	1900
J2:2/3 (Newgate Lane Lane 3)							1900	1900
J2:3/1 (Northbound exit Lane 1)							1900	1900
J2:3/2 (Northbound exit Lane 2)							1900	1900
J2:4/1							Infinite Saturation Flow	
J2:4/2							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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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

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)	796(In) 653(Out)
J1:1/3	685
J1:2/1	386
J1:2/2	126
J1:3/1	428
J1:3/2	404
Junction: J2: Unnamed Junction	
J2:1/1	659
J2:1/2 (with short)	779(In) 464(Out)
J2:1/3 (short)	315
J2:2/1 (short)	308
J2:2/2 (with short)	672(In) 364(Out)
J2:2/3	252
J2:3/1	529
J2:3/2	26
J2:4/1	529
J2:4/2	26
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	446(In) 263(Out)
J3:1/2 (short)	183
J3:1/3	25
J3:2/1	542
J3:2/2	567
J3:3/1	967
J3:3/2	286
Junction: J4: Unnamed Junction	
J4:1/1	286
J4:1/2	310
J4:1/3	25
J4:2/1	619
J4:2/2	340
J4:3/1 (with short)	293(In) 142(Out)
J4:3/2 (short)	151
J4:3/3 (with short)	430(In) 329(Out)

Full Input Data And Results

J4:3/4 (short)	101
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)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	487	0	177	623	1287
	C	708	199	0	743	1650
	D	225	159	309	0	693
	Tot.	1420	579	879	1550	4428

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 3: 3
Junction: J1: Unnamed Junction	
J1:1/1 (short)	30
J1:1/2 (with short)	365(In) 335(Out)
J1:1/3	328
J1:2/1	708
J1:2/2	686
J1:3/1	794
J1:3/2	756
Junction: J2: Unnamed Junction	
J2:1/1	214
J2:1/2 (with short)	453(In) 257(Out)
J2:1/3 (short)	196
J2:2/1 (short)	220
J2:2/2 (with short)	577(In) 357(Out)
J2:2/3	221
J2:3/1	738
J2:3/2	682
J2:4/1	738
J2:4/2	682
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	950(In) 477(Out)
J3:1/2 (short)	473
J3:1/3	337
J3:2/1	469
J3:2/2	417
J3:3/1	434
J3:3/2	145
Junction: J4: Unnamed Junction	
J4:1/1	427
J4:1/2	530
J4:1/3	337
J4:2/1	646
J4:2/2	233
J4:3/1 (with short)	743(In) 367(Out)
J4:3/2 (short)	376
J4:3/3 (with short)	907(In) 558(Out)

Full Input Data And Results

J4:3/4 (short)	349
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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	441	241	1007
	B	88	0	135	339	562
	C	516	209	0	318	1043
	D	171	920	523	0	1614
	Tot.	775	1454	1099	898	4226

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 4: 4
Junction: J1: Unnamed Junction	
J1:1/1 (short)	171
J1:1/2 (with short)	895(In) 724(Out)
J1:1/3	719
J1:2/1	551
J1:2/2	262
J1:3/1	448
J1:3/2	450
Junction: J2: Unnamed Junction	
J2:1/1	756
J2:1/2 (with short)	896(In) 584(Out)
J2:1/3 (short)	312
J2:2/1 (short)	323
J2:2/2 (with short)	724(In) 401(Out)
J2:2/3	283
J2:3/1	722
J2:3/2	53
J2:4/1	722
J2:4/2	53
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	547(In) 274(Out)
J3:1/2 (short)	273
J3:1/3	15
J3:2/1	610
J3:2/2	595
J3:3/1	1079
J3:3/2	375
Junction: J4: Unnamed Junction	
J4:1/1	289
J4:1/2	364
J4:1/3	15
J4:2/1	745
J4:2/2	354
J4:3/1 (with short)	318(In) 159(Out)
J4:3/2 (short)	159
J4:3/3 (with short)	725(In) 478(Out)

Full Input Data And Results

J4:3/4 (short)	247
J4:4/1	1099

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	487	0	177	623	1287
	C	708	199	0	743	1650
	D	225	159	309	0	693
	Tot.	1420	584	885	1550	4439

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 5: 5
Junction: J1: Unnamed Junction	
J1:1/1 (short)	29
J1:1/2 (with short)	365(In) 336(Out)
J1:1/3	328
J1:2/1	709
J1:2/2	685
J1:3/1	794
J1:3/2	756
Junction: J2: Unnamed Junction	
J2:1/1	212
J2:1/2 (with short)	455(In) 263(Out)
J2:1/3 (short)	192
J2:2/1 (short)	225
J2:2/2 (with short)	586(In) 361(Out)
J2:2/3	223
J2:3/1	738
J2:3/2	682
J2:4/1	738
J2:4/2	682
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	951(In) 477(Out)
J3:1/2 (short)	474
J3:1/3	336
J3:2/1	477
J3:2/2	415
J3:3/1	437
J3:3/2	147
Junction: J4: Unnamed Junction	
J4:1/1	427
J4:1/2	531
J4:1/3	336
J4:2/1	654
J4:2/2	231
J4:3/1 (with short)	743(In) 367(Out)
J4:3/2 (short)	376
J4:3/3 (with short)	907(In) 558(Out)

Full Input Data And Results

J4:3/4 (short)	349
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)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	448	241	1020
	B	94	0	135	339	568
	C	541	209	0	318	1068
	D	171	920	523	0	1614
	Tot.	806	1460	1106	898	4270

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)	171
J1:1/2 (with short)	894(In) 723(Out)
J1:1/3	720
J1:2/1	573
J1:2/2	271
J1:3/1	454
J1:3/2	444
Junction: J2: Unnamed Junction	
J2:1/1	755
J2:1/2 (with short)	897(In) 582(Out)
J2:1/3 (short)	315
J2:2/1 (short)	329
J2:2/2 (with short)	732(In) 403(Out)
J2:2/3	288
J2:3/1	744
J2:3/2	62
J2:4/1	744
J2:4/2	62
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	553(In) 279(Out)
J3:1/2 (short)	274
J3:1/3	15
J3:2/1	609
J3:2/2	603
J3:3/1	1084
J3:3/2	376
Junction: J4: Unnamed Junction	
J4:1/1	296
J4:1/2	363
J4:1/3	15
J4:2/1	744
J4:2/2	362
J4:3/1 (with short)	318(In) 158(Out)
J4:3/2 (short)	160
J4:3/3 (with short)	750(In) 494(Out)

Full Input Data And Results

J4:3/4 (short)	256
J4:4/1	1106

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	261	400	211	872
	B	501	0	177	623	1301
	C	710	199	0	743	1652
	D	234	159	309	0	702
	Tot.	1445	619	886	1577	4527

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 7: 7
Junction: J1: Unnamed Junction	
J1:1/1 (short)	26
J1:1/2 (with short)	367(In) 341(Out)
J1:1/3	335
J1:2/1	708
J1:2/2	702
J1:3/1	807
J1:3/2	770
Junction: J2: Unnamed Junction	
J2:1/1	211
J2:1/2 (with short)	456(In) 262(Out)
J2:1/3 (short)	194
J2:2/1 (short)	260
J2:2/2 (with short)	644(In) 384(Out)
J2:2/3	228
J2:3/1	734
J2:3/2	711
J2:4/1	734
J2:4/2	711
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	961(In) 481(Out)
J3:1/2 (short)	480
J3:1/3	340
J3:2/1	498
J3:2/2	422
J3:3/1	471
J3:3/2	148
Junction: J4: Unnamed Junction	
J4:1/1	441
J4:1/2	554
J4:1/3	340
J4:2/1	675
J4:2/2	211
J4:3/1 (with short)	743(In) 366(Out)
J4:3/2 (short)	377
J4:3/3 (with short)	909(In) 547(Out)

Full Input Data And Results

J4:3/4 (short)	362
J4:4/1	886

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	342	444	252	1038
	B	126	0	135	339	600
	C	522	209	0	318	1049
	D	196	920	523	0	1639
	Tot.	844	1471	1102	909	4326

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)	196
J1:1/2 (with short)	923(In) 727(Out)
J1:1/3	716
J1:2/1	558
J1:2/2	299
J1:3/1	460
J1:3/2	449
Junction: J2: Unnamed Junction	
J2:1/1	760
J2:1/2 (with short)	892(In) 573(Out)
J2:1/3 (short)	319
J2:2/1 (short)	339
J2:2/2 (with short)	746(In) 407(Out)
J2:2/3	292
J2:3/1	754
J2:3/2	90
J2:4/1	754
J2:4/2	90
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	542(In) 272(Out)
J3:1/2 (short)	270
J3:1/3	58
J3:2/1	608
J3:2/2	611
J3:3/1	1099
J3:3/2	372
Junction: J4: Unnamed Junction	
J4:1/1	302
J4:1/2	357
J4:1/3	58
J4:2/1	743
J4:2/2	359
J4:3/1 (with short)	318(In) 158(Out)
J4:3/2 (short)	160
J4:3/3 (with short)	731(In) 490(Out)

Full Input Data And Results

J4:3/4 (short)	241
J4:4/1	1102

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	266	406	211	883
	B	501	0	177	623	1301
	C	710	199	0	743	1652
	D	234	159	309	0	702
	Tot.	1445	624	892	1577	4538

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 9: 9
Junction: J1: Unnamed Junction	
J1:1/1 (short)	26
J1:1/2 (with short)	367(In) 341(Out)
J1:1/3	335
J1:2/1	707
J1:2/2	703
J1:3/1	807
J1:3/2	770
Junction: J2: Unnamed Junction	
J2:1/1	206
J2:1/2 (with short)	461(In) 266(Out)
J2:1/3 (short)	195
J2:2/1 (short)	265
J2:2/2 (with short)	641(In) 376(Out)
J2:2/3	242
J2:3/1	733
J2:3/2	712
J2:4/1	733
J2:4/2	712
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	961(In) 481(Out)
J3:1/2 (short)	480
J3:1/3	340
J3:2/1	489
J3:2/2	437
J3:3/1	471
J3:3/2	153
Junction: J4: Unnamed Junction	
J4:1/1	441
J4:1/2	554
J4:1/3	340
J4:2/1	666
J4:2/2	226
J4:3/1 (with short)	743(In) 366(Out)
J4:3/2 (short)	377
J4:3/3 (with short)	909(In) 546(Out)

Full Input Data And Results

J4:3/4 (short)	363
J4:4/1	892

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	348	451	252	1051
	B	132	0	135	339	606
	C	547	209	0	318	1074
	D	196	920	523	0	1639
	Tot.	875	1477	1109	909	4370

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)	196
J1:1/2 (with short)	916(In) 720(Out)
J1:1/3	723
J1:2/1	583
J1:2/2	305
J1:3/1	465
J1:3/2	444
Junction: J2: Unnamed Junction	
J2:1/1	755
J2:1/2 (with short)	897(In) 581(Out)
J2:1/3 (short)	316
J2:2/1 (short)	344
J2:2/2 (with short)	754(In) 410(Out)
J2:2/3	297
J2:3/1	779
J2:3/2	96
J2:4/1	779
J2:4/2	96
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	567(In) 285(Out)
J3:1/2 (short)	282
J3:1/3	39
J3:2/1	613
J3:2/2	613
J3:3/1	1099
J3:3/2	378
Junction: J4: Unnamed Junction	
J4:1/1	308
J4:1/2	376
J4:1/3	39
J4:2/1	748
J4:2/2	361
J4:3/1 (with short)	318(In) 157(Out)
J4:3/2 (short)	161
J4:3/3 (with short)	756(In) 490(Out)

Full Input Data And Results

J4:3/4 (short)	266
J4:4/1	1109

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)							1900	1900
J1:1/3 (Gosport Road Lane 3)							1900	1900
J1:2/1 (Circulatory Northbound Lane 1)							1900	1900
J1:2/2 (Circulatory Northbound Lane 2)							1900	1900
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)							This lane uses a directly entered Saturation Flow	
J2:1/2 (Circulatory Eastbound Lane 2)							1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)							1900	1900
J2:2/1 (Newgate Lane Lane 1)							1900	1900
J2:2/2 (Newgate Lane Lane 2)							1900	1900
J2:2/3 (Newgate Lane Lane 3)							1900	1900
J2:3/1 (Northbound exit Lane 1)							1900	1900
J2:3/2 (Northbound exit Lane 2)							1900	1900
J2:4/1							Infinite Saturation Flow	
J2:4/2							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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	512	0	182	654	1348
	C	741	206	0	780	1727
	D	235	166	325	0	726
	Tot.	1488	604	913	1626	4631

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 11: 11
Junction: J1: Unnamed Junction	
J1:1/1 (short)	32
J1:1/2 (with short)	382(In) 350(Out)
J1:1/3	344
J1:2/1	737
J1:2/2	722
J1:3/1	829
J1:3/2	797
Junction: J2: Unnamed Junction	
J2:1/1	219
J2:1/2 (with short)	478(In) 266(Out)
J2:1/3 (short)	212
J2:2/1 (short)	231
J2:2/2 (with short)	608(In) 377(Out)
J2:2/3	222
J2:3/1	769
J2:3/2	719
J2:4/1	769
J2:4/2	719
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	979(In) 491(Out)
J3:1/2 (short)	488
J3:1/3	369
J3:2/1	489
J3:2/2	434
J3:3/1	450
J3:3/2	154
Junction: J4: Unnamed Junction	
J4:1/1	444
J4:1/2	545
J4:1/3	369
J4:2/1	671
J4:2/2	242
J4:3/1 (with short)	780(In) 385(Out)
J4:3/2 (short)	395
J4:3/3 (with short)	947(In) 594(Out)

Full Input Data And Results

J4:3/4 (short)	353
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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	462	253	1057
	B	93	0	139	356	588
	C	533	214	0	333	1080
	D	178	965	550	0	1693
	Tot.	804	1521	1151	942	4418

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 12: 12
Junction: J1: Unnamed Junction	
J1:1/1 (short)	178
J1:1/2 (with short)	936(In) 758(Out)
J1:1/3	757
J1:2/1	563
J1:2/2	277
J1:3/1	472
J1:3/2	470
Junction: J2: Unnamed Junction	
J2:1/1	792
J2:1/2 (with short)	937(In) 605(Out)
J2:1/3 (short)	332
J2:2/1 (short)	340
J2:2/2 (with short)	754(In) 414(Out)
J2:2/3	303
J2:3/1	741
J2:3/2	63
J2:4/1	741
J2:4/2	63
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	571(In) 287(Out)
J3:1/2 (short)	284
J3:1/3	17
J3:2/1	630
J3:2/2	635
J3:3/1	1132
J3:3/2	389
Junction: J4: Unnamed Junction	
J4:1/1	305
J4:1/2	380
J4:1/3	17
J4:2/1	769
J4:2/2	382
J4:3/1 (with short)	333(In) 167(Out)
J4:3/2 (short)	166
J4:3/3 (with short)	747(In) 487(Out)

Full Input Data And Results

J4:3/4 (short)	260
J4:4/1	1151

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	512	0	182	654	1348
	C	741	206	0	780	1727
	D	235	166	325	0	726
	Tot.	1488	609	919	1626	4642

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 13: 13
Junction: J1: Unnamed Junction	
J1:1/1 (short)	32
J1:1/2 (with short)	382(In) 350(Out)
J1:1/3	344
J1:2/1	719
J1:2/2	740
J1:3/1	830
J1:3/2	796
Junction: J2: Unnamed Junction	
J2:1/1	221
J2:1/2 (with short)	476(In) 272(Out)
J2:1/3 (short)	204
J2:2/1 (short)	237
J2:2/2 (with short)	608(In) 371(Out)
J2:2/3	233
J2:3/1	751
J2:3/2	737
J2:4/1	751
J2:4/2	737
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	979(In) 491(Out)
J3:1/2 (short)	488
J3:1/3	369
J3:2/1	492
J3:2/2	437
J3:3/1	458
J3:3/2	151
Junction: J4: Unnamed Junction	
J4:1/1	445
J4:1/2	544
J4:1/3	369
J4:2/1	674
J4:2/2	245
J4:3/1 (with short)	780(In) 385(Out)
J4:3/2 (short)	395
J4:3/3 (with short)	947(In) 576(Out)

Full Input Data And Results

J4:3/4 (short)	371
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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	469	253	1070
	B	99	0	139	356	594
	C	558	214	0	333	1105
	D	178	965	550	0	1693
	Tot.	835	1527	1158	942	4462

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)	178
J1:1/2 (with short)	936(In) 758(Out)
J1:1/3	757
J1:2/1	583
J1:2/2	288
J1:3/1	476
J1:3/2	466
Junction: J2: Unnamed Junction	
J2:1/1	792
J2:1/2 (with short)	937(In) 603(Out)
J2:1/3 (short)	334
J2:2/1 (short)	346
J2:2/2 (with short)	762(In) 416(Out)
J2:2/3	308
J2:3/1	761
J2:3/2	74
J2:4/1	761
J2:4/2	74
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	578(In) 290(Out)
J3:1/2 (short)	288
J3:1/3	16
J3:2/1	630
J3:2/2	642
J3:3/1	1138
J3:3/2	389
Junction: J4: Unnamed Junction	
J4:1/1	311
J4:1/2	381
J4:1/3	16
J4:2/1	769
J4:2/2	389
J4:3/1 (with short)	333(In) 165(Out)
J4:3/2 (short)	168
J4:3/3 (with short)	772(In) 500(Out)

Full Input Data And Results

J4:3/4 (short)	272
J4:4/1	1158

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	272	413	219	904
	B	526	0	182	654	1362
	C	743	206	0	780	1729
	D	245	166	325	0	736
	Tot.	1514	644	920	1653	4731

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 15: 15
Junction: J1: Unnamed Junction	
J1:1/1 (short)	33
J1:1/2 (with short)	387(In) 354(Out)
J1:1/3	349
J1:2/1	731
J1:2/2	744
J1:3/1	843
J1:3/2	810
Junction: J2: Unnamed Junction	
J2:1/1	222
J2:1/2 (with short)	475(In) 267(Out)
J2:1/3 (short)	208
J2:2/1 (short)	272
J2:2/2 (with short)	668(In) 396(Out)
J2:2/3	236
J2:3/1	764
J2:3/2	750
J2:4/1	764
J2:4/2	750
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	989(In) 495(Out)
J3:1/2 (short)	494
J3:1/3	373
J3:2/1	513
J3:2/2	444
J3:3/1	494
J3:3/2	150
Junction: J4: Unnamed Junction	
J4:1/1	458
J4:1/2	568
J4:1/3	373
J4:2/1	695
J4:2/2	225
J4:3/1 (with short)	780(In) 385(Out)
J4:3/2 (short)	395
J4:3/3 (with short)	949(In) 578(Out)

Full Input Data And Results

J4:3/4 (short)	371
J4:4/1	920

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	358	465	264	1087
	B	131	0	139	356	626
	C	540	214	0	333	1087
	D	204	965	550	0	1719
	Tot.	875	1537	1154	953	4519

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)	964(In) 760(Out)
J1:1/3	755
J1:2/1	568
J1:2/2	317
J1:3/1	481
J1:3/2	472
Junction: J2: Unnamed Junction	
J2:1/1	793
J2:1/2 (with short)	936(In) 597(Out)
J2:1/3 (short)	339
J2:2/1 (short)	355
J2:2/2 (with short)	776(In) 421(Out)
J2:2/3	311
J2:3/1	772
J2:3/2	103
J2:4/1	772
J2:4/2	103
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	561(In) 282(Out)
J3:1/2 (short)	279
J3:1/3	65
J3:2/1	629
J3:2/2	650
J3:3/1	1148
J3:3/2	389
Junction: J4: Unnamed Junction	
J4:1/1	315
J4:1/2	371
J4:1/3	65
J4:2/1	768
J4:2/2	386
J4:3/1 (with short)	333(In) 166(Out)
J4:3/2 (short)	167
J4:3/3 (with short)	754(In) 502(Out)

Full Input Data And Results

J4:3/4 (short)	252
J4:4/1	1154

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	277	419	219	915
	B	526	0	182	654	1362
	C	743	206	0	780	1729
	D	245	166	325	0	736
	Tot.	1514	649	926	1653	4742

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 17: 17
Junction: J1: Unnamed Junction	
J1:1/1 (short)	33
J1:1/2 (with short)	387(In) 354(Out)
J1:1/3	349
J1:2/1	731
J1:2/2	744
J1:3/1	843
J1:3/2	810
Junction: J2: Unnamed Junction	
J2:1/1	217
J2:1/2 (with short)	480(In) 272(Out)
J2:1/3 (short)	208
J2:2/1 (short)	277
J2:2/2 (with short)	661(In) 384(Out)
J2:2/3	254
J2:3/1	764
J2:3/2	750
J2:4/1	764
J2:4/2	750
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	989(In) 495(Out)
J3:1/2 (short)	494
J3:1/3	373
J3:2/1	501
J3:2/2	462
J3:3/1	494
J3:3/2	155
Junction: J4: Unnamed Junction	
J4:1/1	458
J4:1/2	568
J4:1/3	373
J4:2/1	683
J4:2/2	243
J4:3/1 (with short)	780(In) 385(Out)
J4:3/2 (short)	395
J4:3/3 (with short)	949(In) 578(Out)

Full Input Data And Results

J4:3/4 (short)	371
J4:4/1	926

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
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	364	472	264	1100
	B	137	0	139	356	632
	C	565	214	0	333	1112
	D	204	965	550	0	1719
	Tot.	906	1543	1161	953	4563

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)	962(In) 758(Out)
J1:1/3	757
J1:2/1	592
J1:2/2	324
J1:3/1	485
J1:3/2	468
Junction: J2: Unnamed Junction	
J2:1/1	788
J2:1/2 (with short)	941(In) 606(Out)
J2:1/3 (short)	335
J2:2/1 (short)	360
J2:2/2 (with short)	781(In) 421(Out)
J2:2/3	319
J2:3/1	796
J2:3/2	110
J2:4/1	796
J2:4/2	110
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	585(In) 294(Out)
J3:1/2 (short)	291
J3:1/3	47
J3:2/1	632
J3:2/2	654
J3:3/1	1148
J3:3/2	395
Junction: J4: Unnamed Junction	
J4:1/1	321
J4:1/2	389
J4:1/3	47
J4:2/1	771
J4:2/2	390
J4:3/1 (with short)	333(In) 164(Out)
J4:3/2 (short)	169
J4:3/3 (with short)	779(In) 502(Out)

Full Input Data And Results

J4:3/4 (short)	277
J4:4/1	1161

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 19: '19' (FG19: '2019 AM Baseline (DS1)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	519	315	93	927
	B	830	0	87	377	1294
	C	650	184	0	257	1091
	D	94	47	258	0	399
	Tot.	1574	750	660	727	3711

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 19: 19
Junction: J1: Unnamed Junction	
J1:1/1 (short)	0
J1:1/2 (with short)	141(In) 141(Out)
J1:1/3	258
J1:2/1	911
J1:2/2	753
J1:3/1	515
J1:3/2	212
Junction: J2: Unnamed Junction	
J2:1/1	140
J2:1/2 (with short)	349(In) 217(Out)
J2:1/3 (short)	132
J2:2/1 (short)	374
J2:2/2 (with short)	749(In) 375(Out)
J2:2/3	178
J2:3/1	911
J2:3/2	663
J2:4/1	911
J2:4/2	663
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	907(In) 433(Out)
J3:1/2 (short)	474
J3:1/3	387
J3:2/1	356
J3:2/2	310
J3:3/1	514
J3:3/2	236
Junction: J4: Unnamed Junction	
J4:1/1	417
J4:1/2	496
J4:1/3	387
J4:2/1	443
J4:2/2	217
J4:3/1 (with short)	257(In) 98(Out)
J4:3/2 (short)	159
J4:3/3 (with short)	834(In) 468(Out)

Full Input Data And Results

J4:3/4 (short)	366
J4:4/1	660

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	
							1900	1900
J1:1/2 (Gosport Road Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
J1:1/3 (Gosport Road Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
J1:2/1 (Circulatory Northbound Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
J1:2/2 (Circulatory Northbound Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
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	
							1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
J2:2/1 (Newgate Lane Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
J2:2/2 (Newgate Lane Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
J2:2/3 (Newgate Lane Lane 3)							This lane uses a directly entered Saturation Flow	
							1900	1900
J2:3/1 (Northbound exit Lane 1)							This lane uses a directly entered Saturation Flow	
							1900	1900
J2:3/2 (Northbound exit Lane 2)							This lane uses a directly entered Saturation Flow	
							1900	1900
J2:4/1							Infinite Saturation Flow	
							Inf	Inf
J2:4/2							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						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 20: '20' (FG20: '2019 PM Baseline (DS1)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	653	587	199	1439
	B	539	0	78	147	764
	C	352	149	0	160	661
	D	108	302	306	0	716
	Tot.	999	1104	971	506	3580

Traffic Lane Flows

Full Input Data And Results

Lane	Scenario 20: 20
Junction: J1: Unnamed Junction	
J1:1/1 (short)	75
J1:1/2 (with short)	383(In) 308(Out)
J1:1/3	333
J1:2/1	574
J1:2/2	466
J1:3/1	363
J1:3/2	143
Junction: J2: Unnamed Junction	
J2:1/1	348
J2:1/2 (with short)	409(In) 314(Out)
J2:1/3 (short)	95
J2:2/1 (short)	503
J2:2/2 (with short)	1006(In) 503(Out)
J2:2/3	433
J2:3/1	649
J2:3/2	350
J2:4/1	649
J2:4/2	350
Junction: J3: Unnamed Junction	
J3:1/1 (with short)	552(In) 219(Out)
J3:1/2 (short)	333
J3:1/3	212
J3:2/1	564
J3:2/2	528
J3:3/1	851
J3:3/2	253
Junction: J4: Unnamed Junction	
J4:1/1	324
J4:1/2	349
J4:1/3	212
J4:2/1	642
J4:2/2	329
J4:3/1 (with short)	160(In) 39(Out)
J4:3/2 (short)	121
J4:3/3 (with short)	501(In) 247(Out)

Full Input Data And Results

J4:3/4 (short)	254
J4:4/1	971

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						1900	1900
J1:1/2 (Gosport Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J1:1/3 (Gosport Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/1 (Circulatory Northbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J1:2/2 (Circulatory Northbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J2:1/2 (Circulatory Eastbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:1/3 (Circulatory Eastbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/1 (Newgate Lane Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/2 (Newgate Lane Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:2/3 (Newgate Lane Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/1 (Northbound exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J2:3/2 (Northbound exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

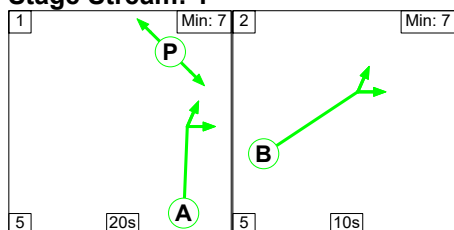
Junction: J3: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Rowner Road Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/2 (Rowner Road Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J3:1/3 (Rowner Road Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/1 (Circulatory Southbound Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J3:2/2 (Circulatory Southbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
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						1900	1900
J4:1/2 (Circulatory Westbound Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:1/3 (Circulatory Westbound Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/1 (Southbound Exit Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:2/2 (Southbound Exit Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/1 (Broom Way Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/2 (Broom Way Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/3 (Broom Way Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
J4:3/4 (Broom Way Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
J4:4/1	Infinite Saturation Flow						Inf	Inf

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

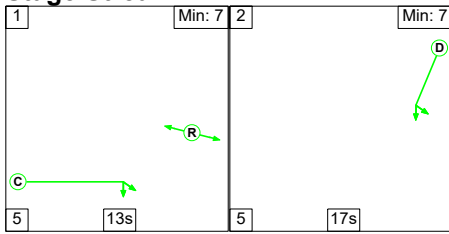
Stage Sequence Diagram

Stage Stream: 1

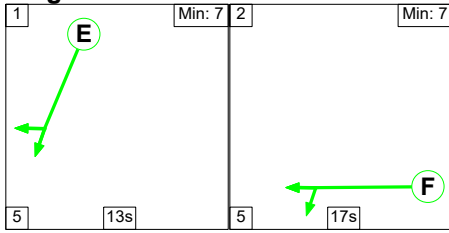


Full Input Data And Results

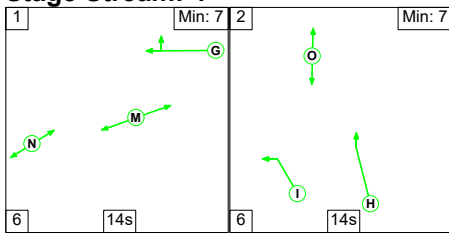
Stage Stream: 2



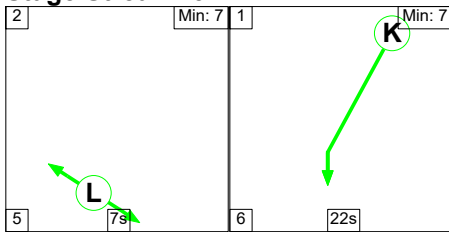
Stage Stream: 3



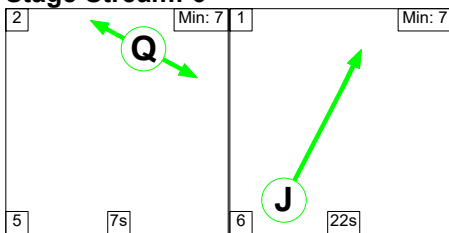
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	10
Change Point	3	28

Stage Stream: 2

Stage	1	2
Duration	13	17
Change Point	34	12

Full Input Data And Results

Stage Stream: 3

Stage	1	2
Duration	13	17
Change Point	9	27

Stage Stream: 4

Stage	1	2
Duration	14	14
Change Point	27	7

Stage Stream: 5

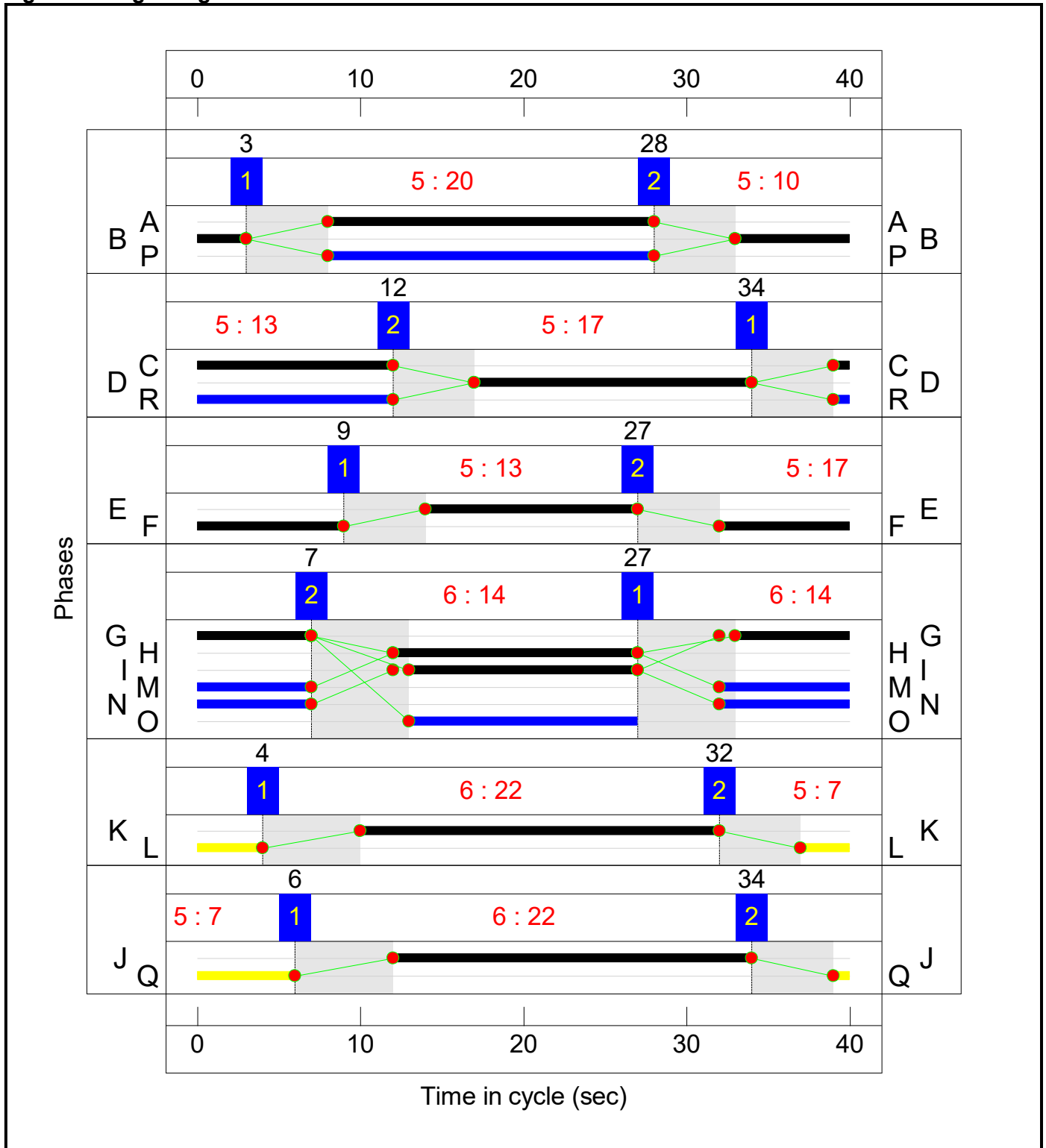
Stage	2	1
Duration	7	22
Change Point	32	4

Full Input Data And Results

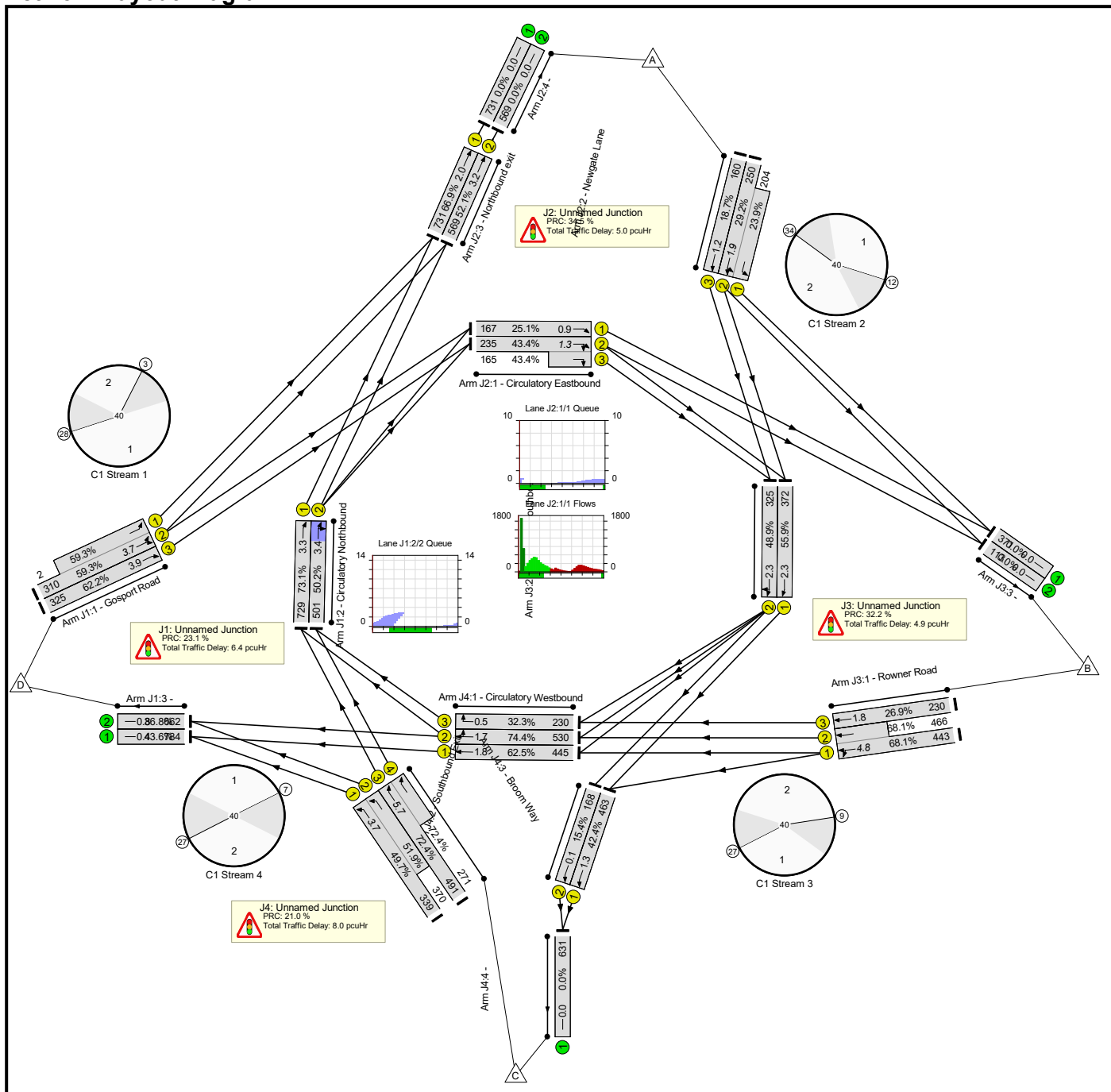
Stage Stream: 6

Stage	2	1
Duration	7	22
Change Point	34	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	74.4%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.1%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	10	-	312	1900:1900	523+3	59.3 : 59.3%
1/3	Gosport Road Ahead	U	1	N/A	B		1	10	-	325	1900	523	62.2%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	20	-	729	1900	997	73.1%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	20	-	501	1900	997	50.2%
3/1		U	N/A	N/A	-		-	-	-	784	1800	1800	43.6%
3/2		U	N/A	N/A	-		-	-	-	662	1800	1800	36.8%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	13	-	167	1900	665	25.1%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	13	-	400	1900:1900	542+380	43.4 : 43.4%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	17	-	454	1900:1900	855+854	29.2 : 23.9%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	17	-	160	1900	855	18.7%
3/1	Northbound exit Ahead	U	6	N/A	J		1	22	-	731	1900	1092	66.9%
3/2	Northbound exit Ahead	U	6	N/A	J		1	22	-	569	1900	1092	52.1%
4/1		U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	68.1%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	17	-	909	1900:1900	651+684	68.1 : 68.1%
1/3	Rowner Road Ahead	U	3	N/A	F		1	17	-	230	1900	855	26.9%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	13	-	372	1900	665	55.9%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	13	-	325	1900	665	48.9%
3/1		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	113	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	74.4%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	14	-	445	1900	713	62.5%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	14	-	530	1900	713	74.4%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	14	-	230	1900	713	32.3%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	22	-	463	1900	1092	42.4%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	22	-	168	1900	1092	15.4%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	14	-	709	1900:1900	682+713	49.7 : 51.9%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	15	-	762	1900:1900	678+374	72.4 : 72.4%
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	15.7	8.6	0.0	24.3	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	3.7	2.7	0.0	6.4	-	-	-	-
1/2+1/1	312	312	-	-	-	1.1	0.7	-	1.8	20.9	2.9	0.7	3.7
1/3	325	325	-	-	-	1.1	0.8	-	2.0	21.7	3.1	0.8	3.9
2/1	729	729	-	-	-	0.8	0.0	-	0.8	3.9	3.3	0.0	3.3
2/2	501	501	-	-	-	0.7	0.5	-	1.2	8.4	2.9	0.5	3.4
3/1	784	784	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
3/2	662	662	-	-	-	0.0	0.3	-	0.3	1.6	0.5	0.3	0.8
J2: Unnamed Junction	-	-	0	0	0	2.6	2.4	0.0	5.0	-	-	-	-
1/1	167	167	-	-	-	0.2	0.2	-	0.4	9.0	0.8	0.2	0.9
1/2+1/3	400	400	-	-	-	0.4	0.4	-	0.8	6.8	0.9	0.4	1.3
2/2+2/1	454	454	-	-	-	0.9	0.2	-	1.1	8.3	1.7	0.2	1.9
2/3	160	160	-	-	-	0.3	0.1	-	0.4	9.2	1.1	0.1	1.2
3/1	731	731	-	-	-	0.4	1.0	-	1.4	6.7	1.0	1.0	2.0
3/2	569	569	-	-	-	0.5	0.5	-	1.0	6.5	2.7	0.5	3.2
4/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	3.6	1.2	0.0	4.9	-	-	-	-
1/1+1/2	909	909	-	-	-	2.0	1.1	-	3.1	12.2	3.8	1.1	4.8
1/3	230	230	-	-	-	0.4	0.2	-	0.6	9.8	1.6	0.2	1.8
2/1	372	372	-	-	-	0.7	0.0	-	0.7	6.5	2.3	0.0	2.3
2/2	325	325	-	-	-	0.5	0.0	-	0.5	5.9	2.3	0.0	2.3
3/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

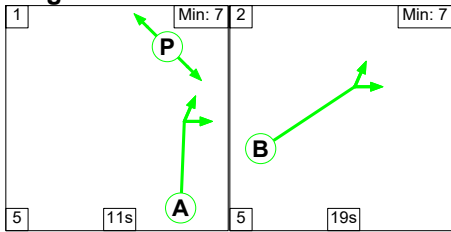
3/2	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	5.7	2.3	0.0	8.0	-	-	-	-																																																								
1/1	445	445	-	-	-	0.7	0.0	-	0.7	5.3	1.8	0.0	1.8																																																								
1/2	530	530	-	-	-	0.7	0.0	-	0.7	4.9	1.7	0.0	1.7																																																								
1/3	230	230	-	-	-	0.3	0.0	-	0.3	4.0	0.5	0.0	0.5																																																								
2/1	463	463	-	-	-	0.2	0.4	-	0.6	4.6	0.9	0.4	1.3																																																								
2/2	168	168	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1																																																								
3/1+3/2	709	709	-	-	-	1.9	0.5	-	2.4	12.2	3.2	0.5	3.7																																																								
3/3+3/4	762	762	-	-	-	2.0	1.3	-	3.3	15.4	4.4	1.3	5.7																																																								
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</td> <td>PRC for Signalled Lanes (%)</td> <td>23.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.73</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>107.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.64</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>32.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.89</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>21.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.30</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>112.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.68</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>34.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.38</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>21.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>24.30</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	23.1	Total Delay for Signalled Lanes (pcuHr):	5.73	Cycle Time (s):	40	C1	Stream: 2	PRC for Signalled Lanes (%)	107.5	Total Delay for Signalled Lanes (pcuHr):	2.64	Cycle Time (s):	40	C1	Stream: 3	PRC for Signalled Lanes (%)	32.2	Total Delay for Signalled Lanes (pcuHr):	4.89	Cycle Time (s):	40	C1	Stream: 4	PRC for Signalled Lanes (%)	21.0	Total Delay for Signalled Lanes (pcuHr):	7.30	Cycle Time (s):	40	C1	Stream: 5	PRC for Signalled Lanes (%)	112.4	Total Delay for Signalled Lanes (pcuHr):	0.68	Cycle Time (s):	40	C1	Stream: 6	PRC for Signalled Lanes (%)	34.5	Total Delay for Signalled Lanes (pcuHr):	2.38	Cycle Time (s):	40			PRC Over All Lanes (%)	21.0	Total Delay Over All Lanes(pcuHr):	24.30		
C1	Stream: 1	PRC for Signalled Lanes (%)	23.1	Total Delay for Signalled Lanes (pcuHr):	5.73	Cycle Time (s):	40																																																														
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Full Input Data And Results

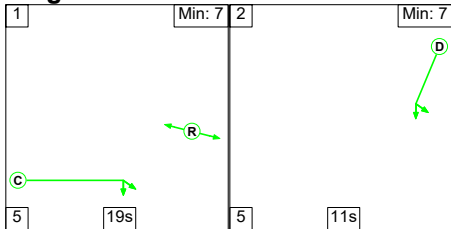
Scenario 2: '2' (FG2: '2021 PM Baseline (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

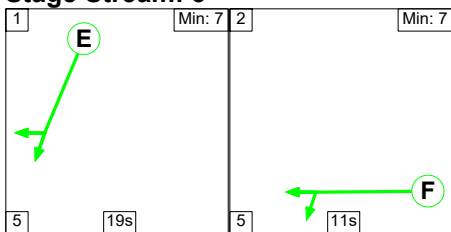
Stage Stream: 1



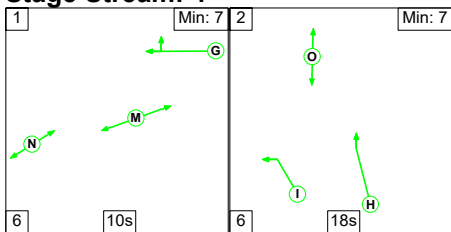
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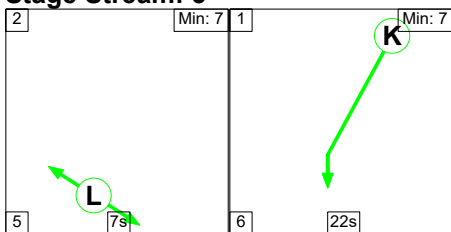
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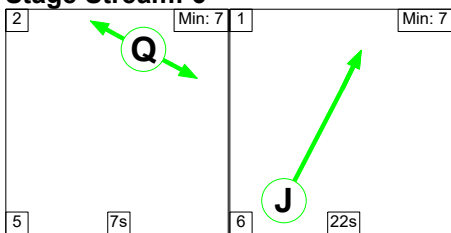
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	11	19
Change Point	29	5

Stage Stream: 2

Stage	1	2
Duration	19	11
Change Point	12	36

Stage Stream: 3

Stage	1	2
Duration	19	11
Change Point	29	13

Stage Stream: 4

Stage	1	2
Duration	10	18
Change Point	13	29

Stage Stream: 5

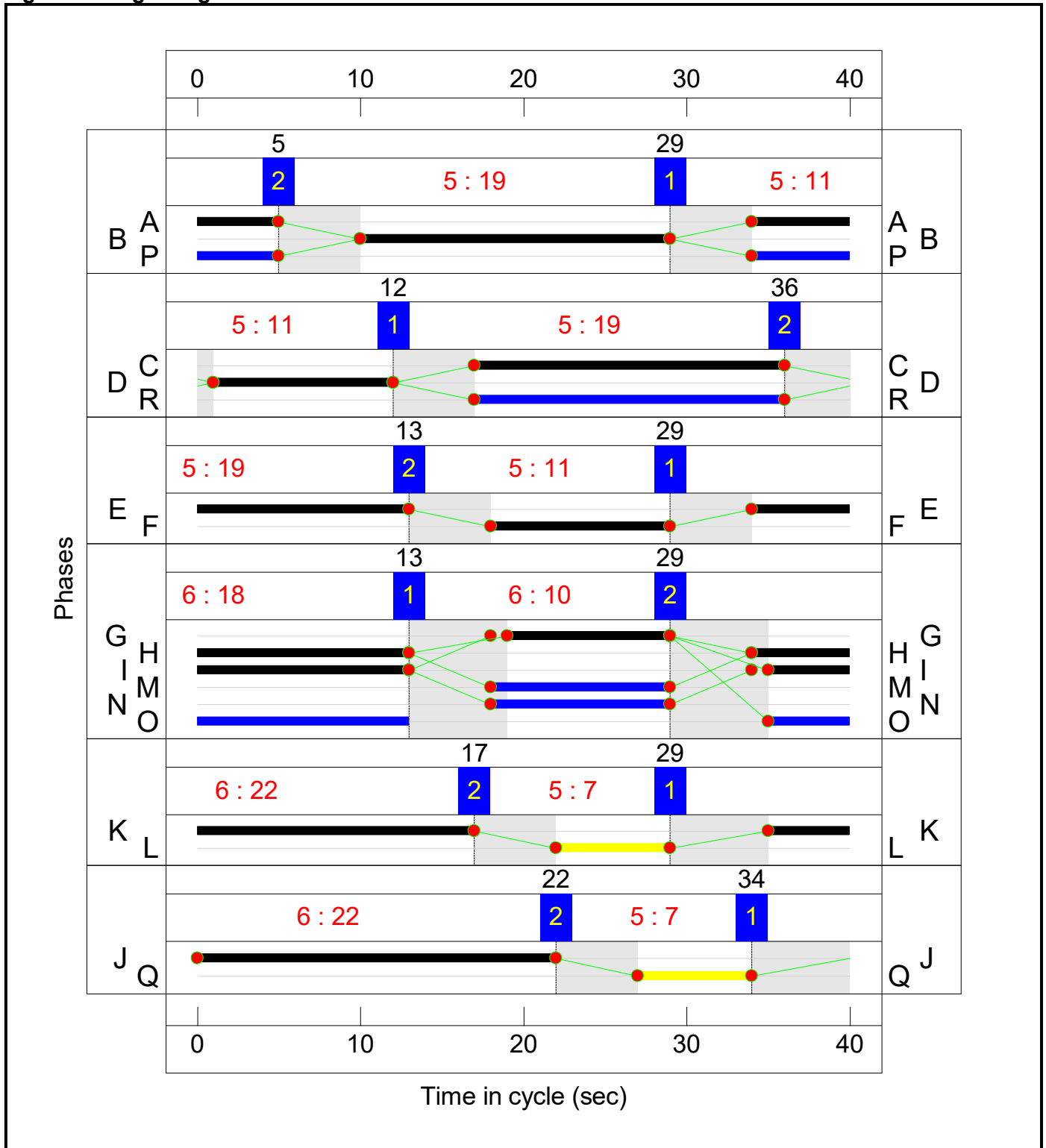
Stage	2	1
Duration	7	22
Change Point	17	29

Full Input Data And Results

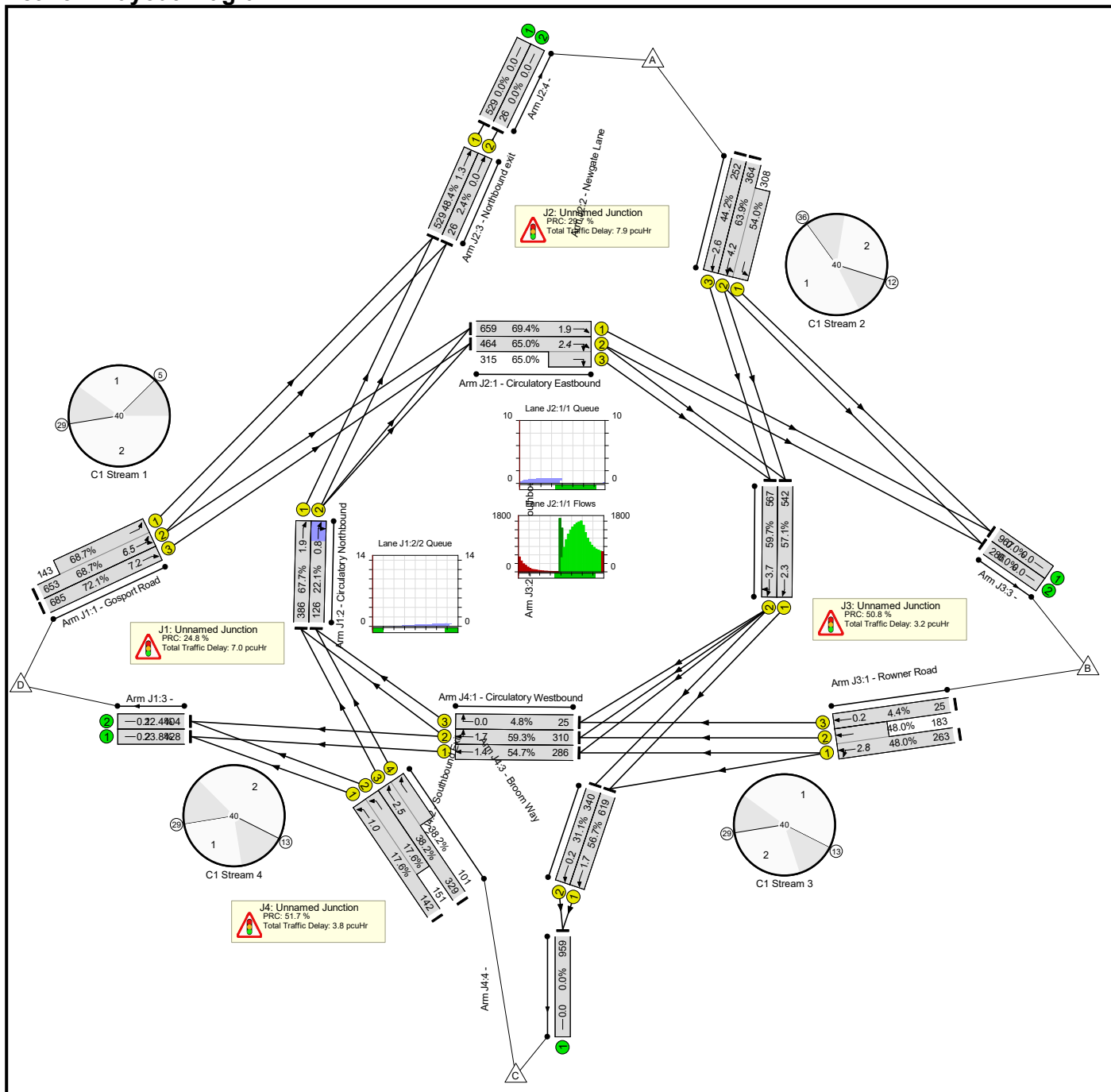
Stage Stream: 6

Stage	2	1
Duration	7	22
Change Point	22	34

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	72.1%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.1%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	19	-	796	1900:1900	950+208	68.7 : 68.7%
1/3	Gosport Road Ahead	U	1	N/A	B		1	19	-	685	1900	950	72.1%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	11	-	386	1900	570	67.7%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	11	-	126	1900	570	22.1%
3/1		U	N/A	N/A	-		-	-	-	428	1800	1800	23.8%
3/2		U	N/A	N/A	-		-	-	-	404	1800	1800	22.4%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.4%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	19	-	659	1900	950	69.4%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	19	-	779	1900:1900	714+485	65.0 : 65.0%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	11	-	672	1900:1900	570+570	63.9 : 54.0%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	11	-	252	1900	570	44.2%
3/1	Northbound exit Ahead	U	6	N/A	J		1	22	-	529	1900	1092	48.4%
3/2	Northbound exit Ahead	U	6	N/A	J		1	22	-	26	1900	1092	2.4%
4/1		U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.7%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	11	-	446	1900:1900	548+382	48.0 : 48.0%
1/3	Rowner Road Ahead	U	3	N/A	F		1	11	-	25	1900	570	4.4%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	19	-	542	1900	950	57.1%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	19	-	567	1900	950	59.7%
3/1		U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.3%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	10	-	286	1900	523	54.7%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	10	-	310	1900	523	59.3%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	10	-	25	1900	523	4.8%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	22	-	619	1900	1092	56.7%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	22	-	340	1900	1092	31.1%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	18	-	293	1900:1900	808+859	17.6 : 17.6%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	19	-	430	1900:1900	862+265	38.2 : 38.2%
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	13.6	8.2	0.0	21.8	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	4.2	2.8	0.0	7.0	-	-	-	-
1/2+1/1	796	796	-	-	-	1.6	1.1	-	2.7	12.2	5.4	1.1	6.5
1/3	685	685	-	-	-	1.5	1.3	-	2.8	14.6	5.9	1.3	7.2
2/1	386	386	-	-	-	0.9	0.0	-	0.9	8.2	1.9	0.0	1.9
2/2	126	126	-	-	-	0.3	0.1	-	0.4	11.5	0.7	0.1	0.8
3/1	428	428	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	404	404	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
J2: Unnamed Junction	-	-	0	0	0	4.2	3.6	0.0	7.9	-	-	-	-
1/1	659	659	-	-	-	0.3	1.1	-	1.5	8.0	0.8	1.1	1.9
1/2+1/3	779	779	-	-	-	0.6	0.9	-	1.5	7.1	1.4	0.9	2.4
2/2+2/1	672	672	-	-	-	2.2	0.7	-	2.9	15.8	3.4	0.7	4.2
2/3	252	252	-	-	-	0.8	0.4	-	1.2	17.0	2.2	0.4	2.6
3/1	529	529	-	-	-	0.2	0.5	-	0.7	4.7	0.9	0.5	1.3
3/2	26	26	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
4/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	2.7	0.5	0.0	3.2	-	-	-	-
1/1+1/2	446	446	-	-	-	1.4	0.5	-	1.8	14.9	2.3	0.5	2.8
1/3	25	25	-	-	-	0.1	0.0	-	0.1	13.5	0.2	0.0	0.2
2/1	542	542	-	-	-	0.6	0.0	-	0.6	3.7	2.3	0.0	2.3
2/2	567	567	-	-	-	0.7	0.0	-	0.7	4.5	3.7	0.0	3.7
3/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

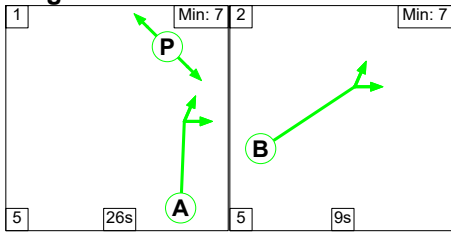
3/2	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	2.5	1.3	0.0	3.8	-	-	-	-																																																								
1/1	286	286	-	-	-	0.5	0.0	-	0.5	5.8	1.4	0.0	1.4																																																								
1/2	310	310	-	-	-	0.5	0.0	-	0.5	5.9	1.7	0.0	1.7																																																								
1/3	25	25	-	-	-	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0																																																								
2/1	619	619	-	-	-	0.3	0.7	-	0.9	5.3	1.0	0.7	1.7																																																								
2/2	340	340	-	-	-	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2																																																								
3/1+3/2	293	293	-	-	-	0.5	0.1	-	0.6	7.3	0.9	0.1	1.0																																																								
3/3+3/4	430	430	-	-	-	0.7	0.3	-	1.0	8.5	2.2	0.3	2.5																																																								
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>24.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.74</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>29.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.15</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>50.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.19</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>51.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.60</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>58.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.15</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>85.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.71</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>24.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>21.84</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	24.8	Total Delay for Signalled Lanes (pcuHr):	6.74	Cycle Time (s):	40	C1	Stream: 2	PRC for Signalled Lanes (%)	29.7	Total Delay for Signalled Lanes (pcuHr):	7.15	Cycle Time (s):	40	C1	Stream: 3	PRC for Signalled Lanes (%)	50.8	Total Delay for Signalled Lanes (pcuHr):	3.19	Cycle Time (s):	40	C1	Stream: 4	PRC for Signalled Lanes (%)	51.7	Total Delay for Signalled Lanes (pcuHr):	2.60	Cycle Time (s):	40	C1	Stream: 5	PRC for Signalled Lanes (%)	58.8	Total Delay for Signalled Lanes (pcuHr):	1.15	Cycle Time (s):	40	C1	Stream: 6	PRC for Signalled Lanes (%)	85.9	Total Delay for Signalled Lanes (pcuHr):	0.71	Cycle Time (s):	40			PRC Over All Lanes (%)	24.8	Total Delay Over All Lanes(pcuHr):	21.84		
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Full Input Data And Results

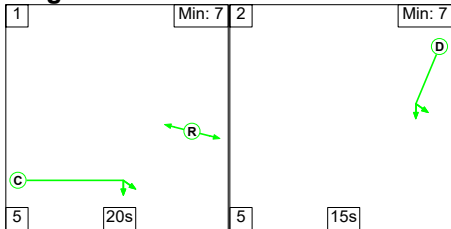
Scenario 3: '3' (FG3: '2028 AM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

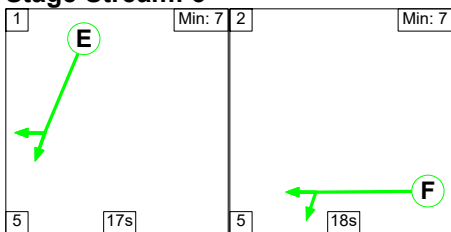
Stage Stream: 1



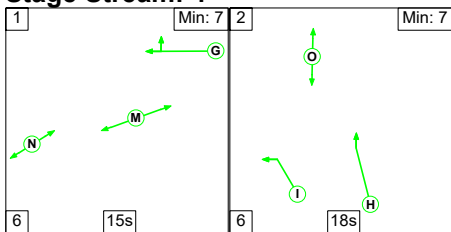
Stage Stream: 2



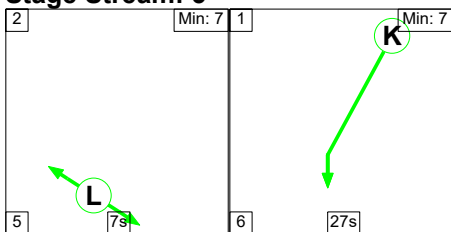
Stage Stream: 3



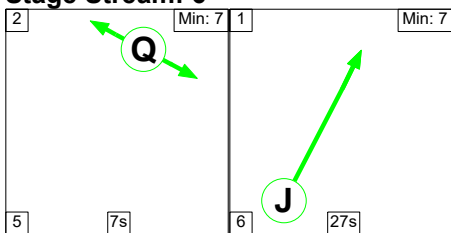
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	9
Change Point	37	23

Stage Stream: 2

Stage	1	2
Duration	20	15
Change Point	29	9

Stage Stream: 3

Stage	1	2
Duration	17	18
Change Point	9	31

Stage Stream: 4

Stage	1	2
Duration	15	18
Change Point	29	5

Stage Stream: 5

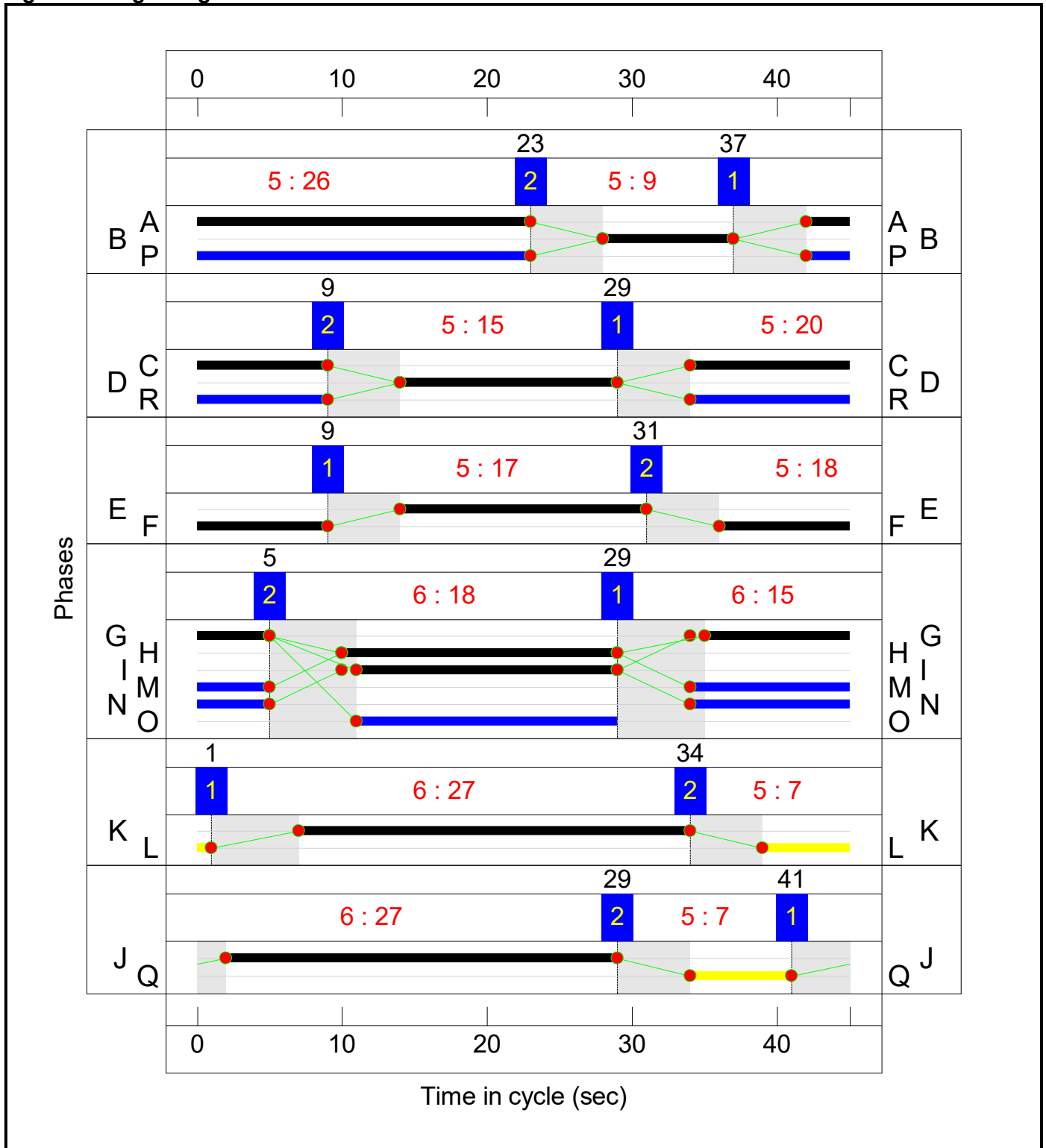
Stage	2	1
Duration	7	27
Change Point	34	1

Full Input Data And Results

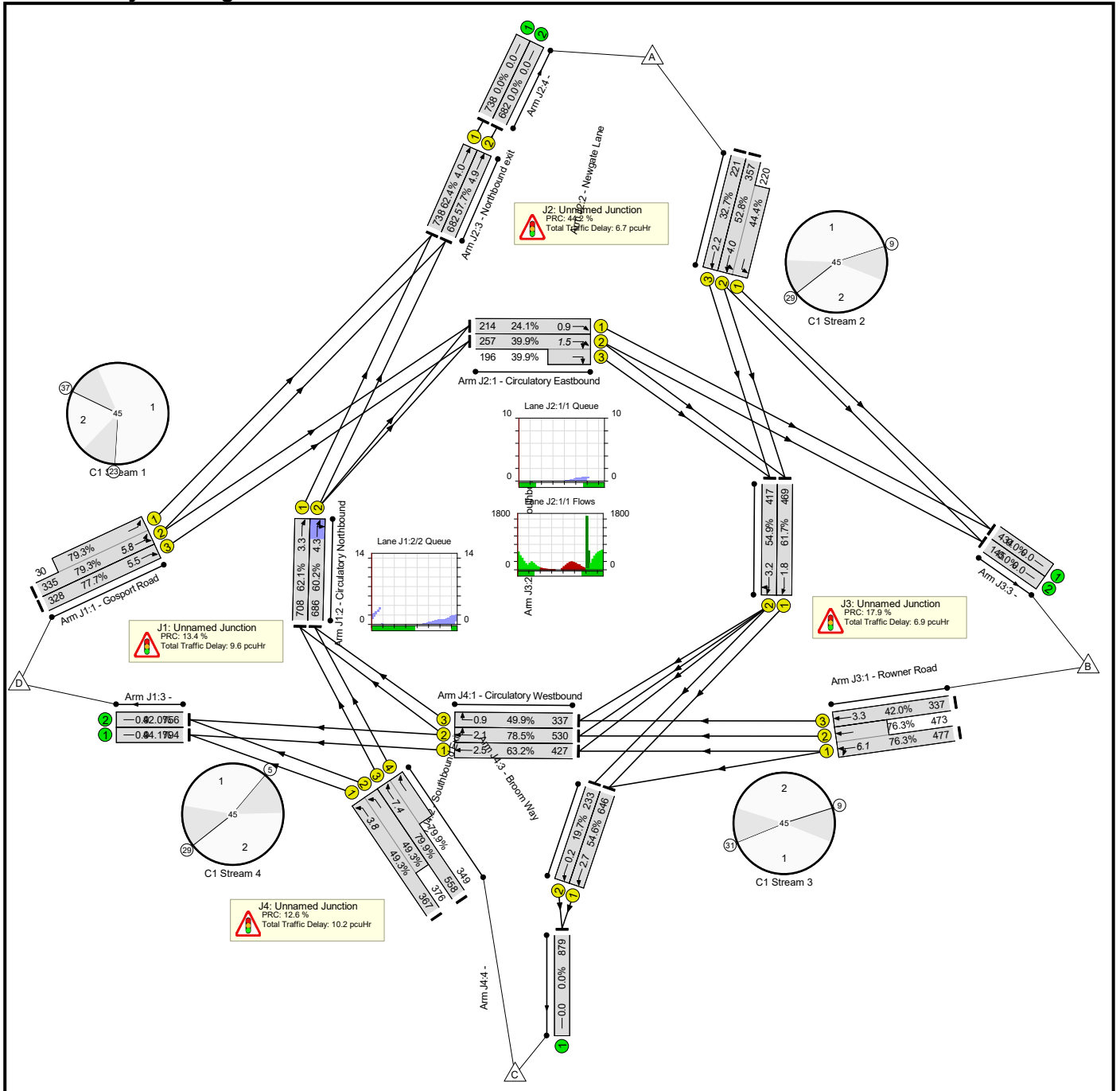
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	29	41

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	9	-	365	1900:1900	422+38	79.3 : 79.3%
1/3	Gosport Road Ahead	U	1	N/A	B		1	9	-	328	1900	422	77.7%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	26	-	708	1900	1140	62.1%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	26	-	686	1900	1140	60.2%
3/1		U	N/A	N/A	-		-	-	-	794	1800	1800	44.1%
3/2		U	N/A	N/A	-		-	-	-	756	1800	1800	42.0%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.4%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	20	-	214	1900	887	24.1%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	20	-	453	1900:1900	644+491	39.9 : 39.9%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	15	-	577	1900:1900	676+495	52.8 : 44.4%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	15	-	221	1900	676	32.7%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	738	1900	1182	62.4%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	682	1900	1182	57.7%
4/1		U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	18	-	950	1900:1900	625+620	76.3 : 76.3%
1/3	Rowner Road Ahead	U	3	N/A	F		1	18	-	337	1900	802	42.0%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	17	-	469	1900	760	61.7%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	17	-	417	1900	760	54.9%
3/1		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	15	-	427	1900	676	63.2%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	15	-	530	1900	676	78.5%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	15	-	337	1900	676	49.9%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	646	1900	1182	54.6%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	233	1900	1182	19.7%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	18	-	743	1900:1900	744+763	49.3 : 49.3%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	19	-	907	1900:1900	698+437	79.9 : 79.9%
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	20.6	12.9	0.0	33.5	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	4.6	5.0	0.0	9.6	-	-	-	-
1/2+1/1	365	365	-	-	-	1.7	1.8	-	3.5	34.6	3.9	1.8	5.8
1/3	328	328	-	-	-	1.5	1.7	-	3.2	34.9	3.8	1.7	5.5
2/1	708	708	-	-	-	0.9	0.0	-	0.9	4.7	3.3	0.0	3.3
2/2	686	686	-	-	-	0.5	0.8	-	1.3	6.6	3.6	0.8	4.3
3/1	794	794	-	-	-	0.0	0.4	-	0.4	1.8	0.5	0.4	0.9
3/2	756	756	-	-	-	0.0	0.4	-	0.4	1.7	0.5	0.4	0.9
J2: Unnamed Junction	-	-	0	0	0	4.0	2.7	0.0	6.7	-	-	-	-
1/1	214	214	-	-	-	0.1	0.2	-	0.3	5.0	0.7	0.2	0.9
1/2+1/3	453	453	-	-	-	0.2	0.3	-	0.5	4.3	1.2	0.3	1.5
2/2+2/1	577	577	-	-	-	1.8	0.5	-	2.3	14.2	3.5	0.5	4.0
2/3	221	221	-	-	-	0.6	0.2	-	0.9	14.5	2.0	0.2	2.2
3/1	738	738	-	-	-	0.7	0.8	-	1.5	7.4	3.2	0.8	4.0
3/2	682	682	-	-	-	0.5	0.7	-	1.2	6.4	4.2	0.7	4.9
4/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	5.0	2.0	0.0	6.9	-	-	-	-
1/1+1/2	950	950	-	-	-	2.6	1.6	-	4.2	16.1	4.5	1.6	6.1
1/3	337	337	-	-	-	0.9	0.4	-	1.2	13.0	2.9	0.4	3.3
2/1	469	469	-	-	-	0.6	0.0	-	0.6	4.6	1.8	0.0	1.8
2/2	417	417	-	-	-	0.9	0.0	-	0.9	7.5	3.2	0.0	3.2
3/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

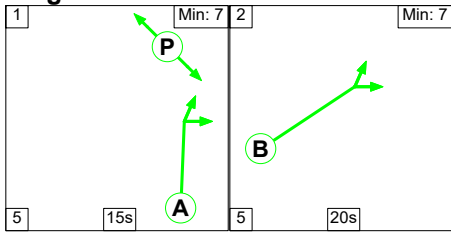
3/2	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																	
J4: Unnamed Junction	-	-	0	0	0	7.0	3.2	0.0	10.2	-	-	-	-																																																	
1/1	427	427	-	-	-	0.9	0.0	-	0.9	7.4	2.5	0.0	2.5																																																	
1/2	530	530	-	-	-	1.0	0.0	-	1.0	6.6	2.1	0.0	2.1																																																	
1/3	337	337	-	-	-	0.5	0.0	-	0.5	5.4	0.9	0.0	0.9																																																	
2/1	646	646	-	-	-	0.4	0.6	-	1.0	5.4	2.1	0.6	2.7																																																	
2/2	233	233	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.2																																																	
3/1+3/2	743	743	-	-	-	1.9	0.5	-	2.4	11.7	3.3	0.5	3.8																																																	
3/3+3/4	907	907	-	-	-	2.4	2.0	-	4.3	17.1	5.5	2.0	7.4																																																	
4/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																	
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Full Input Data And Results

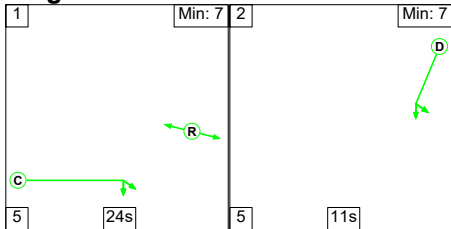
Scenario 4: '4' (FG4: '2028 PM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

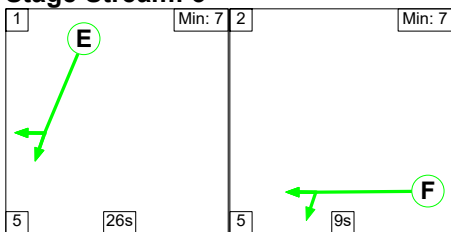
Stage Stream: 1



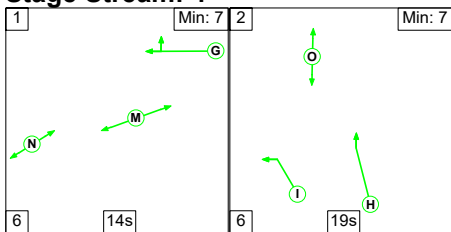
Stage Stream: 2



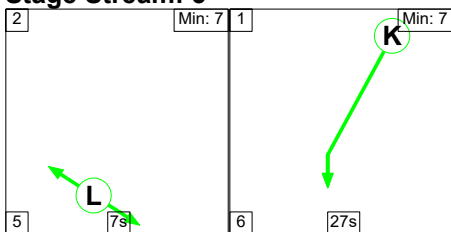
Stage Stream: 3



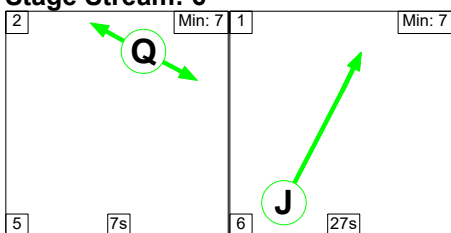
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	20
Change Point	7	27

Stage Stream: 2

Stage	1	2
Duration	24	11
Change Point	32	16

Stage Stream: 3

Stage	1	2
Duration	26	9
Change Point	4	35

Stage Stream: 4

Stage	1	2
Duration	14	19
Change Point	32	7

Stage Stream: 5

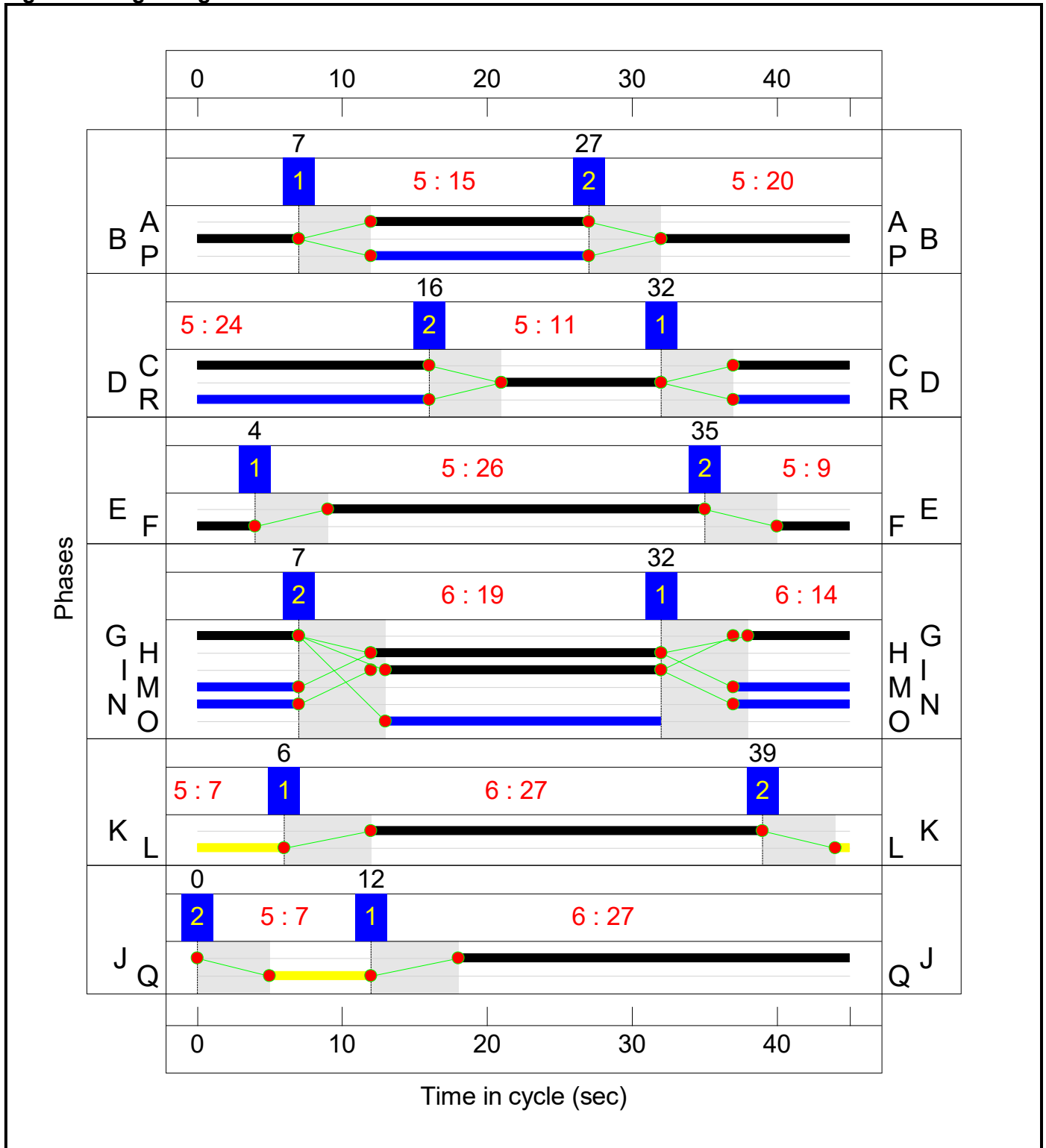
Stage	2	1
Duration	7	27
Change Point	39	6

Full Input Data And Results

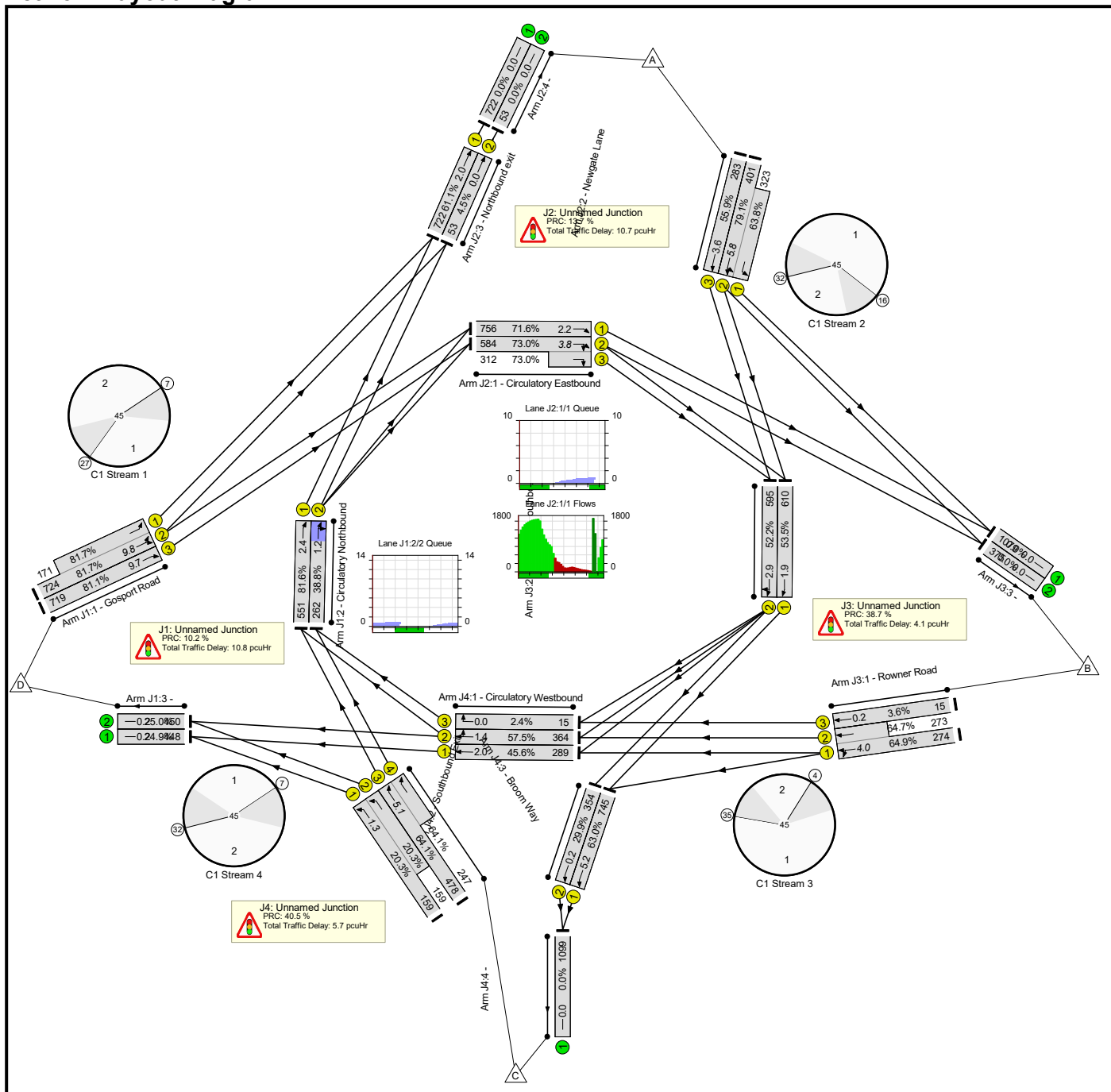
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	0	12

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.7%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	20	-	895	1900:1900	887+209	81.7 : 81.7%
1/3	Gosport Road Ahead	U	1	N/A	B		1	20	-	719	1900	887	81.1%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	15	-	551	1900	676	81.6%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	15	-	262	1900	676	38.8%
3/1		U	N/A	N/A	-		-	-	-	448	1800	1800	24.9%
3/2		U	N/A	N/A	-		-	-	-	450	1800	1800	25.0%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.1%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	24	-	756	1900	1056	71.6%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	24	-	896	1900:1900	800+427	73.0 : 73.0%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	11	-	724	1900:1900	507+507	79.1 : 63.8%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	11	-	283	1900	507	55.9%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	722	1900	1182	61.1%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	53	1900	1182	4.5%
4/1		U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	53	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.9%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	9	-	547	1900:1900	422+422	64.9 : 64.7%
1/3	Rowner Road Ahead	U	3	N/A	F		1	9	-	15	1900	422	3.6%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	26	-	610	1900	1140	53.5%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	26	-	595	1900	1140	52.2%
3/1		U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.1%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	14	-	289	1900	633	45.6%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	14	-	364	1900	633	57.5%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	14	-	15	1900	633	2.4%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	745	1900	1182	63.0%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	354	1900	1182	29.9%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	19	-	318	1900:1900	783+783	20.3 : 20.3%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	20	-	725	1900:1900	746+386	64.1 : 64.1%
4/1		U	N/A	N/A	-		-	-	-	1099	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	18.0	13.2	0.0	31.2	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	5.9	4.9	0.0	10.8	-	-	-	-
1/2+1/1	895	895	-	-	-	2.4	2.2	-	4.6	18.5	7.6	2.2	9.8
1/3	719	719	-	-	-	2.1	2.1	-	4.1	20.8	7.6	2.1	9.7
2/1	551	551	-	-	-	1.0	0.0	-	1.0	6.5	2.4	0.0	2.4
2/2	262	262	-	-	-	0.4	0.3	-	0.7	10.2	0.9	0.3	1.2
3/1	448	448	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	450	450	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J2: Unnamed Junction	-	-	0	0	0	5.4	5.3	0.0	10.7	-	-	-	-
1/1	756	756	-	-	-	0.3	1.3	-	1.5	7.3	0.9	1.3	2.2
1/2+1/3	896	896	-	-	-	0.7	1.3	-	2.1	8.3	2.4	1.3	3.8
2/2+2/1	724	724	-	-	-	3.0	1.2	-	4.3	21.2	4.6	1.2	5.8
2/3	283	283	-	-	-	1.1	0.6	-	1.7	22.2	3.0	0.6	3.6
3/1	722	722	-	-	-	0.2	0.8	-	1.0	5.1	1.2	0.8	2.0
3/2	53	53	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
4/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	53	53	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	3.1	0.9	0.0	4.1	-	-	-	-
1/1+1/2	547	547	-	-	-	2.4	0.9	-	3.3	21.9	3.0	0.9	4.0
1/3	15	15	-	-	-	0.1	0.0	-	0.1	18.4	0.1	0.0	0.2
2/1	610	610	-	-	-	0.3	0.0	-	0.3	1.9	1.9	0.0	1.9
2/2	595	595	-	-	-	0.3	0.0	-	0.3	2.1	2.9	0.0	2.9
3/1	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

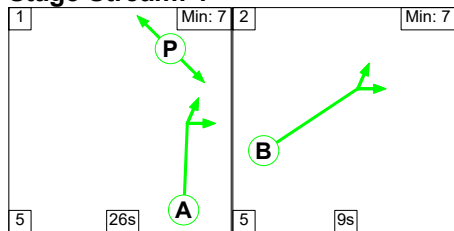
3/2	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																	
J4: Unnamed Junction	-	-	0	0	0	3.6	2.1	0.0	5.7	-	-	-	-																																																	
1/1	289	289	-	-	-	0.4	0.0	-	0.4	4.5	2.0	0.0	2.0																																																	
1/2	364	364	-	-	-	0.3	0.0	-	0.3	3.4	1.4	0.0	1.4																																																	
1/3	15	15	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0																																																	
2/1	745	745	-	-	-	0.6	0.8	-	1.4	6.9	4.3	0.8	5.2																																																	
2/2	354	354	-	-	-	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2																																																	
3/1+3/2	318	318	-	-	-	0.7	0.1	-	0.8	9.0	1.2	0.1	1.3																																																	
3/3+3/4	725	725	-	-	-	1.6	0.9	-	2.5	12.6	4.2	0.9	5.1																																																	
4/1	1099	1099	-	-	-	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>10.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.48</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>13.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.62</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>38.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.07</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>40.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.04</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>42.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.65</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>47.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.05</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>10.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>31.24</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1 PRC for Signalled Lanes (%)	10.2	Total Delay for Signalled Lanes (pcuHr):	10.48	Cycle Time (s):	45	C1	Stream: 2 PRC for Signalled Lanes (%)	13.7	Total Delay for Signalled Lanes (pcuHr):	9.62	Cycle Time (s):	45	C1	Stream: 3 PRC for Signalled Lanes (%)	38.7	Total Delay for Signalled Lanes (pcuHr):	4.07	Cycle Time (s):	45	C1	Stream: 4 PRC for Signalled Lanes (%)	40.5	Total Delay for Signalled Lanes (pcuHr):	4.04	Cycle Time (s):	45	C1	Stream: 5 PRC for Signalled Lanes (%)	42.8	Total Delay for Signalled Lanes (pcuHr):	1.65	Cycle Time (s):	45	C1	Stream: 6 PRC for Signalled Lanes (%)	47.4	Total Delay for Signalled Lanes (pcuHr):	1.05	Cycle Time (s):	45		PRC Over All Lanes (%)	10.2	Total Delay Over All Lanes(pcuHr):	31.24		
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Full Input Data And Results

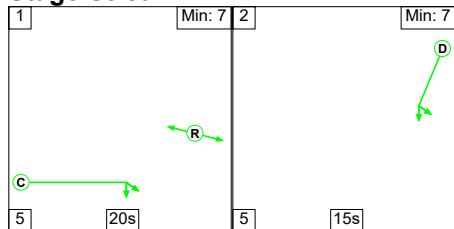
Scenario 5: '5' (FG5: '2028 AM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

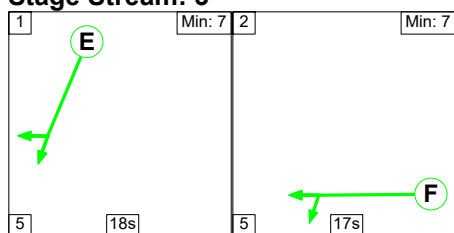
Stage Stream: 1



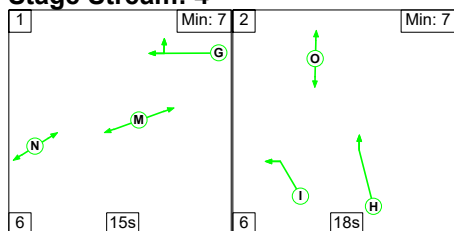
Stage Stream: 2



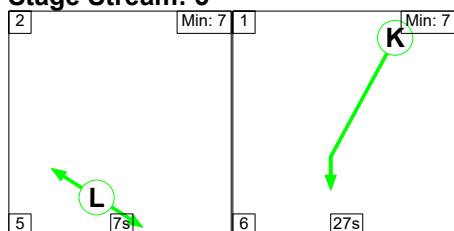
Stage Stream: 3



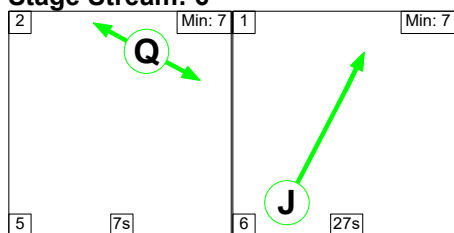
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	9
Change Point	37	23

Stage Stream: 2

Stage	1	2
Duration	20	15
Change Point	28	8

Stage Stream: 3

Stage	1	2
Duration	18	17
Change Point	8	31

Stage Stream: 4

Stage	1	2
Duration	15	18
Change Point	29	5

Stage Stream: 5

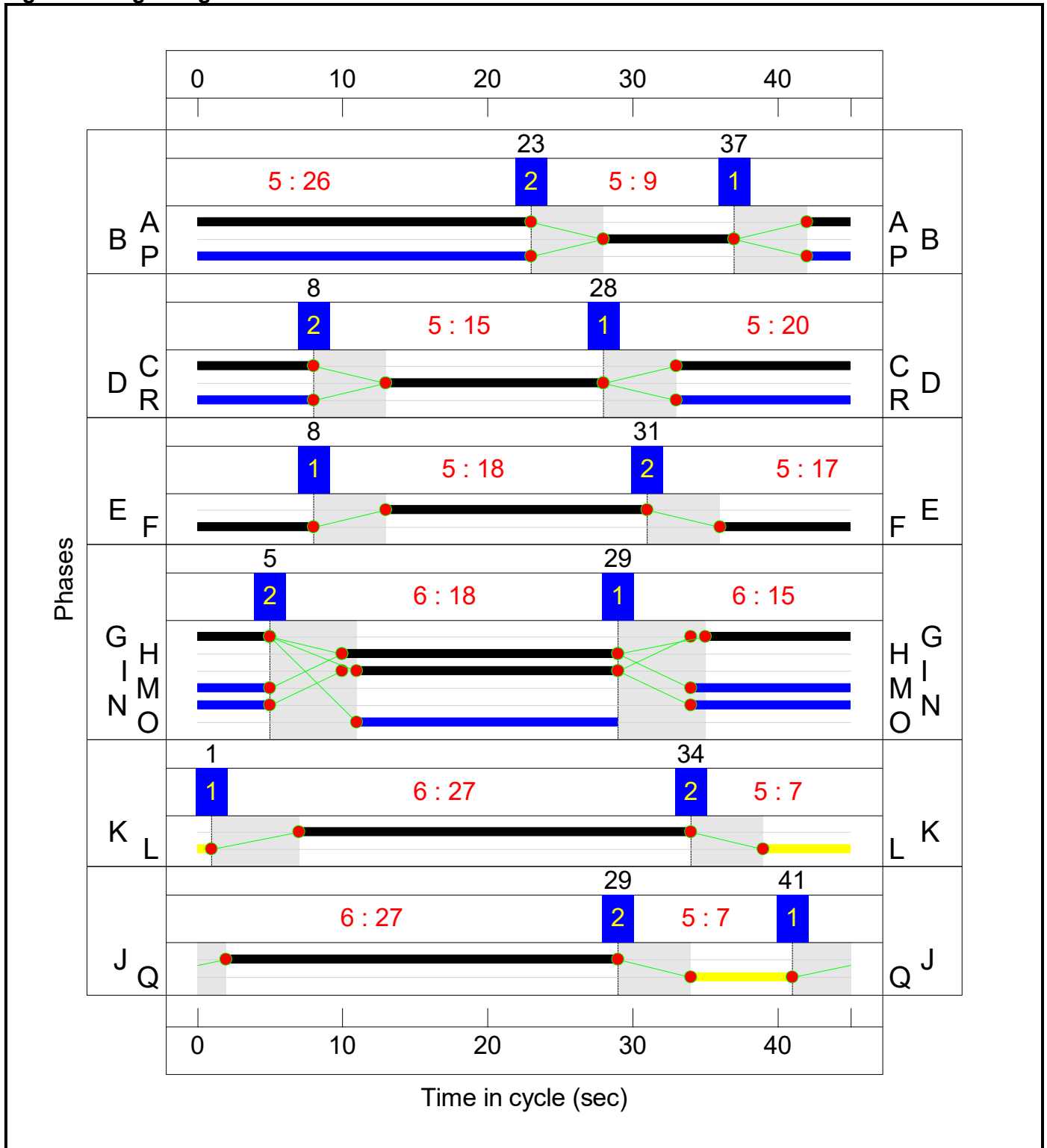
Stage	2	1
Duration	7	27
Change Point	34	1

Full Input Data And Results

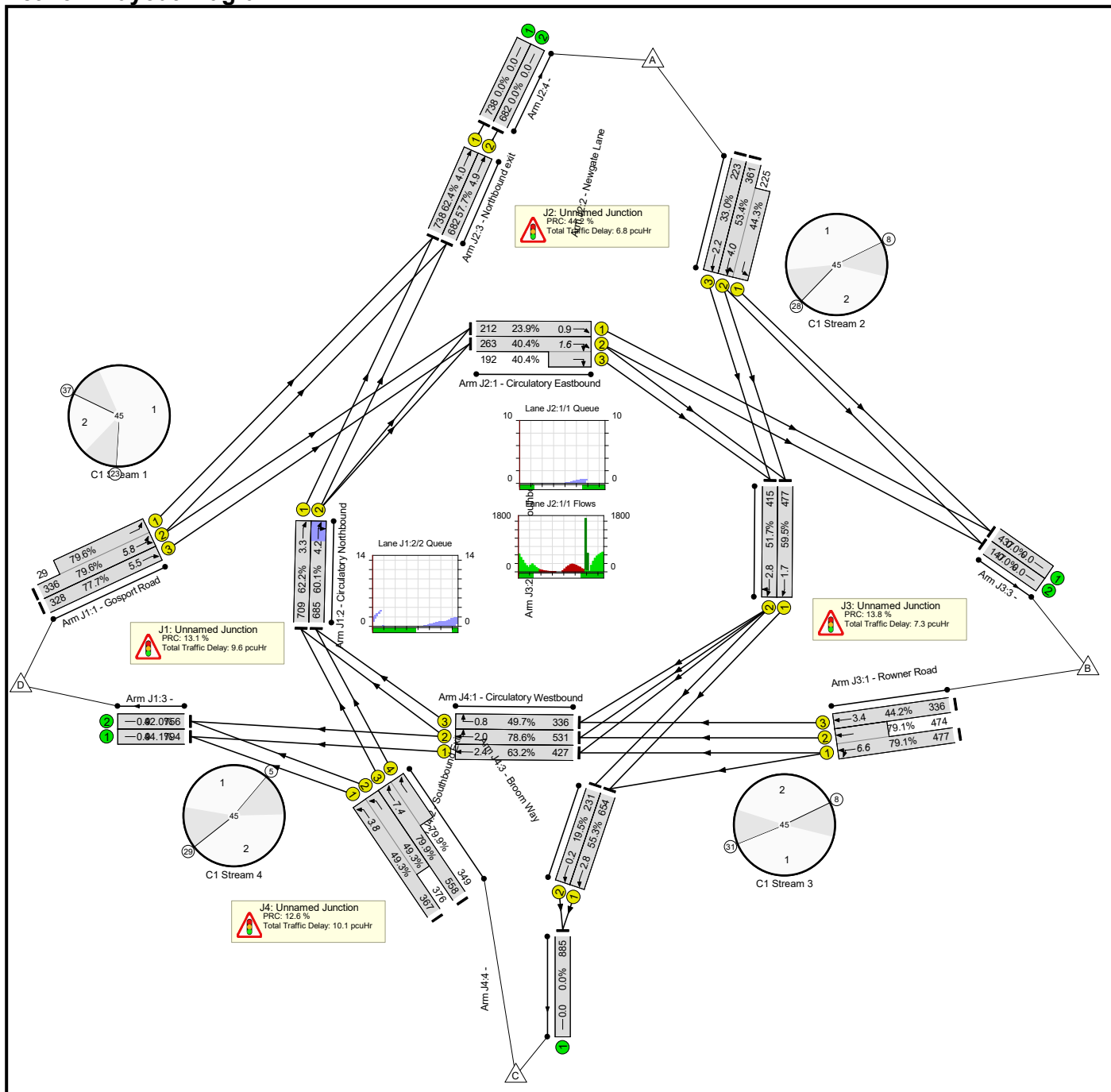
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	29	41

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.6%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	9	-	365	1900:1900	422+36	79.6 : 79.6%
1/3	Gosport Road Ahead	U	1	N/A	B		1	9	-	328	1900	422	77.7%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	26	-	709	1900	1140	62.2%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	26	-	685	1900	1140	60.1%
3/1		U	N/A	N/A	-		-	-	-	794	1800	1800	44.1%
3/2		U	N/A	N/A	-		-	-	-	756	1800	1800	42.0%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.4%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	20	-	212	1900	887	23.9%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	20	-	455	1900:1900	650+475	40.4 : 40.4%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	15	-	586	1900:1900	676+508	53.4 : 44.3%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	15	-	223	1900	676	33.0%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	738	1900	1182	62.4%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	682	1900	1182	57.7%
4/1		U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.1%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	17	-	951	1900:1900	603+600	79.1 : 79.1%
1/3	Rowner Road Ahead	U	3	N/A	F		1	17	-	336	1900	760	44.2%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	18	-	477	1900	802	59.5%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	18	-	415	1900	802	51.7%
3/1		U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	147	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	15	-	427	1900	676	63.2%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	15	-	531	1900	676	78.6%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	15	-	336	1900	676	49.7%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	654	1900	1182	55.3%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	231	1900	1182	19.5%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	18	-	743	1900:1900	744+763	49.3 : 49.3%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	19	-	907	1900:1900	698+437	79.9 : 79.9%
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	20.6	13.2	0.0	33.8	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	4.6	5.1	0.0	9.6	-	-	-	-
1/2+1/1	365	365	-	-	-	1.7	1.9	-	3.5	34.8	3.9	1.9	5.8
1/3	328	328	-	-	-	1.5	1.7	-	3.2	34.9	3.8	1.7	5.5
2/1	709	709	-	-	-	0.9	0.0	-	0.9	4.7	3.3	0.0	3.3
2/2	685	685	-	-	-	0.5	0.8	-	1.2	6.5	3.5	0.8	4.2
3/1	794	794	-	-	-	0.0	0.4	-	0.4	1.8	0.5	0.4	0.9
3/2	756	756	-	-	-	0.0	0.4	-	0.4	1.7	0.5	0.4	0.9
J2: Unnamed Junction	-	-	0	0	0	4.0	2.7	0.0	6.8	-	-	-	-
1/1	212	212	-	-	-	0.1	0.2	-	0.3	4.9	0.7	0.2	0.9
1/2+1/3	455	455	-	-	-	0.2	0.3	-	0.6	4.4	1.2	0.3	1.6
2/2+2/1	586	586	-	-	-	1.8	0.5	-	2.3	14.2	3.5	0.5	4.0
2/3	223	223	-	-	-	0.7	0.2	-	0.9	14.6	2.0	0.2	2.2
3/1	738	738	-	-	-	0.7	0.8	-	1.5	7.4	3.2	0.8	4.0
3/2	682	682	-	-	-	0.5	0.7	-	1.2	6.4	4.3	0.7	4.9
4/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	5.0	2.3	0.0	7.3	-	-	-	-
1/1+1/2	951	951	-	-	-	2.9	1.9	-	4.7	17.8	4.8	1.9	6.6
1/3	336	336	-	-	-	0.9	0.4	-	1.3	14.1	3.0	0.4	3.4
2/1	477	477	-	-	-	0.5	0.0	-	0.5	3.9	1.7	0.0	1.7
2/2	415	415	-	-	-	0.8	0.0	-	0.8	6.5	2.8	0.0	2.8
3/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

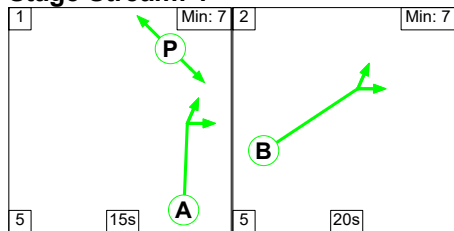
3/2	147	147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																	
J4: Unnamed Junction	-	-	0	0	0	6.9	3.2	0.0	10.1	-	-	-	-																																																	
1/1	427	427	-	-	-	0.9	0.0	-	0.9	7.3	2.4	0.0	2.4																																																	
1/2	531	531	-	-	-	0.9	0.0	-	0.9	6.3	2.0	0.0	2.0																																																	
1/3	336	336	-	-	-	0.5	0.0	-	0.5	5.0	0.8	0.0	0.8																																																	
2/1	654	654	-	-	-	0.4	0.6	-	1.0	5.5	2.2	0.6	2.8																																																	
2/2	231	231	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.2																																																	
3/1+3/2	743	743	-	-	-	1.9	0.5	-	2.4	11.7	3.3	0.5	3.8																																																	
3/3+3/4	907	907	-	-	-	2.4	2.0	-	4.3	17.1	5.5	2.0	7.4																																																	
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 PRC for Signalled Lanes (%)</td> <td>13.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.87</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>68.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.05</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>13.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.30</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>12.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.99</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>62.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.12</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>44.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.73</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>12.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>33.82</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1 PRC for Signalled Lanes (%)	13.1	Total Delay for Signalled Lanes (pcuHr):	8.87	Cycle Time (s):	45	C1	Stream: 2 PRC for Signalled Lanes (%)	68.4	Total Delay for Signalled Lanes (pcuHr):	4.05	Cycle Time (s):	45	C1	Stream: 3 PRC for Signalled Lanes (%)	13.8	Total Delay for Signalled Lanes (pcuHr):	7.30	Cycle Time (s):	45	C1	Stream: 4 PRC for Signalled Lanes (%)	12.6	Total Delay for Signalled Lanes (pcuHr):	8.99	Cycle Time (s):	45	C1	Stream: 5 PRC for Signalled Lanes (%)	62.7	Total Delay for Signalled Lanes (pcuHr):	1.12	Cycle Time (s):	45	C1	Stream: 6 PRC for Signalled Lanes (%)	44.2	Total Delay for Signalled Lanes (pcuHr):	2.73	Cycle Time (s):	45		PRC Over All Lanes (%)	12.6	Total Delay Over All Lanes(pcuHr):	33.82		
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Full Input Data And Results

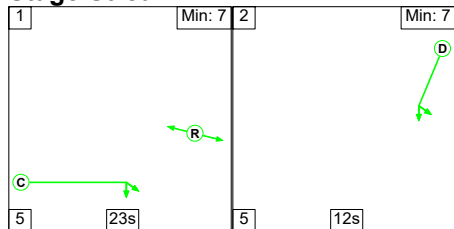
Scenario 6: '6' (FG6: '2028 PM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

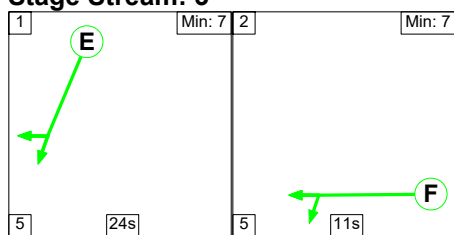
Stage Stream: 1



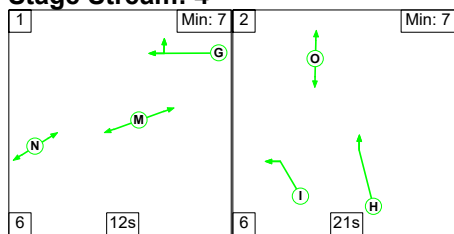
Stage Stream: 2



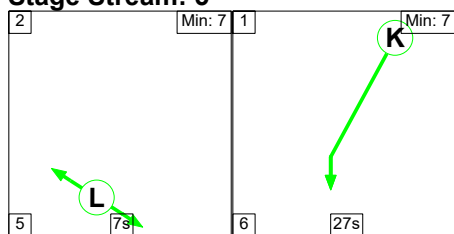
Stage Stream: 3



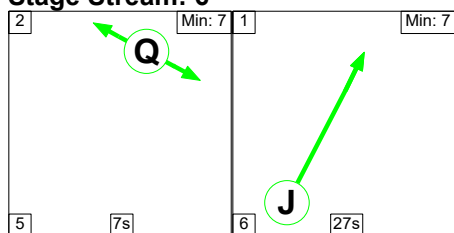
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	20
Change Point	7	27

Stage Stream: 2

Stage	1	2
Duration	23	12
Change Point	32	15

Stage Stream: 3

Stage	1	2
Duration	24	11
Change Point	6	35

Stage Stream: 4

Stage	1	2
Duration	12	21
Change Point	35	8

Stage Stream: 5

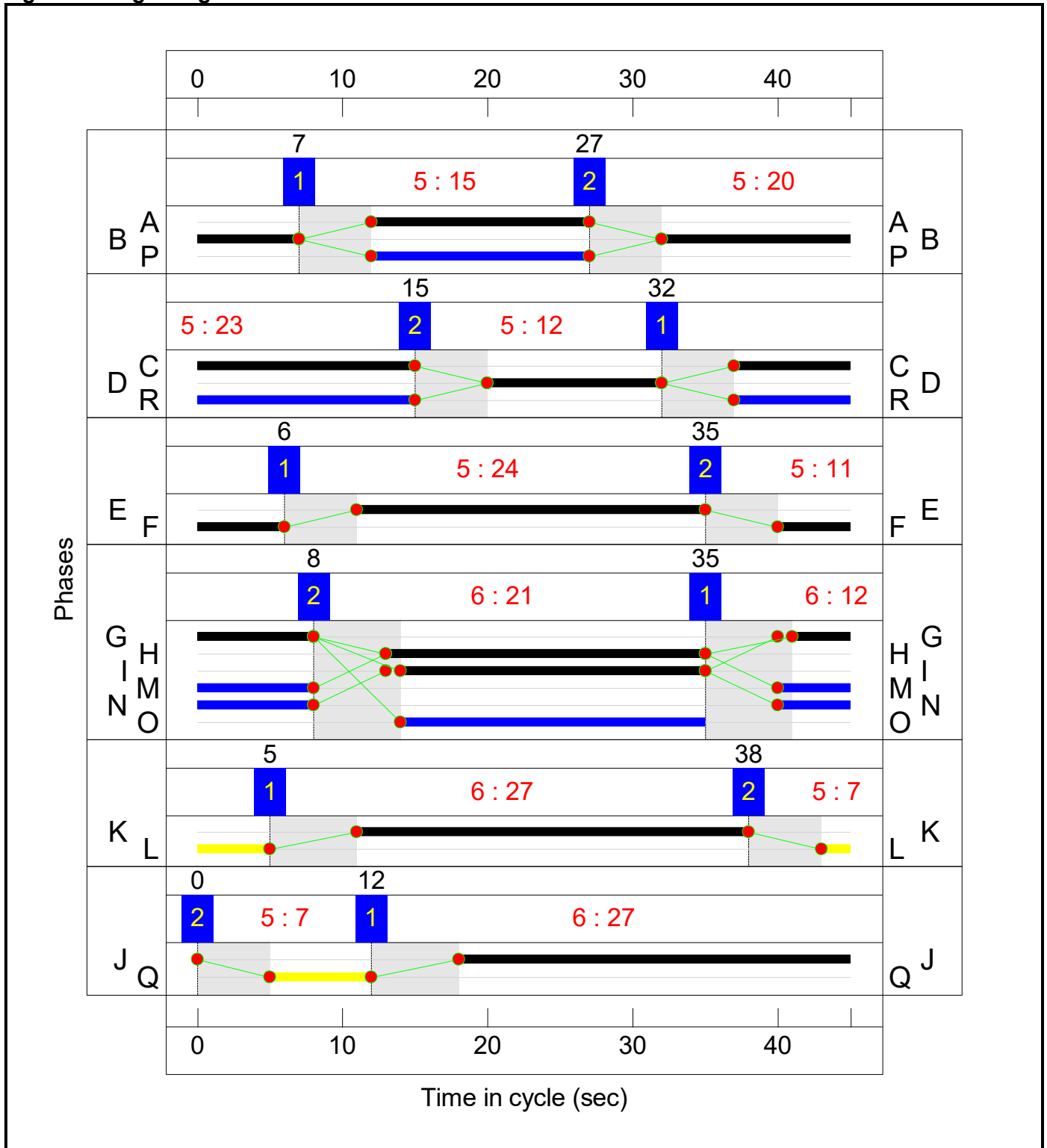
Stage	2	1
Duration	7	27
Change Point	38	5

Full Input Data And Results

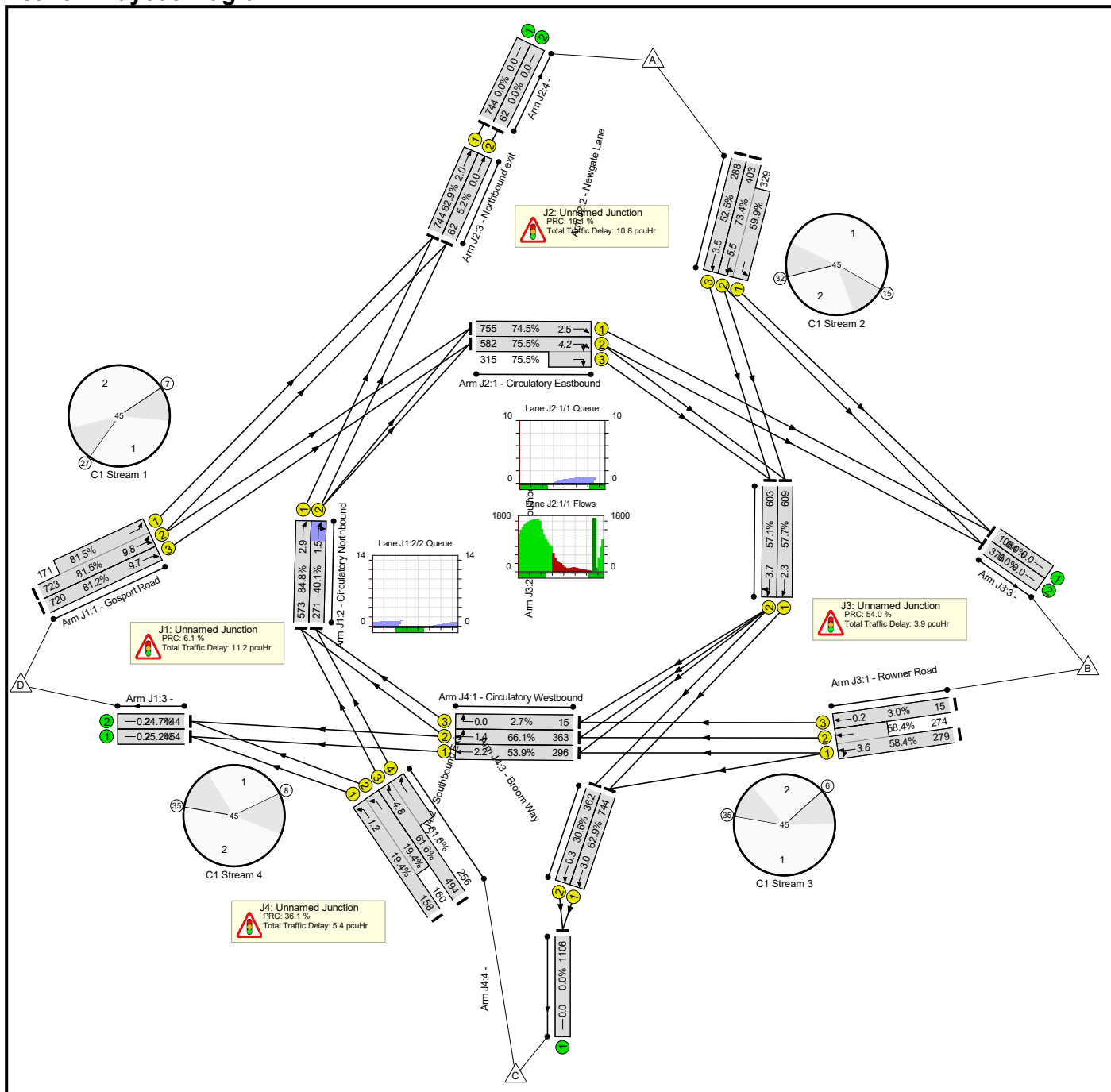
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	0	12

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.8%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	20	-	894	1900:1900	887+210	81.5 : 81.5%
1/3	Gosport Road Ahead	U	1	N/A	B		1	20	-	720	1900	887	81.2%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	15	-	573	1900	676	84.8%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	15	-	271	1900	676	40.1%
3/1		U	N/A	N/A	-		-	-	-	454	1800	1800	25.2%
3/2		U	N/A	N/A	-		-	-	-	444	1800	1800	24.7%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.5%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	23	-	755	1900	1013	74.5%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	23	-	897	1900:1900	770+417	75.5 : 75.5%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	12	-	732	1900:1900	549+549	73.4 : 59.9%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	12	-	288	1900	549	52.5%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	744	1900	1182	62.9%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	62	1900	1182	5.2%
4/1		U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	58.4%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	11	-	553	1900:1900	478+469	58.4 : 58.4%
1/3	Rowner Road Ahead	U	3	N/A	F		1	11	-	15	1900	507	3.0%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	24	-	609	1900	1056	57.7%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	24	-	603	1900	1056	57.1%
3/1		U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	66.1%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	12	-	296	1900	549	53.9%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	12	-	363	1900	549	66.1%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	12	-	15	1900	549	2.7%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	744	1900	1182	62.9%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	362	1900	1182	30.6%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	21	-	318	1900:1900	816+826	19.4 : 19.4%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	22	-	750	1900:1900	801+415	61.6 : 61.6%
4/1		U	N/A	N/A	-		-	-	-	1106	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	18.3	13.0	0.0	31.3	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	6.3	4.9	0.0	11.2	-	-	-	-
1/2+1/1	894	894	-	-	-	2.4	2.2	-	4.6	18.4	7.6	2.2	9.8
1/3	720	720	-	-	-	2.1	2.1	-	4.2	20.8	7.6	2.1	9.7
2/1	573	573	-	-	-	1.3	0.0	-	1.3	7.9	2.9	0.0	2.9
2/2	271	271	-	-	-	0.5	0.3	-	0.9	11.5	1.1	0.3	1.5
3/1	454	454	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	444	444	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J2: Unnamed Junction	-	-	0	0	0	5.4	5.4	0.0	10.8	-	-	-	-
1/1	755	755	-	-	-	0.4	1.4	-	1.8	8.7	1.1	1.4	2.5
1/2+1/3	897	897	-	-	-	0.8	1.5	-	2.4	9.5	2.7	1.5	4.2
2/2+2/1	732	732	-	-	-	2.9	1.0	-	3.9	19.0	4.5	1.0	5.5
2/3	288	288	-	-	-	1.1	0.5	-	1.6	20.3	3.0	0.5	3.5
3/1	744	744	-	-	-	0.2	0.8	-	1.1	5.3	1.2	0.8	2.0
3/2	62	62	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
4/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	3.2	0.7	0.0	3.9	-	-	-	-
1/1+1/2	553	553	-	-	-	2.2	0.7	-	2.9	18.7	2.9	0.7	3.6
1/3	15	15	-	-	-	0.1	0.0	-	0.1	16.1	0.1	0.0	0.2
2/1	609	609	-	-	-	0.4	0.0	-	0.4	2.4	2.3	0.0	2.3
2/2	603	603	-	-	-	0.5	0.0	-	0.5	3.2	3.7	0.0	3.7
3/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

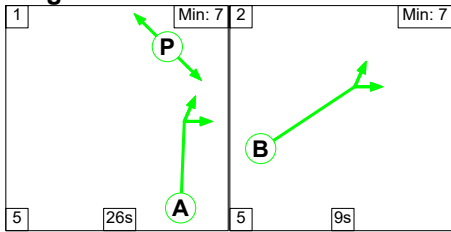
3/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																	
J4: Unnamed Junction	-	-	0	0	0	3.5	2.0	0.0	5.4	-	-	-	-																																																	
1/1	296	296	-	-	-	0.5	0.0	-	0.5	6.5	2.2	0.0	2.2																																																	
1/2	363	363	-	-	-	0.4	0.0	-	0.4	4.4	1.4	0.0	1.4																																																	
1/3	15	15	-	-	-	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0																																																	
2/1	744	744	-	-	-	0.4	0.8	-	1.3	6.2	2.2	0.8	3.0																																																	
2/2	362	362	-	-	-	0.0	0.2	-	0.2	2.4	0.1	0.2	0.3																																																	
3/1+3/2	318	318	-	-	-	0.6	0.1	-	0.7	7.8	1.1	0.1	1.2																																																	
3/3+3/4	750	750	-	-	-	1.4	0.8	-	2.2	10.8	4.0	0.8	4.8																																																	
4/1	1106	1106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																	
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Full Input Data And Results

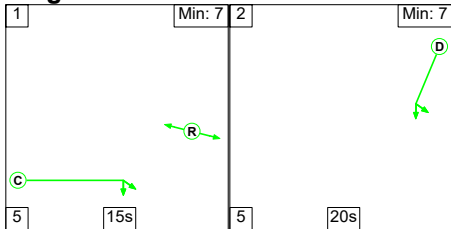
Scenario 7: '7' (FG7: '2028 AM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

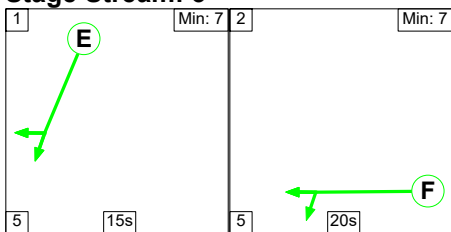
Stage Stream: 1



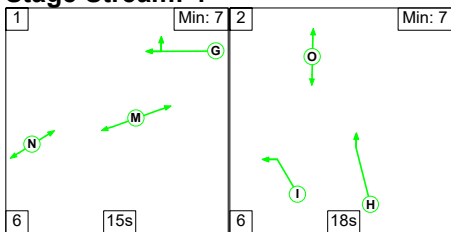
Stage Stream: 2



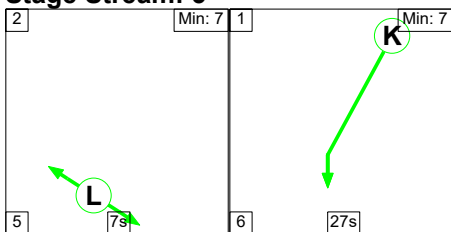
Stage Stream: 3



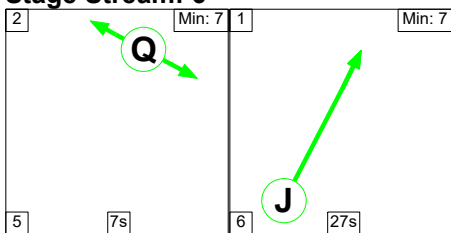
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	9
Change Point	37	23

Stage Stream: 2

Stage	1	2
Duration	15	20
Change Point	37	12

Stage Stream: 3

Stage	1	2
Duration	15	20
Change Point	12	32

Stage Stream: 4

Stage	1	2
Duration	15	18
Change Point	30	6

Stage Stream: 5

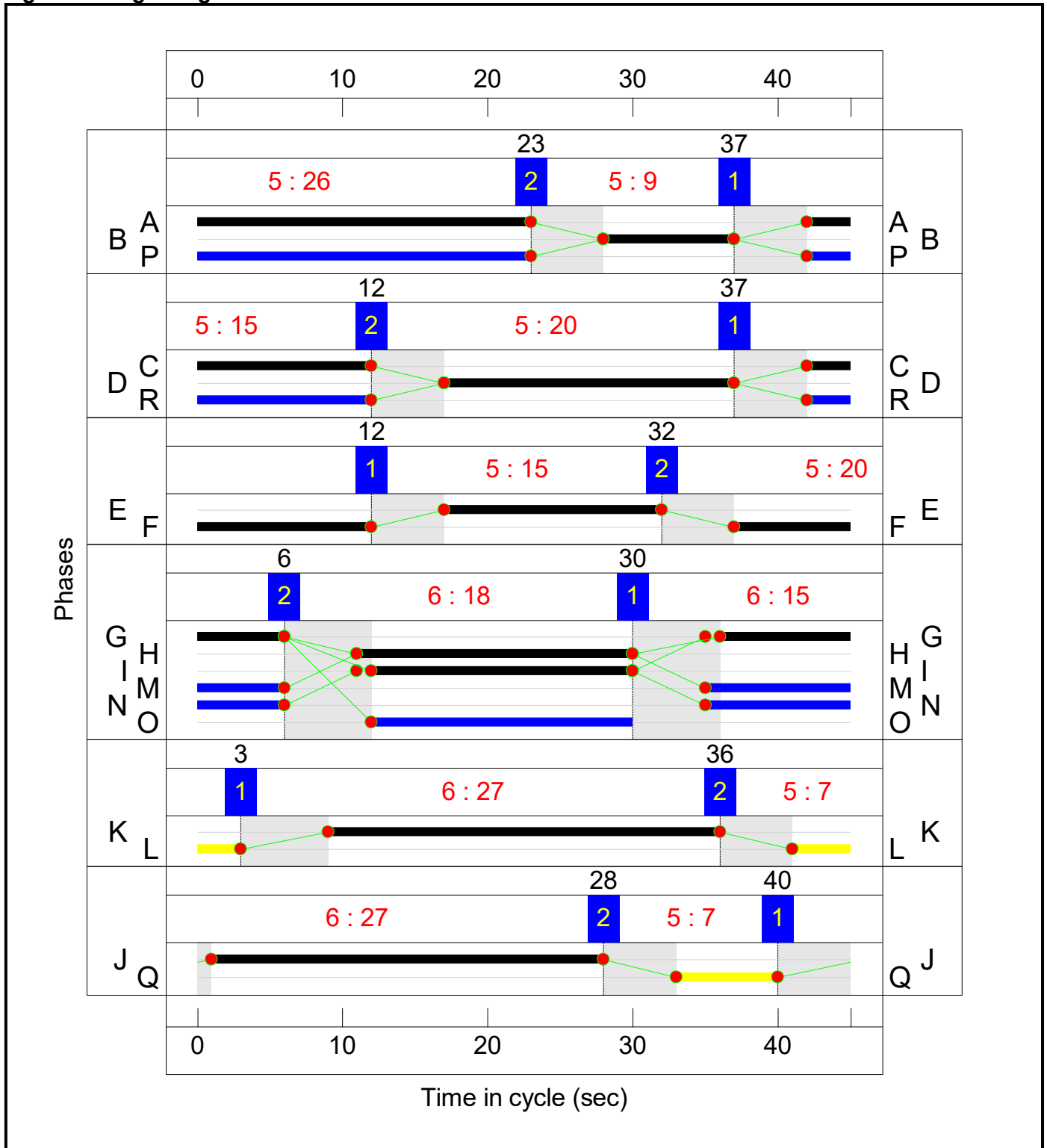
Stage	2	1
Duration	7	27
Change Point	36	3

Full Input Data And Results

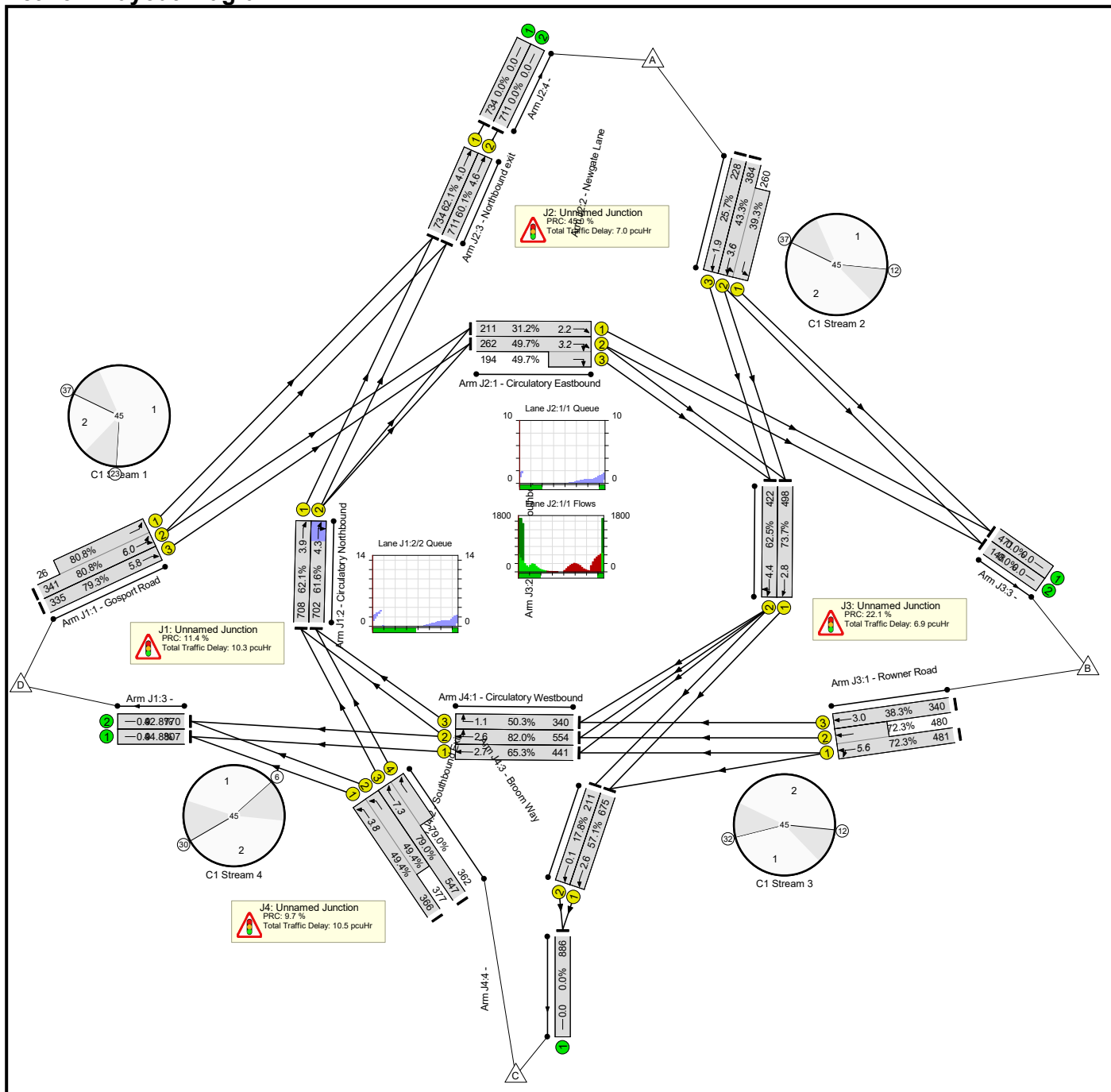
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	28	40

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.8%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	9	-	367	1900:1900	422+32	80.8 : 80.8%
1/3	Gosport Road Ahead	U	1	N/A	B		1	9	-	335	1900	422	79.3%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	26	-	708	1900	1140	62.1%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	26	-	702	1900	1140	61.6%
3/1		U	N/A	N/A	-		-	-	-	807	1800	1800	44.8%
3/2		U	N/A	N/A	-		-	-	-	770	1800	1800	42.8%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.1%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	15	-	211	1900	676	31.2%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	15	-	456	1900:1900	527+390	49.7 : 49.7%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	20	-	644	1900:1900	887+662	43.3 : 39.3%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	20	-	228	1900	887	25.7%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	734	1900	1182	62.1%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	711	1900	1182	60.1%
4/1		U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	73.7%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	20	-	961	1900:1900	666+664	72.3 : 72.3%
1/3	Rowner Road Ahead	U	3	N/A	F		1	20	-	340	1900	887	38.3%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	15	-	498	1900	676	73.7%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	15	-	422	1900	676	62.5%
3/1		U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.0%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	15	-	441	1900	676	65.3%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	15	-	554	1900	676	82.0%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	15	-	340	1900	676	50.3%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	675	1900	1182	57.1%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	211	1900	1182	17.8%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	18	-	743	1900:1900	741+763	49.4 : 49.4%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	19	-	909	1900:1900	692+458	79.0 : 79.0%
4/1		U	N/A	N/A	-		-	-	-	886	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	21.7	13.0	0.0	34.7	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	4.8	5.4	0.0	10.3	-	-	-	-
1/2+1/1	367	367	-	-	-	1.7	2.0	-	3.7	36.1	4.0	2.0	6.0
1/3	335	335	-	-	-	1.5	1.8	-	3.4	36.3	3.9	1.8	5.8
2/1	708	708	-	-	-	1.1	0.0	-	1.1	5.5	3.9	0.0	3.9
2/2	702	702	-	-	-	0.5	0.8	-	1.3	6.9	3.5	0.8	4.3
3/1	807	807	-	-	-	0.0	0.4	-	0.4	1.8	0.5	0.4	0.9
3/2	770	770	-	-	-	0.0	0.4	-	0.4	1.7	0.5	0.4	0.9
J2: Unnamed Junction	-	-	0	0	0	4.2	2.8	0.0	7.0	-	-	-	-
1/1	211	211	-	-	-	0.3	0.2	-	0.6	9.4	2.0	0.2	2.2
1/2+1/3	456	456	-	-	-	0.6	0.5	-	1.1	8.4	2.7	0.5	3.2
2/2+2/1	644	644	-	-	-	1.4	0.4	-	1.7	9.8	3.2	0.4	3.6
2/3	228	228	-	-	-	0.5	0.2	-	0.6	10.0	1.7	0.2	1.9
3/1	734	734	-	-	-	0.8	0.8	-	1.6	8.0	3.2	0.8	4.0
3/2	711	711	-	-	-	0.6	0.8	-	1.4	6.9	3.8	0.8	4.6
4/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	5.3	1.6	0.0	6.9	-	-	-	-
1/1+1/2	961	961	-	-	-	2.3	1.3	-	3.6	13.4	4.3	1.3	5.6
1/3	340	340	-	-	-	0.7	0.3	-	1.0	11.1	2.7	0.3	3.0
2/1	498	498	-	-	-	1.1	0.0	-	1.1	7.8	2.8	0.0	2.8
2/2	422	422	-	-	-	1.2	0.0	-	1.2	10.5	4.4	0.0	4.4
3/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

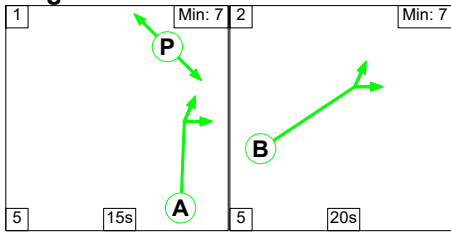
3/2	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	7.3	3.1	0.0	10.5	-	-	-	-																																																								
1/1	441	441	-	-	-	1.0	0.0	-	1.0	7.8	2.7	0.0	2.7																																																								
1/2	554	554	-	-	-	1.1	0.0	-	1.1	7.3	2.6	0.0	2.6																																																								
1/3	340	340	-	-	-	0.6	0.0	-	0.6	6.3	1.1	0.0	1.1																																																								
2/1	675	675	-	-	-	0.4	0.7	-	1.0	5.6	2.0	0.7	2.6																																																								
2/2	211	211	-	-	-	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1																																																								
3/1+3/2	743	743	-	-	-	1.9	0.5	-	2.4	11.7	3.4	0.5	3.8																																																								
3/3+3/4	909	909	-	-	-	2.3	1.9	-	4.2	16.6	5.5	1.9	7.3																																																								
4/1	886	886	-	-	-	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>11.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.50</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>81.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.99</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>22.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.93</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>9.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.30</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>57.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.16</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>45.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.00</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>9.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>34.66</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	11.4	Total Delay for Signalled Lanes (pcuHr):	9.50	Cycle Time (s):	45	C1	Stream: 2	PRC for Signalled Lanes (%)	81.0	Total Delay for Signalled Lanes (pcuHr):	3.99	Cycle Time (s):	45	C1	Stream: 3	PRC for Signalled Lanes (%)	22.1	Total Delay for Signalled Lanes (pcuHr):	6.93	Cycle Time (s):	45	C1	Stream: 4	PRC for Signalled Lanes (%)	9.7	Total Delay for Signalled Lanes (pcuHr):	9.30	Cycle Time (s):	45	C1	Stream: 5	PRC for Signalled Lanes (%)	57.6	Total Delay for Signalled Lanes (pcuHr):	1.16	Cycle Time (s):	45	C1	Stream: 6	PRC for Signalled Lanes (%)	45.0	Total Delay for Signalled Lanes (pcuHr):	3.00	Cycle Time (s):	45			PRC Over All Lanes (%)	9.7	Total Delay Over All Lanes(pcuHr):	34.66		
C1	Stream: 1	PRC for Signalled Lanes (%)	11.4	Total Delay for Signalled Lanes (pcuHr):	9.50	Cycle Time (s):	45																																																														
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C1	Stream: 3	PRC for Signalled Lanes (%)	22.1	Total Delay for Signalled Lanes (pcuHr):	6.93	Cycle Time (s):	45																																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	9.7	Total Delay for Signalled Lanes (pcuHr):	9.30	Cycle Time (s):	45																																																														
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Full Input Data And Results

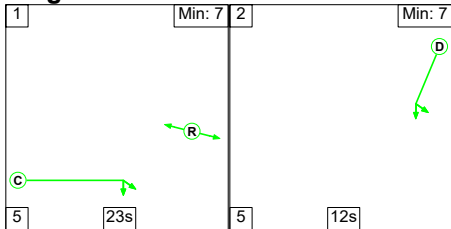
Scenario 8: '8' (FG8: '2028 PM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

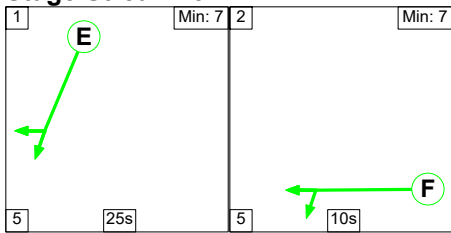
Stage Stream: 1



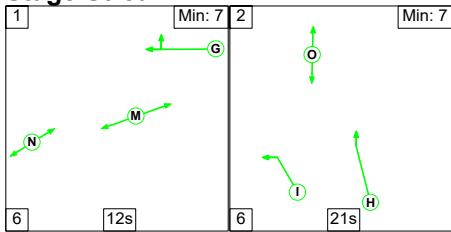
Stage Stream: 2



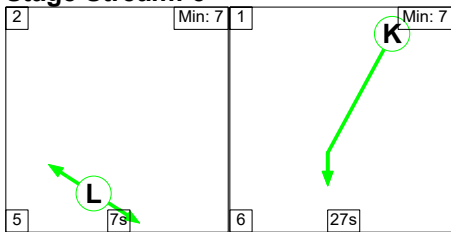
Stage Stream: 3



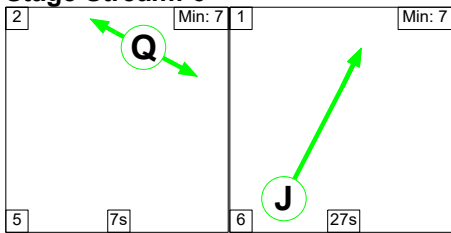
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	20
Change Point	7	27

Stage Stream: 2

Stage	1	2
Duration	23	12
Change Point	33	16

Stage Stream: 3

Stage	1	2
Duration	25	10
Change Point	5	35

Stage Stream: 4

Stage	1	2
Duration	12	21
Change Point	34	7

Stage Stream: 5

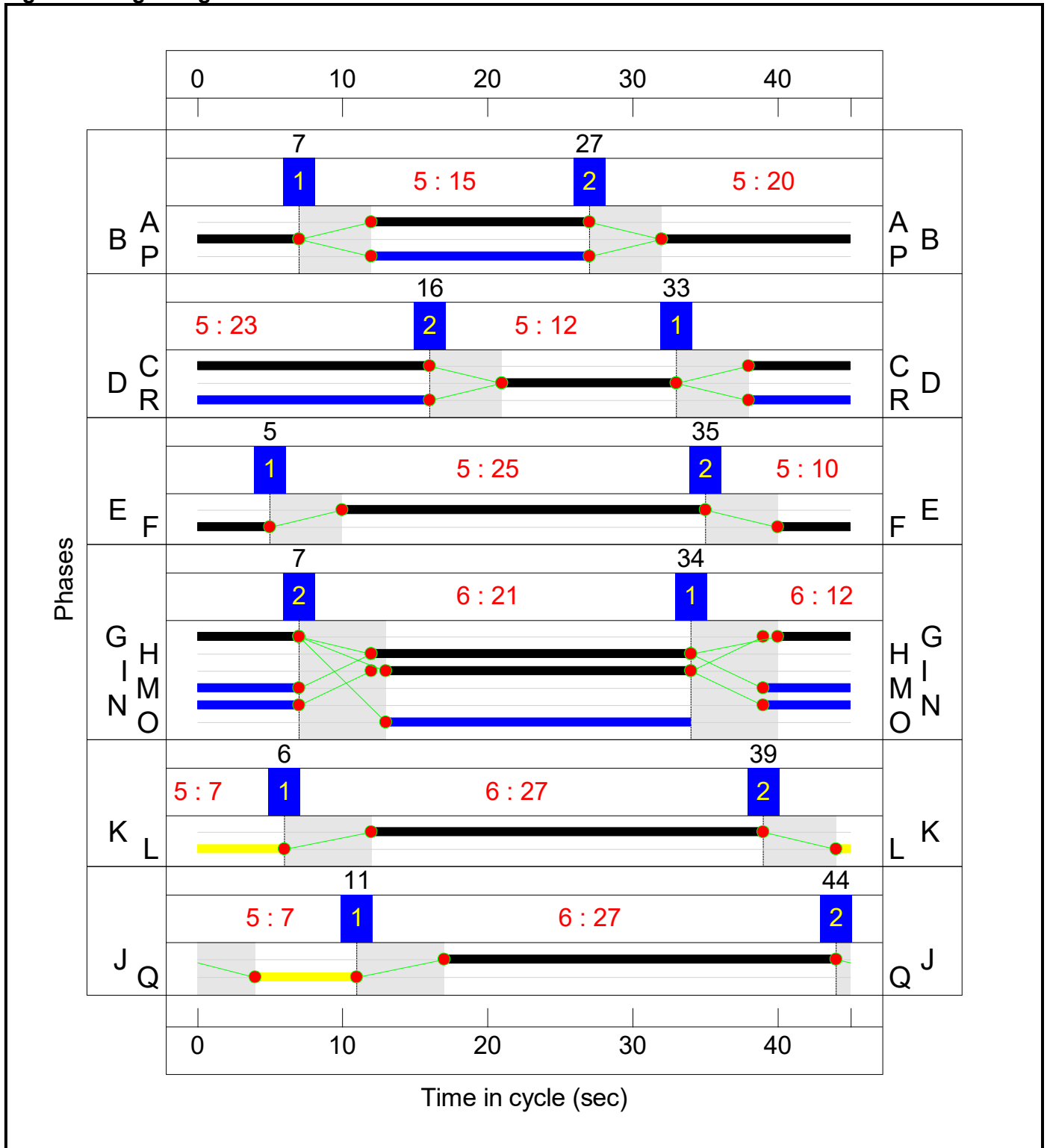
Stage	2	1
Duration	7	27
Change Point	39	6

Full Input Data And Results

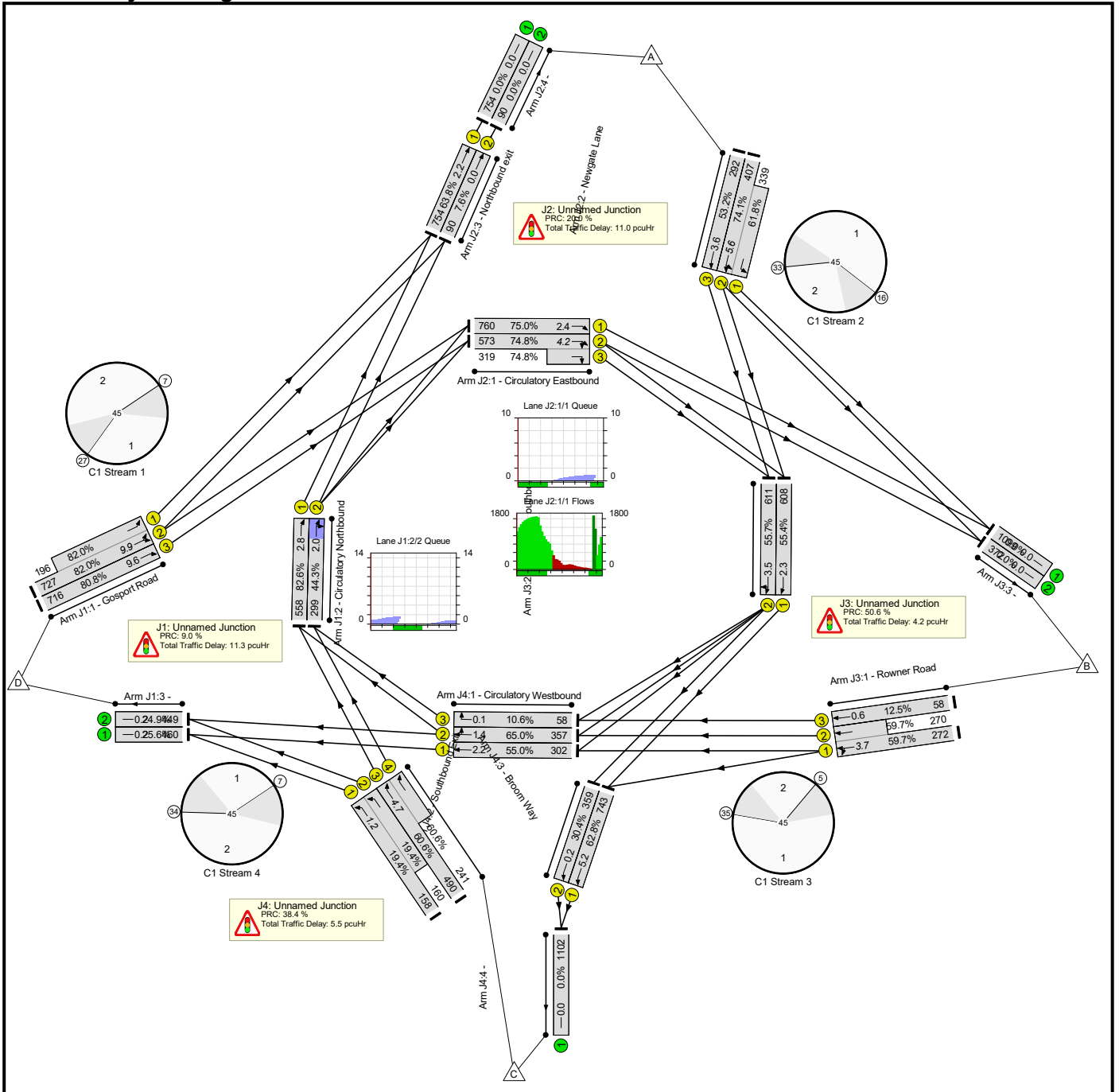
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	44	11

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	20	-	923	1900:1900	887+239	82.0 : 82.0%
1/3	Gosport Road Ahead	U	1	N/A	B		1	20	-	716	1900	887	80.8%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	15	-	558	1900	676	82.6%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	15	-	299	1900	676	44.3%
3/1		U	N/A	N/A	-		-	-	-	460	1800	1800	25.6%
3/2		U	N/A	N/A	-		-	-	-	449	1800	1800	24.9%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	23	-	760	1900	1013	75.0%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	23	-	892	1900:1900	766+427	74.8 : 74.8%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	12	-	746	1900:1900	549+549	74.1 : 61.8%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	12	-	292	1900	549	53.2%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	754	1900	1182	63.8%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	90	1900	1182	7.6%
4/1		U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	90	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.7%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	10	-	542	1900:1900	455+452	59.7 : 59.7%
1/3	Rowner Road Ahead	U	3	N/A	F		1	10	-	58	1900	464	12.5%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	25	-	608	1900	1098	55.4%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	25	-	611	1900	1098	55.7%
3/1		U	N/A	N/A	-		-	-	-	1099	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	12	-	302	1900	549	55.0%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	12	-	357	1900	549	65.0%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	12	-	58	1900	549	10.6%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	743	1900	1182	62.8%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	359	1900	1182	30.4%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	21	-	318	1900:1900	816+826	19.4 : 19.4%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	22	-	731	1900:1900	808+397	60.6 : 60.6%
4/1		U	N/A	N/A	-		-	-	-	1102	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	18.6	13.3	0.0	31.8	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	6.2	5.0	0.0	11.3	-	-	-	-
1/2+1/1	923	923	-	-	-	2.5	2.2	-	4.7	18.4	7.7	2.2	9.9
1/3	716	716	-	-	-	2.0	2.0	-	4.1	20.6	7.6	2.0	9.6
2/1	558	558	-	-	-	1.1	0.0	-	1.1	7.3	2.8	0.0	2.8
2/2	299	299	-	-	-	0.6	0.4	-	1.0	11.8	1.6	0.4	2.0
3/1	460	460	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	449	449	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J2: Unnamed Junction	-	-	0	0	0	5.5	5.5	0.0	11.0	-	-	-	-
1/1	760	760	-	-	-	0.3	1.5	-	1.8	8.5	0.9	1.5	2.4
1/2+1/3	892	892	-	-	-	0.8	1.5	-	2.3	9.2	2.7	1.5	4.2
2/2+2/1	746	746	-	-	-	2.9	1.1	-	4.0	19.3	4.5	1.1	5.6
2/3	292	292	-	-	-	1.1	0.6	-	1.7	20.4	3.0	0.6	3.6
3/1	754	754	-	-	-	0.3	0.9	-	1.2	5.7	1.3	0.9	2.2
3/2	90	90	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
4/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	3.3	0.8	0.0	4.2	-	-	-	-
1/1+1/2	542	542	-	-	-	2.3	0.7	-	3.0	19.9	2.9	0.7	3.7
1/3	58	58	-	-	-	0.2	0.1	-	0.3	17.7	0.6	0.1	0.6
2/1	608	608	-	-	-	0.4	0.0	-	0.4	2.4	2.3	0.0	2.3
2/2	611	611	-	-	-	0.5	0.0	-	0.5	2.8	3.5	0.0	3.5
3/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

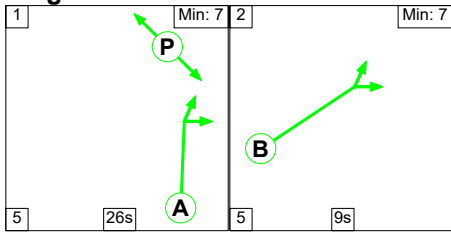
3/2	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																	
J4: Unnamed Junction	-	-	0	0	0	3.5	1.9	0.0	5.5	-	-	-	-																																																	
1/1	302	302	-	-	-	0.5	0.0	-	0.5	6.3	2.2	0.0	2.2																																																	
1/2	357	357	-	-	-	0.4	0.0	-	0.4	4.5	1.4	0.0	1.4																																																	
1/3	58	58	-	-	-	0.0	0.0	-	0.0	2.5	0.1	0.0	0.1																																																	
2/1	743	743	-	-	-	0.5	0.8	-	1.4	6.6	4.3	0.8	5.2																																																	
2/2	359	359	-	-	-	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2																																																	
3/1+3/2	318	318	-	-	-	0.6	0.1	-	0.7	7.8	1.1	0.1	1.2																																																	
3/3+3/4	731	731	-	-	-	1.4	0.8	-	2.2	10.7	3.9	0.8	4.7																																																	
4/1	1102	1102	-	-	-	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>9.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.92</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>20.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.72</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>50.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.16</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>38.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.87</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>43.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.59</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>41.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.25</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>9.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>31.85</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1 PRC for Signalled Lanes (%)	9.0	Total Delay for Signalled Lanes (pcuHr):	10.92	Cycle Time (s):	45	C1	Stream: 2 PRC for Signalled Lanes (%)	20.0	Total Delay for Signalled Lanes (pcuHr):	9.72	Cycle Time (s):	45	C1	Stream: 3 PRC for Signalled Lanes (%)	50.6	Total Delay for Signalled Lanes (pcuHr):	4.16	Cycle Time (s):	45	C1	Stream: 4 PRC for Signalled Lanes (%)	38.4	Total Delay for Signalled Lanes (pcuHr):	3.87	Cycle Time (s):	45	C1	Stream: 5 PRC for Signalled Lanes (%)	43.2	Total Delay for Signalled Lanes (pcuHr):	1.59	Cycle Time (s):	45	C1	Stream: 6 PRC for Signalled Lanes (%)	41.1	Total Delay for Signalled Lanes (pcuHr):	1.25	Cycle Time (s):	45		PRC Over All Lanes (%)	9.0	Total Delay Over All Lanes(pcuHr):	31.85		
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Full Input Data And Results

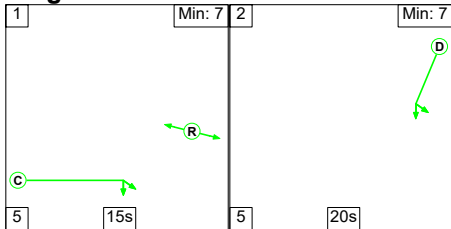
Scenario 9: '9' (FG9: '2028 AM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

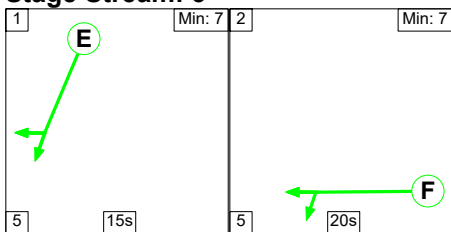
Stage Stream: 1



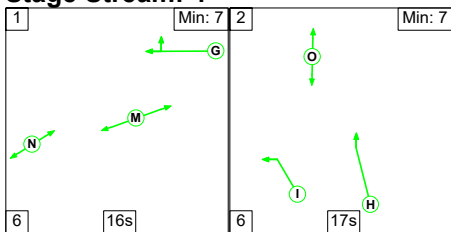
Stage Stream: 2



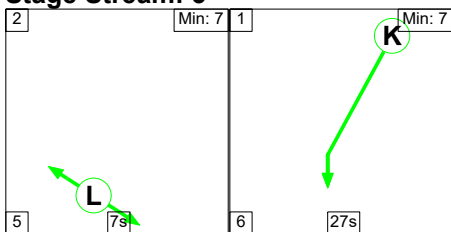
Stage Stream: 3



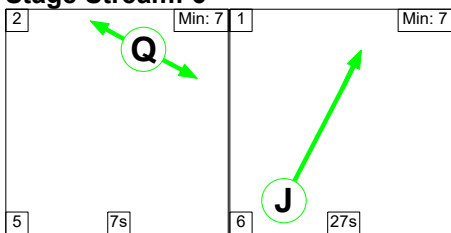
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	9
Change Point	36	22

Stage Stream: 2

Stage	1	2
Duration	15	20
Change Point	36	11

Stage Stream: 3

Stage	1	2
Duration	15	20
Change Point	11	31

Stage Stream: 4

Stage	1	2
Duration	16	17
Change Point	28	5

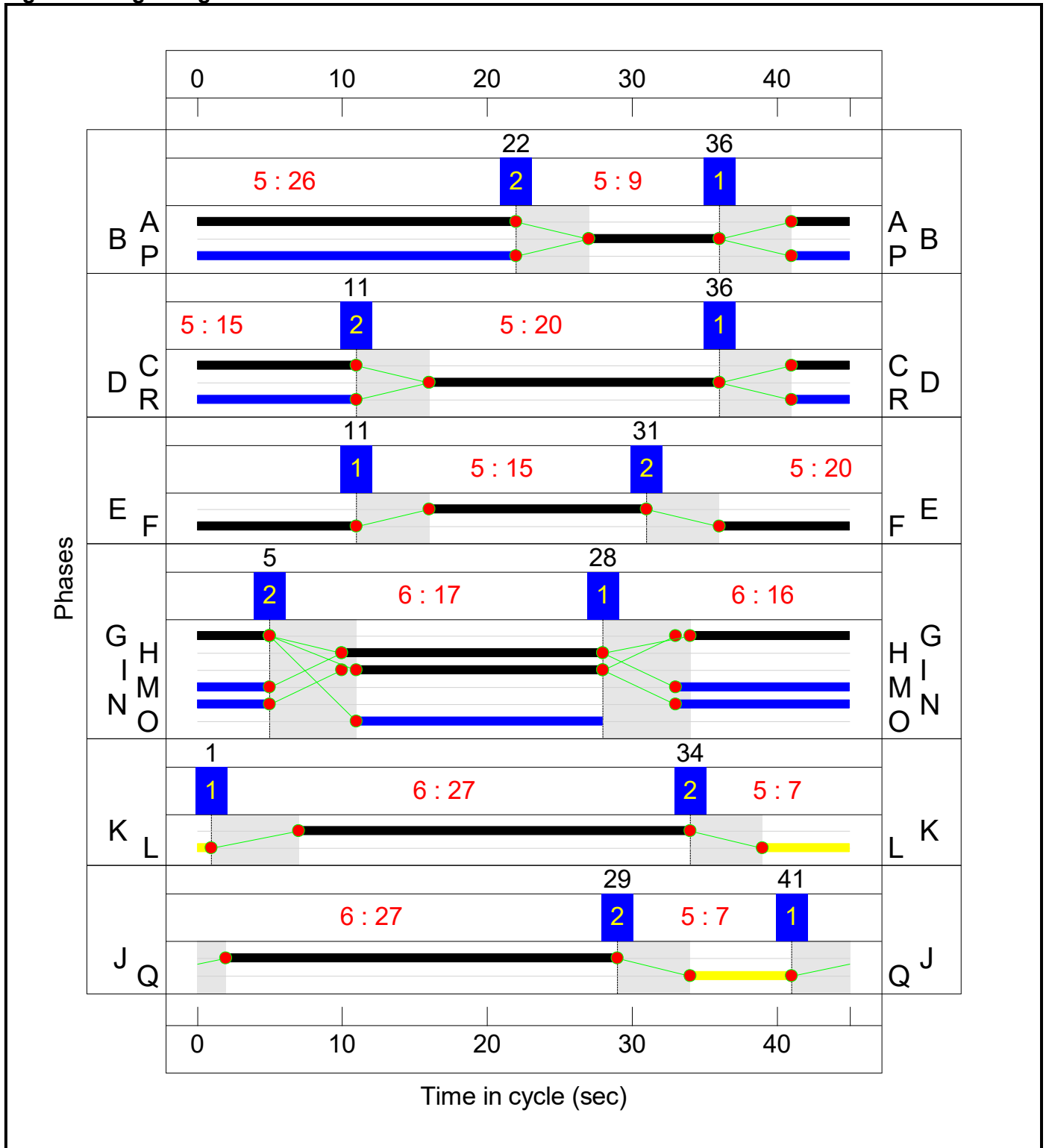
Stage Stream: 5

Stage	2	1
Duration	7	27
Change Point	34	1

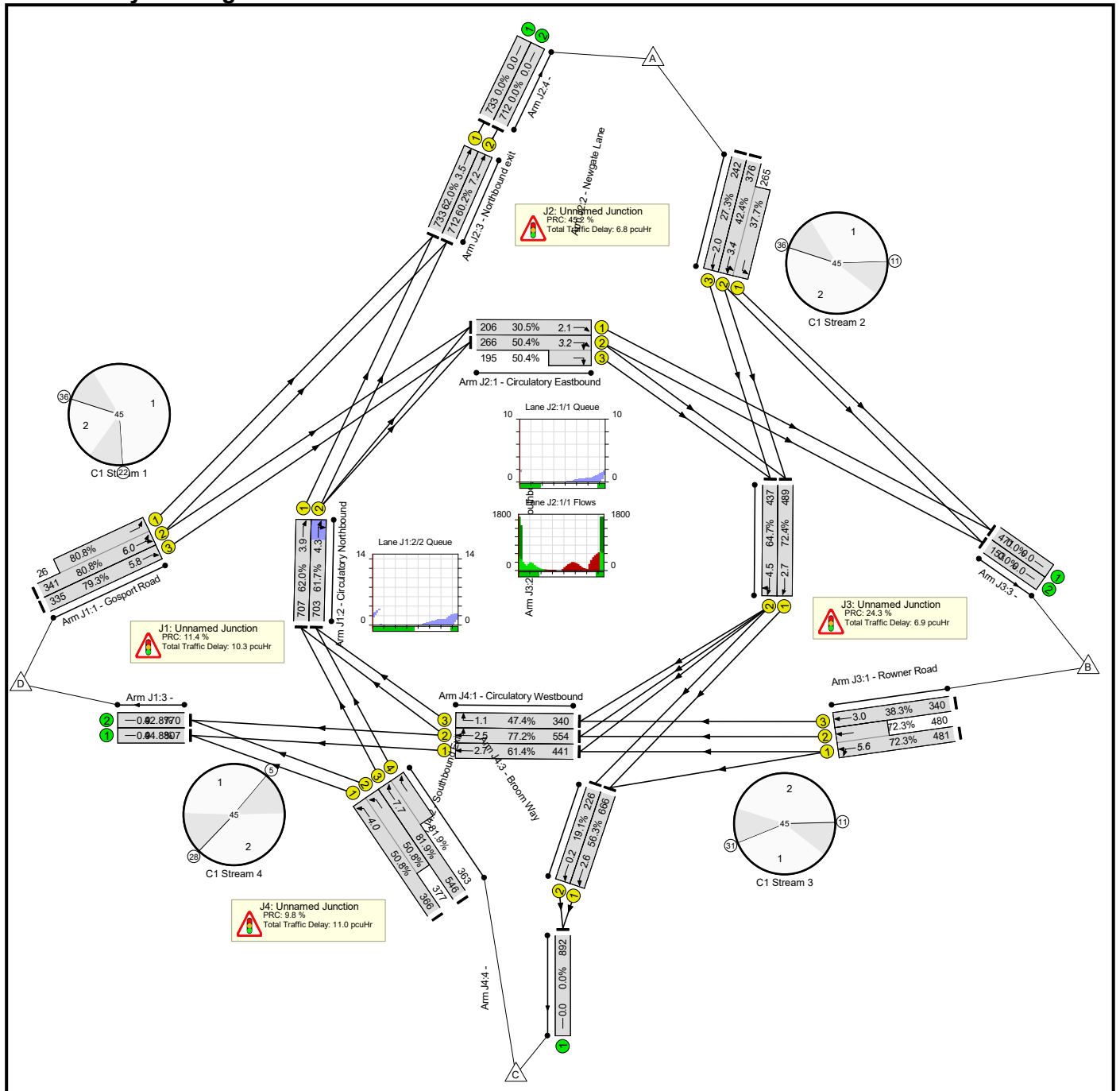
Full Input Data And Results
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	29	41

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.8%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	9	-	367	1900:1900	422+32	80.8 : 80.8%
1/3	Gosport Road Ahead	U	1	N/A	B		1	9	-	335	1900	422	79.3%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	26	-	707	1900	1140	62.0%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	26	-	703	1900	1140	61.7%
3/1		U	N/A	N/A	-		-	-	-	807	1800	1800	44.8%
3/2		U	N/A	N/A	-		-	-	-	770	1800	1800	42.8%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.0%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	15	-	206	1900	676	30.5%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	15	-	461	1900:1900	528+387	50.4 : 50.4%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	20	-	641	1900:1900	887+702	42.4 : 37.7%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	20	-	242	1900	887	27.3%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	733	1900	1182	62.0%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	712	1900	1182	60.2%
4/1		U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	20	-	961	1900:1900	666+664	72.3 : 72.3%
1/3	Rowner Road Ahead	U	3	N/A	F		1	20	-	340	1900	887	38.3%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	15	-	489	1900	676	72.4%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	15	-	437	1900	676	64.7%
3/1		U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	16	-	441	1900	718	61.4%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	16	-	554	1900	718	77.2%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	16	-	340	1900	718	47.4%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	666	1900	1182	56.3%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	226	1900	1182	19.1%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	17	-	743	1900:1900	720+741	50.8 : 50.8%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	18	-	909	1900:1900	666+443	81.9 : 81.9%
4/1		U	N/A	N/A	-		-	-	-	892	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	21.7	13.4	0.0	35.1	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	4.9	5.4	0.0	10.3	-	-	-	-
1/2+1/1	367	367	-	-	-	1.7	2.0	-	3.7	36.1	4.0	2.0	6.0
1/3	335	335	-	-	-	1.5	1.8	-	3.4	36.3	3.9	1.8	5.8
2/1	707	707	-	-	-	1.1	0.0	-	1.1	5.7	3.9	0.0	3.9
2/2	703	703	-	-	-	0.6	0.8	-	1.4	7.0	3.5	0.8	4.3
3/1	807	807	-	-	-	0.0	0.4	-	0.4	1.8	0.5	0.4	0.9
3/2	770	770	-	-	-	0.0	0.4	-	0.4	1.7	0.5	0.4	0.9
J2: Unnamed Junction	-	-	0	0	0	4.0	2.8	0.0	6.8	-	-	-	-
1/1	206	206	-	-	-	0.3	0.2	-	0.5	9.2	1.9	0.2	2.1
1/2+1/3	461	461	-	-	-	0.6	0.5	-	1.1	8.6	2.7	0.5	3.2
2/2+2/1	641	641	-	-	-	1.4	0.3	-	1.7	9.7	3.0	0.3	3.4
2/3	242	242	-	-	-	0.5	0.2	-	0.7	10.1	1.8	0.2	2.0
3/1	733	733	-	-	-	0.5	0.8	-	1.3	6.4	2.6	0.8	3.5
3/2	712	712	-	-	-	0.7	0.8	-	1.4	7.3	6.5	0.8	7.2
4/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	5.3	1.6	0.0	6.9	-	-	-	-
1/1+1/2	961	961	-	-	-	2.3	1.3	-	3.6	13.4	4.3	1.3	5.6
1/3	340	340	-	-	-	0.7	0.3	-	1.0	11.1	2.7	0.3	3.0
2/1	489	489	-	-	-	1.1	0.0	-	1.1	7.8	2.7	0.0	2.7
2/2	437	437	-	-	-	1.3	0.0	-	1.3	10.4	4.5	0.0	4.5
3/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

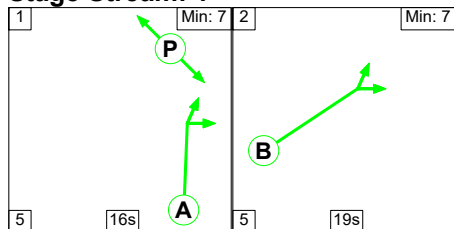
3/2	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	7.5	3.5	0.0	11.0	-	-	-	-																																																								
1/1	441	441	-	-	-	0.9	0.0	-	0.9	7.3	2.7	0.0	2.7																																																								
1/2	554	554	-	-	-	1.1	0.0	-	1.1	7.0	2.5	0.0	2.5																																																								
1/3	340	340	-	-	-	0.6	0.0	-	0.6	6.0	1.1	0.0	1.1																																																								
2/1	666	666	-	-	-	0.4	0.6	-	1.0	5.5	2.0	0.6	2.6																																																								
2/2	226	226	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.2																																																								
3/1+3/2	743	743	-	-	-	2.1	0.5	-	2.6	12.6	3.5	0.5	4.0																																																								
3/3+3/4	909	909	-	-	-	2.5	2.2	-	4.8	18.8	5.5	2.2	7.7																																																								
4/1	892	892	-	-	-	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 (%)	11.4	Total Delay for Signalled Lanes (pcuHr):	9.55	Cycle Time (s):	45																																																														
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Full Input Data And Results

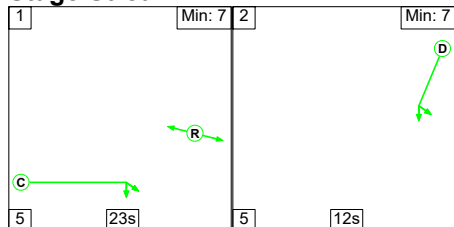
Scenario 10: '10' (FG10: '2028 PM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

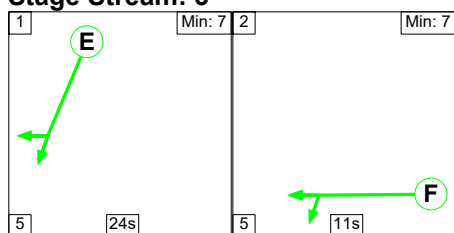
Stage Stream: 1



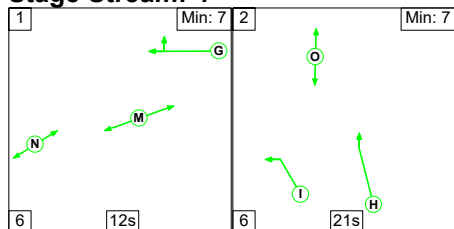
Stage Stream: 2



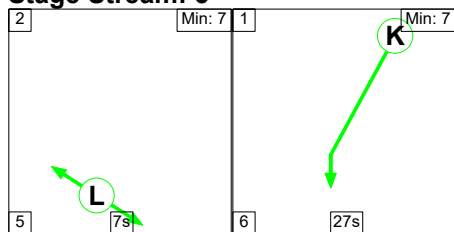
Stage Stream: 3



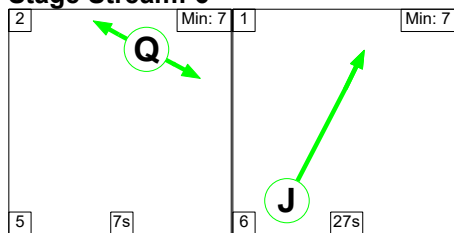
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	19
Change Point	7	28

Stage Stream: 2

Stage	1	2
Duration	23	12
Change Point	33	16

Stage Stream: 3

Stage	1	2
Duration	24	11
Change Point	6	35

Stage Stream: 4

Stage	1	2
Duration	12	21
Change Point	35	8

Stage Stream: 5

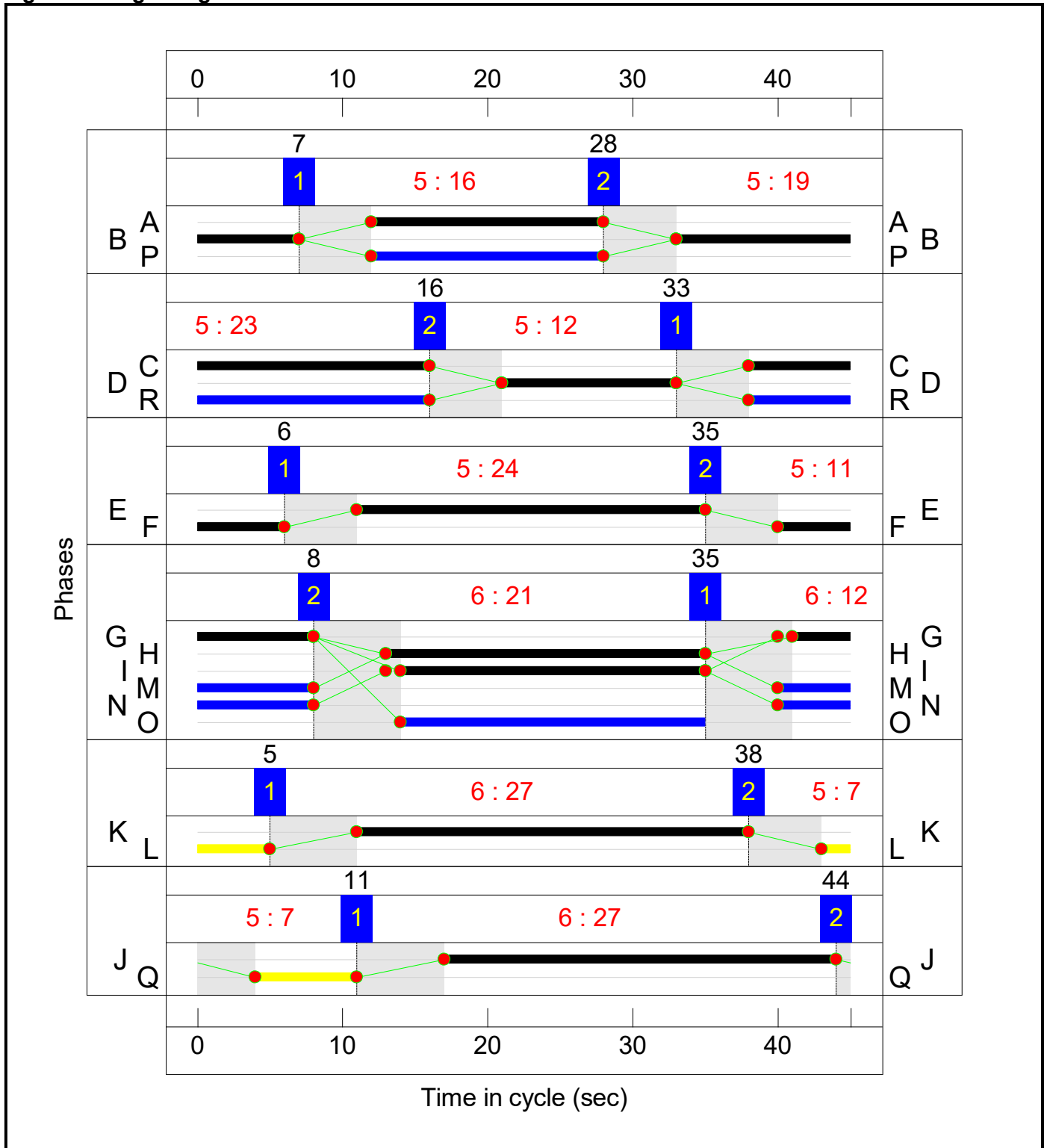
Stage	2	1
Duration	7	27
Change Point	38	5

Full Input Data And Results

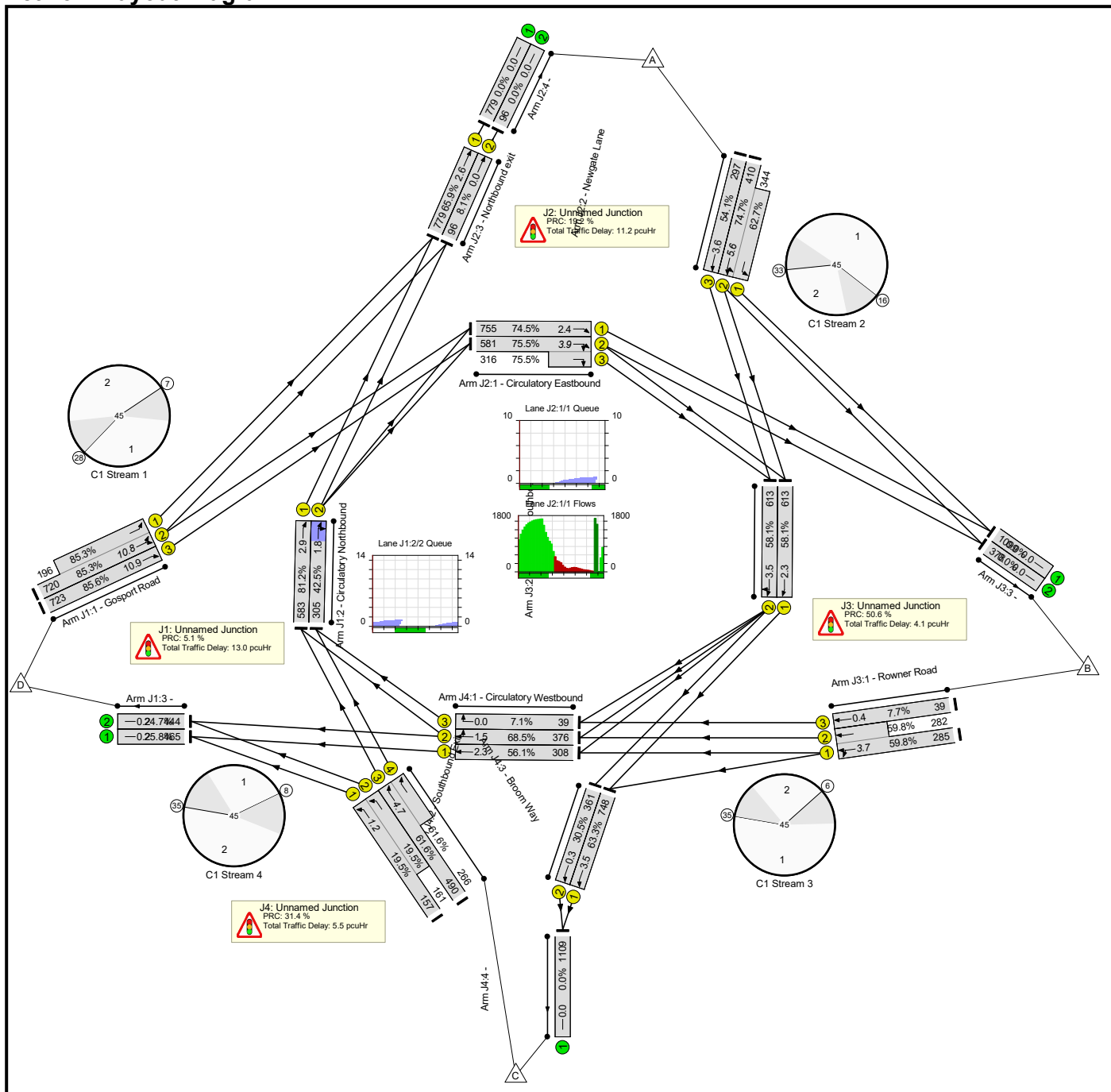
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	44	11

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	85.6%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.6%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	19	-	916	1900:1900	844+230	85.3 : 85.3%
1/3	Gosport Road Ahead	U	1	N/A	B		1	19	-	723	1900	844	85.6%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	16	-	583	1900	718	81.2%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	16	-	305	1900	718	42.5%
3/1		U	N/A	N/A	-		-	-	-	465	1800	1800	25.8%
3/2		U	N/A	N/A	-		-	-	-	444	1800	1800	24.7%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.5%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	23	-	755	1900	1013	74.5%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	23	-	897	1900:1900	770+419	75.5 : 75.5%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	12	-	754	1900:1900	549+549	74.7 : 62.7%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	12	-	297	1900	549	54.1%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	779	1900	1182	65.9%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	96	1900	1182	8.1%
4/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.8%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	11	-	567	1900:1900	477+472	59.8 : 59.8%
1/3	Rowner Road Ahead	U	3	N/A	F		1	11	-	39	1900	507	7.7%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	24	-	613	1900	1056	58.1%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	24	-	613	1900	1056	58.1%
3/1		U	N/A	N/A	-		-	-	-	1099	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	68.5%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	12	-	308	1900	549	56.1%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	12	-	376	1900	549	68.5%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	12	-	39	1900	549	7.1%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	748	1900	1182	63.3%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	361	1900	1182	30.5%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	21	-	318	1900:1900	806+827	19.5 : 19.5%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	22	-	756	1900:1900	795+432	61.6 : 61.6%
4/1		U	N/A	N/A	-		-	-	-	1109	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	19.1	14.8	0.0	33.8	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	6.6	6.3	0.0	13.0	-	-	-	-
1/2+1/1	916	916	-	-	-	2.7	2.8	-	5.5	21.4	8.0	2.8	10.8
1/3	723	723	-	-	-	2.3	2.8	-	5.1	25.4	8.0	2.8	10.9
2/1	583	583	-	-	-	1.2	0.0	-	1.2	7.1	2.9	0.0	2.9
2/2	305	305	-	-	-	0.6	0.4	-	0.9	11.0	1.4	0.4	1.8
3/1	465	465	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/2	444	444	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J2: Unnamed Junction	-	-	0	0	0	5.6	5.7	0.0	11.2	-	-	-	-
1/1	755	755	-	-	-	0.3	1.4	-	1.8	8.5	1.0	1.4	2.4
1/2+1/3	897	897	-	-	-	0.8	1.5	-	2.3	9.2	2.4	1.5	3.9
2/2+2/1	754	754	-	-	-	3.0	1.1	-	4.1	19.4	4.6	1.1	5.6
2/3	297	297	-	-	-	1.1	0.6	-	1.7	20.6	3.1	0.6	3.6
3/1	779	779	-	-	-	0.4	1.0	-	1.4	6.2	1.7	1.0	2.6
3/2	96	96	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
4/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	3.3	0.8	0.0	4.1	-	-	-	-
1/1+1/2	567	567	-	-	-	2.2	0.7	-	3.0	18.9	3.0	0.7	3.7
1/3	39	39	-	-	-	0.1	0.0	-	0.2	16.3	0.4	0.0	0.4
2/1	613	613	-	-	-	0.4	0.0	-	0.4	2.6	2.3	0.0	2.3
2/2	613	613	-	-	-	0.5	0.0	-	0.5	2.8	3.5	0.0	3.5
3/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

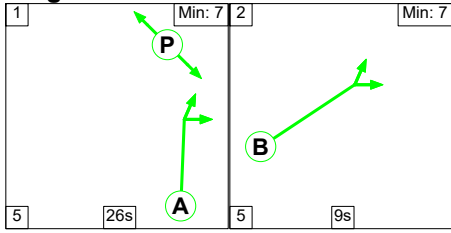
3/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	3.5	2.0	0.0	5.5	-	-	-	-																																																								
1/1	308	308	-	-	-	0.5	0.0	-	0.5	6.4	2.3	0.0	2.3																																																								
1/2	376	376	-	-	-	0.5	0.0	-	0.5	4.4	1.5	0.0	1.5																																																								
1/3	39	39	-	-	-	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0																																																								
2/1	748	748	-	-	-	0.5	0.9	-	1.3	6.4	2.7	0.9	3.5																																																								
2/2	361	361	-	-	-	0.0	0.2	-	0.2	2.4	0.1	0.2	0.3																																																								
3/1+3/2	318	318	-	-	-	0.6	0.1	-	0.7	7.8	1.1	0.1	1.2																																																								
3/3+3/4	756	756	-	-	-	1.5	0.8	-	2.3	10.7	3.9	0.8	4.7																																																								
4/1	1109	1109	-	-	-	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>5.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.64</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>19.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.85</td> <td>Cycle Time (s):</td> <td>45</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>4.07</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>31.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.97</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>42.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.57</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>36.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.40</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>5.1</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>33.83</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	5.1	Total Delay for Signalled Lanes (pcuHr):	12.64	Cycle Time (s):	45	C1	Stream: 2	PRC for Signalled Lanes (%)	19.2	Total Delay for Signalled Lanes (pcuHr):	9.85	Cycle Time (s):	45	C1	Stream: 3	PRC for Signalled Lanes (%)	50.6	Total Delay for Signalled Lanes (pcuHr):	4.07	Cycle Time (s):	45	C1	Stream: 4	PRC for Signalled Lanes (%)	31.4	Total Delay for Signalled Lanes (pcuHr):	3.97	Cycle Time (s):	45	C1	Stream: 5	PRC for Signalled Lanes (%)	42.2	Total Delay for Signalled Lanes (pcuHr):	1.57	Cycle Time (s):	45	C1	Stream: 6	PRC for Signalled Lanes (%)	36.6	Total Delay for Signalled Lanes (pcuHr):	1.40	Cycle Time (s):	45			PRC Over All Lanes (%)	5.1	Total Delay Over All Lanes(pcuHr):	33.83		
C1	Stream: 1	PRC for Signalled Lanes (%)	5.1	Total Delay for Signalled Lanes (pcuHr):	12.64	Cycle Time (s):	45																																																														
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Full Input Data And Results

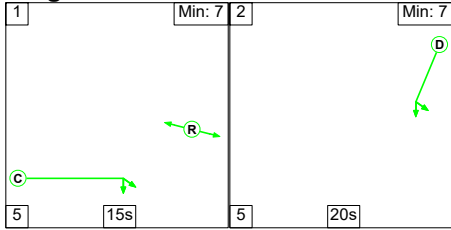
Scenario 11: '11' (FG11: '2037 AM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

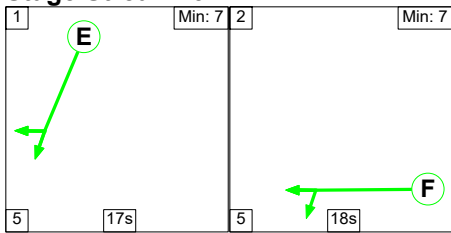
Stage Stream: 1



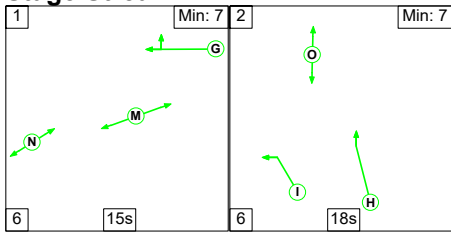
Stage Stream: 2



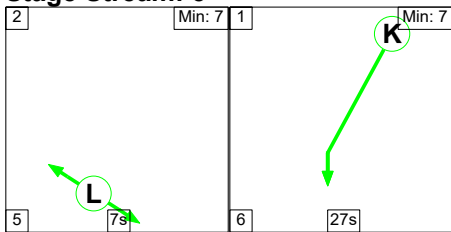
Stage Stream: 3



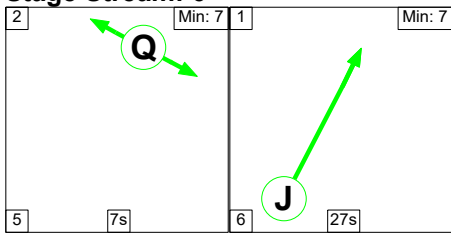
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	9
Change Point	37	23

Stage Stream: 2

Stage	1	2
Duration	15	20
Change Point	34	9

Stage Stream: 3

Stage	1	2
Duration	17	18
Change Point	10	32

Stage Stream: 4

Stage	1	2
Duration	15	18
Change Point	29	5

Stage Stream: 5

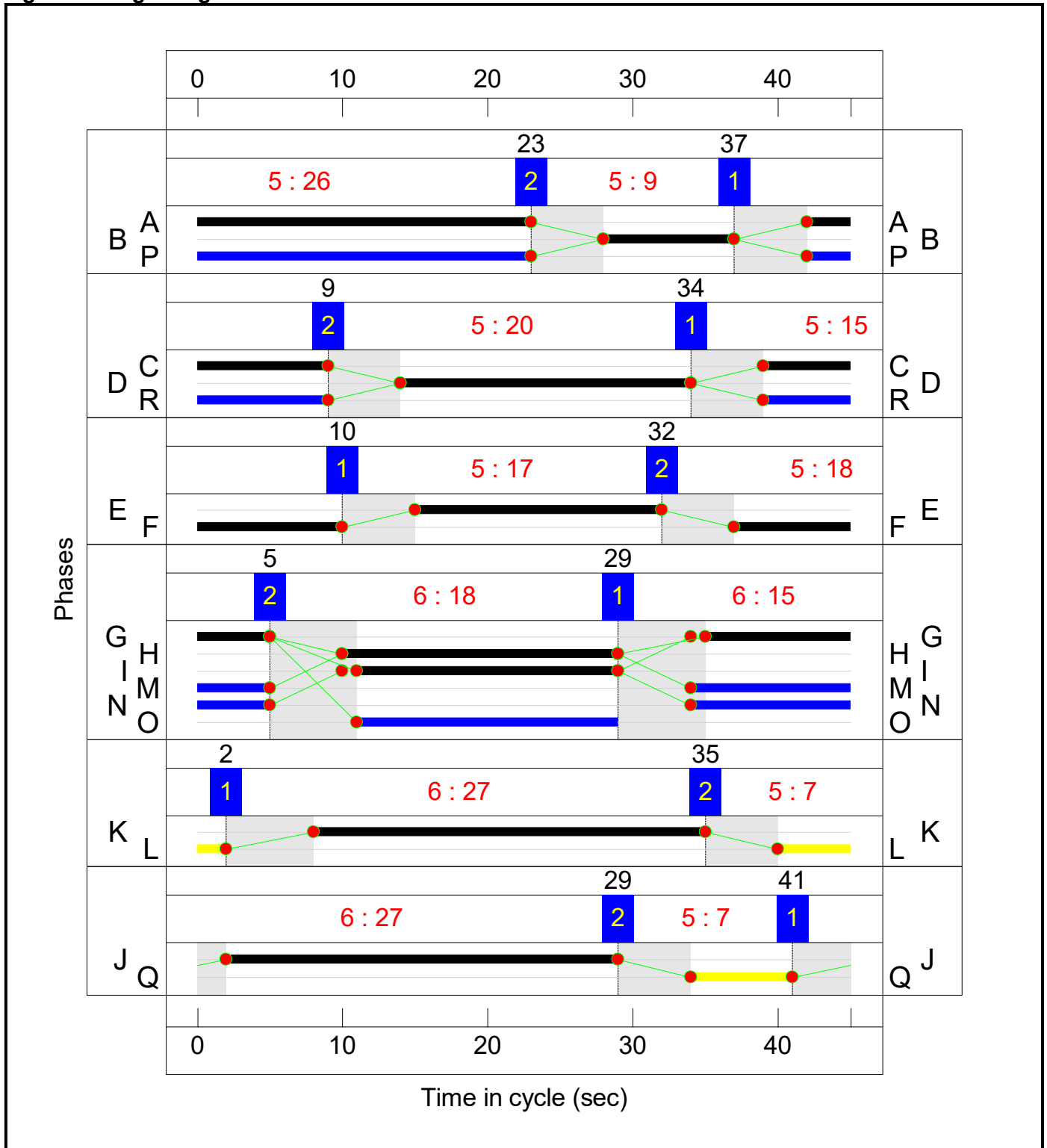
Stage	2	1
Duration	7	27
Change Point	35	2

Full Input Data And Results

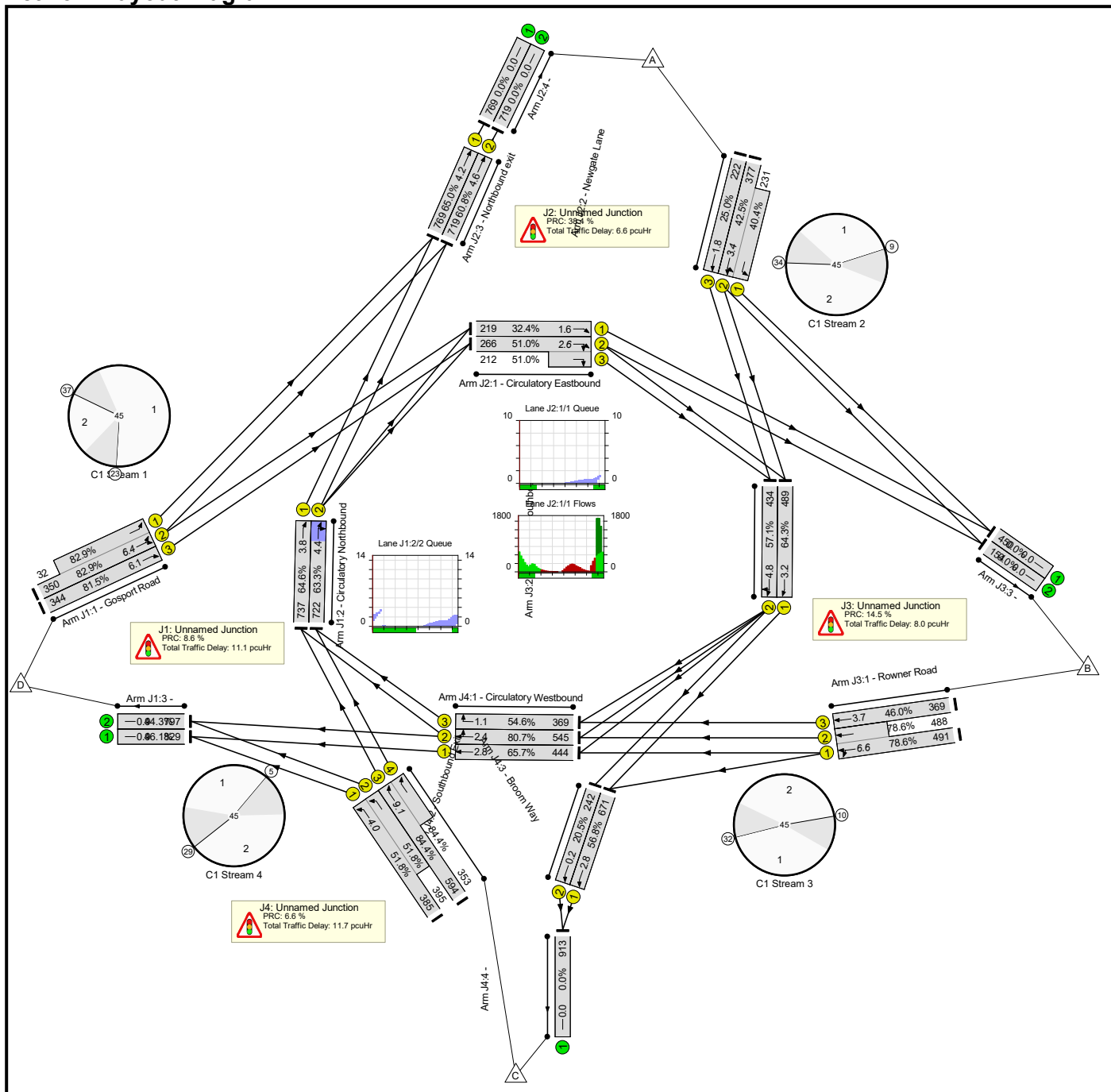
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	29	41

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	9	-	382	1900:1900	422+39	82.9 : 82.9%
1/3	Gosport Road Ahead	U	1	N/A	B		1	9	-	344	1900	422	81.5%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	26	-	737	1900	1140	64.6%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	26	-	722	1900	1140	63.3%
3/1		U	N/A	N/A	-		-	-	-	829	1800	1800	46.1%
3/2		U	N/A	N/A	-		-	-	-	797	1800	1800	44.3%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	15	-	219	1900	676	32.4%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	15	-	478	1900:1900	521+415	51.0 : 51.0%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	20	-	608	1900:1900	887+571	42.5 : 40.4%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	20	-	222	1900	887	25.0%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	769	1900	1182	65.0%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	719	1900	1182	60.8%
4/1		U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.6%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	18	-	979	1900:1900	624+621	78.6 : 78.6%
1/3	Rowner Road Ahead	U	3	N/A	F		1	18	-	369	1900	802	46.0%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	17	-	489	1900	760	64.3%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	17	-	434	1900	760	57.1%
3/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	15	-	444	1900	676	65.7%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	15	-	545	1900	676	80.7%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	15	-	369	1900	676	54.6%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	671	1900	1182	56.8%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	242	1900	1182	20.5%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	18	-	780	1900:1900	743+763	51.8 : 51.8%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	19	-	947	1900:1900	704+418	84.4 : 84.4%
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	22.2	15.2	0.0	37.4	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	5.1	6.1	0.0	11.1	-	-	-	-
1/2+1/1	382	382	-	-	-	1.7	2.3	-	4.0	38.0	4.1	2.3	6.4
1/3	344	344	-	-	-	1.6	2.1	-	3.7	38.5	4.0	2.1	6.1
2/1	737	737	-	-	-	1.1	0.0	-	1.1	5.6	3.8	0.0	3.8
2/2	722	722	-	-	-	0.6	0.9	-	1.5	7.3	3.5	0.9	4.4
3/1	829	829	-	-	-	0.0	0.4	-	0.4	1.9	0.5	0.4	0.9
3/2	797	797	-	-	-	0.0	0.4	-	0.4	1.8	0.5	0.4	0.9
J2: Unnamed Junction	-	-	0	0	0	3.6	3.0	0.0	6.6	-	-	-	-
1/1	219	219	-	-	-	0.2	0.2	-	0.5	7.8	1.3	0.2	1.6
1/2+1/3	478	478	-	-	-	0.4	0.5	-	0.9	7.0	2.1	0.5	2.6
2/2+2/1	608	608	-	-	-	1.3	0.4	-	1.7	9.8	3.0	0.4	3.4
2/3	222	222	-	-	-	0.4	0.2	-	0.6	10.0	1.7	0.2	1.8
3/1	769	769	-	-	-	0.7	0.9	-	1.6	7.6	3.2	0.9	4.2
3/2	719	719	-	-	-	0.5	0.8	-	1.3	6.5	3.8	0.8	4.6
4/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	5.7	2.2	0.0	8.0	-	-	-	-
1/1+1/2	979	979	-	-	-	2.8	1.8	-	4.6	16.8	4.8	1.8	6.6
1/3	369	369	-	-	-	1.0	0.4	-	1.4	13.5	3.3	0.4	3.7
2/1	489	489	-	-	-	0.8	0.0	-	0.8	6.3	3.2	0.0	3.2
2/2	434	434	-	-	-	1.2	0.0	-	1.2	9.8	4.8	0.0	4.8
3/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

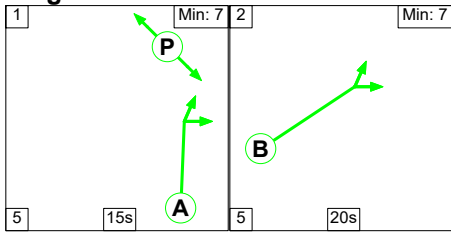
3/2	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																	
J4: Unnamed Junction	-	-	0	0	0	7.8	3.9	0.0	11.7	-	-	-	-																																																	
1/1	444	444	-	-	-	1.0	0.0	-	1.0	8.3	2.8	0.0	2.8																																																	
1/2	545	545	-	-	-	1.2	0.0	-	1.2	7.7	2.4	0.0	2.4																																																	
1/3	369	369	-	-	-	0.6	0.0	-	0.6	6.2	1.1	0.0	1.1																																																	
2/1	671	671	-	-	-	0.4	0.7	-	1.0	5.5	2.2	0.7	2.8																																																	
2/2	242	242	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.2																																																	
3/1+3/2	780	780	-	-	-	2.0	0.5	-	2.6	11.9	3.5	0.5	4.0																																																	
3/3+3/4	947	947	-	-	-	2.5	2.6	-	5.1	19.6	6.5	2.6	9.1																																																	
4/1	913	913	-	-	-	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>8.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.31</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>76.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.69</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>14.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.98</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.56</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5 PRC for Signalled Lanes (%)</td> <td>58.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.17</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6 PRC for Signalled Lanes (%)</td> <td>38.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.92</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>6.6</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>37.44</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1 PRC for Signalled Lanes (%)	8.6	Total Delay for Signalled Lanes (pcuHr):	10.31	Cycle Time (s):	45	C1	Stream: 2 PRC for Signalled Lanes (%)	76.3	Total Delay for Signalled Lanes (pcuHr):	3.69	Cycle Time (s):	45	C1	Stream: 3 PRC for Signalled Lanes (%)	14.5	Total Delay for Signalled Lanes (pcuHr):	7.98	Cycle Time (s):	45	C1	Stream: 4 PRC for Signalled Lanes (%)	6.6	Total Delay for Signalled Lanes (pcuHr):	10.56	Cycle Time (s):	45	C1	Stream: 5 PRC for Signalled Lanes (%)	58.6	Total Delay for Signalled Lanes (pcuHr):	1.17	Cycle Time (s):	45	C1	Stream: 6 PRC for Signalled Lanes (%)	38.4	Total Delay for Signalled Lanes (pcuHr):	2.92	Cycle Time (s):	45		PRC Over All Lanes (%)	6.6	Total Delay Over All Lanes(pcuHr):	37.44		
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Full Input Data And Results

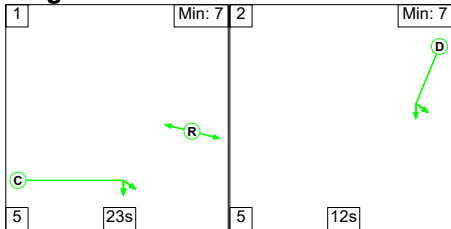
Scenario 12: '12' (FG12: '2037 PM Base + Com (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

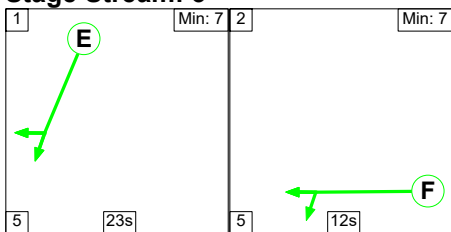
Stage Stream: 1



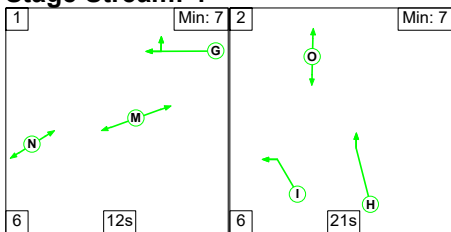
Stage Stream: 2



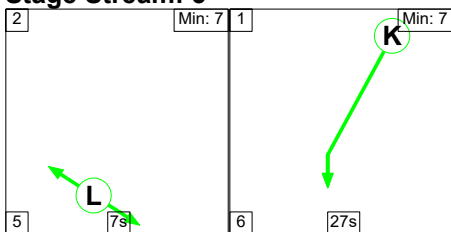
Stage Stream: 3



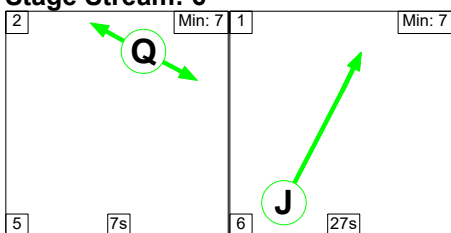
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	20
Change Point	7	27

Stage Stream: 2

Stage	1	2
Duration	23	12
Change Point	32	15

Stage Stream: 3

Stage	1	2
Duration	23	12
Change Point	7	35

Stage Stream: 4

Stage	1	2
Duration	12	21
Change Point	35	8

Stage Stream: 5

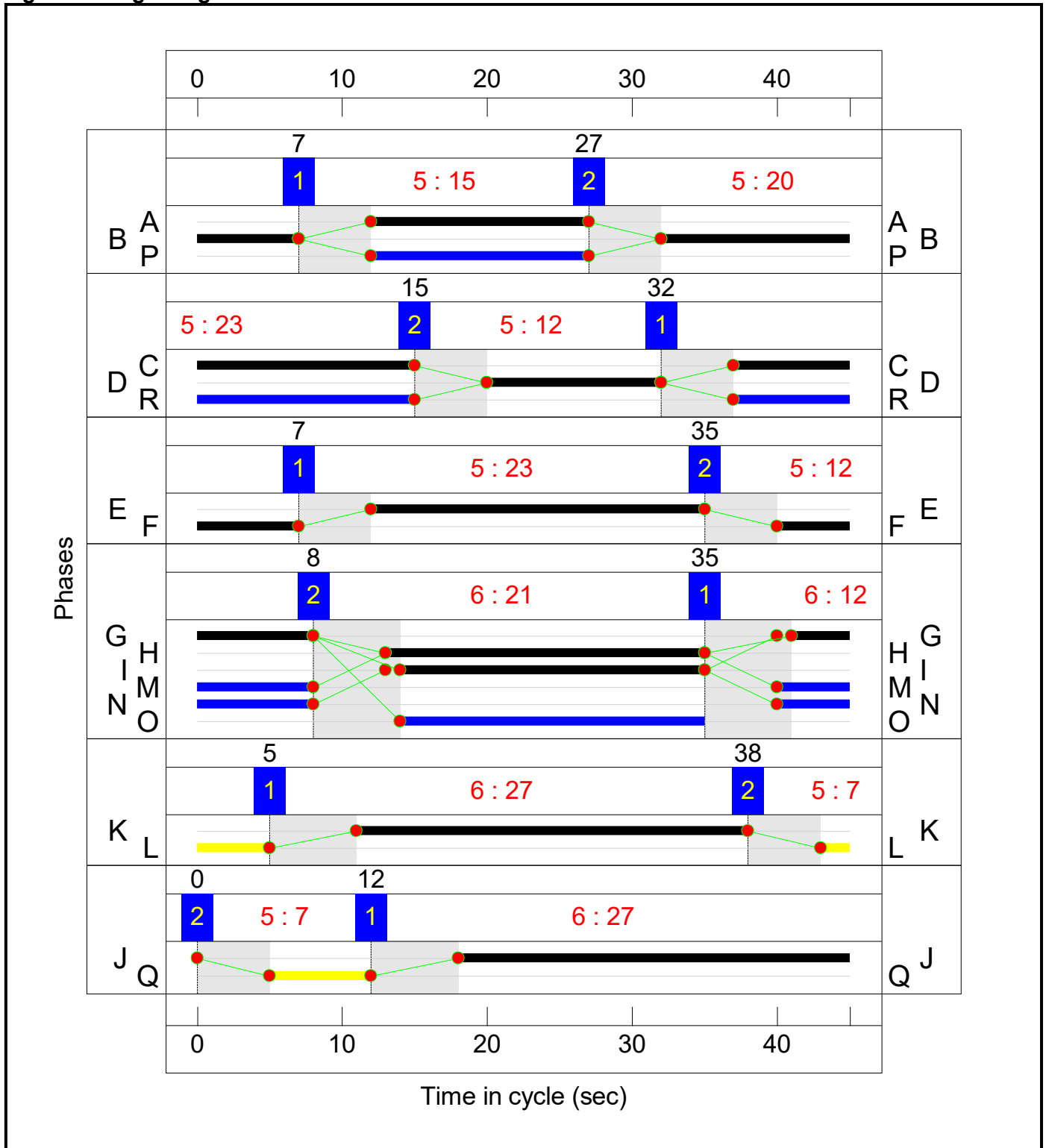
Stage	2	1
Duration	7	27
Change Point	38	5

Full Input Data And Results

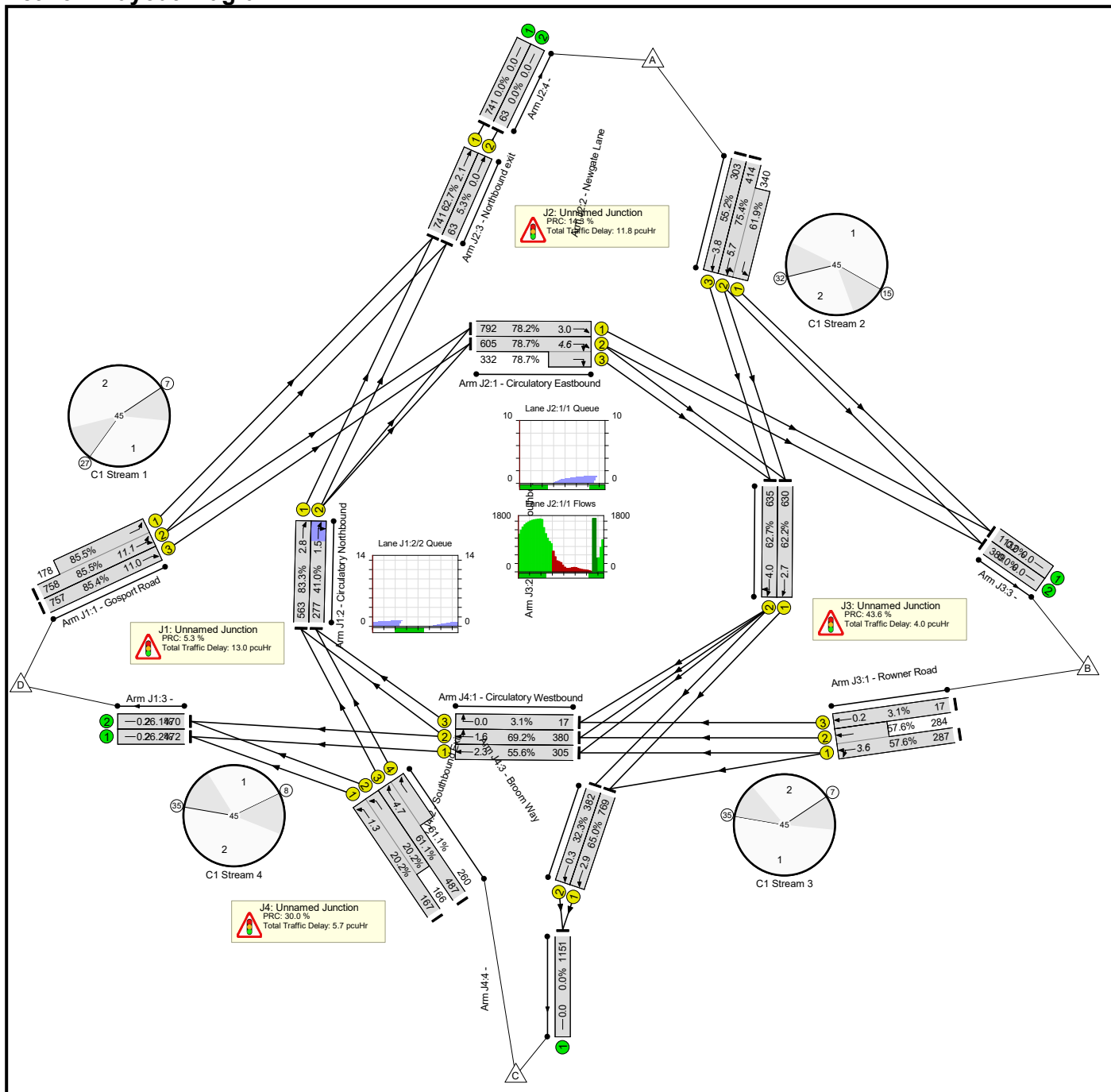
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	0	12

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	85.5%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.5%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	20	-	936	1900:1900	887+208	85.5 : 85.5%
1/3	Gosport Road Ahead	U	1	N/A	B		1	20	-	757	1900	887	85.4%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	15	-	563	1900	676	83.3%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	15	-	277	1900	676	41.0%
3/1		U	N/A	N/A	-		-	-	-	472	1800	1800	26.2%
3/2		U	N/A	N/A	-		-	-	-	470	1800	1800	26.1%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	23	-	792	1900	1013	78.2%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	23	-	937	1900:1900	768+422	78.7 : 78.7%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	12	-	754	1900:1900	549+549	75.4 : 61.9%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	12	-	303	1900	549	55.2%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	741	1900	1182	62.7%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	63	1900	1182	5.3%
4/1		U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	63	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.7%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	12	-	571	1900:1900	498+493	57.6 : 57.6%
1/3	Rowner Road Ahead	U	3	N/A	F		1	12	-	17	1900	549	3.1%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	23	-	630	1900	1013	62.2%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	23	-	635	1900	1013	62.7%
3/1		U	N/A	N/A	-		-	-	-	1132	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.2%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	12	-	305	1900	549	55.6%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	12	-	380	1900	549	69.2%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	12	-	17	1900	549	3.1%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	769	1900	1182	65.0%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	382	1900	1182	32.3%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	21	-	333	1900:1900	826+821	20.2 : 20.2%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	22	-	747	1900:1900	798+426	61.1 : 61.1%
4/1		U	N/A	N/A	-		-	-	-	1151	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	19.2	15.3	0.0	34.5	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	6.6	6.3	0.0	13.0	-	-	-	-
1/2+1/1	936	936	-	-	-	2.6	2.8	-	5.4	20.9	8.2	2.8	11.1
1/3	757	757	-	-	-	2.2	2.8	-	5.0	23.9	8.2	2.8	11.0
2/1	563	563	-	-	-	1.2	0.0	-	1.2	7.9	2.8	0.0	2.8
2/2	277	277	-	-	-	0.5	0.3	-	0.9	11.6	1.2	0.3	1.5
3/1	472	472	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/2	470	470	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
J2: Unnamed Junction	-	-	0	0	0	5.7	6.2	0.0	11.8	-	-	-	-
1/1	792	792	-	-	-	0.4	1.8	-	2.2	9.9	1.2	1.8	3.0
1/2+1/3	937	937	-	-	-	0.9	1.8	-	2.7	10.4	2.7	1.8	4.6
2/2+2/1	754	754	-	-	-	3.0	1.1	-	4.1	19.4	4.6	1.1	5.7
2/3	303	303	-	-	-	1.1	0.6	-	1.8	20.8	3.2	0.6	3.8
3/1	741	741	-	-	-	0.3	0.8	-	1.1	5.3	1.2	0.8	2.1
3/2	63	63	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
4/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	3.3	0.7	0.0	4.0	-	-	-	-
1/1+1/2	571	571	-	-	-	2.1	0.7	-	2.8	17.7	2.9	0.7	3.6
1/3	17	17	-	-	-	0.1	0.0	-	0.1	15.1	0.2	0.0	0.2
2/1	630	630	-	-	-	0.5	0.0	-	0.5	2.7	2.7	0.0	2.7
2/2	635	635	-	-	-	0.6	0.0	-	0.6	3.7	4.0	0.0	4.0
3/1	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

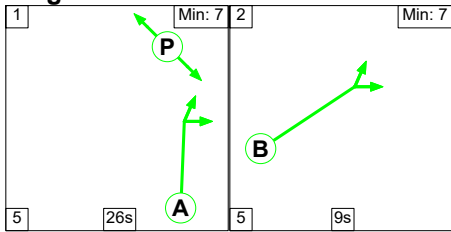
3/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	3.6	2.1	0.0	5.7	-	-	-	-																																																								
1/1	305	305	-	-	-	0.6	0.0	-	0.6	6.8	2.3	0.0	2.3																																																								
1/2	380	380	-	-	-	0.5	0.0	-	0.5	5.0	1.6	0.0	1.6																																																								
1/3	17	17	-	-	-	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0																																																								
2/1	769	769	-	-	-	0.4	0.9	-	1.4	6.4	2.0	0.9	2.9																																																								
2/2	382	382	-	-	-	0.0	0.2	-	0.3	2.4	0.1	0.2	0.3																																																								
3/1+3/2	333	333	-	-	-	0.6	0.1	-	0.7	7.8	1.2	0.1	1.3																																																								
3/3+3/4	747	747	-	-	-	1.4	0.8	-	2.2	10.7	3.9	0.8	4.7																																																								
4/1	1151	1151	-	-	-	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 (%)	5.3	Total Delay for Signalled Lanes (pcuHr):	12.60	Cycle Time (s):	45																																																														
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Full Input Data And Results

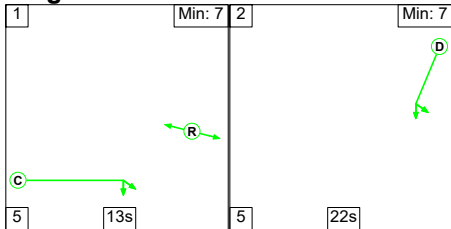
Scenario 13: '13' (FG13: '2037 AM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

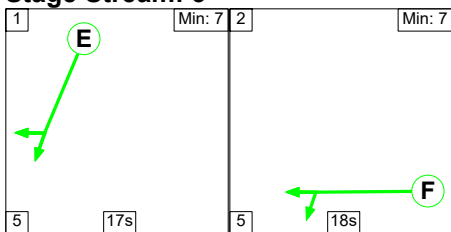
Stage Stream: 1



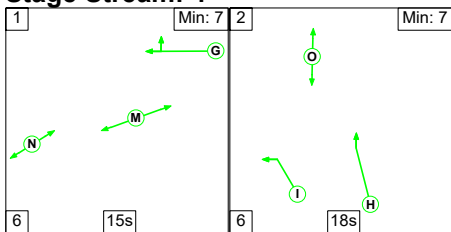
Stage Stream: 2



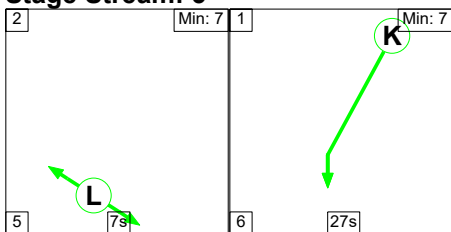
Stage Stream: 3



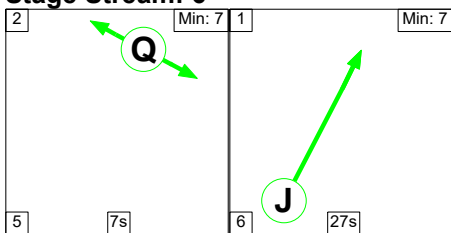
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	9
Change Point	37	23

Stage Stream: 2

Stage	1	2
Duration	13	22
Change Point	37	10

Stage Stream: 3

Stage	1	2
Duration	17	18
Change Point	10	32

Stage Stream: 4

Stage	1	2
Duration	15	18
Change Point	29	5

Stage Stream: 5

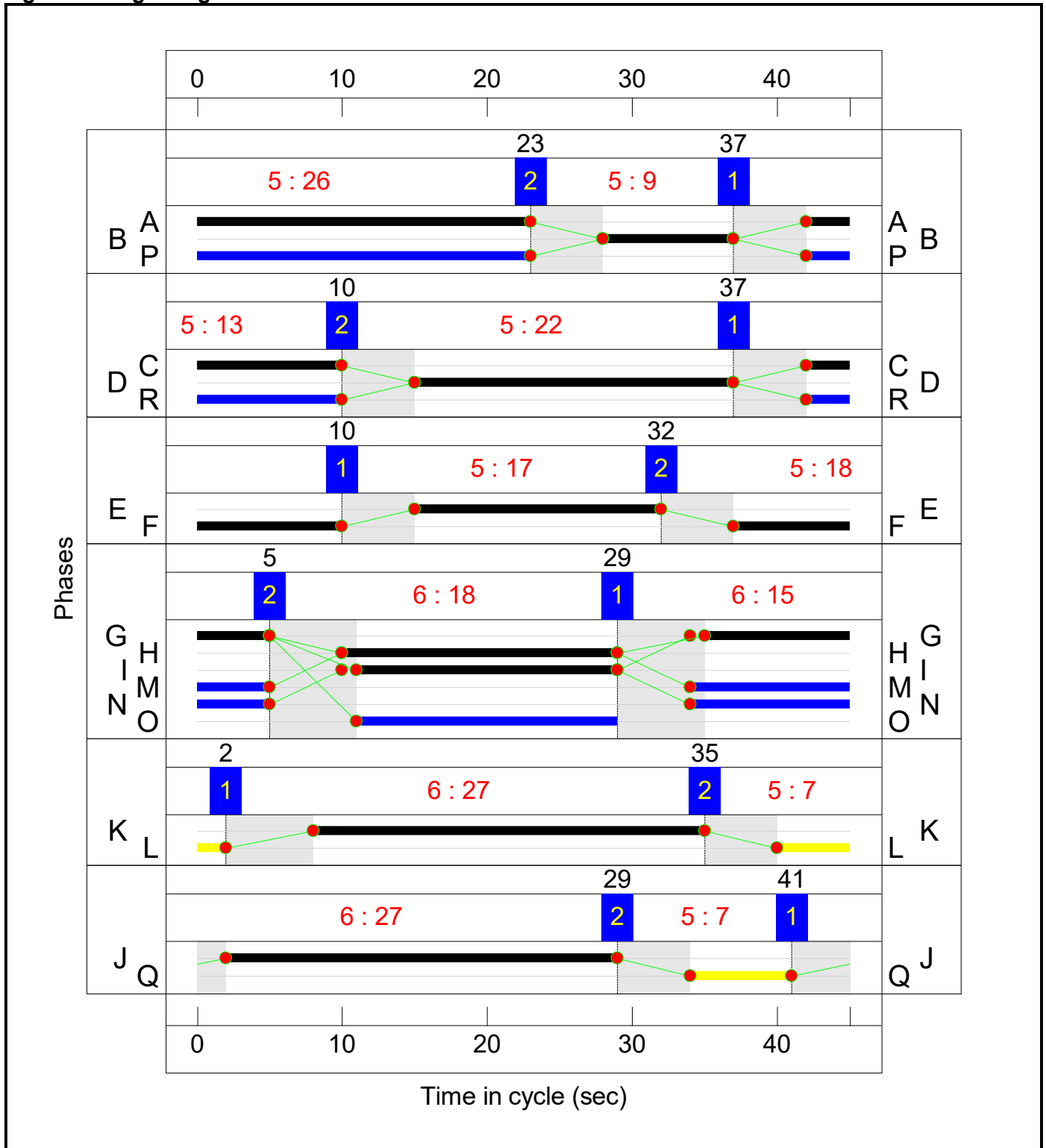
Stage	2	1
Duration	7	27
Change Point	35	2

Full Input Data And Results

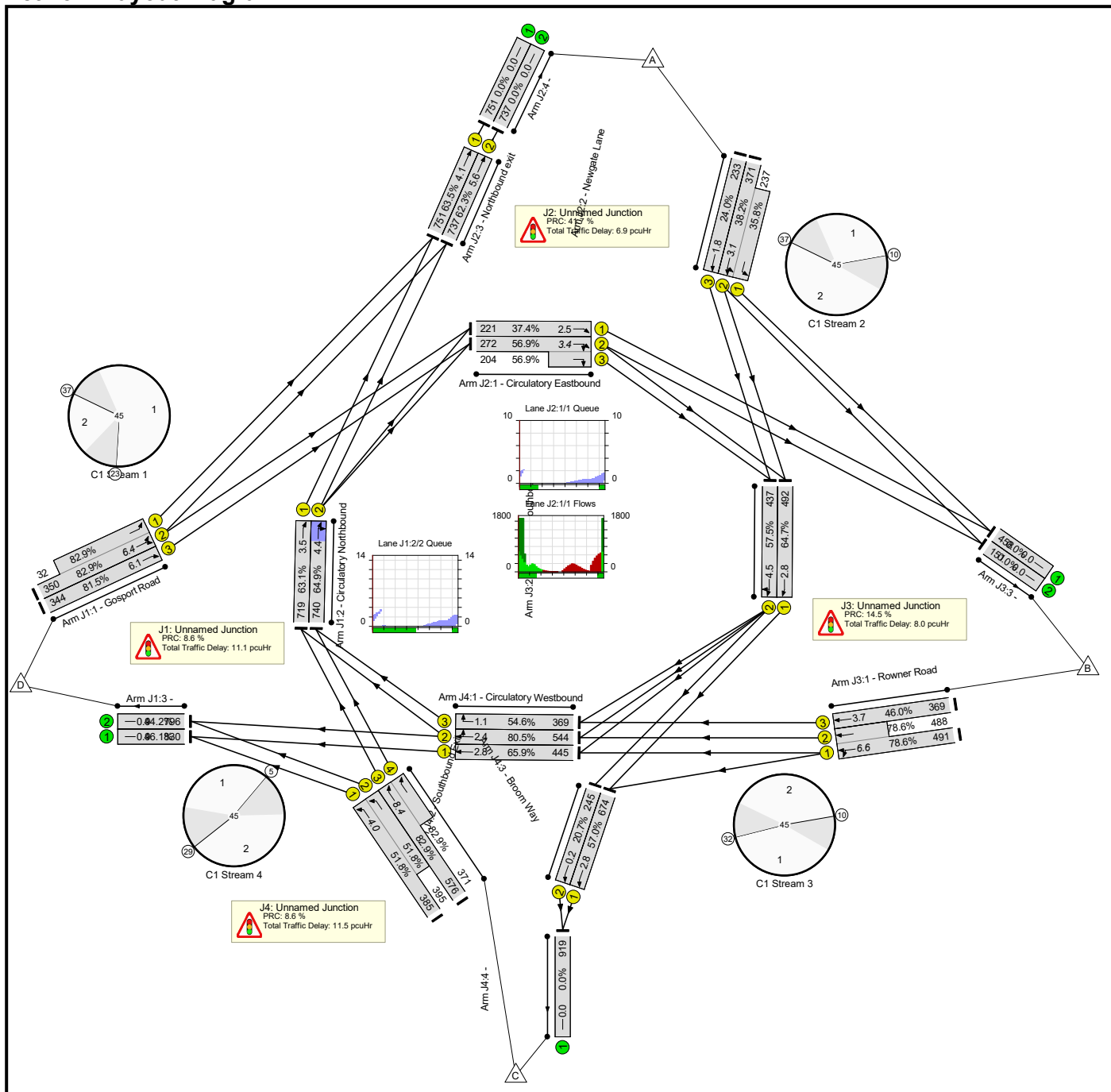
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	29	41

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	9	-	382	1900:1900	422+39	82.9 : 82.9%
1/3	Gosport Road Ahead	U	1	N/A	B		1	9	-	344	1900	422	81.5%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	26	-	719	1900	1140	63.1%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	26	-	740	1900	1140	64.9%
3/1		U	N/A	N/A	-		-	-	-	830	1800	1800	46.1%
3/2		U	N/A	N/A	-		-	-	-	796	1800	1800	44.2%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.5%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	13	-	221	1900	591	37.4%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	13	-	476	1900:1900	478+358	56.9 : 56.9%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	22	-	608	1900:1900	971+662	38.2 : 35.8%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	22	-	233	1900	971	24.0%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	751	1900	1182	63.5%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	737	1900	1182	62.3%
4/1		U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.6%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	18	-	979	1900:1900	624+621	78.6 : 78.6%
1/3	Rowner Road Ahead	U	3	N/A	F		1	18	-	369	1900	802	46.0%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	17	-	492	1900	760	64.7%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	17	-	437	1900	760	57.5%
3/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	15	-	445	1900	676	65.9%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	15	-	544	1900	676	80.5%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	15	-	369	1900	676	54.6%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	674	1900	1182	57.0%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	245	1900	1182	20.7%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	18	-	780	1900:1900	743+763	51.8 : 51.8%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	19	-	947	1900:1900	695+448	82.9 : 82.9%
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	22.3	15.2	0.0	37.4	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	5.0	6.1	0.0	11.1	-	-	-	-
1/2+1/1	382	382	-	-	-	1.7	2.3	-	4.0	38.0	4.1	2.3	6.4
1/3	344	344	-	-	-	1.6	2.1	-	3.7	38.5	4.0	2.1	6.1
2/1	719	719	-	-	-	1.0	0.0	-	1.0	5.2	3.5	0.0	3.5
2/2	740	740	-	-	-	0.6	0.9	-	1.5	7.3	3.5	0.9	4.4
3/1	830	830	-	-	-	0.0	0.4	-	0.4	1.9	0.5	0.4	0.9
3/2	796	796	-	-	-	0.0	0.4	-	0.4	1.8	0.5	0.4	0.9
J2: Unnamed Junction	-	-	0	0	0	3.8	3.1	0.0	6.9	-	-	-	-
1/1	221	221	-	-	-	0.4	0.3	-	0.7	10.7	2.2	0.3	2.5
1/2+1/3	476	476	-	-	-	0.7	0.7	-	1.3	10.0	2.8	0.7	3.4
2/2+2/1	608	608	-	-	-	1.1	0.3	-	1.4	8.2	2.8	0.3	3.1
2/3	233	233	-	-	-	0.4	0.2	-	0.6	8.6	1.6	0.2	1.8
3/1	751	751	-	-	-	0.7	0.9	-	1.6	7.5	3.2	0.9	4.1
3/2	737	737	-	-	-	0.6	0.8	-	1.4	6.8	4.8	0.8	5.6
4/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	5.8	2.2	0.0	8.0	-	-	-	-
1/1+1/2	979	979	-	-	-	2.8	1.8	-	4.6	16.8	4.8	1.8	6.6
1/3	369	369	-	-	-	1.0	0.4	-	1.4	13.5	3.3	0.4	3.7
2/1	492	492	-	-	-	0.9	0.0	-	0.9	6.9	2.8	0.0	2.8
2/2	437	437	-	-	-	1.1	0.0	-	1.1	9.4	4.5	0.0	4.5
3/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

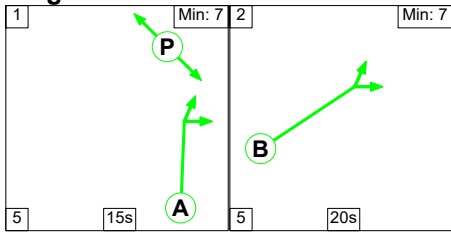
3/2	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	7.8	3.7	0.0	11.5	-	-	-	-																																																								
1/1	445	445	-	-	-	1.0	0.0	-	1.0	8.4	2.8	0.0	2.8																																																								
1/2	544	544	-	-	-	1.2	0.0	-	1.2	7.7	2.4	0.0	2.4																																																								
1/3	369	369	-	-	-	0.6	0.0	-	0.6	6.2	1.1	0.0	1.1																																																								
2/1	674	674	-	-	-	0.4	0.7	-	1.0	5.5	2.2	0.7	2.8																																																								
2/2	245	245	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.2																																																								
3/1+3/2	780	780	-	-	-	2.0	0.5	-	2.6	11.9	3.5	0.5	4.0																																																								
3/3+3/4	947	947	-	-	-	2.5	2.4	-	4.9	18.4	6.0	2.4	8.4																																																								
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>8.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.25</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>58.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.92</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>14.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.04</td> <td>Cycle Time (s):</td> <td>45</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>10.28</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>57.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.18</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>41.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.95</td> <td>Cycle Time (s):</td> <td>45</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>37.44</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	8.6	Total Delay for Signalled Lanes (pcuHr):	10.25	Cycle Time (s):	45	C1	Stream: 2	PRC for Signalled Lanes (%)	58.1	Total Delay for Signalled Lanes (pcuHr):	3.92	Cycle Time (s):	45	C1	Stream: 3	PRC for Signalled Lanes (%)	14.5	Total Delay for Signalled Lanes (pcuHr):	8.04	Cycle Time (s):	45	C1	Stream: 4	PRC for Signalled Lanes (%)	8.6	Total Delay for Signalled Lanes (pcuHr):	10.28	Cycle Time (s):	45	C1	Stream: 5	PRC for Signalled Lanes (%)	57.9	Total Delay for Signalled Lanes (pcuHr):	1.18	Cycle Time (s):	45	C1	Stream: 6	PRC for Signalled Lanes (%)	41.7	Total Delay for Signalled Lanes (pcuHr):	2.95	Cycle Time (s):	45			PRC Over All Lanes (%)	8.6	Total Delay Over All Lanes(pcuHr):	37.44		
C1	Stream: 1	PRC for Signalled Lanes (%)	8.6	Total Delay for Signalled Lanes (pcuHr):	10.25	Cycle Time (s):	45																																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	58.1	Total Delay for Signalled Lanes (pcuHr):	3.92	Cycle Time (s):	45																																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	14.5	Total Delay for Signalled Lanes (pcuHr):	8.04	Cycle Time (s):	45																																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	8.6	Total Delay for Signalled Lanes (pcuHr):	10.28	Cycle Time (s):	45																																																														
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Full Input Data And Results

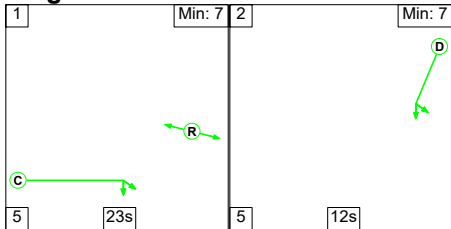
Scenario 14: '14' (FG14: '2037 PM Base + Com - Sens Test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

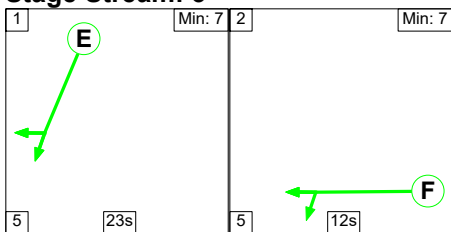
Stage Stream: 1



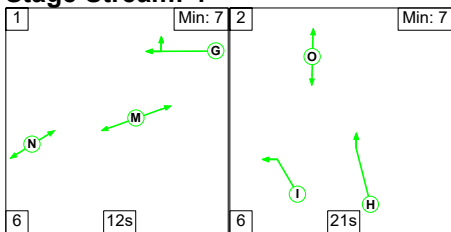
Stage Stream: 2



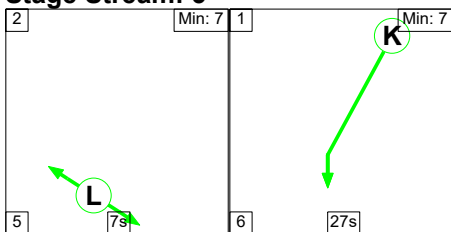
Stage Stream: 3



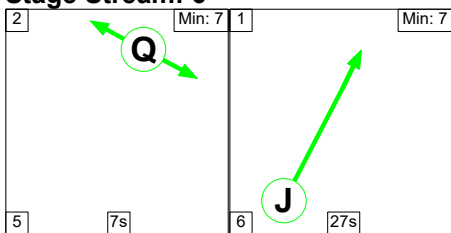
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	20
Change Point	7	27

Stage Stream: 2

Stage	1	2
Duration	23	12
Change Point	33	16

Stage Stream: 3

Stage	1	2
Duration	23	12
Change Point	7	35

Stage Stream: 4

Stage	1	2
Duration	12	21
Change Point	35	8

Stage Stream: 5

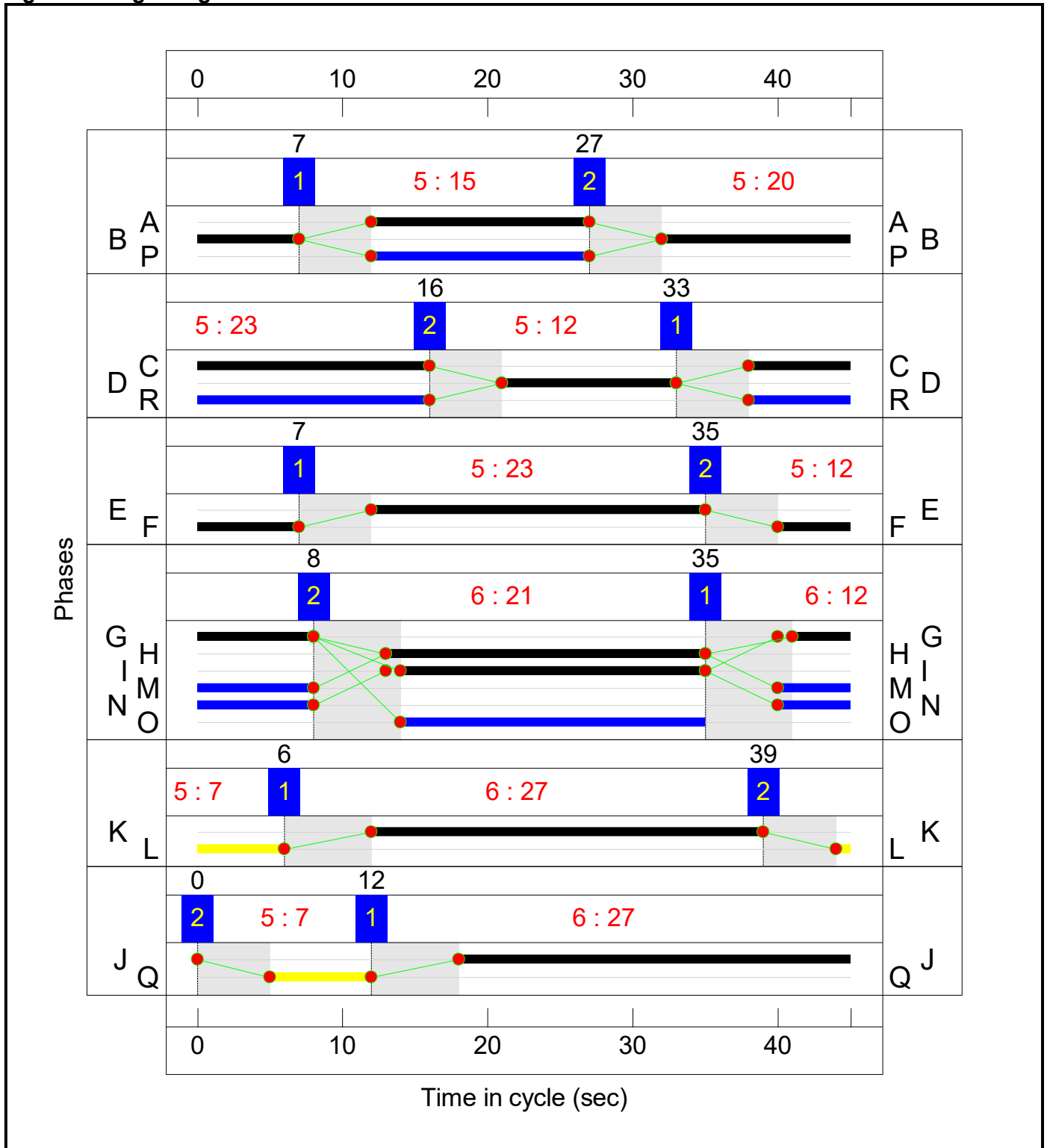
Stage	2	1
Duration	7	27
Change Point	39	6

Full Input Data And Results

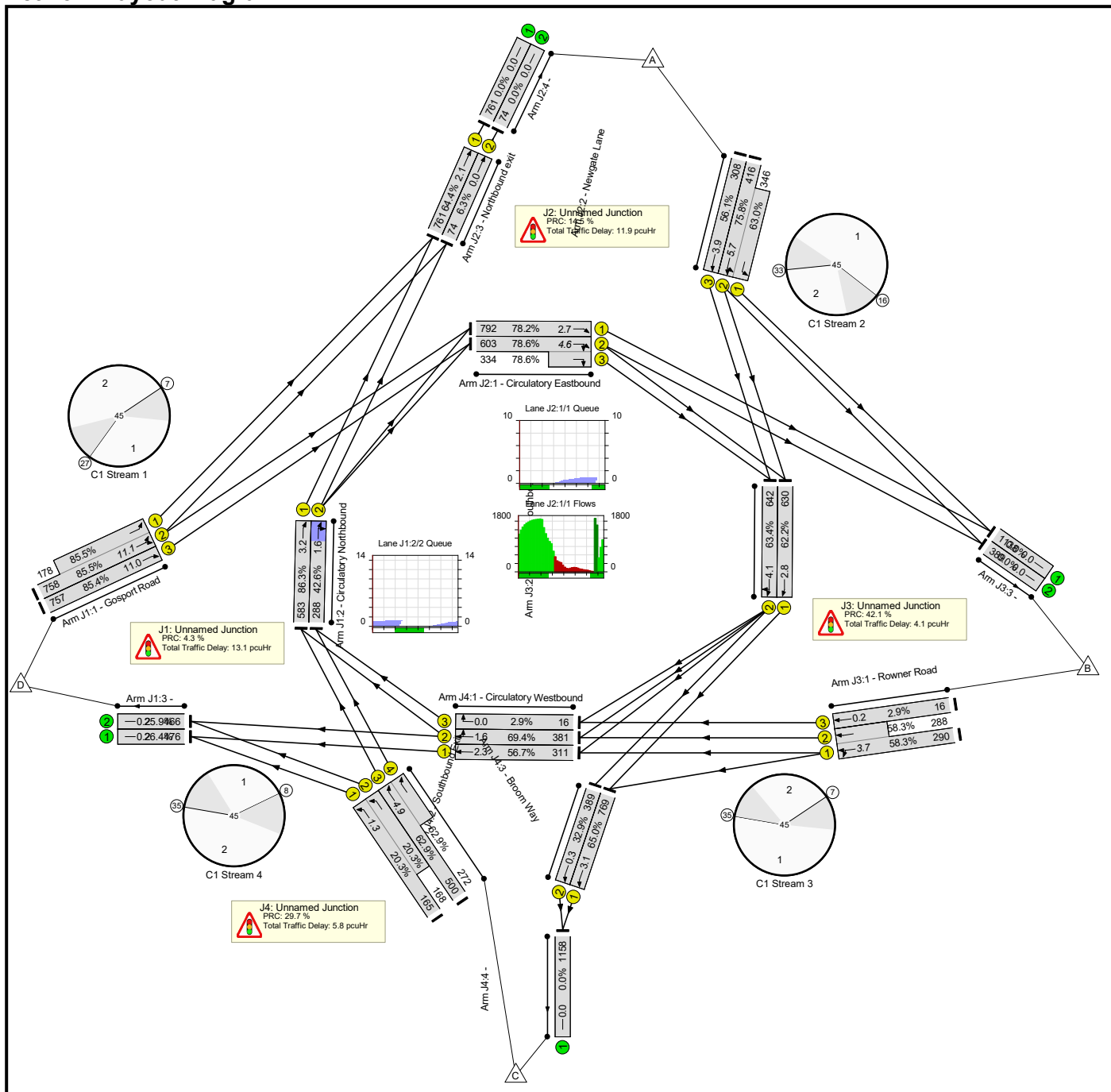
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	0	12

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.3%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	20	-	936	1900:1900	887+208	85.5 : 85.5%
1/3	Gosport Road Ahead	U	1	N/A	B		1	20	-	757	1900	887	85.4%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	15	-	583	1900	676	86.3%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	15	-	288	1900	676	42.6%
3/1		U	N/A	N/A	-		-	-	-	476	1800	1800	26.4%
3/2		U	N/A	N/A	-		-	-	-	466	1800	1800	25.9%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.6%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	23	-	792	1900	1013	78.2%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	23	-	937	1900:1900	767+425	78.6 : 78.6%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	12	-	762	1900:1900	549+549	75.8 : 63.0%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	12	-	308	1900	549	56.1%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	761	1900	1182	64.4%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	74	1900	1182	6.3%
4/1		U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	74	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.4%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	12	-	578	1900:1900	498+494	58.3 : 58.3%
1/3	Rowner Road Ahead	U	3	N/A	F		1	12	-	16	1900	549	2.9%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	23	-	630	1900	1013	62.2%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	23	-	642	1900	1013	63.4%
3/1		U	N/A	N/A	-		-	-	-	1138	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.4%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	12	-	311	1900	549	56.7%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	12	-	381	1900	549	69.4%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	12	-	16	1900	549	2.9%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	769	1900	1182	65.0%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	389	1900	1182	32.9%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	21	-	333	1900:1900	812+827	20.3 : 20.3%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	22	-	772	1900:1900	795+432	62.9 : 62.9%
4/1		U	N/A	N/A	-		-	-	-	1158	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	19.3	15.5	0.0	34.8	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	6.7	6.4	0.0	13.1	-	-	-	-
1/2+1/1	936	936	-	-	-	2.6	2.8	-	5.4	20.9	8.2	2.8	11.1
1/3	757	757	-	-	-	2.2	2.8	-	5.0	23.9	8.2	2.8	11.0
2/1	583	583	-	-	-	1.3	0.0	-	1.3	8.0	3.2	0.0	3.2
2/2	288	288	-	-	-	0.6	0.4	-	0.9	11.7	1.2	0.4	1.6
3/1	476	476	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/2	466	466	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J2: Unnamed Junction	-	-	0	0	0	5.6	6.3	0.0	11.9	-	-	-	-
1/1	792	792	-	-	-	0.3	1.8	-	2.1	9.6	1.0	1.8	2.7
1/2+1/3	937	937	-	-	-	0.8	1.8	-	2.6	10.1	2.8	1.8	4.6
2/2+2/1	762	762	-	-	-	3.0	1.1	-	4.1	19.6	4.6	1.1	5.7
2/3	308	308	-	-	-	1.2	0.6	-	1.8	21.0	3.3	0.6	3.9
3/1	761	761	-	-	-	0.3	0.9	-	1.2	5.5	1.2	0.9	2.1
3/2	74	74	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0
4/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	3.4	0.7	0.0	4.1	-	-	-	-
1/1+1/2	578	578	-	-	-	2.2	0.7	-	2.9	17.8	3.0	0.7	3.7
1/3	16	16	-	-	-	0.1	0.0	-	0.1	15.1	0.1	0.0	0.2
2/1	630	630	-	-	-	0.5	0.0	-	0.5	3.1	2.8	0.0	2.8
2/2	642	642	-	-	-	0.7	0.0	-	0.7	3.7	4.1	0.0	4.1
3/1	1138	1138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

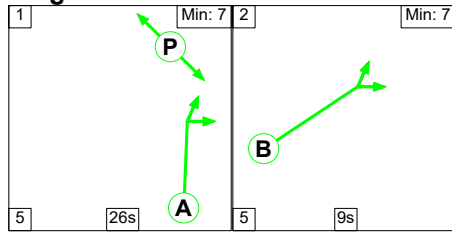
3/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	3.6	2.1	0.0	5.8	-	-	-	-																																																								
1/1	311	311	-	-	-	0.6	0.0	-	0.6	6.7	2.3	0.0	2.3																																																								
1/2	381	381	-	-	-	0.5	0.0	-	0.5	4.9	1.6	0.0	1.6																																																								
1/3	16	16	-	-	-	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0																																																								
2/1	769	769	-	-	-	0.4	0.9	-	1.4	6.4	2.2	0.9	3.1																																																								
2/2	389	389	-	-	-	0.0	0.2	-	0.3	2.4	0.0	0.2	0.3																																																								
3/1+3/2	333	333	-	-	-	0.6	0.1	-	0.7	7.8	1.2	0.1	1.3																																																								
3/3+3/4	772	772	-	-	-	1.5	0.8	-	2.3	10.9	4.0	0.8	4.9																																																								
4/1	1158	1158	-	-	-	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>4.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.70</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>14.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.67</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>42.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.12</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>29.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.16</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>38.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.63</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>39.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.19</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>4.3</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>34.84</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	4.3	Total Delay for Signalled Lanes (pcuHr):	12.70	Cycle Time (s):	45	C1	Stream: 2	PRC for Signalled Lanes (%)	14.5	Total Delay for Signalled Lanes (pcuHr):	10.67	Cycle Time (s):	45	C1	Stream: 3	PRC for Signalled Lanes (%)	42.1	Total Delay for Signalled Lanes (pcuHr):	4.12	Cycle Time (s):	45	C1	Stream: 4	PRC for Signalled Lanes (%)	29.7	Total Delay for Signalled Lanes (pcuHr):	4.16	Cycle Time (s):	45	C1	Stream: 5	PRC for Signalled Lanes (%)	38.4	Total Delay for Signalled Lanes (pcuHr):	1.63	Cycle Time (s):	45	C1	Stream: 6	PRC for Signalled Lanes (%)	39.8	Total Delay for Signalled Lanes (pcuHr):	1.19	Cycle Time (s):	45			PRC Over All Lanes (%)	4.3	Total Delay Over All Lanes(pcuHr):	34.84		
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Full Input Data And Results

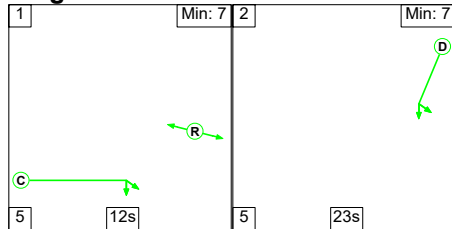
Scenario 15: '15' (FG15: '2037 AM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

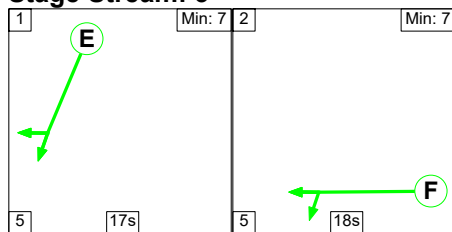
Stage Stream: 1



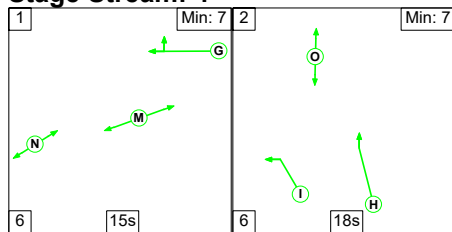
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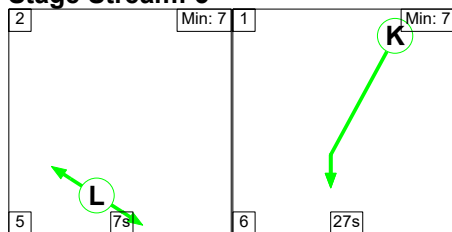
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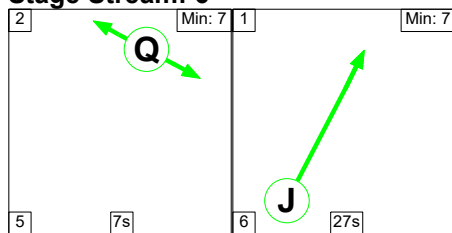
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	9
Change Point	37	23

Stage Stream: 2

Stage	1	2
Duration	12	23
Change Point	39	11

Stage Stream: 3

Stage	1	2
Duration	17	18
Change Point	10	32

Stage Stream: 4

Stage	1	2
Duration	15	18
Change Point	29	5

Stage Stream: 5

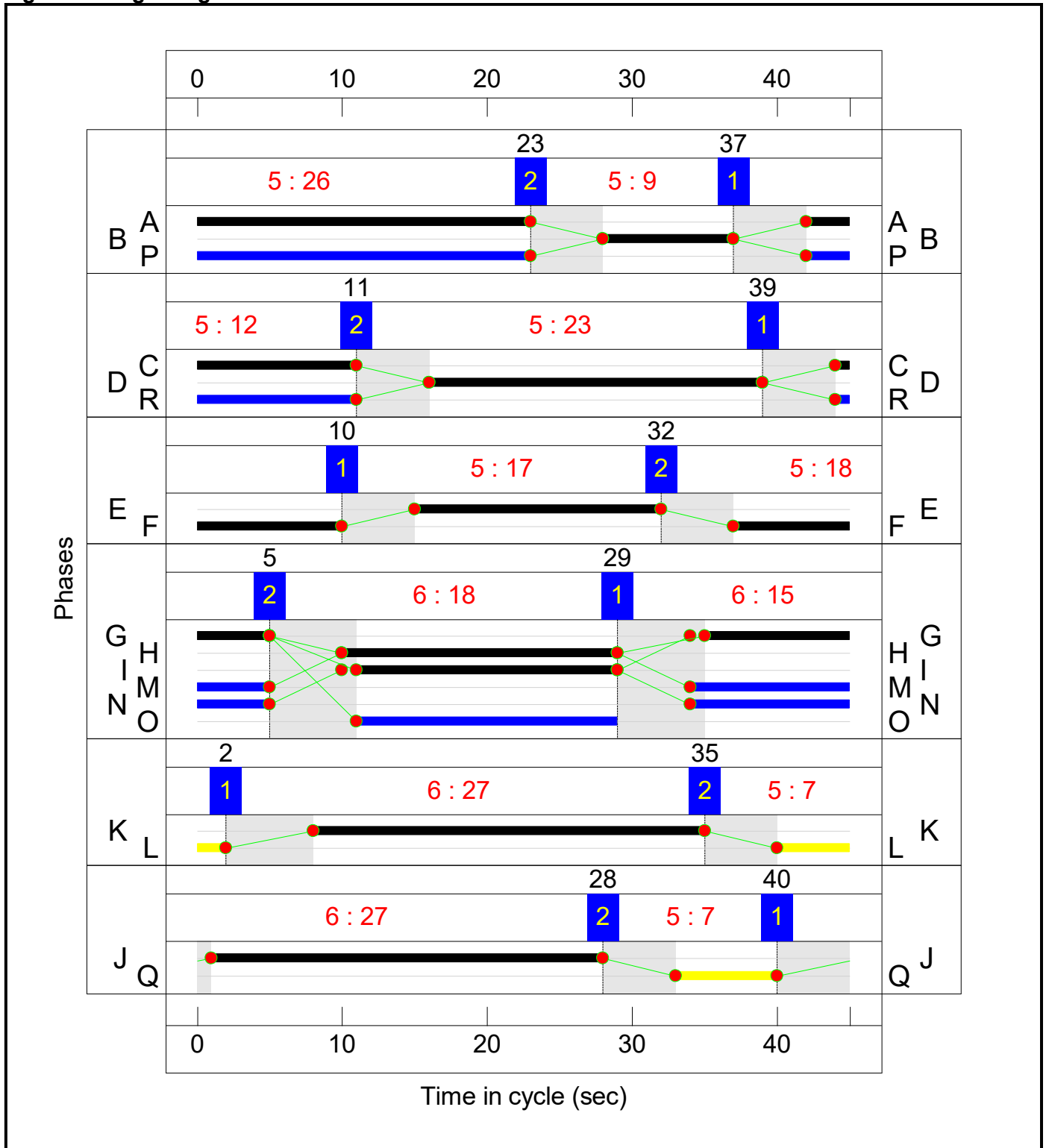
Stage	2	1
Duration	7	27
Change Point	35	2

Full Input Data And Results

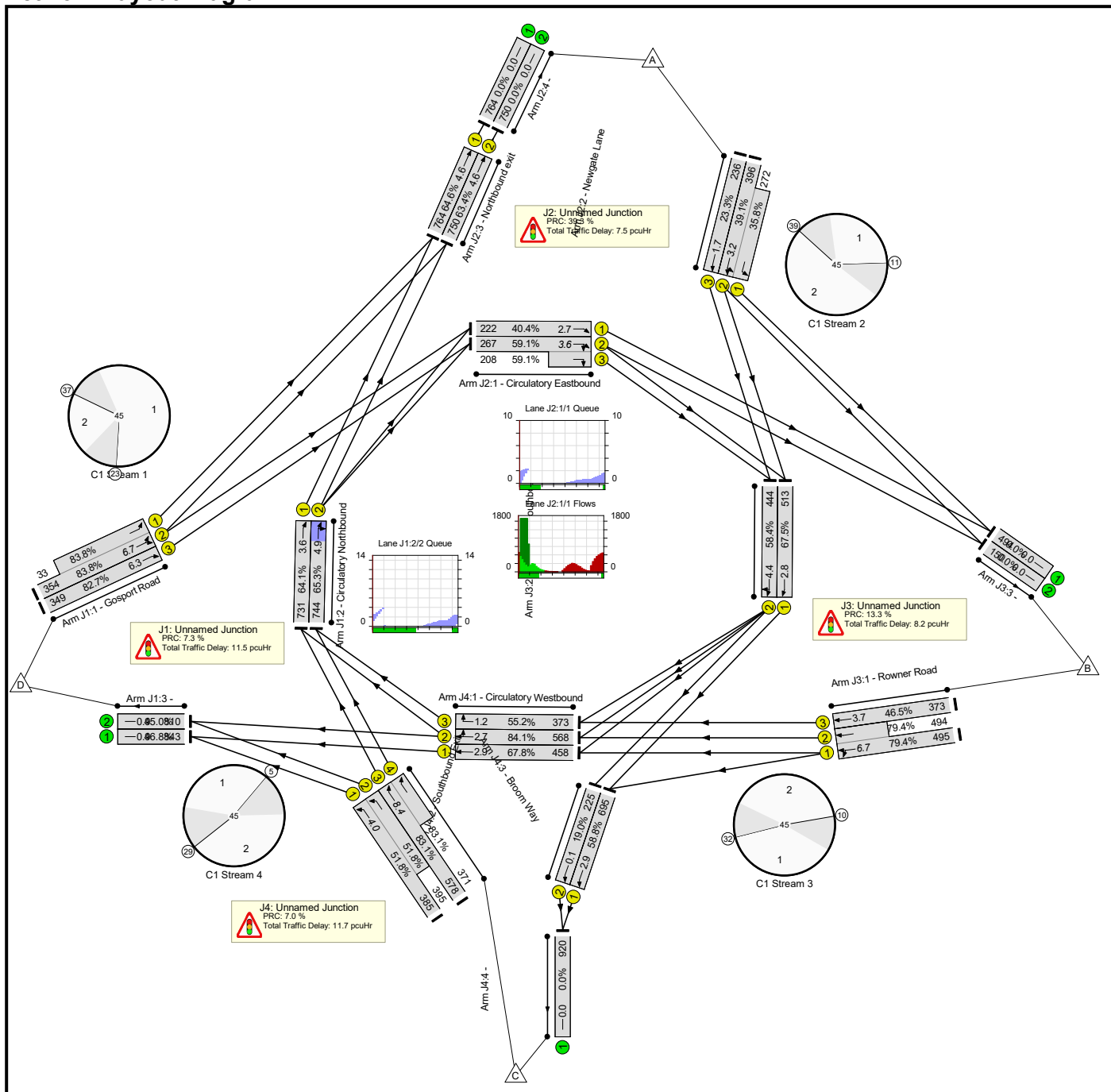
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	28	40

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	84.1%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	9	-	387	1900:1900	422+39	83.8 : 83.8%
1/3	Gosport Road Ahead	U	1	N/A	B		1	9	-	349	1900	422	82.7%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	26	-	731	1900	1140	64.1%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	26	-	744	1900	1140	65.3%
3/1		U	N/A	N/A	-		-	-	-	843	1800	1800	46.8%
3/2		U	N/A	N/A	-		-	-	-	810	1800	1800	45.0%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.6%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	12	-	222	1900	549	40.4%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	12	-	475	1900:1900	452+352	59.1 : 59.1%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	23	-	668	1900:1900	1013+760	39.1 : 35.8%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	23	-	236	1900	1013	23.3%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	764	1900	1182	64.6%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	750	1900	1182	63.4%
4/1		U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	18	-	989	1900:1900	623+622	79.4 : 79.4%
1/3	Rowner Road Ahead	U	3	N/A	F		1	18	-	373	1900	802	46.5%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	17	-	513	1900	760	67.5%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	17	-	444	1900	760	58.4%
3/1		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.1%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	15	-	458	1900	676	67.8%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	15	-	568	1900	676	84.1%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	15	-	373	1900	676	55.2%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	695	1900	1182	58.8%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	225	1900	1182	19.0%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	18	-	780	1900:1900	743+763	51.8 : 51.8%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	19	-	949	1900:1900	695+446	83.1 : 83.1%
4/1		U	N/A	N/A	-		-	-	-	920	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	23.1	15.8	0.0	38.9	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	5.0	6.5	0.0	11.5	-	-	-	-
1/2+1/1	387	387	-	-	-	1.8	2.4	-	4.2	39.2	4.2	2.4	6.7
1/3	349	349	-	-	-	1.6	2.2	-	3.9	39.8	4.1	2.2	6.3
2/1	731	731	-	-	-	1.0	0.0	-	1.0	5.2	3.6	0.0	3.6
2/2	744	744	-	-	-	0.6	0.9	-	1.5	7.4	4.0	0.9	4.9
3/1	843	843	-	-	-	0.0	0.4	-	0.4	1.9	0.5	0.4	0.9
3/2	810	810	-	-	-	0.0	0.4	-	0.4	1.8	0.5	0.4	0.9
J2: Unnamed Junction	-	-	0	0	0	4.2	3.3	0.0	7.5	-	-	-	-
1/1	222	222	-	-	-	0.5	0.3	-	0.8	13.0	2.3	0.3	2.7
1/2+1/3	475	475	-	-	-	0.9	0.7	-	1.6	11.9	2.8	0.7	3.6
2/2+2/1	668	668	-	-	-	1.1	0.3	-	1.4	7.6	2.9	0.3	3.2
2/3	236	236	-	-	-	0.4	0.2	-	0.5	7.9	1.5	0.2	1.7
3/1	764	764	-	-	-	0.9	0.9	-	1.8	8.4	3.7	0.9	4.6
3/2	750	750	-	-	-	0.6	0.9	-	1.4	6.8	3.8	0.9	4.6
4/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	5.9	2.3	0.0	8.2	-	-	-	-
1/1+1/2	989	989	-	-	-	2.8	1.9	-	4.7	17.1	4.8	1.9	6.7
1/3	373	373	-	-	-	1.0	0.4	-	1.4	13.5	3.3	0.4	3.7
2/1	513	513	-	-	-	1.0	0.0	-	1.0	7.2	2.8	0.0	2.8
2/2	444	444	-	-	-	1.1	0.0	-	1.1	8.9	4.4	0.0	4.4
3/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

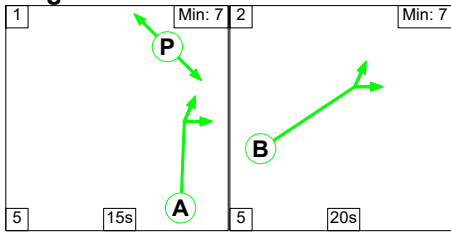
3/2	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																	
J4: Unnamed Junction	-	-	0	0	0	7.9	3.8	0.0	11.7	-	-	-	-																																																	
1/1	458	458	-	-	-	1.1	0.0	-	1.1	8.6	2.9	0.0	2.9																																																	
1/2	568	568	-	-	-	1.3	0.0	-	1.3	8.0	2.7	0.0	2.7																																																	
1/3	373	373	-	-	-	0.6	0.0	-	0.6	6.2	1.2	0.0	1.2																																																	
2/1	695	695	-	-	-	0.4	0.7	-	1.1	5.7	2.2	0.7	2.9																																																	
2/2	225	225	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1																																																	
3/1+3/2	780	780	-	-	-	2.0	0.5	-	2.6	11.9	3.5	0.5	4.0																																																	
3/3+3/4	949	949	-	-	-	2.5	2.4	-	4.9	18.6	6.0	2.4	8.4																																																	
4/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																	
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C1	Stream: 3 PRC for Signalled Lanes (%)	13.3	Total Delay for Signalled Lanes (pcuHr):	8.21	Cycle Time (s):	45																																																								
C1	Stream: 4 PRC for Signalled Lanes (%)	7.0	Total Delay for Signalled Lanes (pcuHr):	10.48	Cycle Time (s):	45																																																								
C1	Stream: 5 PRC for Signalled Lanes (%)	53.1	Total Delay for Signalled Lanes (pcuHr):	1.21	Cycle Time (s):	45																																																								
C1	Stream: 6 PRC for Signalled Lanes (%)	39.3	Total Delay for Signalled Lanes (pcuHr):	3.22	Cycle Time (s):	45																																																								
	PRC Over All Lanes (%)	7.0	Total Delay Over All Lanes(pcuHr):	38.94																																																										

Full Input Data And Results

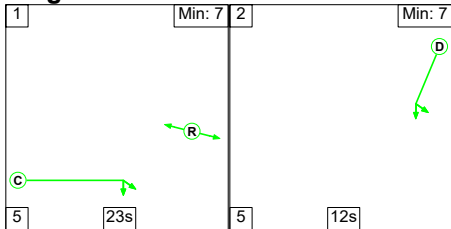
Scenario 16: '16' (FG16: '2037 PM Base + Com + Dev (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

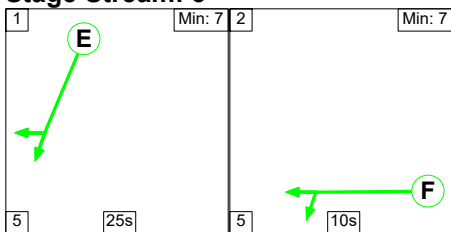
Stage Stream: 1



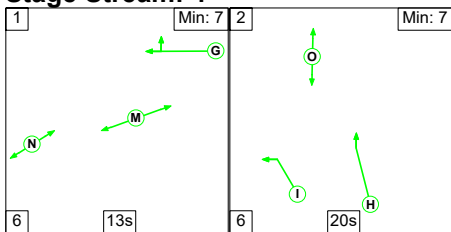
Stage Stream: 2



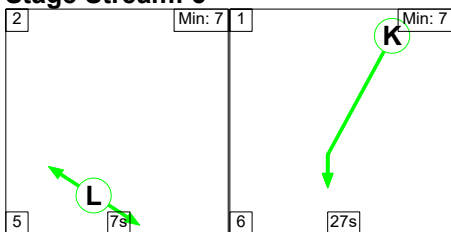
Stage Stream: 3



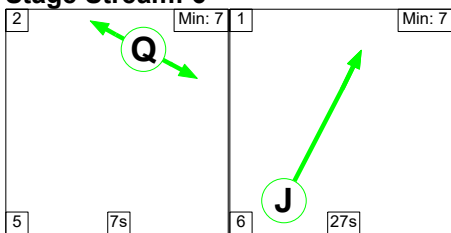
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	20
Change Point	7	27

Stage Stream: 2

Stage	1	2
Duration	23	12
Change Point	32	15

Stage Stream: 3

Stage	1	2
Duration	25	10
Change Point	4	34

Stage Stream: 4

Stage	1	2
Duration	13	20
Change Point	33	7

Stage Stream: 5

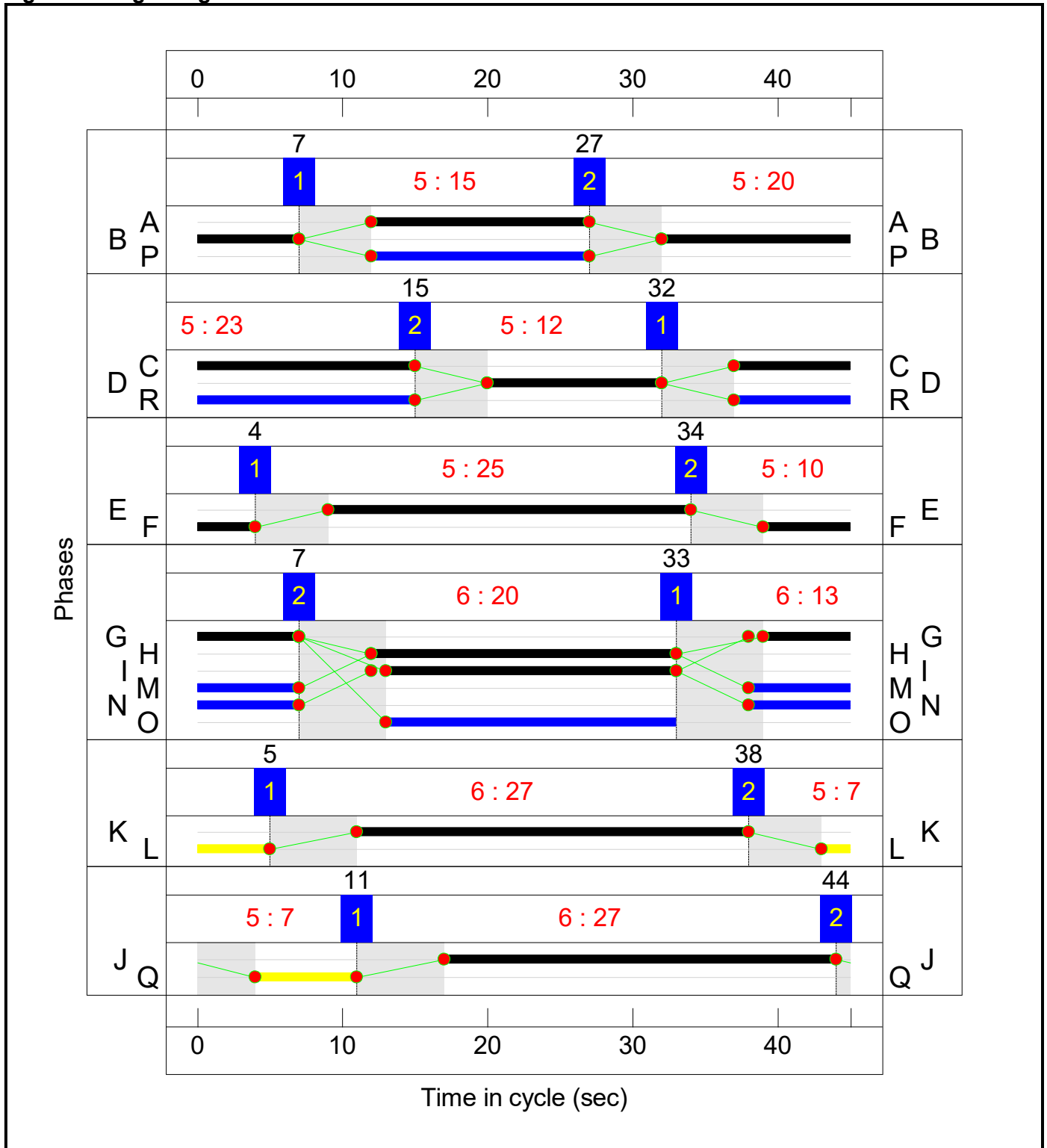
Stage	2	1
Duration	7	27
Change Point	38	5

Full Input Data And Results

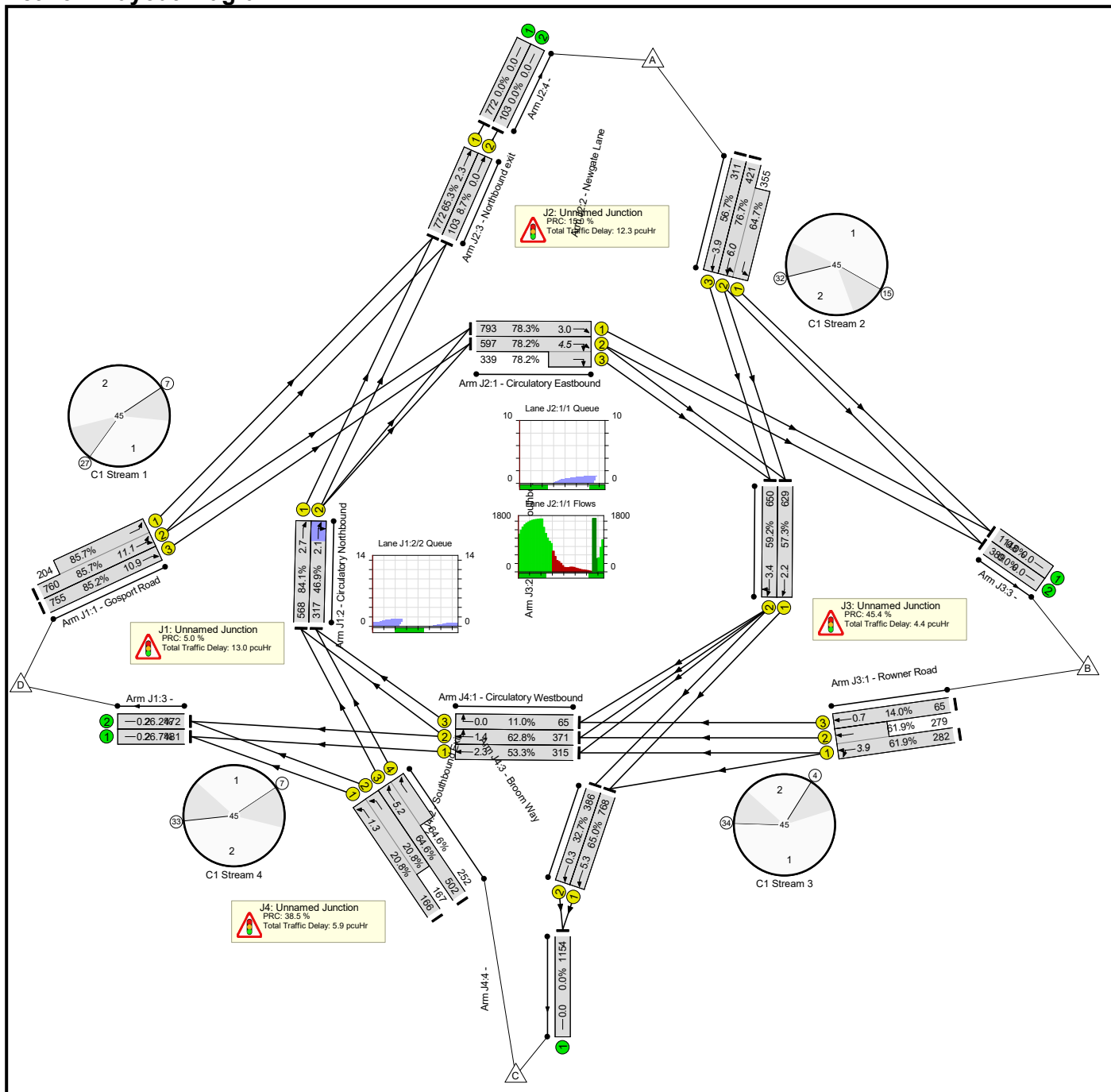
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	44	11

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	85.7%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.7%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	20	-	964	1900:1900	887+238	85.7 : 85.7%
1/3	Gosport Road Ahead	U	1	N/A	B		1	20	-	755	1900	887	85.2%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	15	-	568	1900	676	84.1%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	15	-	317	1900	676	46.9%
3/1		U	N/A	N/A	-		-	-	-	481	1800	1800	26.7%
3/2		U	N/A	N/A	-		-	-	-	472	1800	1800	26.2%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.3%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	23	-	793	1900	1013	78.3%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	23	-	936	1900:1900	763+433	78.2 : 78.2%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	12	-	776	1900:1900	549+549	76.7 : 64.7%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	12	-	311	1900	549	56.7%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	772	1900	1182	65.3%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	103	1900	1182	8.7%
4/1		U	N/A	N/A	-		-	-	-	772	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	61.9%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	10	-	561	1900:1900	456+451	61.9 : 61.9%
1/3	Rowner Road Ahead	U	3	N/A	F		1	10	-	65	1900	464	14.0%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	25	-	629	1900	1098	57.3%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	25	-	650	1900	1098	59.2%
3/1		U	N/A	N/A	-		-	-	-	1148	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	13	-	315	1900	591	53.3%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	13	-	371	1900	591	62.8%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	13	-	65	1900	591	11.0%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	768	1900	1182	65.0%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	386	1900	1182	32.7%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	20	-	333	1900:1900	800+805	20.8 : 20.8%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	21	-	754	1900:1900	777+390	64.6 : 64.6%
4/1		U	N/A	N/A	-		-	-	-	1154	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	19.7	15.9	0.0	35.6	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	6.6	6.4	0.0	13.0	-	-	-	-
1/2+1/1	964	964	-	-	-	2.7	2.9	-	5.6	20.7	8.2	2.9	11.1
1/3	755	755	-	-	-	2.2	2.8	-	5.0	23.7	8.2	2.8	10.9
2/1	568	568	-	-	-	1.1	0.0	-	1.1	7.0	2.7	0.0	2.7
2/2	317	317	-	-	-	0.6	0.4	-	1.0	11.9	1.6	0.4	2.1
3/1	481	481	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/2	472	472	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
J2: Unnamed Junction	-	-	0	0	0	5.9	6.4	0.0	12.3	-	-	-	-
1/1	793	793	-	-	-	0.4	1.8	-	2.2	10.0	1.2	1.8	3.0
1/2+1/3	936	936	-	-	-	0.9	1.8	-	2.7	10.2	2.7	1.8	4.5
2/2+2/1	776	776	-	-	-	3.1	1.2	-	4.3	19.9	4.8	1.2	6.0
2/3	311	311	-	-	-	1.2	0.7	-	1.8	21.1	3.3	0.7	3.9
3/1	772	772	-	-	-	0.3	0.9	-	1.3	6.0	1.4	0.9	2.3
3/2	103	103	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0
4/1	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	3.5	0.9	0.0	4.4	-	-	-	-
1/1+1/2	561	561	-	-	-	2.3	0.8	-	3.2	20.3	3.1	0.8	3.9
1/3	65	65	-	-	-	0.2	0.1	-	0.3	17.9	0.6	0.1	0.7
2/1	629	629	-	-	-	0.4	0.0	-	0.4	2.4	2.2	0.0	2.2
2/2	650	650	-	-	-	0.5	0.0	-	0.5	2.6	3.4	0.0	3.4
3/1	1148	1148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

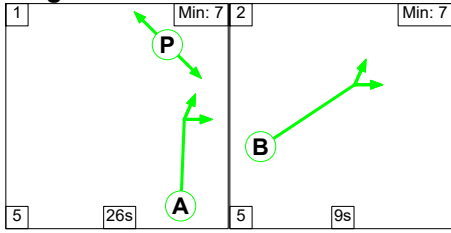
3/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	3.7	2.2	0.0	5.9	-	-	-	-																																																								
1/1	315	315	-	-	-	0.5	0.0	-	0.5	5.8	2.3	0.0	2.3																																																								
1/2	371	371	-	-	-	0.4	0.0	-	0.4	3.6	1.4	0.0	1.4																																																								
1/3	65	65	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0																																																								
2/1	768	768	-	-	-	0.5	0.9	-	1.5	6.9	4.4	0.9	5.3																																																								
2/2	386	386	-	-	-	0.0	0.2	-	0.3	2.4	0.0	0.2	0.3																																																								
3/1+3/2	333	333	-	-	-	0.7	0.1	-	0.8	8.5	1.2	0.1	1.3																																																								
3/3+3/4	754	754	-	-	-	1.6	0.9	-	2.5	11.9	4.3	0.9	5.2																																																								
4/1	1154	1154	-	-	-	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>5.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.69</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>15.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.97</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>45.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.37</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>39.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.19</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>38.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.72</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>37.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.33</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>5.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>35.63</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	5.0	Total Delay for Signalled Lanes (pcuHr):	12.69	Cycle Time (s):	45	C1	Stream: 2	PRC for Signalled Lanes (%)	15.0	Total Delay for Signalled Lanes (pcuHr):	10.97	Cycle Time (s):	45	C1	Stream: 3	PRC for Signalled Lanes (%)	45.4	Total Delay for Signalled Lanes (pcuHr):	4.37	Cycle Time (s):	45	C1	Stream: 4	PRC for Signalled Lanes (%)	39.4	Total Delay for Signalled Lanes (pcuHr):	4.19	Cycle Time (s):	45	C1	Stream: 5	PRC for Signalled Lanes (%)	38.5	Total Delay for Signalled Lanes (pcuHr):	1.72	Cycle Time (s):	45	C1	Stream: 6	PRC for Signalled Lanes (%)	37.8	Total Delay for Signalled Lanes (pcuHr):	1.33	Cycle Time (s):	45			PRC Over All Lanes (%)	5.0	Total Delay Over All Lanes(pcuHr):	35.63		
C1	Stream: 1	PRC for Signalled Lanes (%)	5.0	Total Delay for Signalled Lanes (pcuHr):	12.69	Cycle Time (s):	45																																																														
C1	Stream: 2	PRC for Signalled Lanes (%)	15.0	Total Delay for Signalled Lanes (pcuHr):	10.97	Cycle Time (s):	45																																																														
C1	Stream: 3	PRC for Signalled Lanes (%)	45.4	Total Delay for Signalled Lanes (pcuHr):	4.37	Cycle Time (s):	45																																																														
C1	Stream: 4	PRC for Signalled Lanes (%)	39.4	Total Delay for Signalled Lanes (pcuHr):	4.19	Cycle Time (s):	45																																																														
C1	Stream: 5	PRC for Signalled Lanes (%)	38.5	Total Delay for Signalled Lanes (pcuHr):	1.72	Cycle Time (s):	45																																																														
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		PRC Over All Lanes (%)	5.0	Total Delay Over All Lanes(pcuHr):	35.63																																																																

Full Input Data And Results

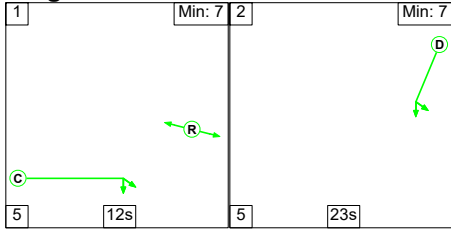
Scenario 17: '17' (FG17: '2037 AM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

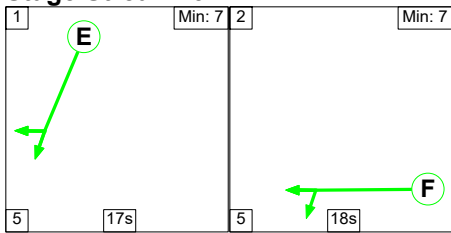
Stage Stream: 1



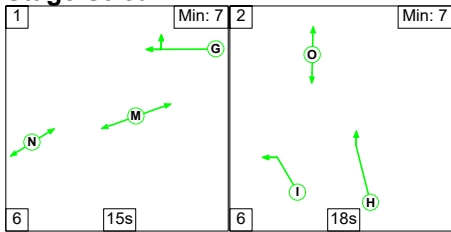
Stage Stream: 2



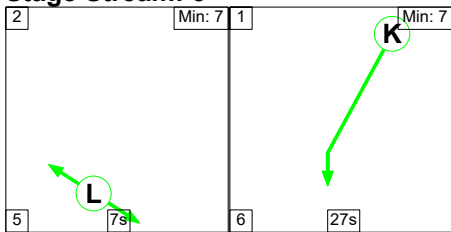
Stage Stream: 3



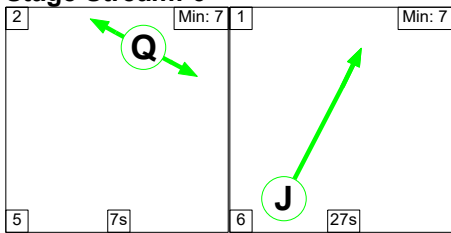
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	26	9
Change Point	36	22

Stage Stream: 2

Stage	1	2
Duration	12	23
Change Point	37	9

Stage Stream: 3

Stage	1	2
Duration	17	18
Change Point	9	31

Stage Stream: 4

Stage	1	2
Duration	15	18
Change Point	28	4

Stage Stream: 5

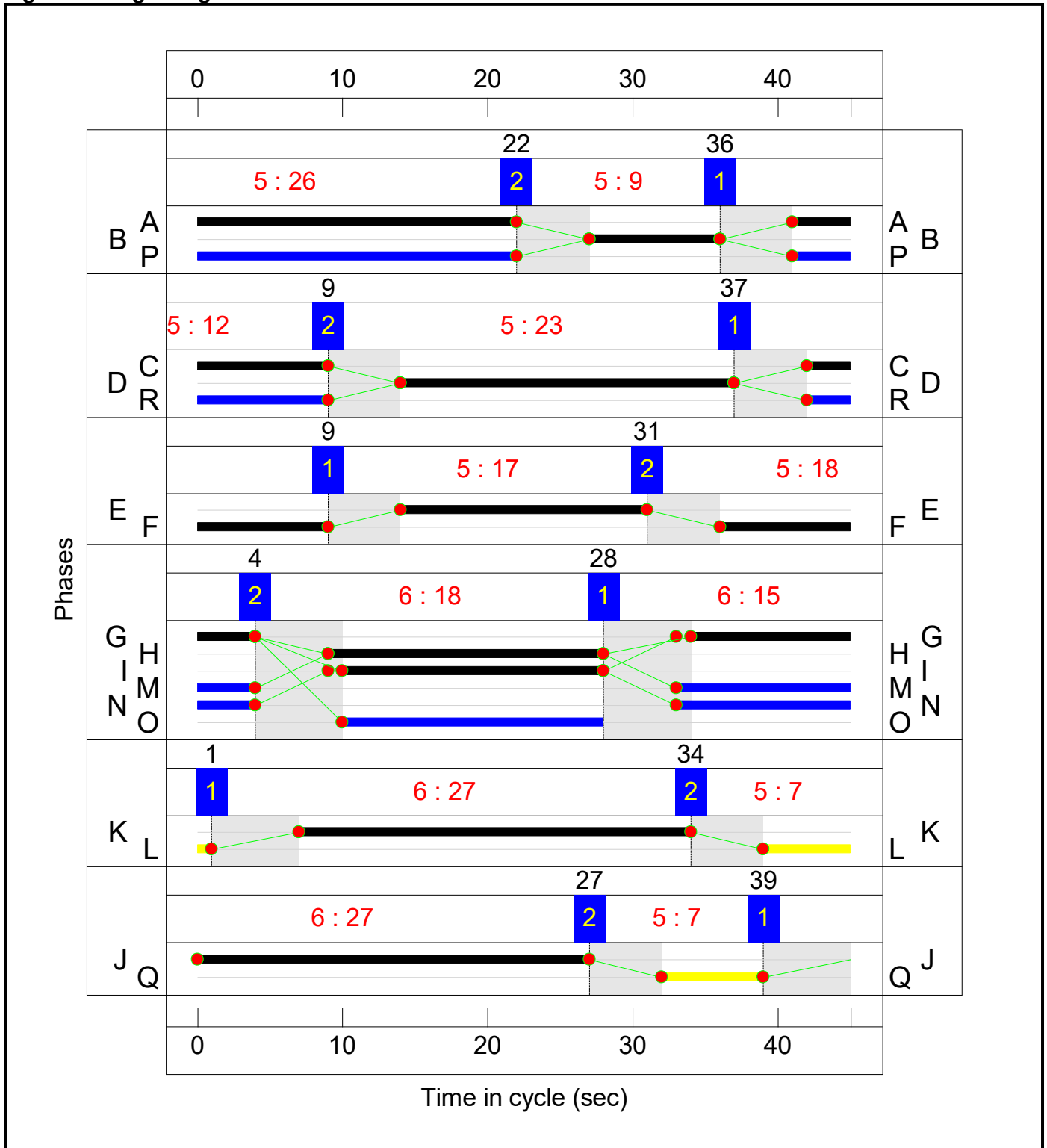
Stage	2	1
Duration	7	27
Change Point	34	1

Full Input Data And Results

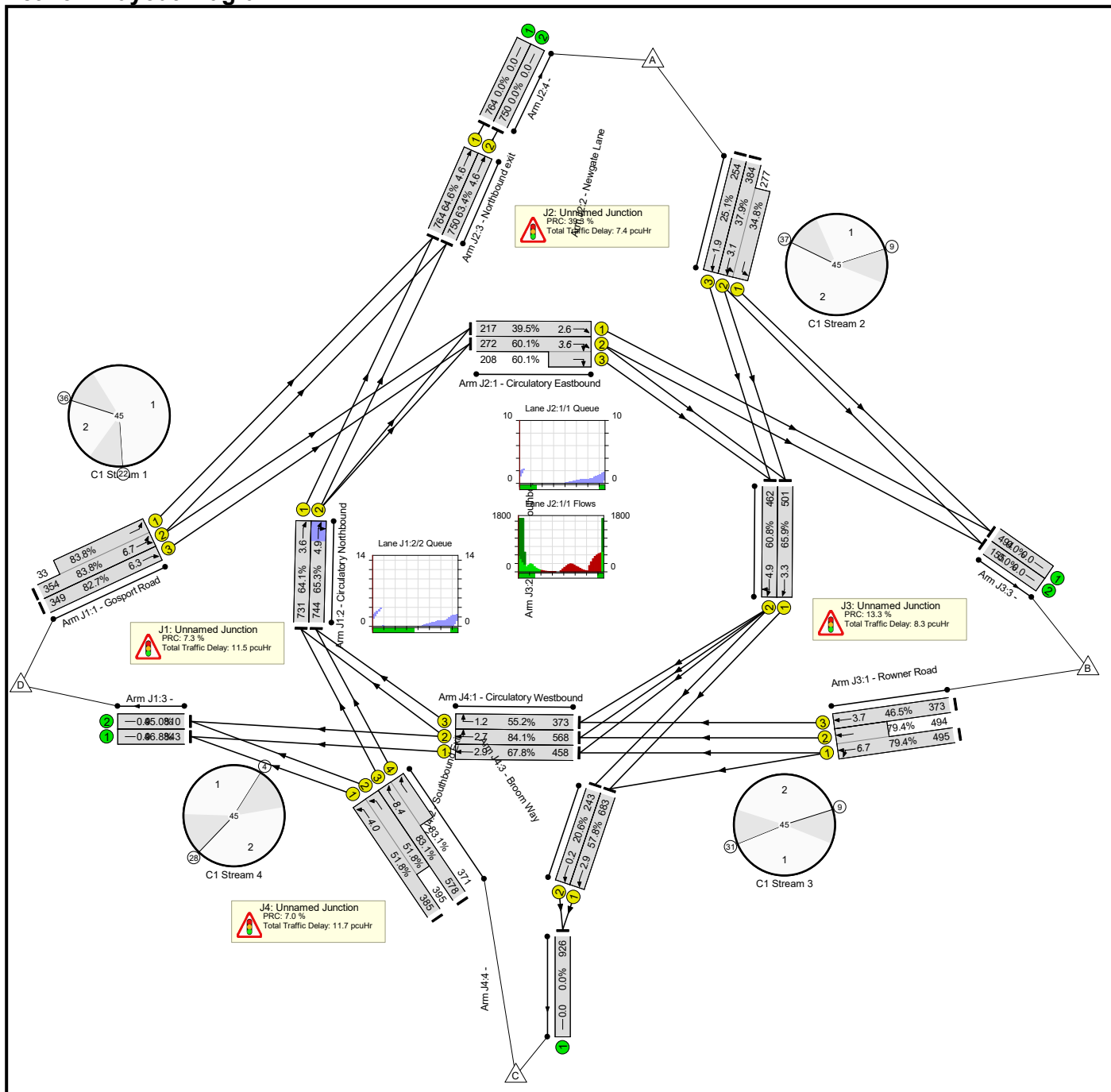
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	27	39

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	84.1%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	9	-	387	1900:1900	422+39	83.8 : 83.8%
1/3	Gosport Road Ahead	U	1	N/A	B		1	9	-	349	1900	422	82.7%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	26	-	731	1900	1140	64.1%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	26	-	744	1900	1140	65.3%
3/1		U	N/A	N/A	-		-	-	-	843	1800	1800	46.8%
3/2		U	N/A	N/A	-		-	-	-	810	1800	1800	45.0%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.6%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	12	-	217	1900	549	39.5%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	12	-	480	1900:1900	453+346	60.1 : 60.1%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	23	-	661	1900:1900	1013+796	37.9 : 34.8%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	23	-	254	1900	1013	25.1%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	764	1900	1182	64.6%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	750	1900	1182	63.4%
4/1		U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.4%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	18	-	989	1900:1900	623+622	79.4 : 79.4%
1/3	Rowner Road Ahead	U	3	N/A	F		1	18	-	373	1900	802	46.5%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	17	-	501	1900	760	65.9%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	17	-	462	1900	760	60.8%
3/1		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.1%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	15	-	458	1900	676	67.8%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	15	-	568	1900	676	84.1%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	15	-	373	1900	676	55.2%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	683	1900	1182	57.8%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	243	1900	1182	20.6%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	18	-	780	1900:1900	743+763	51.8 : 51.8%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	19	-	949	1900:1900	695+446	83.1 : 83.1%
4/1		U	N/A	N/A	-		-	-	-	926	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	23.0	15.8	0.0	38.8	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	5.0	6.5	0.0	11.5	-	-	-	-
1/2+1/1	387	387	-	-	-	1.8	2.4	-	4.2	39.2	4.2	2.4	6.7
1/3	349	349	-	-	-	1.6	2.2	-	3.9	39.8	4.1	2.2	6.3
2/1	731	731	-	-	-	1.0	0.0	-	1.0	5.2	3.6	0.0	3.6
2/2	744	744	-	-	-	0.6	0.9	-	1.5	7.4	4.0	0.9	4.9
3/1	843	843	-	-	-	0.0	0.4	-	0.4	1.9	0.5	0.4	0.9
3/2	810	810	-	-	-	0.0	0.4	-	0.4	1.8	0.5	0.4	0.9
J2: Unnamed Junction	-	-	0	0	0	4.1	3.3	0.0	7.4	-	-	-	-
1/1	217	217	-	-	-	0.4	0.3	-	0.7	12.1	2.2	0.3	2.6
1/2+1/3	480	480	-	-	-	0.8	0.7	-	1.5	11.4	2.8	0.7	3.6
2/2+2/1	661	661	-	-	-	1.1	0.3	-	1.4	7.6	2.8	0.3	3.1
2/3	254	254	-	-	-	0.4	0.2	-	0.6	8.0	1.7	0.2	1.9
3/1	764	764	-	-	-	0.9	0.9	-	1.8	8.4	3.7	0.9	4.6
3/2	750	750	-	-	-	0.6	0.9	-	1.4	6.8	3.8	0.9	4.6
4/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	5.9	2.3	0.0	8.3	-	-	-	-
1/1+1/2	989	989	-	-	-	2.8	1.9	-	4.7	17.1	4.8	1.9	6.7
1/3	373	373	-	-	-	1.0	0.4	-	1.4	13.5	3.3	0.4	3.7
2/1	501	501	-	-	-	1.0	0.0	-	1.0	7.0	3.3	0.0	3.3
2/2	462	462	-	-	-	1.2	0.0	-	1.2	9.3	4.9	0.0	4.9
3/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

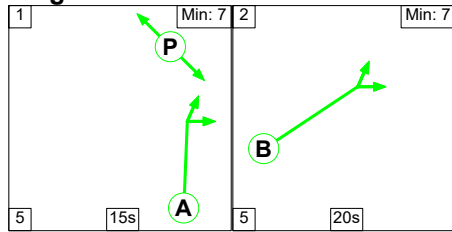
3/2	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	7.9	3.7	0.0	11.7	-	-	-	-																																																								
1/1	458	458	-	-	-	1.1	0.0	-	1.1	8.5	2.9	0.0	2.9																																																								
1/2	568	568	-	-	-	1.3	0.0	-	1.3	8.0	2.7	0.0	2.7																																																								
1/3	373	373	-	-	-	0.6	0.0	-	0.6	6.2	1.2	0.0	1.2																																																								
2/1	683	683	-	-	-	0.4	0.7	-	1.1	5.6	2.2	0.7	2.9																																																								
2/2	243	243	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.2																																																								
3/1+3/2	780	780	-	-	-	2.0	0.5	-	2.6	11.9	3.5	0.5	4.0																																																								
3/3+3/4	949	949	-	-	-	2.5	2.4	-	4.9	18.6	6.0	2.4	8.4																																																								
4/1	926	926	-	-	-	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>7.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.65</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>49.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.20</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>13.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.26</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>7.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.47</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>55.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.20</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>39.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.22</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>7.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>38.85</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	7.3	Total Delay for Signalled Lanes (pcuHr):	10.65	Cycle Time (s):	45	C1	Stream: 2	PRC for Signalled Lanes (%)	49.8	Total Delay for Signalled Lanes (pcuHr):	4.20	Cycle Time (s):	45	C1	Stream: 3	PRC for Signalled Lanes (%)	13.3	Total Delay for Signalled Lanes (pcuHr):	8.26	Cycle Time (s):	45	C1	Stream: 4	PRC for Signalled Lanes (%)	7.0	Total Delay for Signalled Lanes (pcuHr):	10.47	Cycle Time (s):	45	C1	Stream: 5	PRC for Signalled Lanes (%)	55.8	Total Delay for Signalled Lanes (pcuHr):	1.20	Cycle Time (s):	45	C1	Stream: 6	PRC for Signalled Lanes (%)	39.3	Total Delay for Signalled Lanes (pcuHr):	3.22	Cycle Time (s):	45			PRC Over All Lanes (%)	7.0	Total Delay Over All Lanes(pcuHr):	38.85		
C1	Stream: 1	PRC for Signalled Lanes (%)	7.3	Total Delay for Signalled Lanes (pcuHr):	10.65	Cycle Time (s):	45																																																														
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Full Input Data And Results

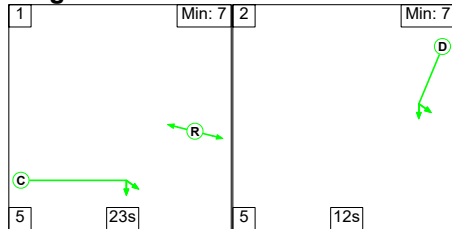
Scenario 18: '18' (FG18: '2037 PM Base + Com + Dev - Sens test (DS2)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

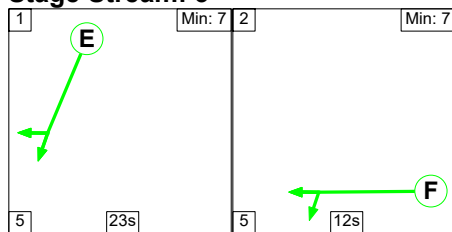
Stage Stream: 1



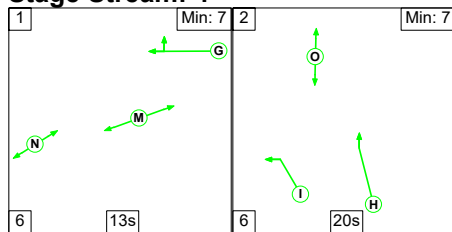
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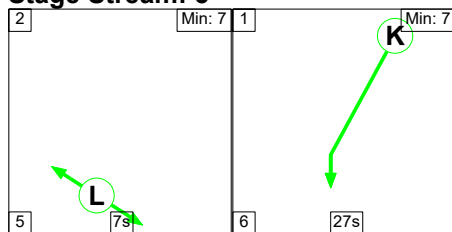
Stage Stream: 3



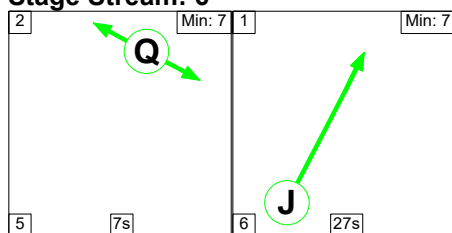
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	15	20
Change Point	7	27

Stage Stream: 2

Stage	1	2
Duration	23	12
Change Point	33	16

Stage Stream: 3

Stage	1	2
Duration	23	12
Change Point	7	35

Stage Stream: 4

Stage	1	2
Duration	13	20
Change Point	34	8

Stage Stream: 5

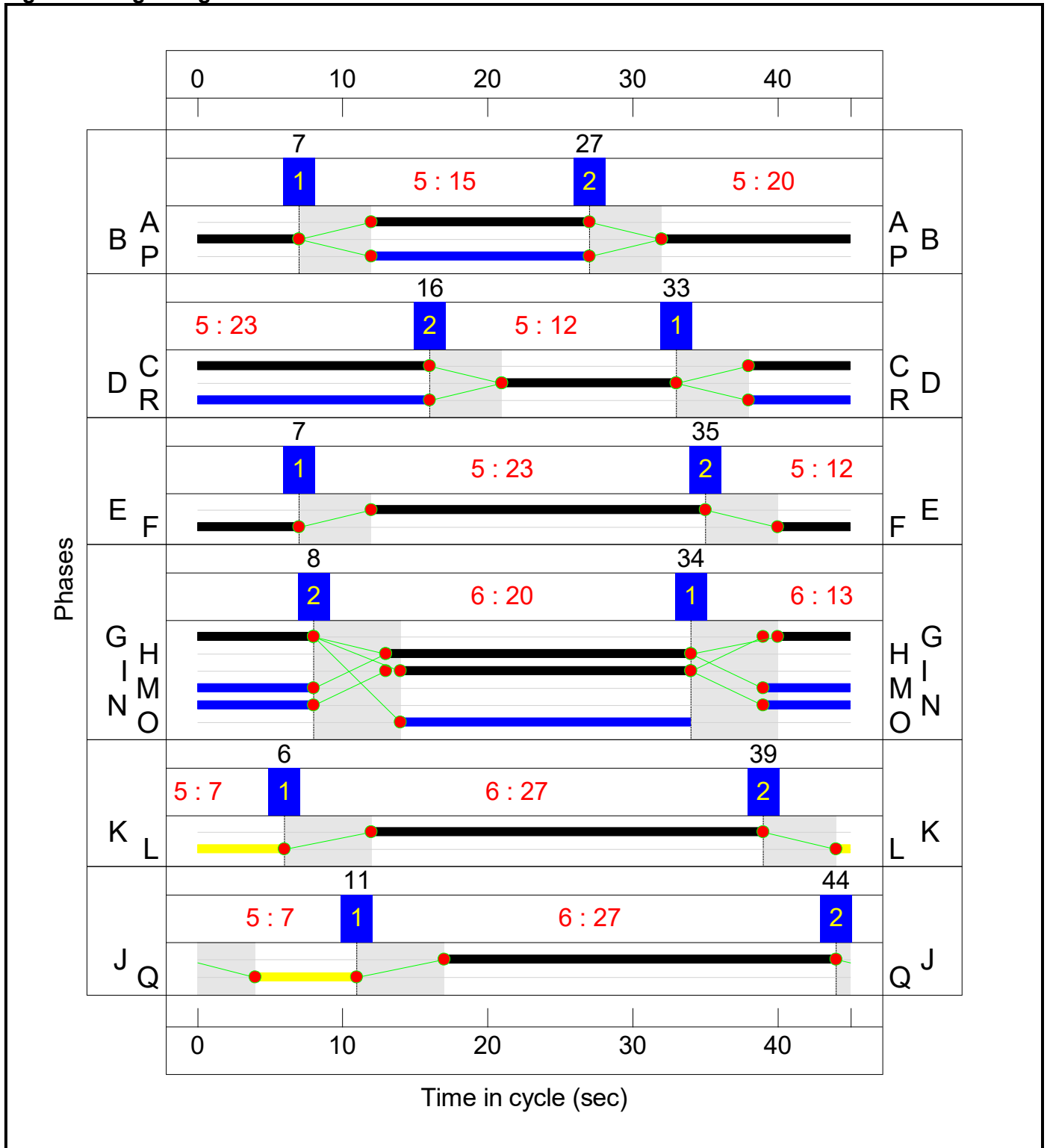
Stage	2	1
Duration	7	27
Change Point	39	6

Full Input Data And Results

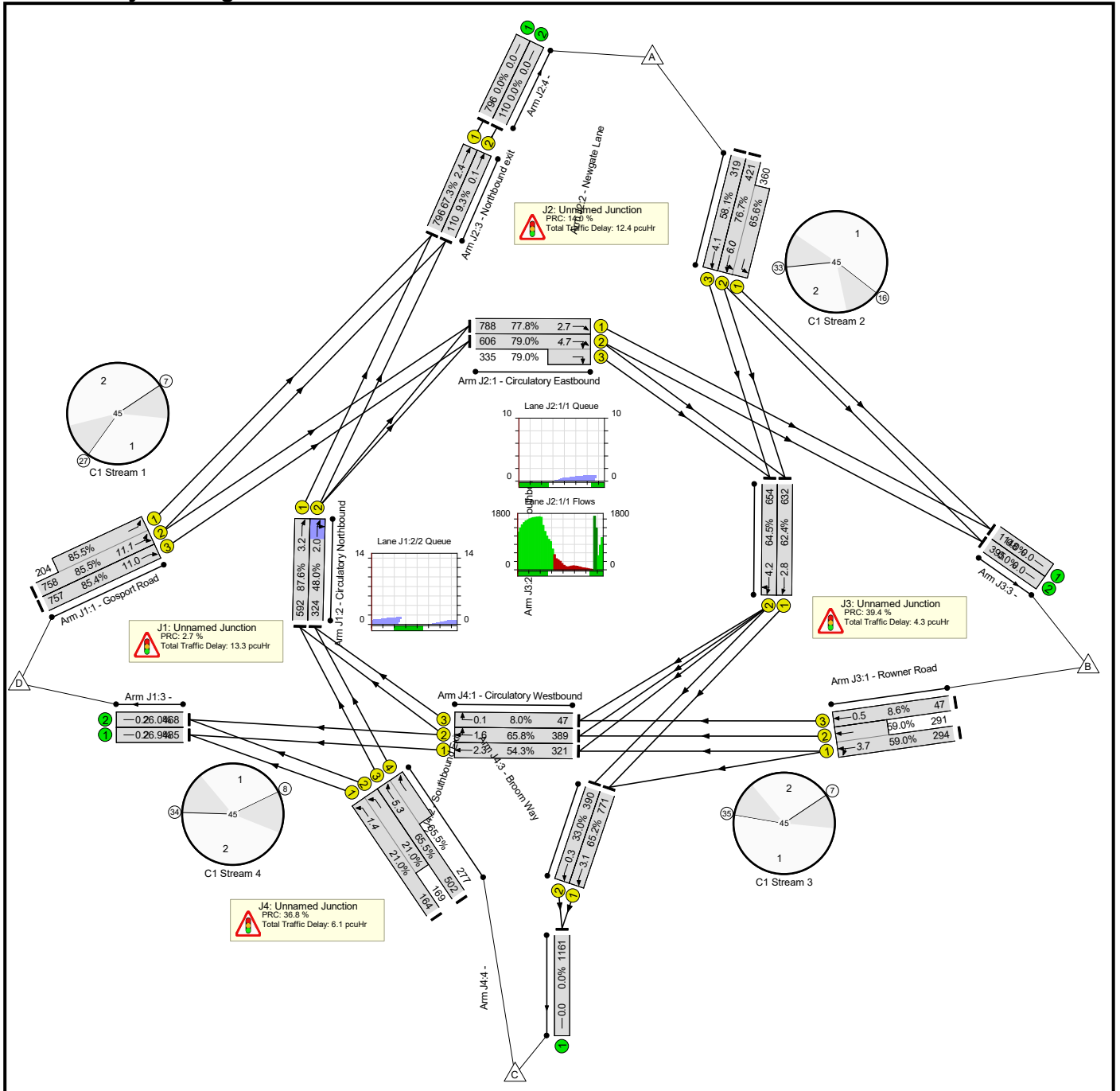
Stage Stream: 6

Stage	2	1
Duration	7	27
Change Point	44	11

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	87.6%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	87.6%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	20	-	962	1900:1900	887+239	85.5 : 85.5%
1/3	Gosport Road Ahead	U	1	N/A	B		1	20	-	757	1900	887	85.4%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	15	-	592	1900	676	87.6%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	15	-	324	1900	676	48.0%
3/1		U	N/A	N/A	-		-	-	-	485	1800	1800	26.9%
3/2		U	N/A	N/A	-		-	-	-	468	1800	1800	26.0%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.0%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	23	-	788	1900	1013	77.8%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	23	-	941	1900:1900	767+424	79.0 : 79.0%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	12	-	781	1900:1900	549+549	76.7 : 65.6%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	12	-	319	1900	549	58.1%
3/1	Northbound exit Ahead	U	6	N/A	J		1	27	-	796	1900	1182	67.3%
3/2	Northbound exit Ahead	U	6	N/A	J		1	27	-	110	1900	1182	9.3%
4/1		U	N/A	N/A	-		-	-	-	796	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.5%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	12	-	585	1900:1900	498+493	59.0 : 59.0%
1/3	Rowner Road Ahead	U	3	N/A	F		1	12	-	47	1900	549	8.6%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	23	-	632	1900	1013	62.4%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	23	-	654	1900	1013	64.5%
3/1		U	N/A	N/A	-		-	-	-	1148	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.8%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	13	-	321	1900	591	54.3%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	13	-	389	1900	591	65.8%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	13	-	47	1900	591	8.0%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	27	-	771	1900	1182	65.2%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	27	-	390	1900	1182	33.0%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	20	-	333	1900:1900	782+806	21.0 : 21.0%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	21	-	779	1900:1900	766+423	65.5 : 65.5%
4/1		U	N/A	N/A	-		-	-	-	1161	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	20.0	16.0	0.0	36.1	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	6.8	6.5	0.0	13.3	-	-	-	-
1/2+1/1	962	962	-	-	-	2.6	2.8	-	5.5	20.6	8.2	2.8	11.1
1/3	757	757	-	-	-	2.2	2.8	-	5.0	23.9	8.2	2.8	11.0
2/1	592	592	-	-	-	1.3	0.0	-	1.3	7.7	3.2	0.0	3.2
2/2	324	324	-	-	-	0.6	0.5	-	1.1	12.1	1.5	0.5	2.0
3/1	485	485	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/2	468	468	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
J2: Unnamed Junction	-	-	0	0	0	5.8	6.6	0.0	12.4	-	-	-	-
1/1	788	788	-	-	-	0.3	1.7	-	2.0	9.4	0.9	1.7	2.7
1/2+1/3	941	941	-	-	-	0.8	1.9	-	2.7	10.2	2.8	1.9	4.7
2/2+2/1	781	781	-	-	-	3.1	1.2	-	4.3	20.0	4.8	1.2	6.0
2/3	319	319	-	-	-	1.2	0.7	-	1.9	21.5	3.4	0.7	4.1
3/1	796	796	-	-	-	0.3	1.0	-	1.4	6.2	1.4	1.0	2.4
3/2	110	110	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
4/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	3.6	0.8	0.0	4.3	-	-	-	-
1/1+1/2	585	585	-	-	-	2.2	0.7	-	2.9	17.9	3.0	0.7	3.7
1/3	47	47	-	-	-	0.2	0.0	-	0.2	15.3	0.4	0.0	0.5
2/1	632	632	-	-	-	0.6	0.0	-	0.6	3.1	2.8	0.0	2.8
2/2	654	654	-	-	-	0.7	0.0	-	0.7	3.7	4.2	0.0	4.2
3/1	1148	1148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

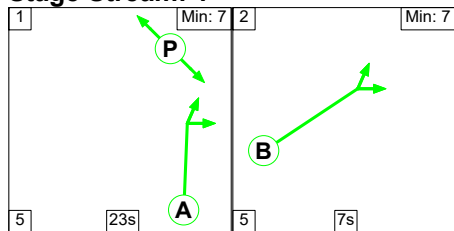
3/2	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	3.8	2.3	0.0	6.1	-	-	-	-																																																								
1/1	321	321	-	-	-	0.5	0.0	-	0.5	6.1	2.3	0.0	2.3																																																								
1/2	389	389	-	-	-	0.5	0.0	-	0.5	4.6	1.6	0.0	1.6																																																								
1/3	47	47	-	-	-	0.0	0.0	-	0.0	2.9	0.1	0.0	0.1																																																								
2/1	771	771	-	-	-	0.4	0.9	-	1.4	6.4	2.2	0.9	3.1																																																								
2/2	390	390	-	-	-	0.0	0.2	-	0.3	2.4	0.0	0.2	0.3																																																								
3/1+3/2	333	333	-	-	-	0.7	0.1	-	0.8	8.5	1.2	0.1	1.4																																																								
3/3+3/4	779	779	-	-	-	1.6	0.9	-	2.6	12.0	4.3	0.9	5.3																																																								
4/1	1161	1161	-	-	-	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>2.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.89</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>14.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.96</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>39.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.33</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>36.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.45</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>38.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.64</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>33.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.42</td> <td>Cycle Time (s):</td> <td>45</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>2.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>36.06</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	2.7	Total Delay for Signalled Lanes (pcuHr):	12.89	Cycle Time (s):	45	C1	Stream: 2	PRC for Signalled Lanes (%)	14.0	Total Delay for Signalled Lanes (pcuHr):	10.96	Cycle Time (s):	45	C1	Stream: 3	PRC for Signalled Lanes (%)	39.4	Total Delay for Signalled Lanes (pcuHr):	4.33	Cycle Time (s):	45	C1	Stream: 4	PRC for Signalled Lanes (%)	36.8	Total Delay for Signalled Lanes (pcuHr):	4.45	Cycle Time (s):	45	C1	Stream: 5	PRC for Signalled Lanes (%)	38.0	Total Delay for Signalled Lanes (pcuHr):	1.64	Cycle Time (s):	45	C1	Stream: 6	PRC for Signalled Lanes (%)	33.7	Total Delay for Signalled Lanes (pcuHr):	1.42	Cycle Time (s):	45			PRC Over All Lanes (%)	2.7	Total Delay Over All Lanes(pcuHr):	36.06		
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Full Input Data And Results

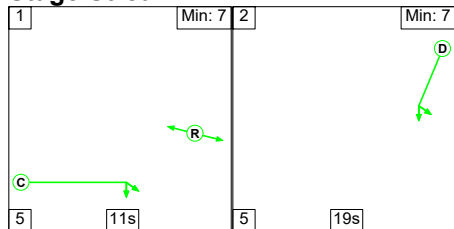
Scenario 19: '19' (FG19: '2019 AM Baseline (DS1)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

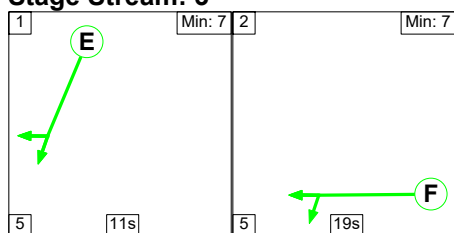
Stage Stream: 1



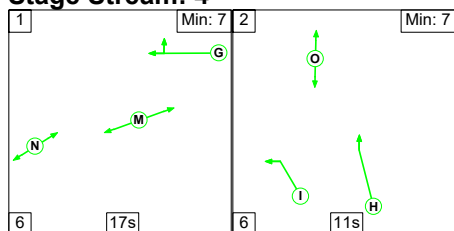
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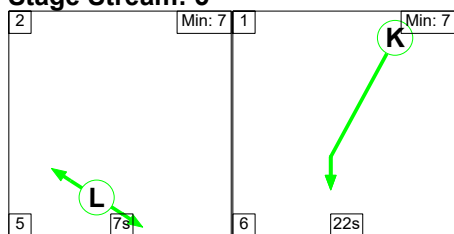
Stage Stream: 3



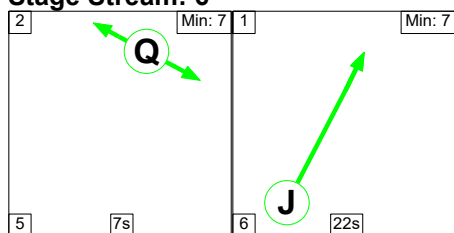
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	23	7
Change Point	3	31

Stage Stream: 2

Stage	1	2
Duration	11	19
Change Point	38	14

Stage Stream: 3

Stage	1	2
Duration	11	19
Change Point	21	37

Stage Stream: 4

Stage	1	2
Duration	17	11
Change Point	28	11

Stage Stream: 5

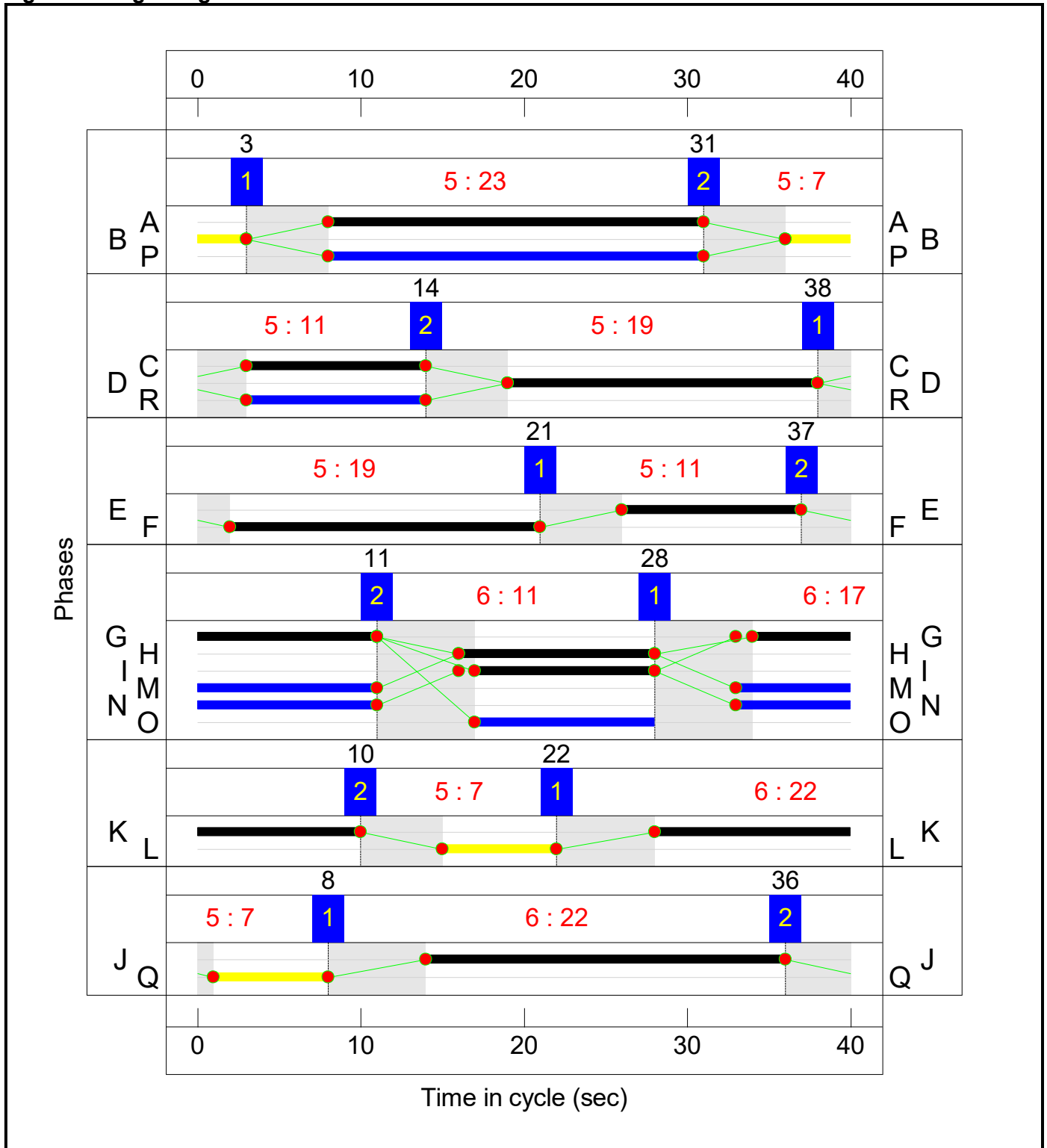
Stage	2	1
Duration	7	22
Change Point	10	22

Full Input Data And Results

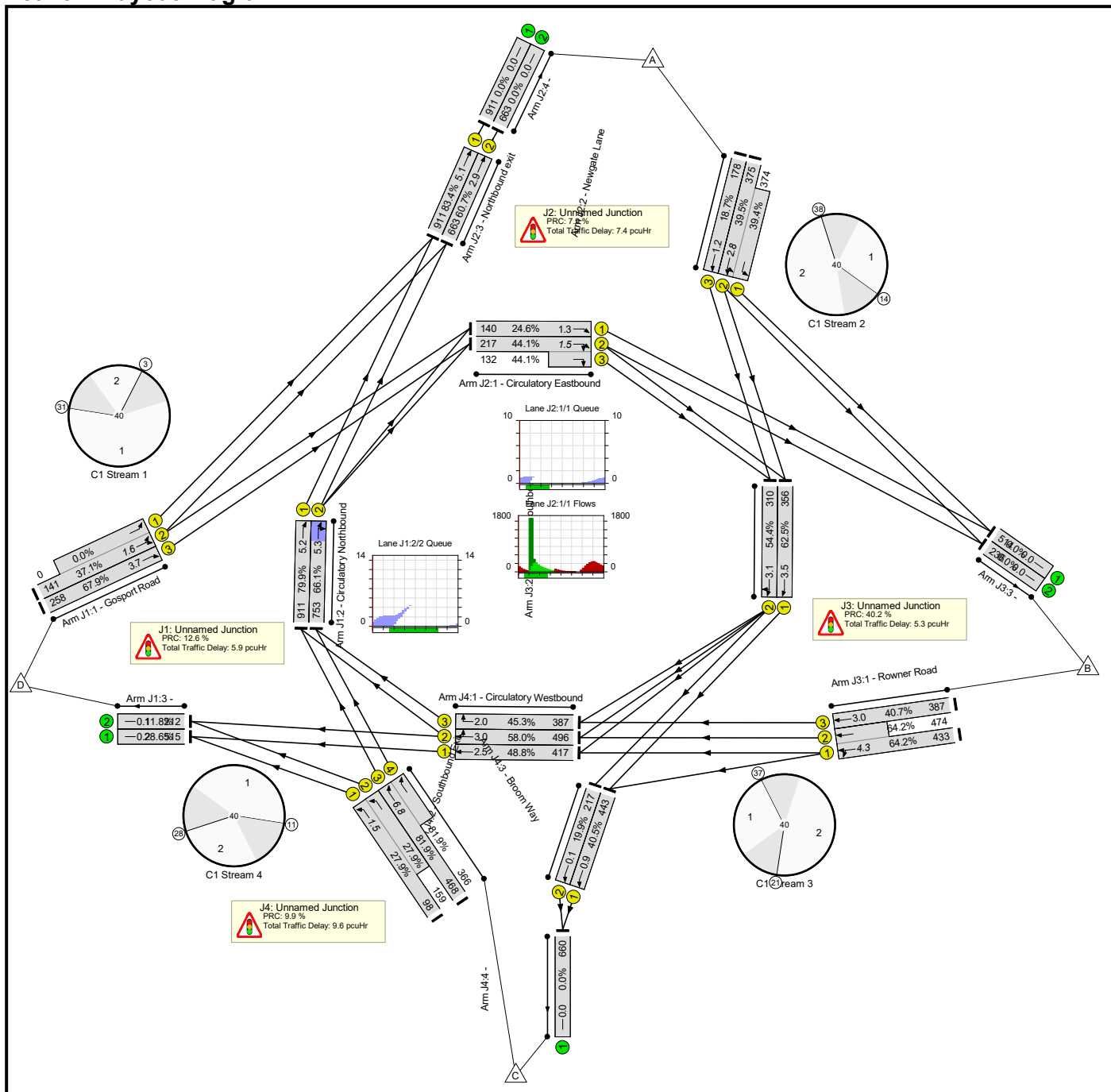
Stage Stream: 6

Stage	2	1
Duration	7	22
Change Point	36	8

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	7	-	141	1900:1900	380+0	37.1 : 0.0%
1/3	Gosport Road Ahead	U	1	N/A	B		1	7	-	258	1900	380	67.9%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	23	-	911	1900	1140	79.9%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	23	-	753	1900	1140	66.1%
3/1		U	N/A	N/A	-		-	-	-	515	1800	1800	28.6%
3/2		U	N/A	N/A	-		-	-	-	212	1800	1800	11.8%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	11	-	140	1900	570	24.6%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	11	-	349	1900:1900	492+299	44.1 : 44.1%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	19	-	749	1900:1900	950+949	39.5 : 39.4%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	19	-	178	1900	950	18.7%
3/1	Northbound exit Ahead	U	6	N/A	J		1	22	-	911	1900	1092	83.4%
3/2	Northbound exit Ahead	U	6	N/A	J		1	22	-	663	1900	1092	60.7%
4/1		U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.2%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	19	-	907	1900:1900	674+738	64.2 : 64.2%
1/3	Rowner Road Ahead	U	3	N/A	F		1	19	-	387	1900	950	40.7%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	11	-	356	1900	570	62.5%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	11	-	310	1900	570	54.4%
3/1		U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	17	-	417	1900	855	48.8%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	17	-	496	1900	855	58.0%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	17	-	387	1900	855	45.3%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	22	-	443	1900	1092	40.5%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	22	-	217	1900	1092	19.9%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	11	-	257	1900:1900	351+570	27.9 : 27.9%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	12	-	834	1900:1900	571+447	81.9 : 81.9%
4/1		U	N/A	N/A	-		-	-	-	660	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	17.3	10.9	0.0	28.2	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	3.3	2.6	0.0	5.9	-	-	-	-
1/2+1/1	141	141	-	-	-	0.5	0.3	-	0.8	21.4	1.3	0.3	1.6
1/3	258	258	-	-	-	1.1	1.0	-	2.1	29.3	2.7	1.0	3.7
2/1	911	911	-	-	-	1.0	0.0	-	1.0	3.9	5.2	0.0	5.2
2/2	753	753	-	-	-	0.7	1.0	-	1.7	8.0	4.4	1.0	5.3
3/1	515	515	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
3/2	212	212	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Unnamed Junction	-	-	0	0	0	3.2	4.2	0.0	7.4	-	-	-	-
1/1	140	140	-	-	-	0.3	0.2	-	0.5	11.8	1.1	0.2	1.3
1/2+1/3	349	349	-	-	-	0.4	0.4	-	0.7	7.7	1.1	0.4	1.5
2/2+2/1	749	749	-	-	-	1.3	0.3	-	1.6	7.8	2.5	0.3	2.8
2/3	178	178	-	-	-	0.3	0.1	-	0.4	7.9	1.1	0.1	1.2
3/1	911	911	-	-	-	0.6	2.4	-	3.1	12.1	2.7	2.4	5.1
3/2	663	663	-	-	-	0.4	0.8	-	1.1	6.2	2.2	0.8	2.9
4/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	4.1	1.2	0.0	5.3	-	-	-	-
1/1+1/2	907	907	-	-	-	1.7	0.9	-	2.6	10.1	3.4	0.9	4.3
1/3	387	387	-	-	-	0.7	0.3	-	1.0	9.5	2.7	0.3	3.0
2/1	356	356	-	-	-	0.9	0.0	-	0.9	9.2	3.5	0.0	3.5
2/2	310	310	-	-	-	0.9	0.0	-	0.9	9.9	3.1	0.0	3.1
3/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

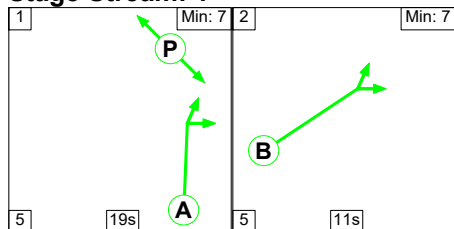
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	6.7	2.9	0.0	9.6	-	-	-	-																																																								
1/1	417	417	-	-	-	0.9	0.0	-	0.9	7.5	2.5	0.0	2.5																																																								
1/2	496	496	-	-	-	1.3	0.0	-	1.3	9.6	3.0	0.0	3.0																																																								
1/3	387	387	-	-	-	0.9	0.0	-	0.9	8.0	2.0	0.0	2.0																																																								
2/1	443	443	-	-	-	0.2	0.3	-	0.5	4.1	0.6	0.3	0.9																																																								
2/2	217	217	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1																																																								
3/1+3/2	257	257	-	-	-	0.8	0.2	-	1.0	13.3	1.3	0.2	1.5																																																								
3/3+3/4	834	834	-	-	-	2.7	2.2	-	4.9	21.3	4.6	2.2	6.8																																																								
4/1	660	660	-	-	-	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 (%)	12.6	Total Delay for Signalled Lanes (pcuHr):	5.59	Cycle Time (s):	40																																																														
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Full Input Data And Results

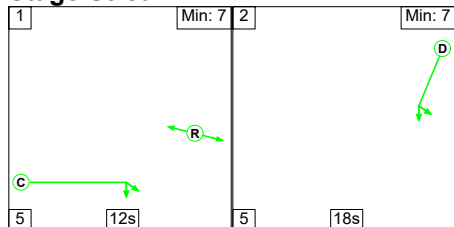
Scenario 20: '20' (FG20: '2019 PM Baseline (DS1)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

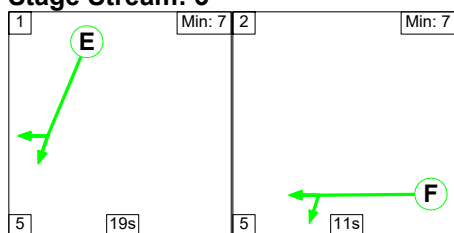
Stage Stream: 1



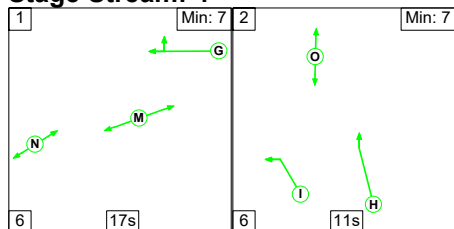
Stage Stream: 2



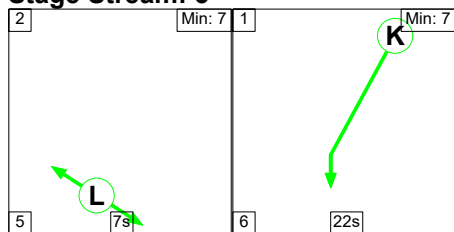
Stage Stream: 3



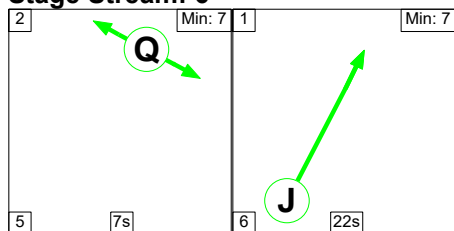
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	19	11
Change Point	29	13

Stage Stream: 2

Stage	1	2
Duration	12	18
Change Point	20	37

Stage Stream: 3

Stage	1	2
Duration	19	11
Change Point	33	17

Stage Stream: 4

Stage	1	2
Duration	17	11
Change Point	13	36

Stage Stream: 5

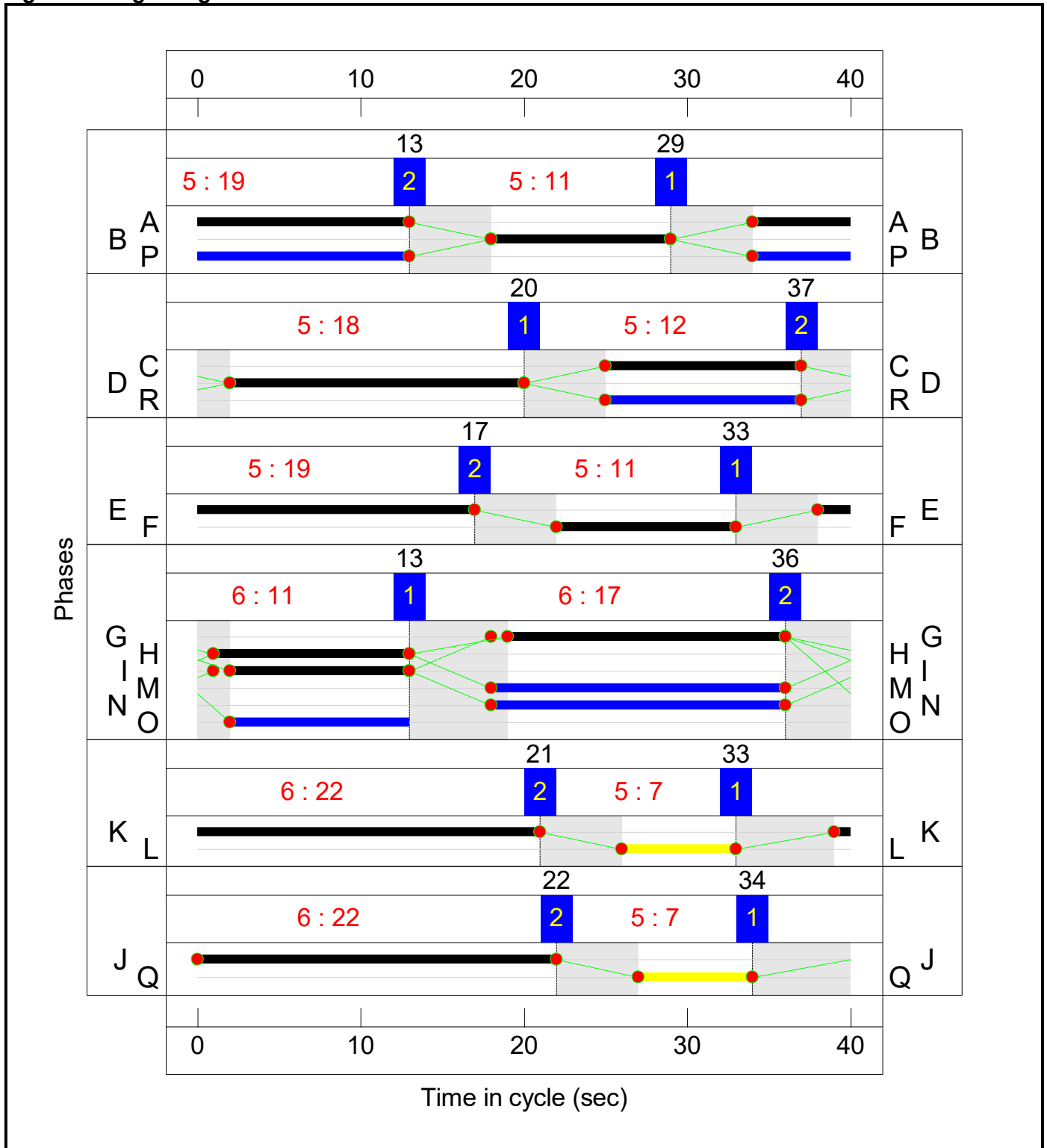
Stage	2	1
Duration	7	22
Change Point	21	33

Full Input Data And Results

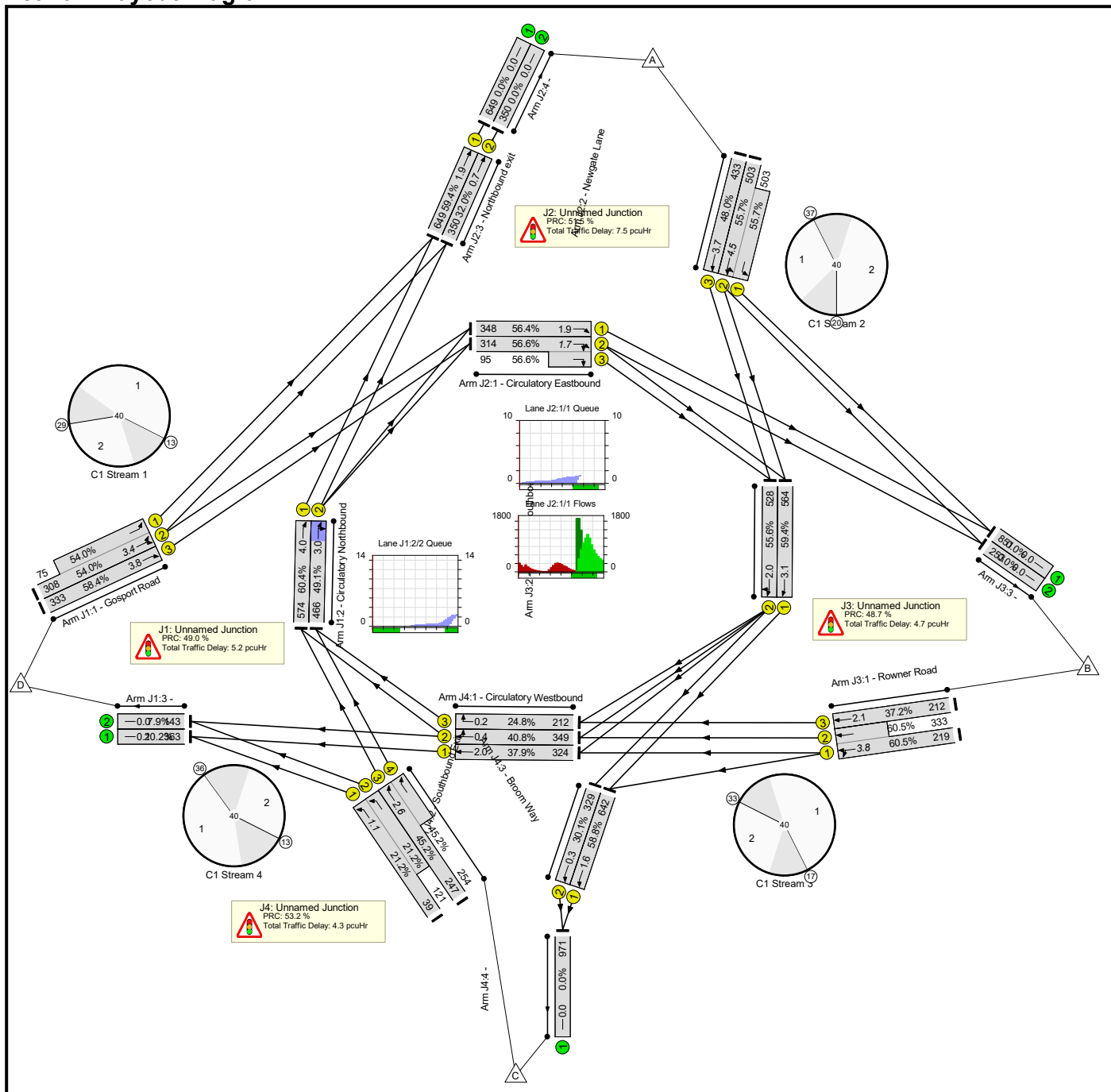
Stage Stream: 6

Stage	2	1
Duration	7	22
Change Point	22	34

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results
Network Results

Full Input Data And 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: Stubbington Bypass - Red Route	-	-	N/A	-	-		-	-	-	-	-	-	60.5%
J1: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	60.4%
1/2+1/1	Gosport Road Ahead Ahead2	U	1	N/A	B		1	11	-	383	1900:1900	570+139	54.0 : 54.0%
1/3	Gosport Road Ahead	U	1	N/A	B		1	11	-	333	1900	570	58.4%
2/1	Circulatory Northbound Ahead	U	1	N/A	A		1	19	-	574	1900	950	60.4%
2/2	Circulatory Northbound Right Ahead	U	1	N/A	A		1	19	-	466	1900	950	49.1%
3/1		U	N/A	N/A	-		-	-	-	363	1800	1800	20.2%
3/2		U	N/A	N/A	-		-	-	-	143	1800	1800	7.9%
J2: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.4%
1/1	Circulatory Eastbound Ahead	U	2	N/A	C		1	12	-	348	1900	618	56.4%
1/2+1/3	Circulatory Eastbound Right Ahead	U	2	N/A	C		1	12	-	409	1900:1900	554+168	56.6 : 56.6%
2/2+2/1	Newgate Lane Ahead Left	U	2	N/A	D		1	18	-	1006	1900:1900	903+903	55.7 : 55.7%
2/3	Newgate Lane Ahead	U	2	N/A	D		1	18	-	433	1900	903	48.0%
3/1	Northbound exit Ahead	U	6	N/A	J		1	22	-	649	1900	1092	59.4%
3/2	Northbound exit Ahead	U	6	N/A	J		1	22	-	350	1900	1092	32.0%
4/1		U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%

Full Input Data And Results

J3: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	60.5%
1/1+1/2	Rowner Road Ahead Left	U	3	N/A	F		1	11	-	552	1900:1900	362+550	60.5 : 60.5%
1/3	Rowner Road Ahead	U	3	N/A	F		1	11	-	212	1900	570	37.2%
2/1	Circulatory Southbound Ahead	U	3	N/A	E		1	19	-	564	1900	950	59.4%
2/2	Circulatory Southbound Right Ahead	U	3	N/A	E		1	19	-	528	1900	950	55.6%
3/1		U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	253	Inf	Inf	0.0%
J4: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	58.8%
1/1	Circulatory Westbound Ahead	U	4	N/A	G		1	17	-	324	1900	855	37.9%
1/2	Circulatory Westbound Right Ahead	U	4	N/A	G		1	17	-	349	1900	855	40.8%
1/3	Circulatory Westbound Right	U	4	N/A	G		1	17	-	212	1900	855	24.8%
2/1	Southbound Exit Ahead	U	5	N/A	K		1	22	-	642	1900	1092	58.8%
2/2	Southbound Exit Ahead	U	5	N/A	K		1	22	-	329	1900	1092	30.1%
3/1+3/2	Broom Way Left	U	4	N/A	I		1	11	-	160	1900:1900	184+570	21.2 : 21.2%
3/3+3/4	Broom Way Ahead	U	4	N/A	H		1	12	-	501	1900:1900	546+562	45.2 : 45.2%
4/1		U	N/A	N/A	-		-	-	-	971	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	14.0	7.8	0.0	21.8	-	-	-	-
J1: Unnamed Junction	-	-	0	0	0	3.3	1.9	0.0	5.2	-	-	-	-
1/2+1/1	383	383	-	-	-	1.2	0.6	-	1.8	16.9	2.8	0.6	3.4
1/3	333	333	-	-	-	1.1	0.7	-	1.8	19.4	3.1	0.7	3.8
2/1	574	574	-	-	-	0.6	0.0	-	0.6	3.6	4.0	0.0	4.0
2/2	466	466	-	-	-	0.4	0.5	-	0.9	6.9	2.5	0.5	3.0
3/1	363	363	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
3/2	143	143	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
J2: Unnamed Junction	-	-	0	0	0	4.2	3.3	0.0	7.5	-	-	-	-
1/1	348	348	-	-	-	0.4	0.6	-	1.1	10.9	1.2	0.6	1.9
1/2+1/3	409	409	-	-	-	0.4	0.7	-	1.1	9.4	1.1	0.7	1.7
2/2+2/1	1006	1006	-	-	-	2.1	0.6	-	2.7	9.8	3.9	0.6	4.5
2/3	433	433	-	-	-	0.9	0.5	-	1.3	11.0	3.2	0.5	3.7
3/1	649	649	-	-	-	0.3	0.7	-	1.0	5.7	1.2	0.7	1.9
3/2	350	350	-	-	-	0.1	0.2	-	0.3	3.5	0.4	0.2	0.7
4/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Unnamed Junction	-	-	0	0	0	3.6	1.1	0.0	4.7	-	-	-	-
1/1+1/2	552	552	-	-	-	1.8	0.8	-	2.5	16.6	3.1	0.8	3.8
1/3	212	212	-	-	-	0.7	0.3	-	0.9	16.1	1.8	0.3	2.1
2/1	564	564	-	-	-	0.7	0.0	-	0.7	4.2	3.1	0.0	3.1
2/2	528	528	-	-	-	0.5	0.0	-	0.5	3.7	2.0	0.0	2.0
3/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

3/2	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																								
J4: Unnamed Junction	-	-	0	0	0	2.9	1.5	0.0	4.3	-	-	-	-																																																								
1/1	324	324	-	-	-	0.4	0.0	-	0.4	4.7	2.0	0.0	2.0																																																								
1/2	349	349	-	-	-	0.2	0.0	-	0.2	1.7	0.4	0.0	0.4																																																								
1/3	212	212	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2																																																								
2/1	642	642	-	-	-	0.2	0.7	-	0.9	5.3	0.9	0.7	1.6																																																								
2/2	329	329	-	-	-	0.1	0.2	-	0.3	2.9	0.1	0.2	0.3																																																								
3/1+3/2	160	160	-	-	-	0.5	0.1	-	0.6	13.4	1.0	0.1	1.1																																																								
3/3+3/4	501	501	-	-	-	1.5	0.4	-	1.9	13.5	2.2	0.4	2.6																																																								
4/1	971	971	-	-	-	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>49.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.06</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>58.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.17</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>48.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.69</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 4</td> <td>PRC for Signalled Lanes (%)</td> <td>99.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.13</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 5</td> <td>PRC for Signalled Lanes (%)</td> <td>53.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.22</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td>C1</td> <td>Stream: 6</td> <td>PRC for Signalled Lanes (%)</td> <td>51.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.37</td> <td>Cycle Time (s):</td> <td>40</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>48.7</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>21.81</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	49.0	Total Delay for Signalled Lanes (pcuHr):	5.06	Cycle Time (s):	40	C1	Stream: 2	PRC for Signalled Lanes (%)	58.9	Total Delay for Signalled Lanes (pcuHr):	6.17	Cycle Time (s):	40	C1	Stream: 3	PRC for Signalled Lanes (%)	48.7	Total Delay for Signalled Lanes (pcuHr):	4.69	Cycle Time (s):	40	C1	Stream: 4	PRC for Signalled Lanes (%)	99.0	Total Delay for Signalled Lanes (pcuHr):	3.13	Cycle Time (s):	40	C1	Stream: 5	PRC for Signalled Lanes (%)	53.2	Total Delay for Signalled Lanes (pcuHr):	1.22	Cycle Time (s):	40	C1	Stream: 6	PRC for Signalled Lanes (%)	51.5	Total Delay for Signalled Lanes (pcuHr):	1.37	Cycle Time (s):	40			PRC Over All Lanes (%)	48.7	Total Delay Over All Lanes(pcuHr):	21.81		
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APPENDIX X. HMS Collingwood / Speedfields Park
Modelling



REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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REV	DATE	BY	DESCRIPTION	CHK	APP
			FOR INFORMATION		

TITLE:	COLLINGWOOD JUNCTION GEOMETRY	
PROJECT:	LAND EAST OF NEWGATE LANE EAST, FAREHAM	MILLER HOMES AND BARGATE HOMES
CLIENT:		

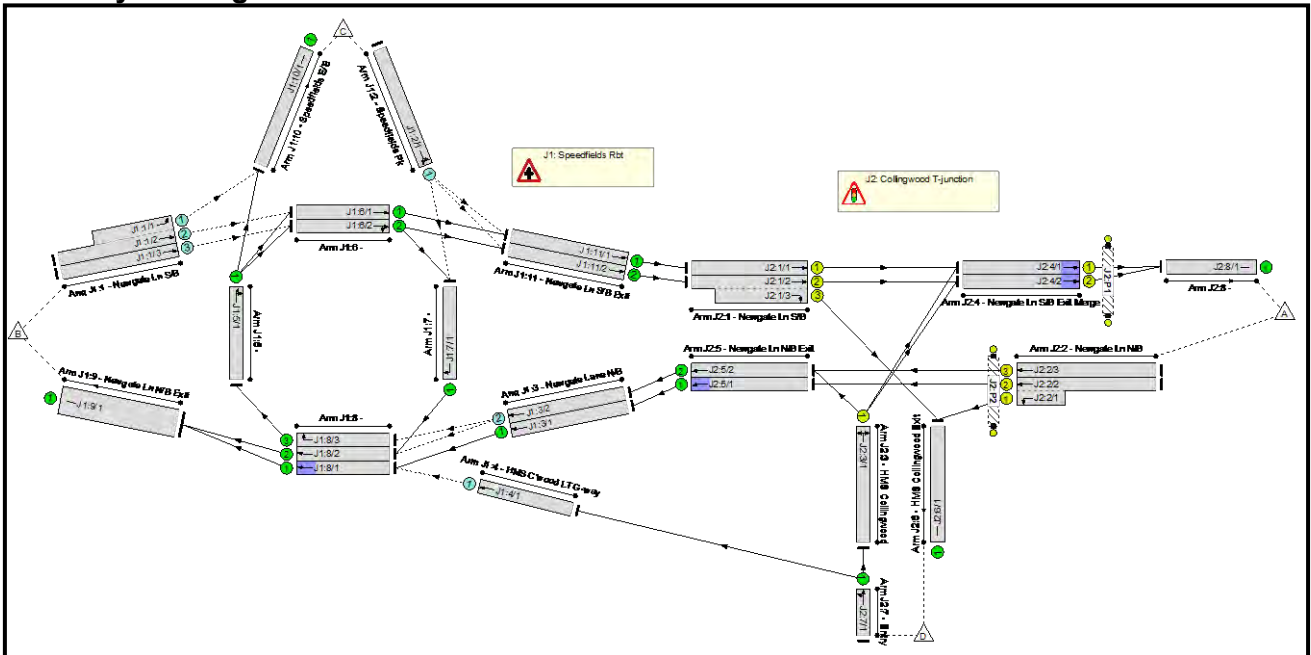
DRAWN:	MC	CHECKED:	MC	APPROVED:	TW
PROJECT No:	ITB10353	SCALE @ A2:	1:1000	DATE:	25.05.22
DRAWING No:	ITB10353-GEOM-102			REV:	-

Full Input Data And Results
Full Input Data And Results

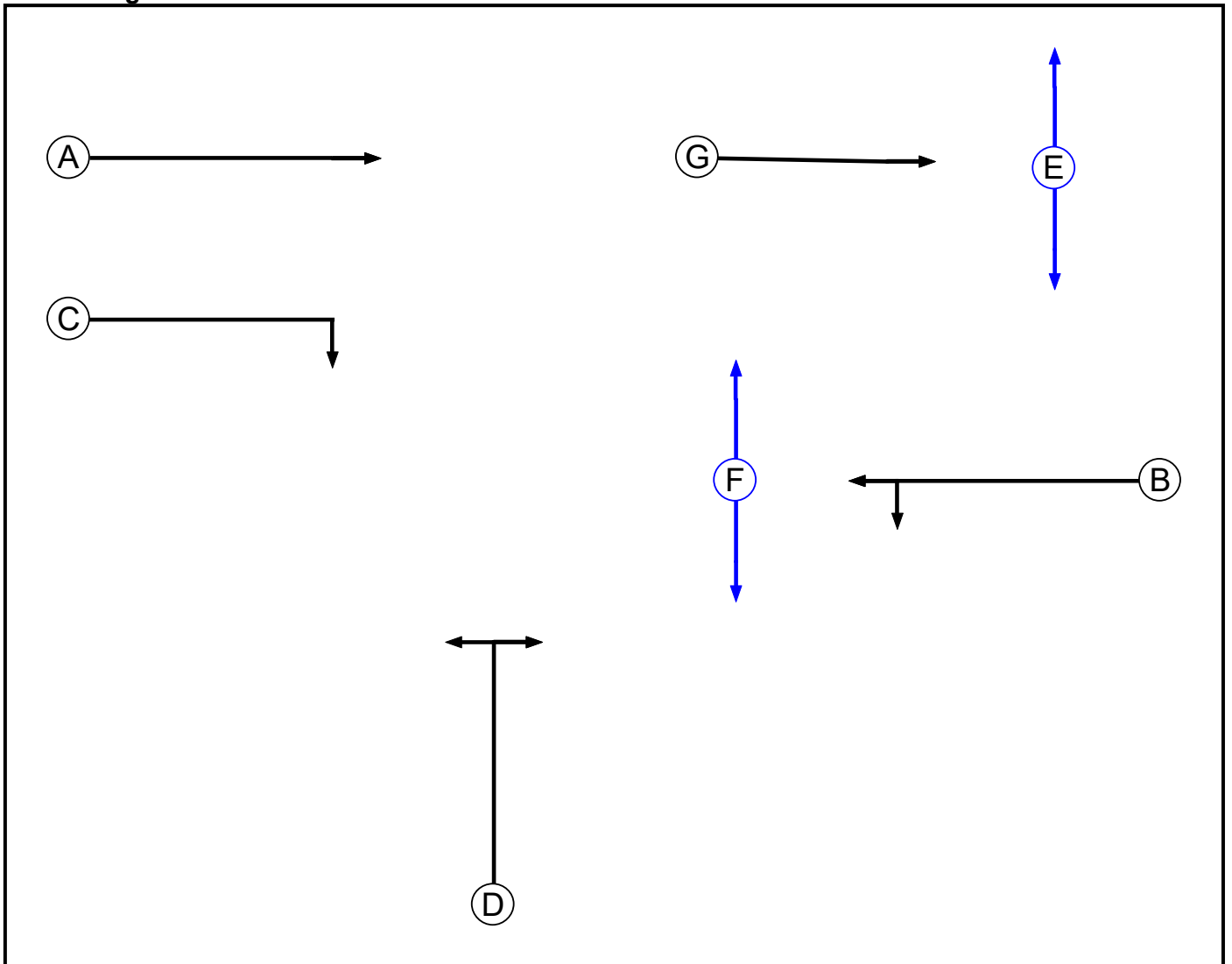
User and Project Details

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:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Traffic		7	2

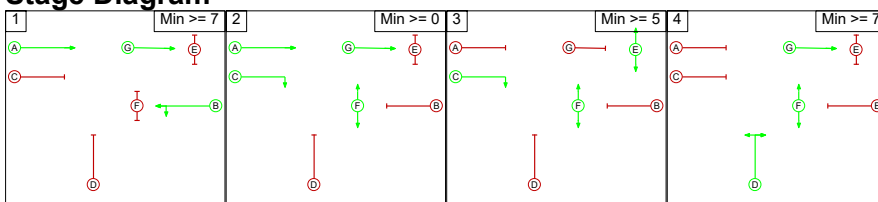
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
	A	B	C	D	E	F	G
A	-	-	6	5	-	-	-
B	-	6	6	-	5	-	-
C	-	6	6	-	-	-	-
D	7	7	7	6	5	-	-
E	6	-	-	6	6	-	6
F	-	6	-	-	-	6	-
G	-	-	-	-	5	-	6

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	G	Losing	5	5
2	3	G	Losing	5	5
4	3	G	Losing	5	5

Full Input Data And Results

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1	6	10	6	
	2	6	10	6	
	3	6	6	10	6
	4	7	7	10	6

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Speedfields Rbt											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/1 (Newgate Ln S/B)	J1:10/1 (Left)	1189	0	J1:5/1	0.58	All	-	-	-	-	-
J1:1/2 (Newgate Ln S/B)	J1:6/1 (Ahead)	1189	0	J1:5/1	0.58	All	-	-	-	-	-
J1:1/3 (Newgate Ln S/B)	J1:6/2 (Ahead)	1189	0	J1:5/1	0.58	All	-	-	-	-	-
	J1:7/1 (Ahead)	1856	0	J1:6/1	0.72	All					
J1:2/1 (Speedfields Pk)	J1:11/1 (Left)	1856	0	J1:6/1	0.72	All	-	-	-	-	-
				J1:6/2	0.72	All					
	J1:11/2 (Left)	1856	0	J1:6/1	0.72	All					
				J1:6/2	0.72	All					
J1:3/2 (Newgate Lane N/B)	J1:8/2 (Ahead)	1278	0	J1:7/1	0.55	All	-	-	-	-	-
	J1:8/3 (Ahead)	1278	0	J1:7/1	0.55	All					
J1:4/1 (HMS C'wood LT G-way)	J1:8/1 (Ahead)	715	0	J1:3/1	0.22	All	-	-	-	-	-

Junction: J2: Collingwood T-junction

There are no Opposed Lanes in this Junction

Full Input Data And Results
Lane Input Data

Full Input Data And Results

Junction: J1: Speedfields Rbt												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (Newgate Ln S/B)	O		2	3	8.7	Geom	-	3.50	0.00	Y	Arm J1:10 Left	15.00
J1:1/2 (Newgate Ln S/B)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:6 Ahead	40.00
J1:1/3 (Newgate Ln S/B)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:6 Ahead	40.00
J1:2/1 (Speedfields Pk)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:7 Ahead	40.00
											Arm J1:11 Left	40.00
J1:3/1 (Newgate Lane N/B)	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:8 Ahead	Inf
J1:3/2 (Newgate Lane N/B)	O		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:8 Ahead	40.00
J1:4/1 (HMS C'wood LT G-way)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:8 Ahead	12.00
J1:5/1	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:6 Right	20.00
											Arm J1:10 Ahead	40.00
J1:6/1	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:11 Ahead	40.00
J1:6/2	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:7 Right	20.00
											Arm J1:11 Ahead	40.00
J1:7/1	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:8 Right	20.00
J1:8/1	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	Inf
J1:8/2	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:9 Ahead	40.00
J1:8/3	U		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:5 Right	20.00

Full Input Data And Results

J1:9/1 (Newgate Ln N/B Exit)	U		2	3	60.0	User	4070	-	-	-	-	-
J1:10/1 (Speedfields E/B)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:11/1 (Newgate Ln S/B Exit)	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:1 Ahead	Inf
J1:11/2 (Newgate Ln S/B Exit)	U		2	3	60.0	Geom	-	3.50	0.00	N	Arm J2:1 Ahead	Inf

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	U	A	2	3	60.0	Geom	-	2.95	0.00	Y	Arm J2:4 Ahead	Inf
J2:1/2 (Newgate Ln S/B)	U	A	2	3	60.0	Geom	-	2.95	0.00	N	Arm J2:4 Ahead	Inf
J2:1/3 (Newgate Ln S/B)	U	C	2	3	15.7	Geom	-	3.59	0.00	N	Arm J2:6 Right	10.00
J2:2/1 (Newgate Ln N/B)	U	B	2	3	5.2	Geom	-	2.91	0.00	Y	Arm J2:6 Left	12.00
J2:2/2 (Newgate Ln N/B)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:5 Ahead	Inf
J2:2/3 (Newgate Ln N/B)	U	B	2	3	60.0	Geom	-	3.27	0.00	N	Arm J2:5 Ahead	Inf
J2:3/1 (HMS Collingwood)	U	D	2	3	60.0	Geom	-	5.00	0.00	Y	Arm J2:4 Right	20.00
											Arm J2:5 Left	10.50
J2:4/1 (Newgate Ln S/B Exit Merge)	U	G	2	3	5.2	Geom	-	3.50	0.00	Y	Arm J2:8 Ahead	Inf
J2:4/2 (Newgate Ln S/B Exit Merge)	U	G	2	3	5.2	Geom	-	3.50	0.00	N	Arm J2:8 Ahead	Inf
J2:5/1 (Newgate Ln N/B Exit)	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf
J2:5/2 (Newgate Ln N/B Exit)	U		2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:3 Ahead	Inf
J2:6/1 (HMS Collingwood Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Entry)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1	U		2	3	19.1	Inf	-	-	-	-	-	-

Traffic Flow Groups

Full Input Data And Results

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	
19: '2019 AM Baseline (DS1)'	07:45	08:45	01:00	
20: '2019 PM Baseline (DS1)'	16:00	17:00	01:00	

Scenario 1: '1' (FG1: '2021 AM Baseline (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					Tot.
	A	B	C	D		
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	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	247
J1:1/2 (with short)	596(In) 349(Out)
J1:1/3	404
J1:2/1	215
J1:3/1	661
J1:3/2	791
J1:4/1	52
J1:5/1	167
J1:6/1	349
J1:6/2	404
J1:7/1	163
J1:8/1	713
J1:8/2	787
J1:8/3	167
J1:9/1	1500
J1:10/1	414
J1:11/1	356
J1:11/2	449
Junction: J2: Collingwood T-junction	
J2:1/1	356
J2:1/2 (with short)	449(In) 245(Out)
J2:1/3 (short)	204
J2:2/1 (short)	189
J2:2/2 (with short)	850(In) 661(Out)
J2:2/3	786
J2:3/1	35
J2:4/1	357
J2:4/2	274
J2:5/1	661
J2:5/2	791
J2:6/1	393
J2:7/1	87
J2:8/1	631

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	75.8 %	1894	1894
				Arm J1:11 Left	40.00	24.2 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	85.7 %	1950	1950
				Arm J2:5 Left	10.50	14.3 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	266
J1:1/2 (with short)	690(In) 424(Out)
J1:1/3	347
J1:2/1	442
J1:3/1	522
J1:3/2	533
J1:4/1	224
J1:5/1	208
J1:6/1	424
J1:6/2	347
J1:7/1	296
J1:8/1	746
J1:8/2	621
J1:8/3	208
J1:9/1	1367
J1:10/1	474
J1:11/1	508
J1:11/2	409
Junction: J2: Collingwood T-junction	
J2:1/1	508
J2:1/2 (with short)	409(In) 338(Out)
J2:1/3 (short)	71
J2:2/1 (short)	39
J2:2/2 (with short)	561(In) 522(Out)
J2:2/3	467
J2:3/1	270
J2:4/1	658
J2:4/2	392
J2:5/1	522
J2:5/2	533
J2:6/1	110
J2:7/1	494
J2:8/1	1050

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	67.0 %	1894	1894
				Arm J1:11 Left	40.00	33.0 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	75.6 %	1938	1938
				Arm J2:5 Left	10.50	24.4 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '3' (FG3: '2028 AM Base + Com (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1402	167	194	1763
	B	737	0	254	199	1190
	C	42	168	0	12	222
	D	30	54	5	0	89
	Tot.	809	1624	426	405	3264

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	254
J1:1/2 (with short)	942(In) 688(Out)
J1:1/3	248
J1:2/1	222
J1:3/1	732
J1:3/2	842
J1:4/1	54
J1:5/1	172
J1:6/1	688
J1:6/2	248
J1:7/1	168
J1:8/1	786
J1:8/2	838
J1:8/3	172
J1:9/1	1624
J1:10/1	426
J1:11/1	726
J1:11/2	264
Junction: J2: Collingwood T-junction	
J2:1/1	726
J2:1/2 (with short)	264(In) 53(Out)
J2:1/3 (short)	211
J2:2/1 (short)	194
J2:2/2 (with short)	926(In) 732(Out)
J2:2/3	837
J2:3/1	35
J2:4/1	727
J2:4/2	82
J2:5/1	732
J2:5/2	842
J2:6/1	405
J2:7/1	89
J2:8/1	809

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	75.7 %	1894	1894
				Arm J1:11 Left	40.00	24.3 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	85.7 %	1950	1950
				Arm J2:5 Left	10.50	14.3 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '4' (FG4: '2028 PM Base + Com (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1071	146	40	1257
	B	783	0	274	67	1124
	C	144	305	0	7	456
	D	210	231	68	0	509
	Tot.	1137	1607	488	114	3346

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	274
J1:1/2 (with short)	744(In) 470(Out)
J1:1/3	380
J1:2/1	456
J1:3/1	686
J1:3/2	599
J1:4/1	231
J1:5/1	214
J1:6/1	470
J1:6/2	380
J1:7/1	305
J1:8/1	917
J1:8/2	690
J1:8/3	214
J1:9/1	1607
J1:10/1	488
J1:11/1	556
J1:11/2	445
Junction: J2: Collingwood T-junction	
J2:1/1	556
J2:1/2 (with short)	445(In) 371(Out)
J2:1/3 (short)	74
J2:2/1 (short)	40
J2:2/2 (with short)	726(In) 686(Out)
J2:2/3	531
J2:3/1	278
J2:4/1	603
J2:4/2	534
J2:5/1	686
J2:5/2	599
J2:6/1	114
J2:7/1	509
J2:8/1	1137

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	66.9 %	1894	1894
				Arm J1:11 Left	40.00	33.1 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	75.5 %	1938	1938
				Arm J2:5 Left	10.50	24.5 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '5' (FG5: '2028 AM Base + Com - Sens Test (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1402	167	194	1763
	B	748	0	254	199	1201
	C	42	168	0	12	222
	D	30	54	5	0	89
	Tot.	820	1624	426	405	3275

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	254
J1:1/2 (with short)	953(In) 699(Out)
J1:1/3	248
J1:2/1	222
J1:3/1	732
J1:3/2	842
J1:4/1	54
J1:5/1	172
J1:6/1	699
J1:6/2	248
J1:7/1	168
J1:8/1	786
J1:8/2	838
J1:8/3	172
J1:9/1	1624
J1:10/1	426
J1:11/1	736
J1:11/2	265
Junction: J2: Collingwood T-junction	
J2:1/1	736
J2:1/2 (with short)	265(In) 54(Out)
J2:1/3 (short)	211
J2:2/1 (short)	194
J2:2/2 (with short)	926(In) 732(Out)
J2:2/3	837
J2:3/1	35
J2:4/1	737
J2:4/2	83
J2:5/1	732
J2:5/2	842
J2:6/1	405
J2:7/1	89
J2:8/1	820

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	75.7 %	1894	1894
				Arm J1:11 Left	40.00	24.3 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	85.7 %	1950	1950
				Arm J2:5 Left	10.50	14.3 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '6' (FG6: '2028 PM Base + Com - Sens Test (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	1102	146	40	1288
	B	797	0	274	67	1138
	C	144	305	0	7	456
	D	210	231	68	0	509
	Tot.	1151	1638	488	114	3391

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 6
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	274
J1:1/2 (with short)	752(In) 478(Out)
J1:1/3	386
J1:2/1	456
J1:3/1	697
J1:3/2	619
J1:4/1	231
J1:5/1	214
J1:6/1	478
J1:6/2	386
J1:7/1	305
J1:8/1	928
J1:8/2	710
J1:8/3	214
J1:9/1	1638
J1:10/1	488
J1:11/1	564
J1:11/2	451
Junction: J2: Collingwood T-junction	
J2:1/1	564
J2:1/2 (with short)	451(In) 377(Out)
J2:1/3 (short)	74
J2:2/1 (short)	40
J2:2/2 (with short)	737(In) 697(Out)
J2:2/3	551
J2:3/1	278
J2:4/1	610
J2:4/2	541
J2:5/1	697
J2:5/2	619
J2:6/1	114
J2:7/1	509
J2:8/1	1151

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	66.9 %	1894	1894
				Arm J1:11 Left	40.00	33.1 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	75.5 %	1938	1938
				Arm J2:5 Left	10.50	24.5 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '7' (FG7: '2028 AM Base + Com + Dev (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1471	167	194	1832
	B	760	0	254	199	1213
	C	42	168	0	12	222
	D	30	54	5	0	89
	Tot.	832	1693	426	405	3356

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 7
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	254
J1:1/2 (with short)	960(In) 706(Out)
J1:1/3	253
J1:2/1	222
J1:3/1	781
J1:3/2	862
J1:4/1	54
J1:5/1	172
J1:6/1	706
J1:6/2	253
J1:7/1	168
J1:8/1	835
J1:8/2	858
J1:8/3	172
J1:9/1	1693
J1:10/1	426
J1:11/1	743
J1:11/2	270
Junction: J2: Collingwood T-junction	
J2:1/1	743
J2:1/2 (with short)	270(In) 59(Out)
J2:1/3 (short)	211
J2:2/1 (short)	194
J2:2/2 (with short)	975(In) 781(Out)
J2:2/3	857
J2:3/1	35
J2:4/1	744
J2:4/2	88
J2:5/1	781
J2:5/2	862
J2:6/1	405
J2:7/1	89
J2:8/1	832

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	75.7 %	1894	1894
				Arm J1:11 Left	40.00	24.3 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	85.7 %	1950	1950
				Arm J2:5 Left	10.50	14.3 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '8' (FG8: '2028 PM Base + Com + Dev (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1099	146	40	1285
	B	848	0	274	67	1189
	C	144	305	0	7	456
	D	210	231	68	0	509
	Tot.	1202	1635	488	114	3439

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 8
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	274
J1:1/2 (with short)	783(In) 509(Out)
J1:1/3	406
J1:2/1	456
J1:3/1	700
J1:3/2	613
J1:4/1	231
J1:5/1	214
J1:6/1	509
J1:6/2	406
J1:7/1	305
J1:8/1	931
J1:8/2	704
J1:8/3	214
J1:9/1	1635
J1:10/1	488
J1:11/1	595
J1:11/2	471
Junction: J2: Collingwood T-junction	
J2:1/1	595
J2:1/2 (with short)	471(In) 397(Out)
J2:1/3 (short)	74
J2:2/1 (short)	40
J2:2/2 (with short)	740(In) 700(Out)
J2:2/3	545
J2:3/1	278
J2:4/1	637
J2:4/2	565
J2:5/1	700
J2:5/2	613
J2:6/1	114
J2:7/1	509
J2:8/1	1202

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	66.9 %	1894	1894
				Arm J1:11 Left	40.00	33.1 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	75.5 %	1938	1938
				Arm J2:5 Left	10.50	24.5 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '9' (FG9: '2028 AM Base + Com + Dev - Sens test (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1471	167	194	1832
	B	771	0	254	199	1224
	C	42	168	0	12	222
	D	30	54	5	0	89
	Tot.	843	1693	426	405	3367

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 9
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	254
J1:1/2 (with short)	969(In) 715(Out)
J1:1/3	255
J1:2/1	222
J1:3/1	781
J1:3/2	862
J1:4/1	54
J1:5/1	172
J1:6/1	715
J1:6/2	255
J1:7/1	168
J1:8/1	835
J1:8/2	858
J1:8/3	172
J1:9/1	1693
J1:10/1	426
J1:11/1	753
J1:11/2	271
Junction: J2: Collingwood T-junction	
J2:1/1	753
J2:1/2 (with short)	271(In) 60(Out)
J2:1/3 (short)	211
J2:2/1 (short)	194
J2:2/2 (with short)	975(In) 781(Out)
J2:2/3	857
J2:3/1	35
J2:4/1	754
J2:4/2	89
J2:5/1	781
J2:5/2	862
J2:6/1	405
J2:7/1	89
J2:8/1	843

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	75.7 %	1894	1894
				Arm J1:11 Left	40.00	24.3 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	85.7 %	1950	1950
				Arm J2:5 Left	10.50	14.3 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '10' (FG10: '2028 PM Base + Com + Dev - Sens test (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1130	146	40	1316
	B	862	0	274	67	1203
	C	144	305	0	7	456
	D	210	231	68	0	509
	Tot.	1216	1666	488	114	3484

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 10
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	274
J1:1/2 (with short)	791(In) 517(Out)
J1:1/3	412
J1:2/1	456
J1:3/1	707
J1:3/2	637
J1:4/1	231
J1:5/1	214
J1:6/1	517
J1:6/2	412
J1:7/1	305
J1:8/1	938
J1:8/2	728
J1:8/3	214
J1:9/1	1666
J1:10/1	488
J1:11/1	603
J1:11/2	477
Junction: J2: Collingwood T-junction	
J2:1/1	603
J2:1/2 (with short)	477(In) 403(Out)
J2:1/3 (short)	74
J2:2/1 (short)	40
J2:2/2 (with short)	747(In) 707(Out)
J2:2/3	569
J2:3/1	278
J2:4/1	646
J2:4/2	570
J2:5/1	707
J2:5/2	637
J2:6/1	114
J2:7/1	509
J2:8/1	1216

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	66.9 %	1894	1894
				Arm J1:11 Left	40.00	33.1 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	75.5 %	1938	1938
				Arm J2:5 Left	10.50	24.5 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '11' (FG11: '2037 AM Base + Com (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1469	176	204	1849
	B	766	0	267	209	1242
	C	44	177	0	12	233
	D	32	57	6	0	95
	Tot.	842	1703	449	425	3419

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 11
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	267
J1:1/2 (with short)	1001(In) 734(Out)
J1:1/3	241
J1:2/1	233
J1:3/1	801
J1:3/2	850
J1:4/1	57
J1:5/1	182
J1:6/1	734
J1:6/2	241
J1:7/1	177
J1:8/1	858
J1:8/2	845
J1:8/3	182
J1:9/1	1703
J1:10/1	449
J1:11/1	777
J1:11/2	254
Junction: J2: Collingwood T-junction	
J2:1/1	777
J2:1/2 (with short)	254(In) 33(Out)
J2:1/3 (short)	221
J2:2/1 (short)	204
J2:2/2 (with short)	1005(In) 801(Out)
J2:2/3	844
J2:3/1	38
J2:4/1	778
J2:4/2	64
J2:5/1	801
J2:5/2	850
J2:6/1	425
J2:7/1	95
J2:8/1	842

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	76.0 %	1894	1894
				Arm J1:11 Left	40.00	24.0 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	84.2 %	1948	1948
				Arm J2:5 Left	10.50	15.8 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '12' (FG12: '2037 PM Base + Com (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1116	154	42	1312
	B	820	0	288	70	1178
	C	152	321	0	7	480
	D	221	243	72	0	536
	Tot.	1193	1680	514	119	3506

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 12
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	288
J1:1/2 (with short)	780(In) 492(Out)
J1:1/3	398
J1:2/1	480
J1:3/1	705
J1:3/2	637
J1:4/1	243
J1:5/1	226
J1:6/1	492
J1:6/2	398
J1:7/1	321
J1:8/1	948
J1:8/2	732
J1:8/3	226
J1:9/1	1680
J1:10/1	514
J1:11/1	583
J1:11/2	466
Junction: J2: Collingwood T-junction	
J2:1/1	583
J2:1/2 (with short)	466(In) 389(Out)
J2:1/3 (short)	77
J2:2/1 (short)	42
J2:2/2 (with short)	747(In) 705(Out)
J2:2/3	565
J2:3/1	293
J2:4/1	632
J2:4/2	561
J2:5/1	705
J2:5/2	637
J2:6/1	119
J2:7/1	536
J2:8/1	1193

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	66.9 %	1894	1894
				Arm J1:11 Left	40.00	33.1 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	75.4 %	1937	1937
				Arm J2:5 Left	10.50	24.6 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '13' (FG13: '2037 AM Base + Com - Sens Test (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1469	176	204	1849
	B	777	0	267	209	1253
	C	44	177	0	12	233
	D	32	57	6	0	95
	Tot.	853	1703	449	425	3430

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 13
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	267
J1:1/2 (with short)	1000(In) 733(Out)
J1:1/3	253
J1:2/1	233
J1:3/1	801
J1:3/2	850
J1:4/1	57
J1:5/1	182
J1:6/1	733
J1:6/2	253
J1:7/1	177
J1:8/1	858
J1:8/2	845
J1:8/3	182
J1:9/1	1703
J1:10/1	449
J1:11/1	776
J1:11/2	266
Junction: J2: Collingwood T-junction	
J2:1/1	776
J2:1/2 (with short)	266(In) 45(Out)
J2:1/3 (short)	221
J2:2/1 (short)	204
J2:2/2 (with short)	1005(In) 801(Out)
J2:2/3	844
J2:3/1	38
J2:4/1	777
J2:4/2	76
J2:5/1	801
J2:5/2	850
J2:6/1	425
J2:7/1	95
J2:8/1	853

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	76.0 %	1894	1894
				Arm J1:11 Left	40.00	24.0 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	84.2 %	1948	1948
				Arm J2:5 Left	10.50	15.8 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '14' (FG14: '2037 PM Base + Com - Sens Test (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1147	154	42	1343
	B	834	0	288	70	1192
	C	152	321	0	7	480
	D	221	243	72	0	536
	Tot.	1207	1711	514	119	3551

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 14
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	288
J1:1/2 (with short)	788(In) 500(Out)
J1:1/3	404
J1:2/1	480
J1:3/1	716
J1:3/2	657
J1:4/1	243
J1:5/1	226
J1:6/1	500
J1:6/2	404
J1:7/1	321
J1:8/1	959
J1:8/2	752
J1:8/3	226
J1:9/1	1711
J1:10/1	514
J1:11/1	591
J1:11/2	472
Junction: J2: Collingwood T-junction	
J2:1/1	591
J2:1/2 (with short)	472(In) 395(Out)
J2:1/3 (short)	77
J2:2/1 (short)	42
J2:2/2 (with short)	758(In) 716(Out)
J2:2/3	585
J2:3/1	293
J2:4/1	637
J2:4/2	570
J2:5/1	716
J2:5/2	657
J2:6/1	119
J2:7/1	536
J2:8/1	1207

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	66.9 %	1894	1894
				Arm J1:11 Left	40.00	33.1 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	75.4 %	1937	1937
				Arm J2:5 Left	10.50	24.6 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 15: '15' (FG15: '2037 AM Base + Com + Dev (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1538	176	204	1918
	B	790	0	267	209	1266
	C	44	177	0	12	233
	D	32	57	6	0	95
	Tot.	866	1772	449	425	3512

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 15
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	267
J1:1/2 (with short)	1021(In) 754(Out)
J1:1/3	245
J1:2/1	233
J1:3/1	840
J1:3/2	880
J1:4/1	57
J1:5/1	182
J1:6/1	754
J1:6/2	245
J1:7/1	177
J1:8/1	897
J1:8/2	875
J1:8/3	182
J1:9/1	1772
J1:10/1	449
J1:11/1	797
J1:11/2	258
Junction: J2: Collingwood T-junction	
J2:1/1	797
J2:1/2 (with short)	258(In) 37(Out)
J2:1/3 (short)	221
J2:2/1 (short)	204
J2:2/2 (with short)	1044(In) 840(Out)
J2:2/3	874
J2:3/1	38
J2:4/1	798
J2:4/2	68
J2:5/1	840
J2:5/2	880
J2:6/1	425
J2:7/1	95
J2:8/1	866

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	76.0 %	1894	1894
				Arm J1:11 Left	40.00	24.0 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	84.2 %	1948	1948
				Arm J2:5 Left	10.50	15.8 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 16: '16' (FG16: '2037 PM Base + Com + Dev (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	1144	154	42	1340
	B	885	0	288	70	1243
	C	152	321	0	7	480
	D	221	243	72	0	536
	Tot.	1258	1708	514	119	3599

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 16
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	288
J1:1/2 (with short)	819(In) 531(Out)
J1:1/3	424
J1:2/1	480
J1:3/1	725
J1:3/2	645
J1:4/1	243
J1:5/1	226
J1:6/1	531
J1:6/2	424
J1:7/1	321
J1:8/1	968
J1:8/2	740
J1:8/3	226
J1:9/1	1708
J1:10/1	514
J1:11/1	622
J1:11/2	492
Junction: J2: Collingwood T-junction	
J2:1/1	622
J2:1/2 (with short)	492(In) 415(Out)
J2:1/3 (short)	77
J2:2/1 (short)	42
J2:2/2 (with short)	767(In) 725(Out)
J2:2/3	573
J2:3/1	293
J2:4/1	668
J2:4/2	590
J2:5/1	725
J2:5/2	645
J2:6/1	119
J2:7/1	536
J2:8/1	1258

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	66.9 %	1894	1894
				Arm J1:11 Left	40.00	33.1 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	75.4 %	1937	1937
				Arm J2:5 Left	10.50	24.6 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 17: '17' (FG17: '2037 AM Base + Com + Dev - Sens Test (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1538	176	204	1918
	B	801	0	267	209	1277
	C	44	177	0	12	233
	D	32	57	6	0	95
	Tot.	877	1772	449	425	3523

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 17
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	267
J1:1/2 (with short)	1028(In) 761(Out)
J1:1/3	249
J1:2/1	233
J1:3/1	840
J1:3/2	880
J1:4/1	57
J1:5/1	182
J1:6/1	761
J1:6/2	249
J1:7/1	177
J1:8/1	897
J1:8/2	875
J1:8/3	182
J1:9/1	1772
J1:10/1	449
J1:11/1	804
J1:11/2	262
Junction: J2: Collingwood T-junction	
J2:1/1	804
J2:1/2 (with short)	262(In) 41(Out)
J2:1/3 (short)	221
J2:2/1 (short)	204
J2:2/2 (with short)	1044(In) 840(Out)
J2:2/3	874
J2:3/1	38
J2:4/1	805
J2:4/2	72
J2:5/1	840
J2:5/2	880
J2:6/1	425
J2:7/1	95
J2:8/1	877

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	76.0 %	1894	1894
				Arm J1:11 Left	40.00	24.0 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	84.2 %	1948	1948
				Arm J2:5 Left	10.50	15.8 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 18: '18' (FG18: '2037 PM Base + Com + Dev - Sens Test (DS2)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	1175	154	42	1371
	B	899	0	288	70	1257
	C	152	321	0	7	480
	D	221	243	72	0	536
	Tot.	1272	1739	514	119	3644

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 18
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	288
J1:1/2 (with short)	827(In) 539(Out)
J1:1/3	430
J1:2/1	480
J1:3/1	735
J1:3/2	666
J1:4/1	243
J1:5/1	226
J1:6/1	539
J1:6/2	430
J1:7/1	321
J1:8/1	978
J1:8/2	761
J1:8/3	226
J1:9/1	1739
J1:10/1	514
J1:11/1	630
J1:11/2	498
Junction: J2: Collingwood T-junction	
J2:1/1	630
J2:1/2 (with short)	498(In) 421(Out)
J2:1/3 (short)	77
J2:2/1 (short)	42
J2:2/2 (with short)	777(In) 735(Out)
J2:2/3	594
J2:3/1	293
J2:4/1	673
J2:4/2	599
J2:5/1	735
J2:5/2	666
J2:6/1	119
J2:7/1	536
J2:8/1	1272

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	66.9 %	1894	1894
				Arm J1:11 Left	40.00	33.1 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	75.4 %	1937	1937
				Arm J2:5 Left	10.50	24.6 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 19: '19' (FG19: '2019 AM Baseline (DS1)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	1240	159	185	1584
	B	840	0	242	189	1271
	C	40	160	0	11	211
	D	29	51	5	0	85
	Tot.	909	1451	406	385	3151

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 19: 19
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	242
J1:1/2 (with short)	850(In) 608(Out)
J1:1/3	421
J1:2/1	211
J1:3/1	771
J1:3/2	633
J1:4/1	51
J1:5/1	164
J1:6/1	608
J1:6/2	421
J1:7/1	160
J1:8/1	822
J1:8/2	629
J1:8/3	164
J1:9/1	1451
J1:10/1	406
J1:11/1	630
J1:11/2	450
Junction: J2: Collingwood T-junction	
J2:1/1	630
J2:1/2 (with short)	450(In) 250(Out)
J2:1/3 (short)	200
J2:2/1 (short)	185
J2:2/2 (with short)	956(In) 771(Out)
J2:2/3	628
J2:3/1	34
J2:4/1	631
J2:4/2	278
J2:5/1	771
J2:5/2	633
J2:6/1	385
J2:7/1	85
J2:8/1	909

Lane Saturation Flows

Full Input Data And Results

Junction: J1: Speedfields Rbt								
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 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	75.8 %	1894	1894
				Arm J1:11 Left	40.00	24.2 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	85.3 %	1949	1949
				Arm J2:5 Left	10.50	14.7 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 20: '20' (FG20: '2019 PM Baseline (DS1)', Plan 2: 'Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	846	139	38	1023
	B	1206	0	261	64	1531
	C	138	291	0	6	435
	D	200	220	65	0	485
	Tot.	1544	1357	465	108	3474

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 20: 20
Junction: J1: Speedfields Rbt	
J1:1/1 (short)	261
J1:1/2 (with short)	985(In) 724(Out)
J1:1/3	546
J1:2/1	435
J1:3/1	603
J1:3/2	447
J1:4/1	220
J1:5/1	204
J1:6/1	724
J1:6/2	546
J1:7/1	291
J1:8/1	823
J1:8/2	534
J1:8/3	204
J1:9/1	1357
J1:10/1	465
J1:11/1	807
J1:11/2	607
Junction: J2: Collingwood T-junction	
J2:1/1	807
J2:1/2 (with short)	607(In) 537(Out)
J2:1/3 (short)	70
J2:2/1 (short)	38
J2:2/2 (with short)	641(In) 603(Out)
J2:2/3	382
J2:3/1	265
J2:4/1	842
J2:4/2	702
J2:5/1	603
J2:5/2	447
J2:6/1	108
J2:7/1	485
J2:8/1	1544

Lane Saturation Flows

Full Input Data And Results

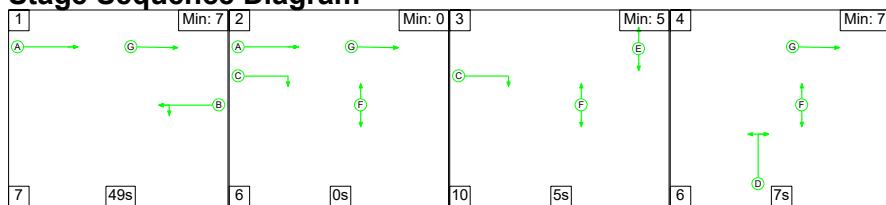
Junction: J1: Speedfields Rbt								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (Newgate Ln S/B)	3.50	0.00	Y	Arm J1:10 Left	15.00	100.0 %	1786	1786
J1:1/2 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:1/3 (Newgate Ln S/B)	3.50	0.00	N	Arm J1:6 Ahead	40.00	100.0 %	2029	2029
J1:2/1 (Speedfields Pk)	3.50	0.00	Y	Arm J1:7 Ahead	40.00	66.9 %	1894	1894
				Arm J1:11 Left	40.00	33.1 %		
J1:3/1 (Newgate Lane N/B)	3.50	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Newgate Lane N/B)	3.50	0.00	N	Arm J1:8 Ahead	40.00	100.0 %	2029	2029
J1:4/1 (HMS C'wood LT G-way)	3.50	0.00	Y	Arm J1:8 Ahead	12.00	100.0 %	1747	1747
J1:5/1	4.00	0.00	N	Arm J1:6 Right	20.00	0.0 %	2077	2077
				Arm J1:10 Ahead	40.00	100.0 %		
J1:6/1	4.00	0.00	N	Arm J1:11 Ahead	40.00	100.0 %	2077	2077
J1:6/2	4.00	0.00	N	Arm J1:7 Right	20.00	0.0 %	2077	2077
				Arm J1:11 Ahead	40.00	100.0 %		
J1:7/1	4.00	0.00	N	Arm J1:8 Right	20.00	100.0 %	2005	2005
J1:8/1	3.50	0.00	Y	Arm J1:9 Ahead	Inf	100.0 %	1965	1965
J1:8/2	4.00	0.00	N	Arm J1:9 Ahead	40.00	100.0 %	2077	2077
J1:8/3	4.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	2005	2005
J1:9/1 (Newgate Ln N/B Exit Lane 1)	This lane uses a directly entered Saturation Flow						4070	4070
J1:10/1 (Speedfields E/B Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:11/1 (Newgate Ln S/B Exit)	3.50	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1965	1965
J1:11/2 (Newgate Ln S/B Exit)	3.50	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2105	2105

Full Input Data And Results

Junction: J2: Collingwood T-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 (Newgate Ln S/B)	2.95	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1910	1910
J2:1/2 (Newgate Ln S/B)	2.95	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2050	2050
J2:1/3 (Newgate Ln S/B)	3.59	0.00	N	Arm J2:6 Right	10.00	100.0 %	1838	1838
J2:2/1 (Newgate Ln N/B)	2.91	0.00	Y	Arm J2:6 Left	12.00	100.0 %	1694	1694
J2:2/2 (Newgate Ln N/B)	3.00	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2055	2055
J2:2/3 (Newgate Ln N/B)	3.27	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2082	2082
J2:3/1 (HMS Collingwood)	5.00	0.00	Y	Arm J2:4 Right	20.00	75.5 %	1937	1937
				Arm J2:5 Left	10.50	24.5 %		
J2:4/1 (Newgate Ln S/B Exit Merge)	3.50	0.00	Y	Arm J2:8 Ahead	Inf	100.0 %	1965	1965
J2:4/2 (Newgate Ln S/B Exit Merge)	3.50	0.00	N	Arm J2:8 Ahead	Inf	100.0 %	2105	2105
J2:5/1 (Newgate Ln N/B Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (Newgate Ln N/B Exit)	3.00	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2055	2055
J2:6/1 (HMS Collingwood Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Entry Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '1' (FG1: '2021 AM Baseline (DS2)', Plan 2: 'Plan 2')

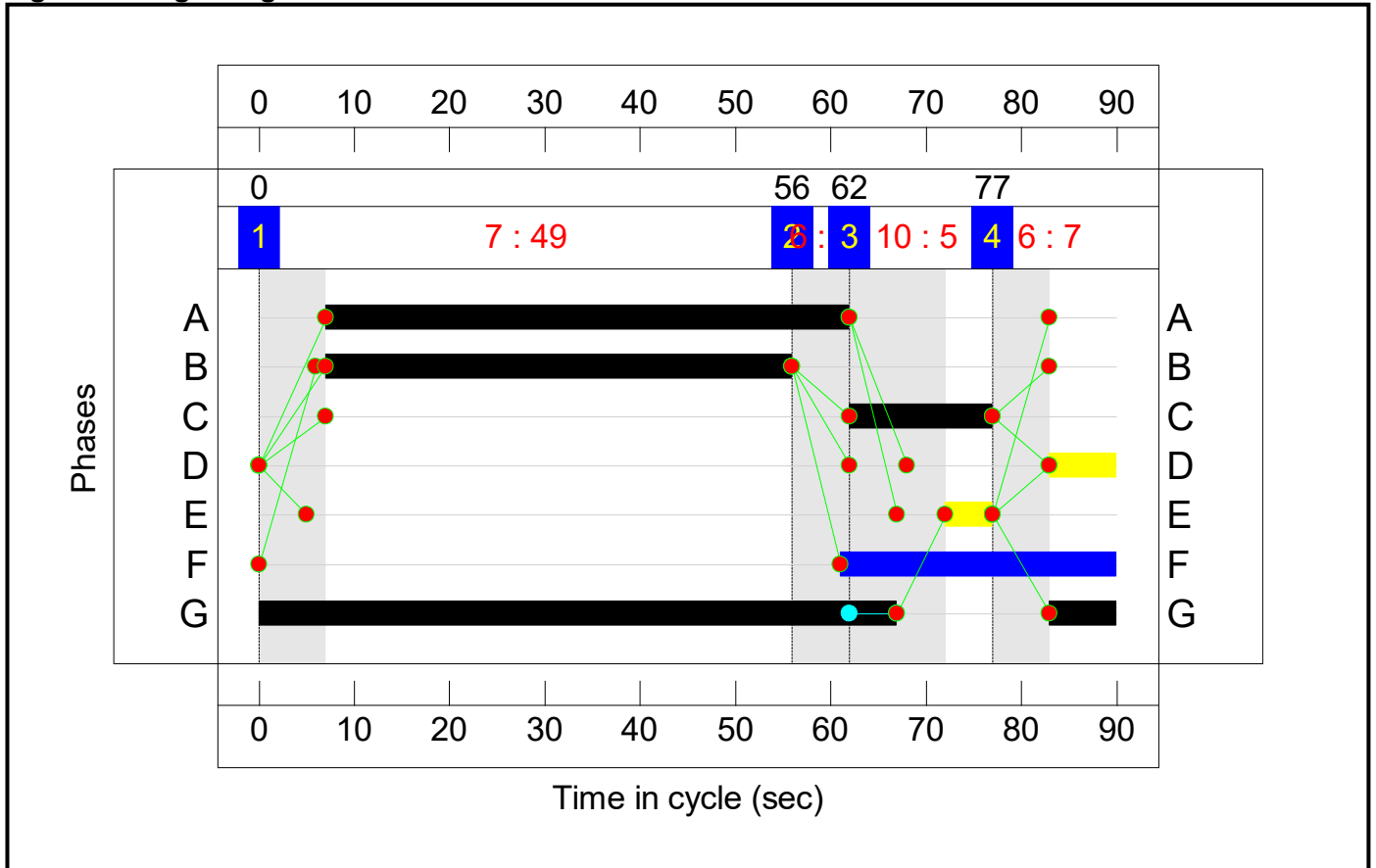
Stage Sequence Diagram



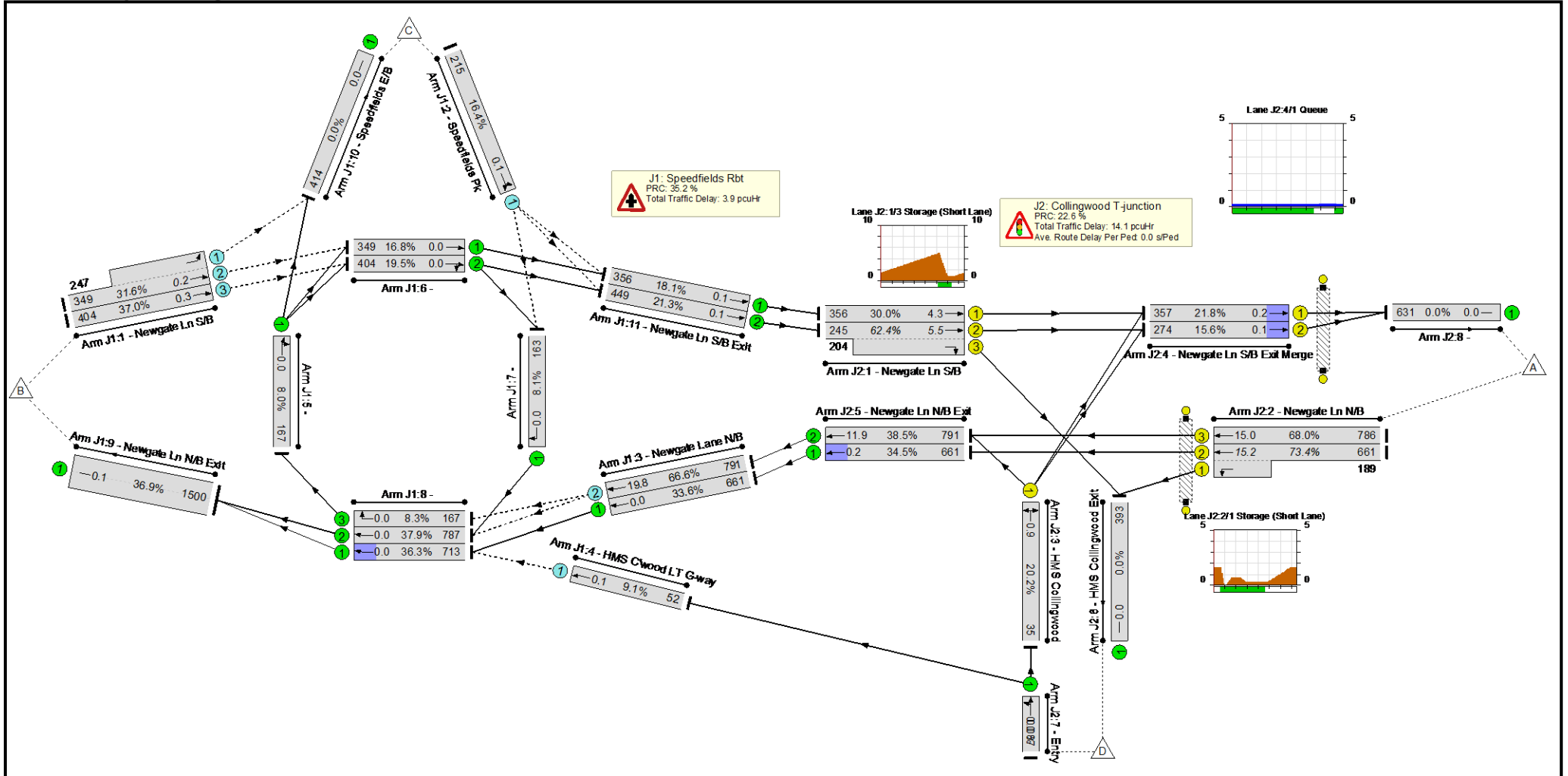
Stage Timings

Stage	1	2	3	4
Duration	49	0	5	7
Change Point	0	56	62	77

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	66.6%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	596	2029:1786	1888	31.6%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	404	2029	1092	37.0%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	215	1894	1314	16.4%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	661	1965	1965	33.6%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	791	2029	1188	66.6%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	52	1747	570	9.1%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	167	2077	2077	8.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	349	2077	2077	16.8%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	404	2077	2077	19.5%
7/1	Right	U	N/A	N/A	-		-	-	-	163	2005	2005	8.1%
8/1	Ahead	U	N/A	N/A	-		-	-	-	713	1965	1965	36.3%
8/2	Ahead	U	N/A	N/A	-		-	-	-	787	2077	2077	37.9%
8/3	Right	U	N/A	N/A	-		-	-	-	167	2005	2005	8.3%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1500	4070	4070	36.9%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	356	1965	1965	18.1%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	449	2105	2105	21.3%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	73.4%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	55	-	356	1910	1188	30.0%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	55:15	-	449	2050:1838	719	62.4%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	49	-	850	2055:1694	1158	73.4%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	49	-	786	2082	1157	68.0%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	7	-	35	1950	173	20.2%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	357	1965	1637	21.8%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	274	2105	1754	15.6%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	661	1915	1915	34.5%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	791	2055	2055	38.5%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	29	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	2654	0	0	11.7	6.3	0.0	18.0	-	-	-	-
J1: Speedfields Rbt	-	-	2654	0	0	1.7	2.2	0.0	3.9	-	-	-	-
1/2+1/1	596	596	1192	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
1/3	404	404	404	0	0	0.0	0.3	-	0.3	2.6	0.0	0.3	0.3
2/1	215	215	215	0	0	0.0	0.1	-	0.1	1.6	0.0	0.1	0.1
3/1	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	791	791	791	0	0	1.7	1.0	-	2.7	12.2	18.8	1.0	19.8
4/1	52	52	52	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1
5/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1500	1500	-	-	-	0.0	0.3	-	0.3	0.7	0.0	0.1	0.1
10/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	356	356	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/2	449	449	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	10.0	4.1	0.0	14.1	-	-	-	-
1/1	356	356	-	-	-	0.8	0.2	-	1.0	10.1	4.1	0.2	4.3
1/2+1/3	449	449	-	-	-	2.4	0.8	-	3.3	26.2	4.7	0.8	5.5
2/2+2/1	850	850	-	-	-	3.2	1.4	-	4.6	19.5	13.9	1.4	15.2
2/3	786	786	-	-	-	3.1	1.1	-	4.2	19.1	14.0	1.1	15.0

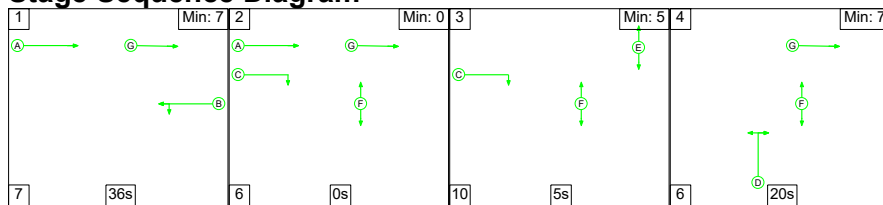
Full Input Data And Results

3/1	35	35	-	-	-	0.4	0.1	-	0.5	51.1	0.8	0.1	0.9	
4/1	357	357	-	-	-	0.0	0.1	-	0.2	1.5	0.1	0.1	0.2	
4/2	274	274	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.1	
5/1	661	661	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2	
5/2	791	791	-	-	-	0.0	0.3	-	0.3	1.5	11.6	0.3	11.9	
6/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):			22.6	Total Delay for Signalled Lanes (pcuHr):			13.78	Cycle Time (s):			90
			PRC Over All Lanes (%):			22.6	Total Delay Over All Lanes(pcuHr):			18.01				

Full Input Data And Results

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

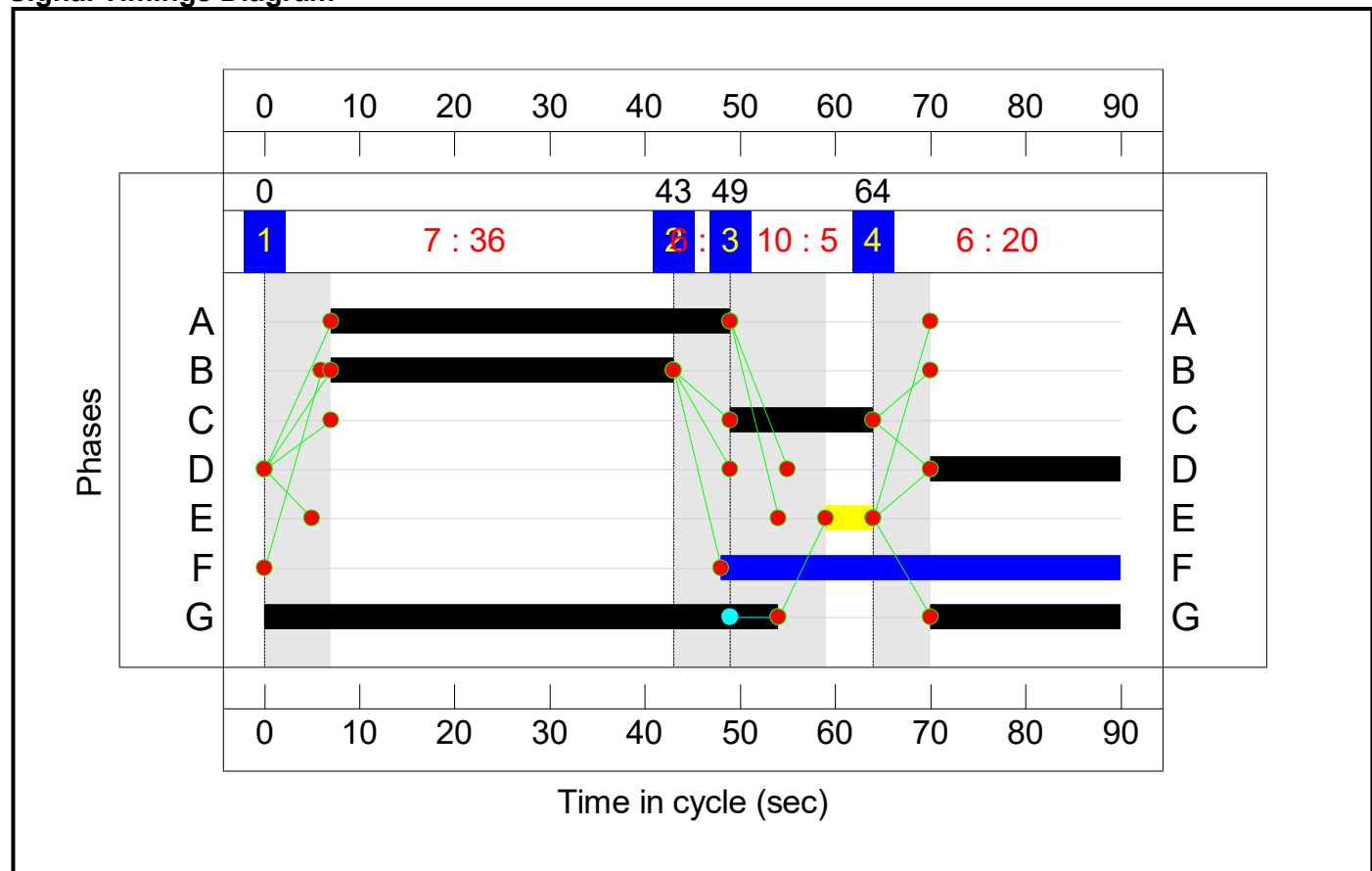
Stage Sequence Diagram



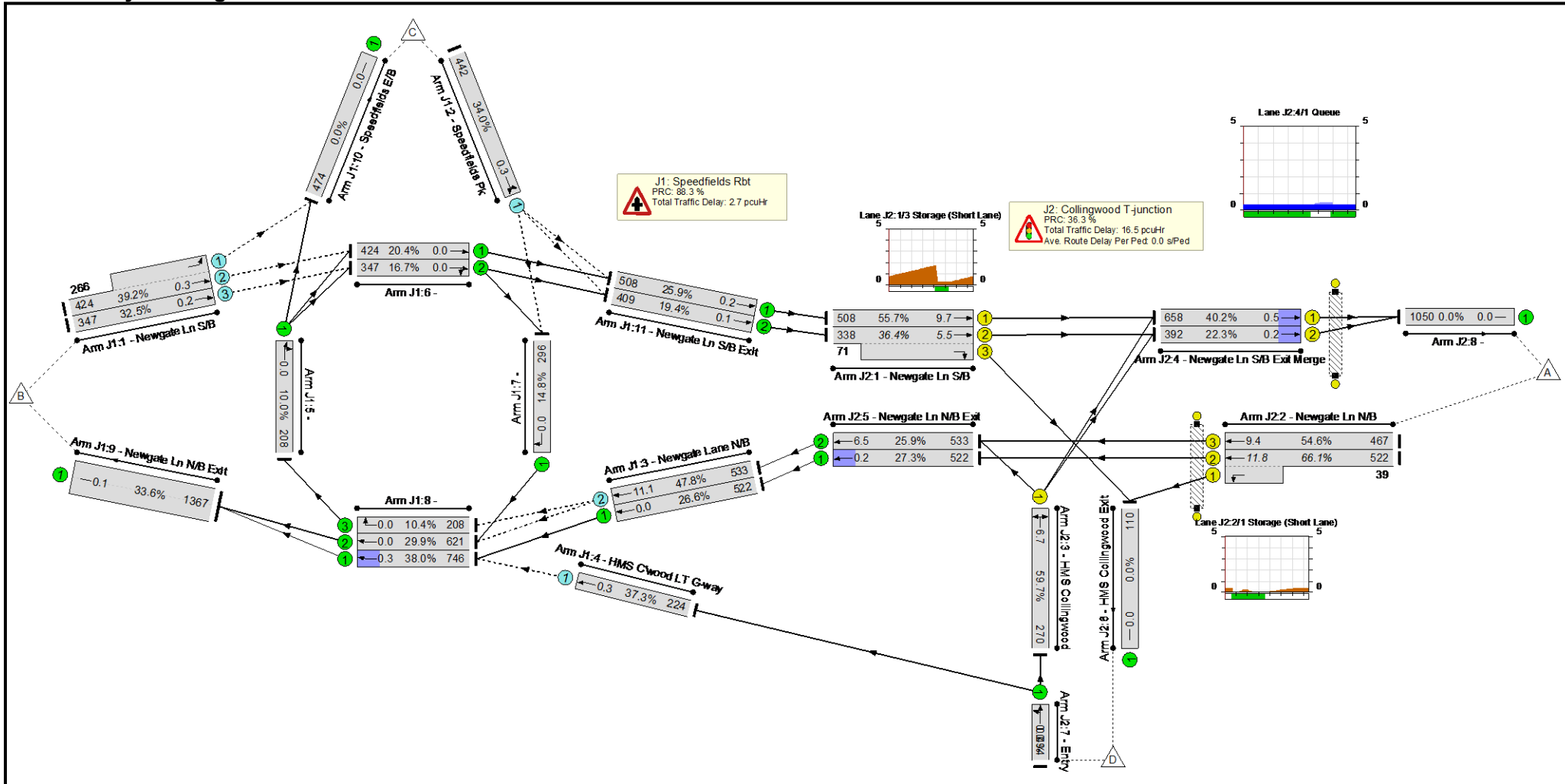
Stage Timings

Stage	1	2	3	4
Duration	36	0	5	20
Change Point	0	43	49	64

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	66.1%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	47.8%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	690	2029:1786	1758	39.2%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	347	2029	1068	32.5%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	442	1894	1301	34.0%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	522	1965	1965	26.6%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	533	2029	1115	47.8%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	224	1747	600	37.3%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	208	2077	2077	10.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	424	2077	2077	20.4%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	347	2077	2077	16.7%
7/1	Right	U	N/A	N/A	-		-	-	-	296	2005	2005	14.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	746	1965	1965	38.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	621	2077	2077	29.9%
8/3	Right	U	N/A	N/A	-		-	-	-	208	2005	2005	10.4%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1367	4070	4070	33.6%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	508	1965	1965	25.9%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	409	2105	2105	19.4%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	66.1%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	42	-	508	1910	913	55.7%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	42:15	-	409	2050:1838	1125	36.4%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	36	-	561	2055:1694	849	66.1%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	36	-	467	2082	856	54.6%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	20	-	270	1938	452	59.7%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	658	1965	1637	40.2%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	392	2105	1754	22.3%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	522	1915	1915	27.3%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	533	2055	2055	25.9%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	110	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1050	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	42	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	2926	0	0	13.2	6.0	0.0	19.2	-	-	-	-
J1: Speedfields Rbt	-	-	2926	0	0	0.5	2.1	0.0	2.7	-	-	-	-
1/2+1/1	690	690	1380	0	0	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
1/3	347	347	347	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
2/1	442	442	442	0	0	0.0	0.3	-	0.3	2.1	0.0	0.3	0.3
3/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	533	533	533	0	0	0.5	0.5	-	1.0	6.7	10.6	0.5	11.1
4/1	224	224	224	0	0	0.0	0.3	-	0.3	4.8	0.0	0.3	0.3
5/1	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	746	746	-	-	-	0.0	0.0	-	0.0	0.1	0.3	0.0	0.3
8/2	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1367	1367	-	-	-	0.0	0.3	-	0.3	0.7	0.0	0.1	0.1
10/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	508	508	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/2	409	409	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	12.6	3.9	0.0	16.5	-	-	-	-
1/1	508	508	-	-	-	2.4	0.6	-	3.0	21.2	9.0	0.6	9.7
1/2+1/3	409	409	-	-	-	2.0	0.3	-	2.3	20.2	5.3	0.3	5.5
2/2+2/1	561	561	-	-	-	3.3	1.0	-	4.2	27.2	10.8	1.0	11.8
2/3	467	467	-	-	-	2.6	0.6	-	3.2	24.7	8.8	0.6	9.4

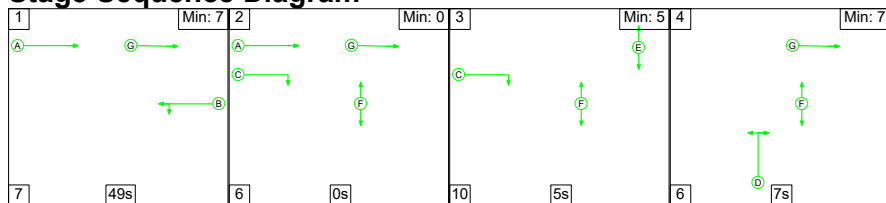
Full Input Data And Results

3/1	270	270	-	-	-	2.3	0.7	-	3.0	40.5	6.0	0.7	6.7	
4/1	658	658	-	-	-	0.0	0.3	-	0.4	1.9	0.1	0.3	0.5	
4/2	392	392	-	-	-	0.0	0.1	-	0.2	1.4	0.1	0.1	0.2	
5/1	522	522	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2	
5/2	533	533	-	-	-	0.0	0.2	-	0.2	1.2	6.4	0.2	6.5	
6/1	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1050	1050	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):			36.3	Total Delay for Signalled Lanes (pcuHr):			16.28	Cycle Time (s):			90
			PRC Over All Lanes (%):			36.3	Total Delay Over All Lanes(pcuHr):			19.15				

Full Input Data And Results

Scenario 3: '3' (FG3: '2028 AM Base + Com (DS2)', Plan 2: 'Plan 2')

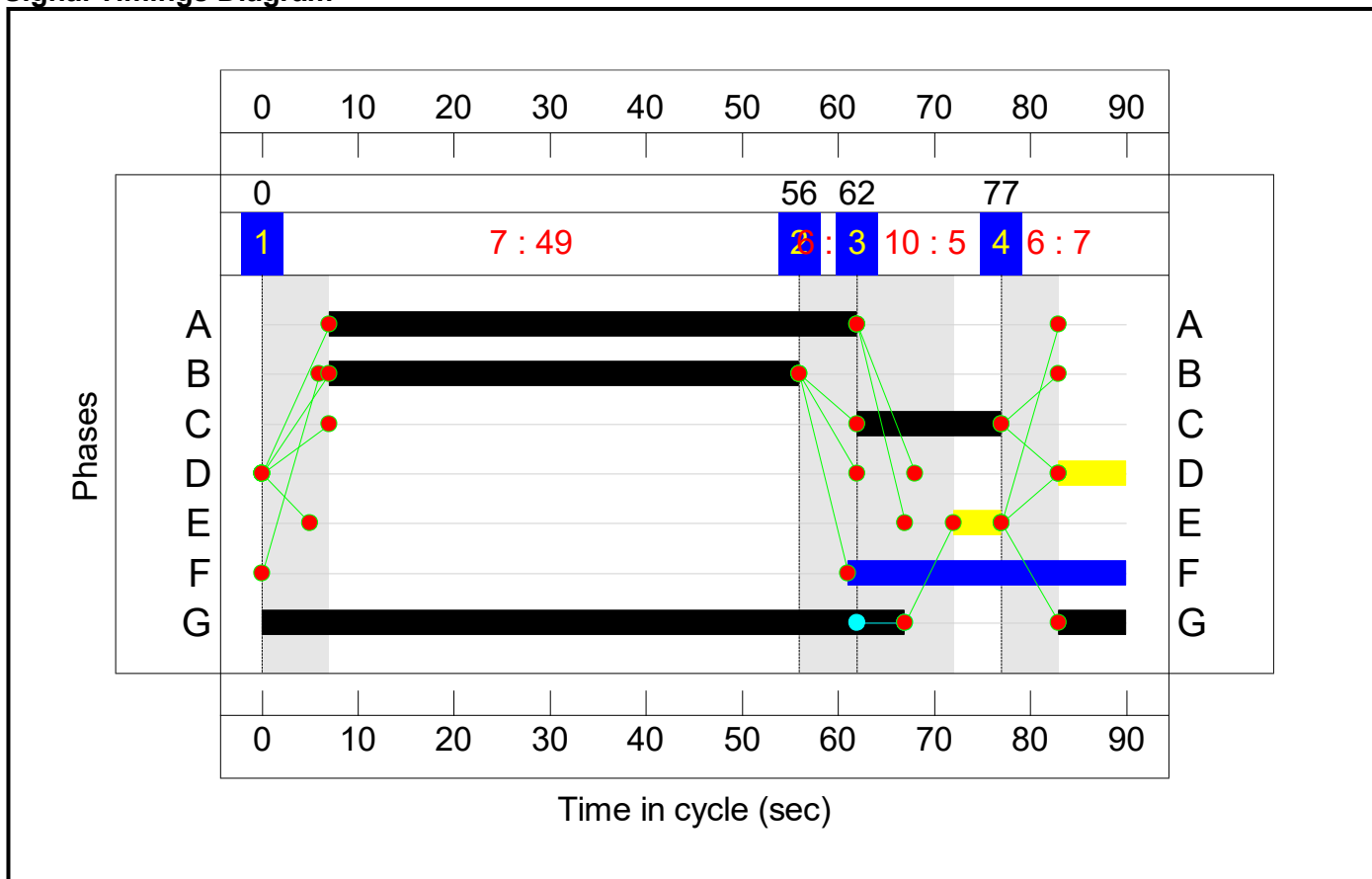
Stage Sequence Diagram



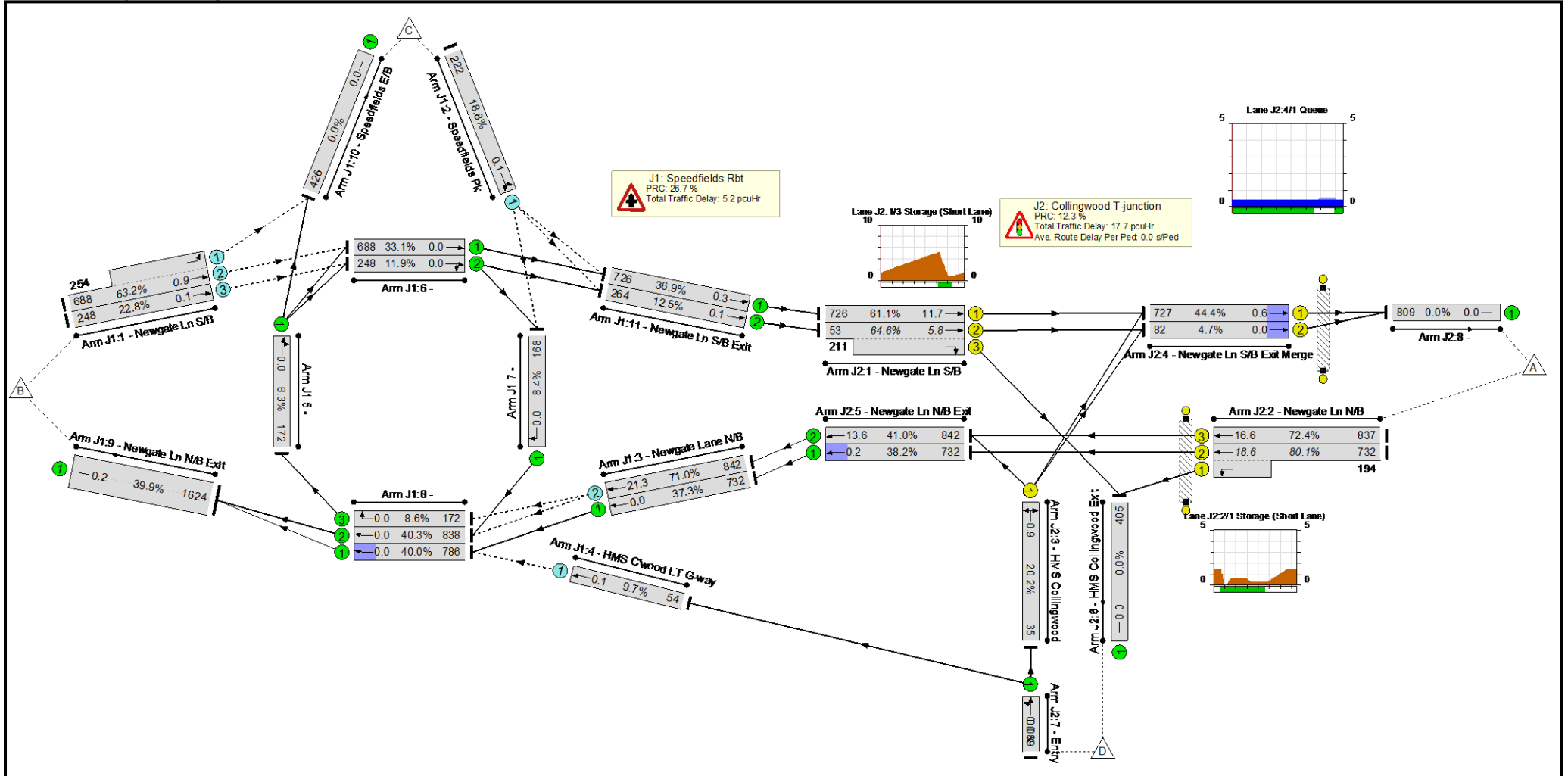
Stage Timings

Stage	1	2	3	4
Duration	49	0	5	7
Change Point	0	56	62	77

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	71.0%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	942	2029:1786	1491	63.2%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	248	2029	1089	22.8%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	222	1894	1182	18.8%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	732	1965	1965	37.3%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	842	2029	1186	71.0%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	54	1747	554	9.7%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	172	2077	2077	8.3%
6/1	Ahead	U	N/A	N/A	-		-	-	-	688	2077	2077	33.1%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	248	2077	2077	11.9%
7/1	Right	U	N/A	N/A	-		-	-	-	168	2005	2005	8.4%
8/1	Ahead	U	N/A	N/A	-		-	-	-	786	1965	1965	40.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	838	2077	2077	40.3%
8/3	Right	U	N/A	N/A	-		-	-	-	172	2005	2005	8.6%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1624	4070	4070	39.9%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	726	1965	1965	36.9%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	264	2105	2105	12.5%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	80.1%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	55	-	726	1910	1188	61.1%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	55:15	-	264	2050:1838	409	64.6%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	49	-	926	2055:1694	1156	80.1%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	49	-	837	2082	1157	72.4%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	7	-	35	1950	173	20.2%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	727	1965	1637	44.4%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	82	2105	1754	4.7%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	732	1915	1915	38.2%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	842	2055	2055	41.0%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	29	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3250	0	0	14.0	8.9	0.0	23.0	-	-	-	-
J1: Speedfields Rbt	-	-	3250	0	0	2.1	3.1	0.0	5.2	-	-	-	-
1/2+1/1	942	942	1884	0	0	0.0	0.9	-	0.9	3.3	0.0	0.9	0.9
1/3	248	248	248	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
2/1	222	222	222	0	0	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
3/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	842	842	842	0	0	2.1	1.2	-	3.3	14.3	20.1	1.2	21.3
4/1	54	54	54	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1
5/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1624	1624	-	-	-	0.0	0.3	-	0.3	0.7	0.0	0.2	0.2
10/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	726	726	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	264	264	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	11.9	5.9	0.0	17.7	-	-	-	-
1/1	726	726	-	-	-	2.1	0.8	-	2.9	14.2	10.9	0.8	11.7
1/2+1/3	264	264	-	-	-	2.1	0.9	-	3.0	41.1	4.9	0.9	5.8
2/2+2/1	926	926	-	-	-	3.8	2.0	-	5.8	22.5	16.6	2.0	18.6
2/3	837	837	-	-	-	3.5	1.3	-	4.8	20.5	15.3	1.3	16.6

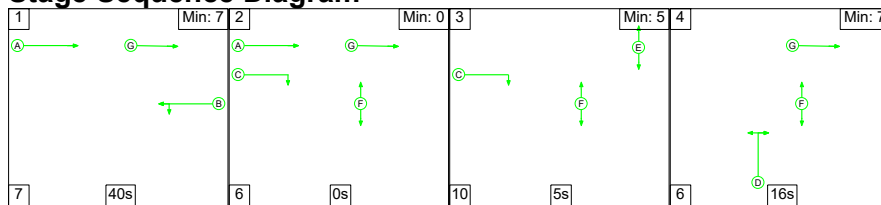
Full Input Data And Results

3/1	35	35	-	-	-	0.4	0.1	-	0.5	51.1	0.8	0.1	0.9
4/1	727	727	-	-	-	0.0	0.4	-	0.4	2.1	0.2	0.4	0.6
4/2	82	82	-	-	-	0.0	0.0	-	0.0	1.2	0.0	0.0	0.0
5/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2
5/2	842	842	-	-	-	0.0	0.3	-	0.4	1.6	13.3	0.3	13.6
6/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction		PRC for Signalled Lanes (%):		12.3		Total Delay for Signalled Lanes (pcuHr):		17.36		Cycle Time (s): 90			
		PRC Over All Lanes (%):		12.3		Total Delay Over All Lanes(pcuHr):		22.96					

Full Input Data And Results

Scenario 4: '4' (FG4: '2028 PM Base + Com (DS2)', Plan 2: 'Plan 2')

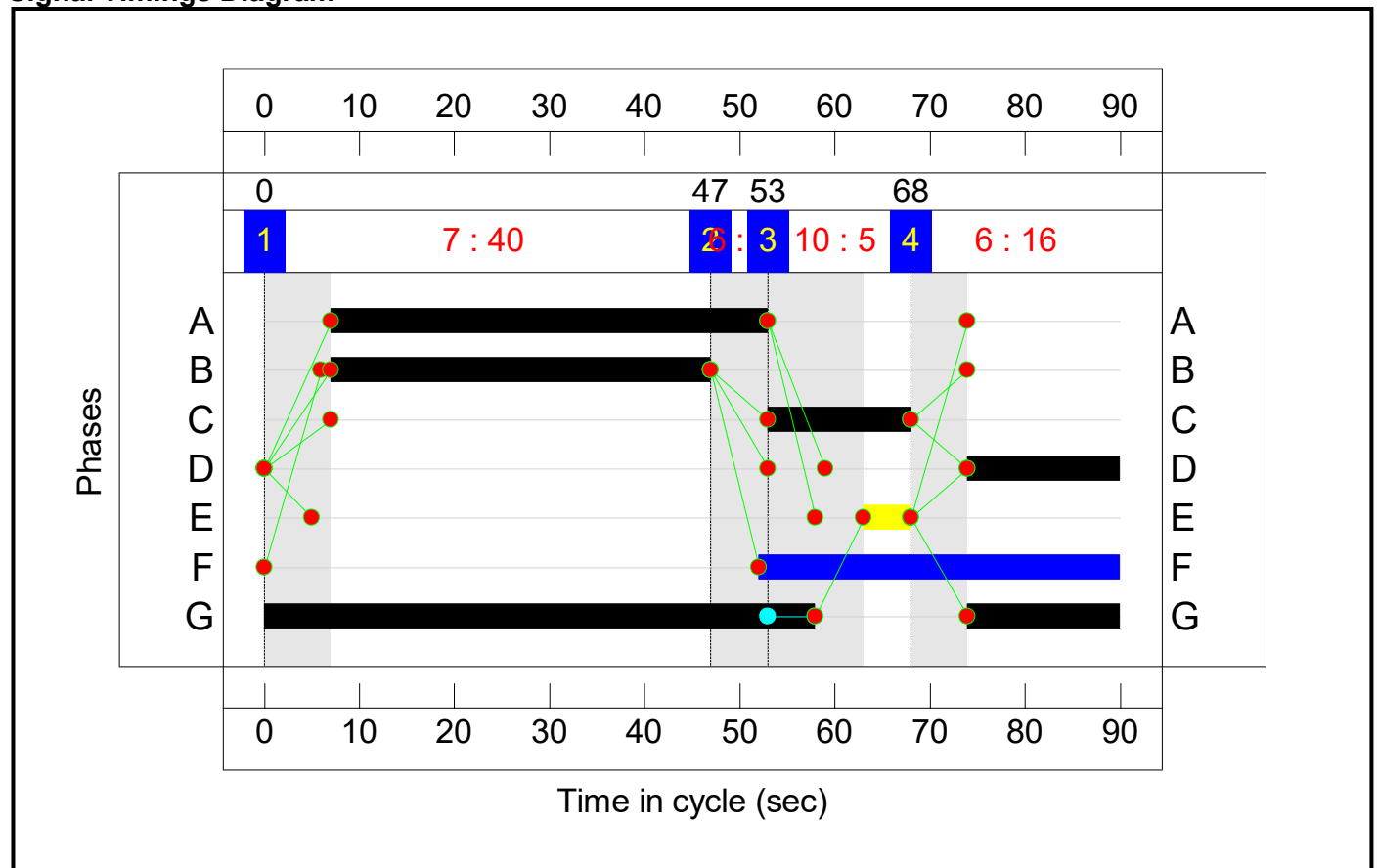
Stage Sequence Diagram



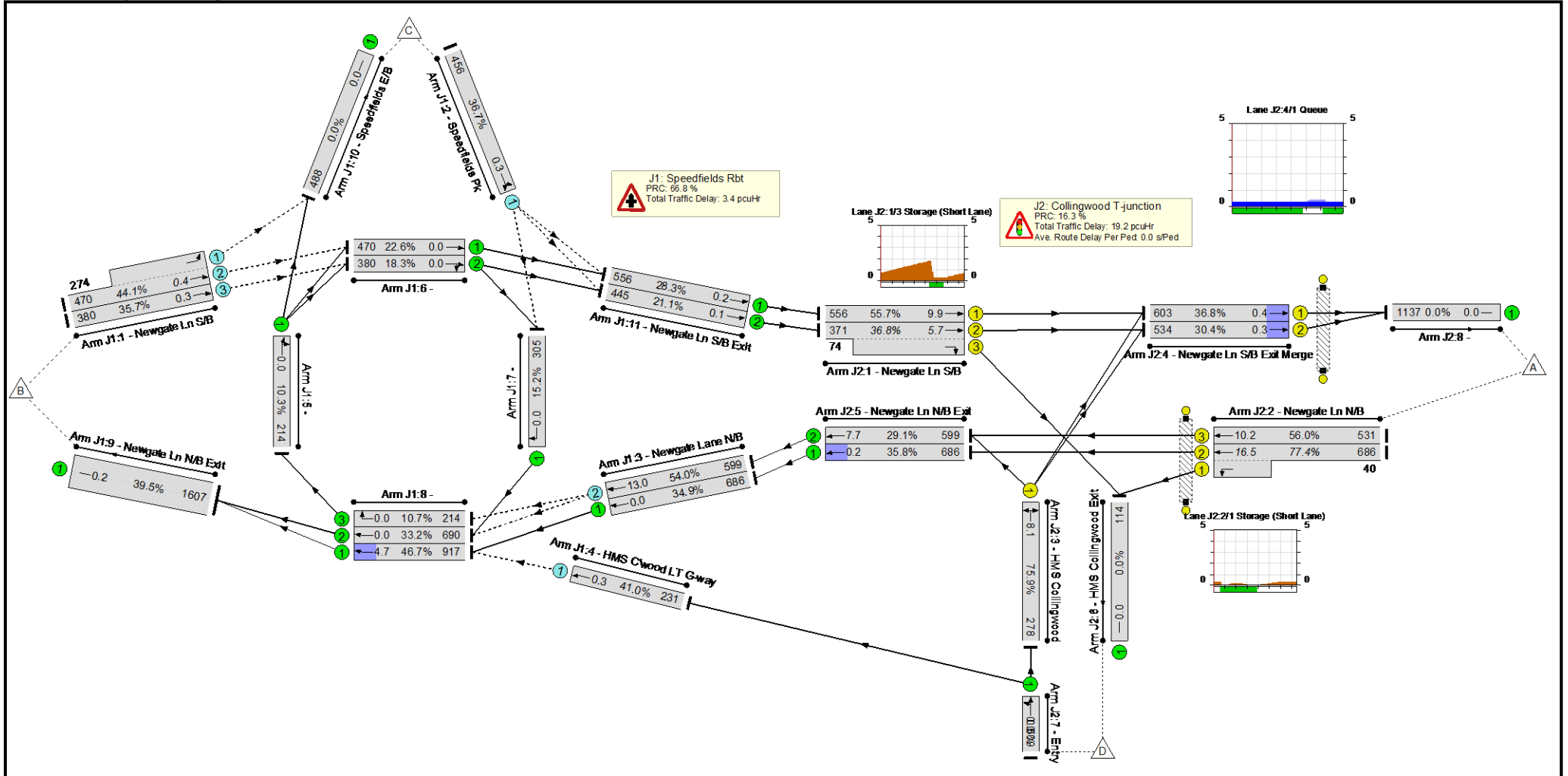
Stage Timings

Stage	1	2	3	4
Duration	40	0	5	16
Change Point	0	47	53	68

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	77.4%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	54.0%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	744	2029:1786	1685	44.1%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	380	2029	1065	35.7%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	456	1894	1244	36.7%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	686	1965	1965	34.9%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	599	2029	1110	54.0%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	231	1747	564	41.0%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	214	2077	2077	10.3%
6/1	Ahead	U	N/A	N/A	-		-	-	-	470	2077	2077	22.6%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	380	2077	2077	18.3%
7/1	Right	U	N/A	N/A	-		-	-	-	305	2005	2005	15.2%
8/1	Ahead	U	N/A	N/A	-		-	-	-	917	1965	1965	46.7%
8/2	Ahead	U	N/A	N/A	-		-	-	-	690	2077	2077	33.2%
8/3	Right	U	N/A	N/A	-		-	-	-	214	2005	2005	10.7%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1607	4070	4070	39.5%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	556	1965	1965	28.3%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	445	2105	2105	21.1%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	77.4%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	46	-	556	1910	997	55.7%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	46:15	-	445	2050:1838	1208	36.8%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	40	-	726	2055:1694	938	77.4%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	40	-	531	2082	948	56.0%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	16	-	278	1938	366	75.9%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	603	1965	1637	36.8%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	534	2105	1754	30.4%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	686	1915	1915	35.8%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	599	2055	2055	29.1%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1137	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	38	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3154	0	0	14.5	8.0	0.0	22.5	-	-	-	-
J1: Speedfields Rbt	-	-	3154	0	0	0.8	2.5	0.0	3.4	-	-	-	-
1/2+1/1	744	744	1488	0	0	0.0	0.4	-	0.4	1.9	0.0	0.4	0.4
1/3	380	380	380	0	0	0.0	0.3	-	0.3	2.6	0.0	0.3	0.3
2/1	456	456	456	0	0	0.0	0.3	-	0.3	2.3	0.0	0.3	0.3
3/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	599	599	599	0	0	0.7	0.6	-	1.3	7.9	12.4	0.6	13.0
4/1	231	231	231	0	0	0.0	0.3	-	0.3	5.4	0.0	0.3	0.3
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	917	917	-	-	-	0.1	0.0	-	0.1	0.3	4.7	0.0	4.7
8/2	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1607	1607	-	-	-	0.0	0.3	-	0.3	0.7	0.0	0.2	0.2
10/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	556	556	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	445	445	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	13.7	5.5	0.0	19.2	-	-	-	-
1/1	556	556	-	-	-	2.2	0.6	-	2.9	18.6	9.3	0.6	9.9
1/2+1/3	445	445	-	-	-	1.9	0.3	-	2.2	18.1	5.4	0.3	5.7
2/2+2/1	726	726	-	-	-	4.1	1.7	-	5.8	28.7	14.8	1.7	16.5
2/3	531	531	-	-	-	2.6	0.6	-	3.3	22.2	9.6	0.6	10.2

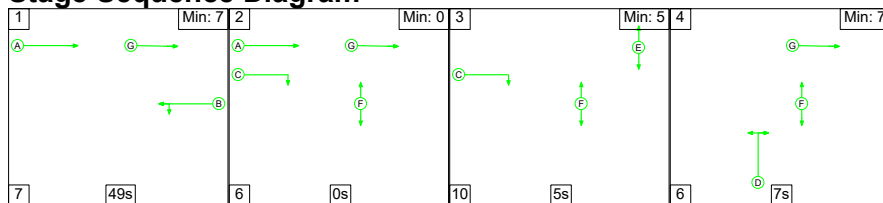
Full Input Data And Results

3/1	278	278	-	-	-	2.7	1.5	-	4.2	54.3	6.6	1.5	8.1
4/1	603	603	-	-	-	0.0	0.3	-	0.3	1.9	0.1	0.3	0.4
4/2	534	534	-	-	-	0.0	0.2	-	0.2	1.6	0.1	0.2	0.3
5/1	686	686	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
5/2	599	599	-	-	-	0.0	0.2	-	0.2	1.3	7.4	0.2	7.7
6/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1137	1137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction		PRC for Signalled Lanes (%):		16.3		Total Delay for Signalled Lanes (pcuHr):		18.90		Cycle Time (s):		90	
		PRC Over All Lanes (%):		16.3		Total Delay Over All Lanes(pcuHr):		22.52					

Full Input Data And Results

Scenario 5: '5' (FG5: '2028 AM Base + Com - Sens Test (DS2)', Plan 2: 'Plan 2')

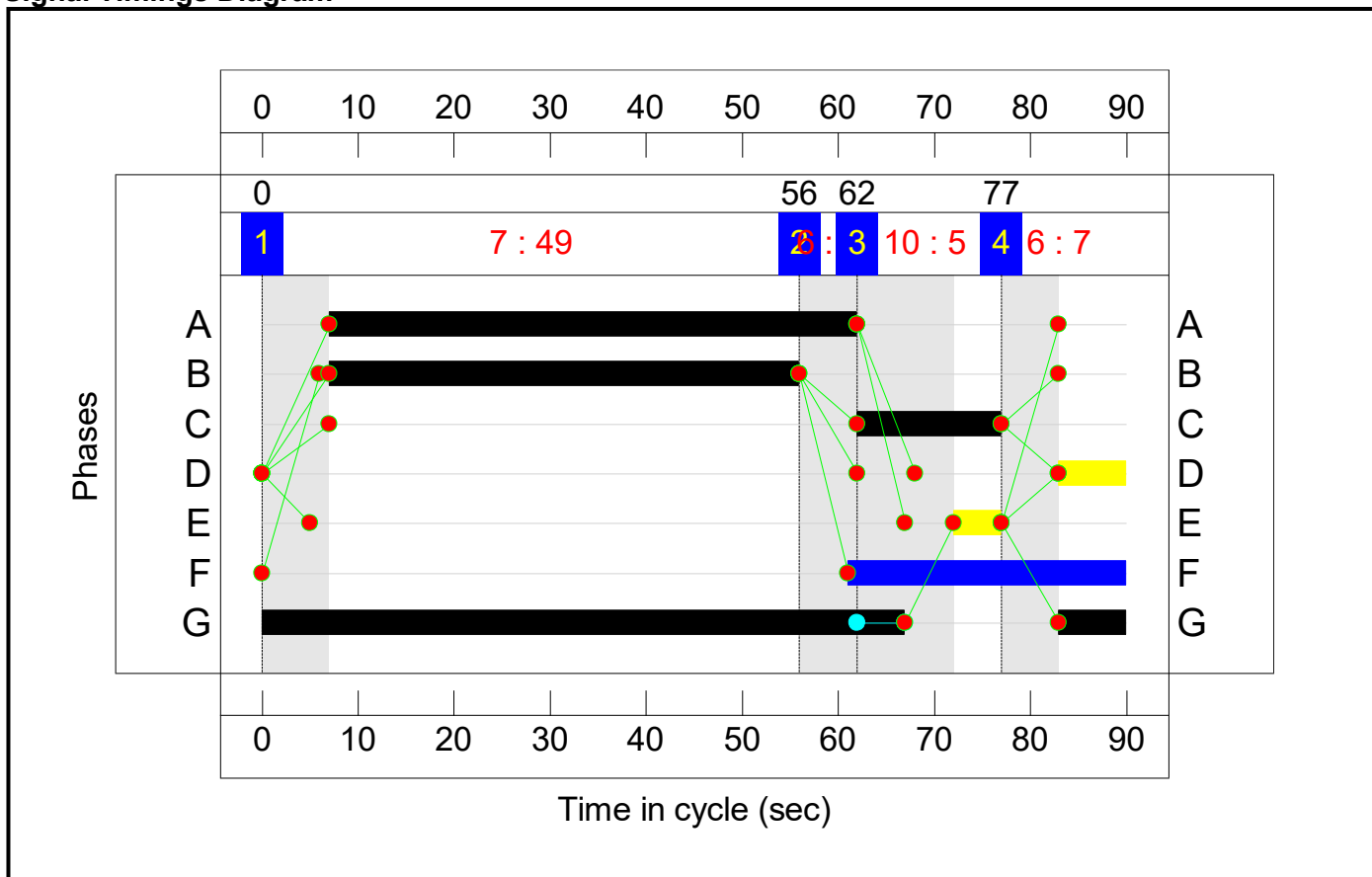
Stage Sequence Diagram



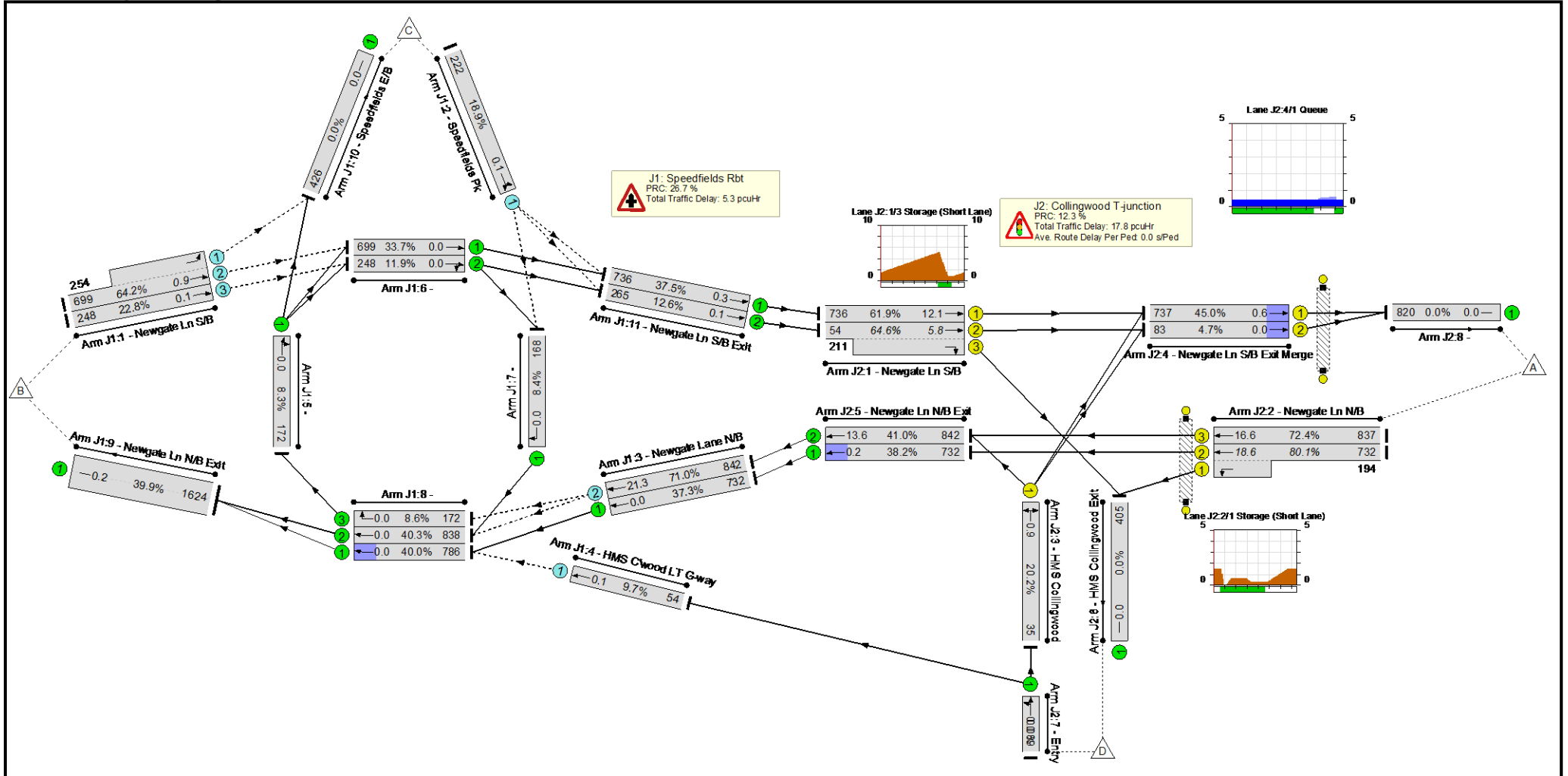
Stage Timings

Stage	1	2	3	4
Duration	49	0	5	7
Change Point	0	56	62	77

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	71.0%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	953	2029:1786	1485	64.2%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	248	2029	1089	22.8%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	222	1894	1174	18.9%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	732	1965	1965	37.3%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	842	2029	1186	71.0%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	54	1747	554	9.7%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	172	2077	2077	8.3%
6/1	Ahead	U	N/A	N/A	-		-	-	-	699	2077	2077	33.7%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	248	2077	2077	11.9%
7/1	Right	U	N/A	N/A	-		-	-	-	168	2005	2005	8.4%
8/1	Ahead	U	N/A	N/A	-		-	-	-	786	1965	1965	40.0%
8/2	Ahead	U	N/A	N/A	-		-	-	-	838	2077	2077	40.3%
8/3	Right	U	N/A	N/A	-		-	-	-	172	2005	2005	8.6%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1624	4070	4070	39.9%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	736	1965	1965	37.5%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	265	2105	2105	12.6%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	80.1%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	55	-	736	1910	1188	61.9%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	55:15	-	265	2050:1838	410	64.6%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	49	-	926	2055:1694	1156	80.1%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	49	-	837	2082	1157	72.4%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	7	-	35	1950	173	20.2%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	737	1965	1637	45.0%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	83	2105	1754	4.7%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	732	1915	1915	38.2%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	842	2055	2055	41.0%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	29	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3272	0	0	14.1	9.0	0.0	23.1	-	-	-	-
J1: Speedfields Rbt	-	-	3272	0	0	2.1	3.1	0.0	5.3	-	-	-	-
1/2+1/1	953	953	1906	0	0	0.0	0.9	-	0.9	3.4	0.0	0.9	0.9
1/3	248	248	248	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
2/1	222	222	222	0	0	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
3/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	842	842	842	0	0	2.1	1.2	-	3.3	14.3	20.1	1.2	21.3
4/1	54	54	54	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1
5/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1624	1624	-	-	-	0.0	0.3	-	0.3	0.7	0.0	0.2	0.2
10/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	736	736	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	265	265	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	11.9	5.9	0.0	17.8	-	-	-	-
1/1	736	736	-	-	-	2.1	0.8	-	2.9	14.4	11.2	0.8	12.1
1/2+1/3	265	265	-	-	-	2.1	0.9	-	3.0	40.9	4.9	0.9	5.8
2/2+2/1	926	926	-	-	-	3.8	2.0	-	5.8	22.5	16.6	2.0	18.6
2/3	837	837	-	-	-	3.5	1.3	-	4.8	20.5	15.3	1.3	16.6

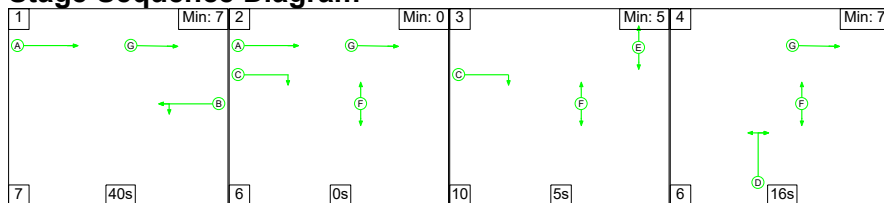
Full Input Data And Results

3/1	35	35	-	-	-	0.4	0.1	-	0.5	51.1	0.8	0.1	0.9
4/1	737	737	-	-	-	0.0	0.4	-	0.4	2.1	0.2	0.4	0.6
4/2	83	83	-	-	-	0.0	0.0	-	0.0	1.2	0.0	0.0	0.0
5/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2
5/2	842	842	-	-	-	0.0	0.3	-	0.4	1.6	13.3	0.3	13.6
6/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction		PRC for Signalled Lanes (%):		12.3	Total Delay for Signalled Lanes (pcuHr):		17.45	Cycle Time (s):		90			
		PRC Over All Lanes (%):		12.3	Total Delay Over All Lanes(pcuHr):		23.09						

Full Input Data And Results

Scenario 6: '6' (FG6: '2028 PM Base + Com - Sens Test (DS2)', Plan 2: 'Plan 2')

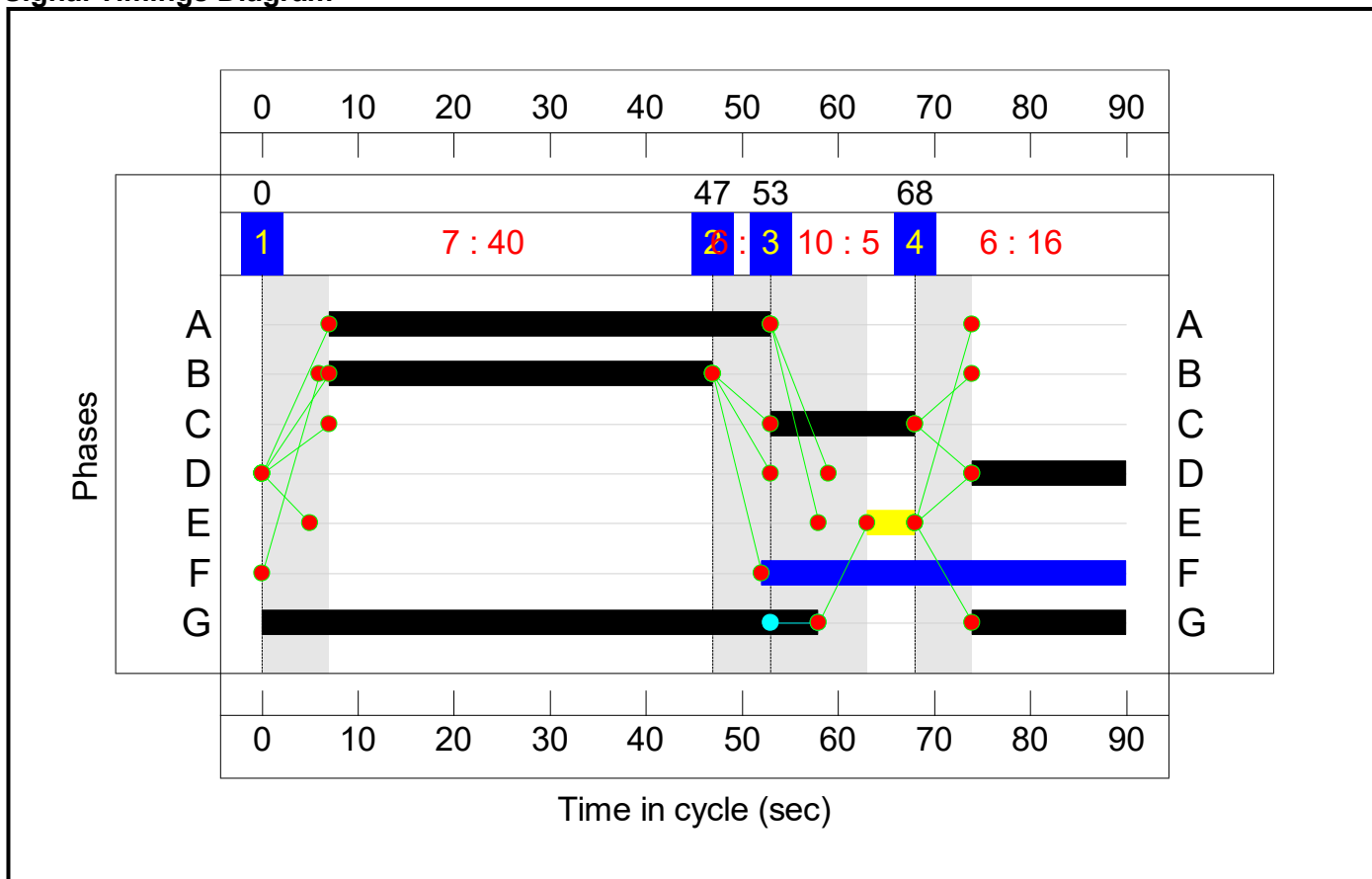
Stage Sequence Diagram



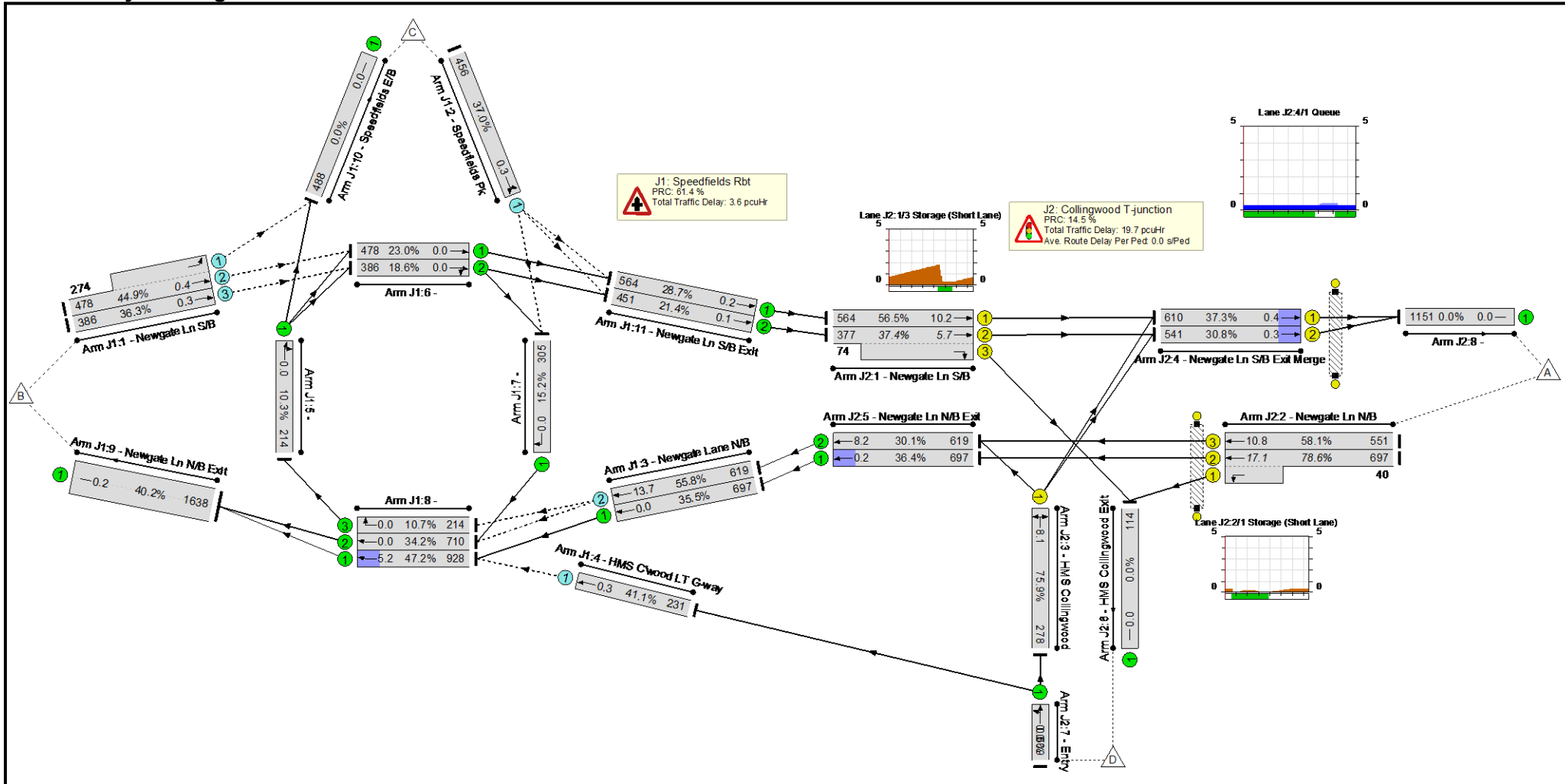
Stage Timings

Stage	1	2	3	4
Duration	40	0	5	16
Change Point	0	47	53	68

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	78.6%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	55.8%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	752	2029:1786	1675	44.9%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	386	2029	1065	36.3%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	456	1894	1234	37.0%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	697	1965	1965	35.5%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	619	2029	1110	55.8%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	231	1747	562	41.1%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	214	2077	2077	10.3%
6/1	Ahead	U	N/A	N/A	-		-	-	-	478	2077	2077	23.0%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	386	2077	2077	18.6%
7/1	Right	U	N/A	N/A	-		-	-	-	305	2005	2005	15.2%
8/1	Ahead	U	N/A	N/A	-		-	-	-	928	1965	1965	47.2%
8/2	Ahead	U	N/A	N/A	-		-	-	-	710	2077	2077	34.2%
8/3	Right	U	N/A	N/A	-		-	-	-	214	2005	2005	10.7%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1638	4070	4070	40.2%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	564	1965	1965	28.7%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	451	2105	2105	21.4%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	78.6%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	46	-	564	1910	997	56.5%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	46:15	-	451	2050:1838	1206	37.4%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	40	-	737	2055:1694	938	78.6%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	40	-	551	2082	948	58.1%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	16	-	278	1938	366	75.9%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	610	1965	1637	37.3%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	541	2105	1754	30.8%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	697	1915	1915	36.4%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	619	2055	2055	30.1%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1151	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	38	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3196	0	0	14.9	8.3	0.0	23.3	-	-	-	-
J1: Speedfields Rbt	-	-	3196	0	0	0.9	2.6	0.0	3.6	-	-	-	-
1/2+1/1	752	752	1504	0	0	0.0	0.4	-	0.4	1.9	0.0	0.4	0.4
1/3	386	386	386	0	0	0.0	0.3	-	0.3	2.7	0.0	0.3	0.3
2/1	456	456	456	0	0	0.0	0.3	-	0.3	2.3	0.0	0.3	0.3
3/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	619	619	619	0	0	0.8	0.6	-	1.5	8.5	13.1	0.6	13.7
4/1	231	231	231	0	0	0.0	0.3	-	0.3	5.4	0.0	0.3	0.3
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	928	928	-	-	-	0.1	0.0	-	0.1	0.4	5.2	0.0	5.2
8/2	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1638	1638	-	-	-	0.0	0.3	-	0.3	0.7	0.0	0.2	0.2
10/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	564	564	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	451	451	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	14.0	5.7	0.0	19.7	-	-	-	-
1/1	564	564	-	-	-	2.3	0.6	-	2.9	18.7	9.6	0.6	10.2
1/2+1/3	451	451	-	-	-	2.0	0.3	-	2.3	18.1	5.4	0.3	5.7
2/2+2/1	737	737	-	-	-	4.2	1.8	-	6.0	29.3	15.3	1.8	17.1
2/3	551	551	-	-	-	2.8	0.7	-	3.5	22.7	10.1	0.7	10.8

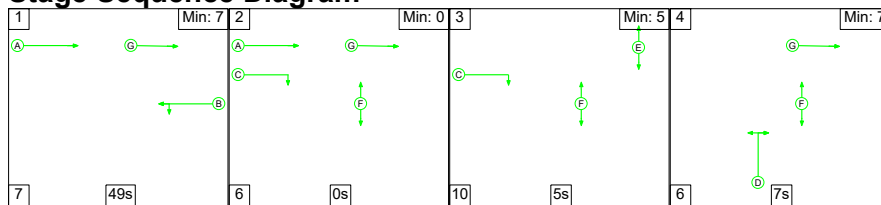
Full Input Data And Results

3/1	278	278	-	-	-	2.7	1.5	-	4.2	54.3	6.6	1.5	8.1
4/1	610	610	-	-	-	0.0	0.3	-	0.3	1.9	0.1	0.3	0.4
4/2	541	541	-	-	-	0.0	0.2	-	0.2	1.6	0.1	0.2	0.3
5/1	697	697	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
5/2	619	619	-	-	-	0.0	0.2	-	0.2	1.3	8.0	0.2	8.2
6/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1151	1151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):		14.5	Total Delay for Signalled Lanes (pcuHr):		19.41	Cycle Time (s):		90		
			PRC Over All Lanes (%):		14.5	Total Delay Over All Lanes(pcuHr):		23.25					

Full Input Data And Results

Scenario 7: '7' (FG7: '2028 AM Base + Com + Dev (DS2)', Plan 2: 'Plan 2')

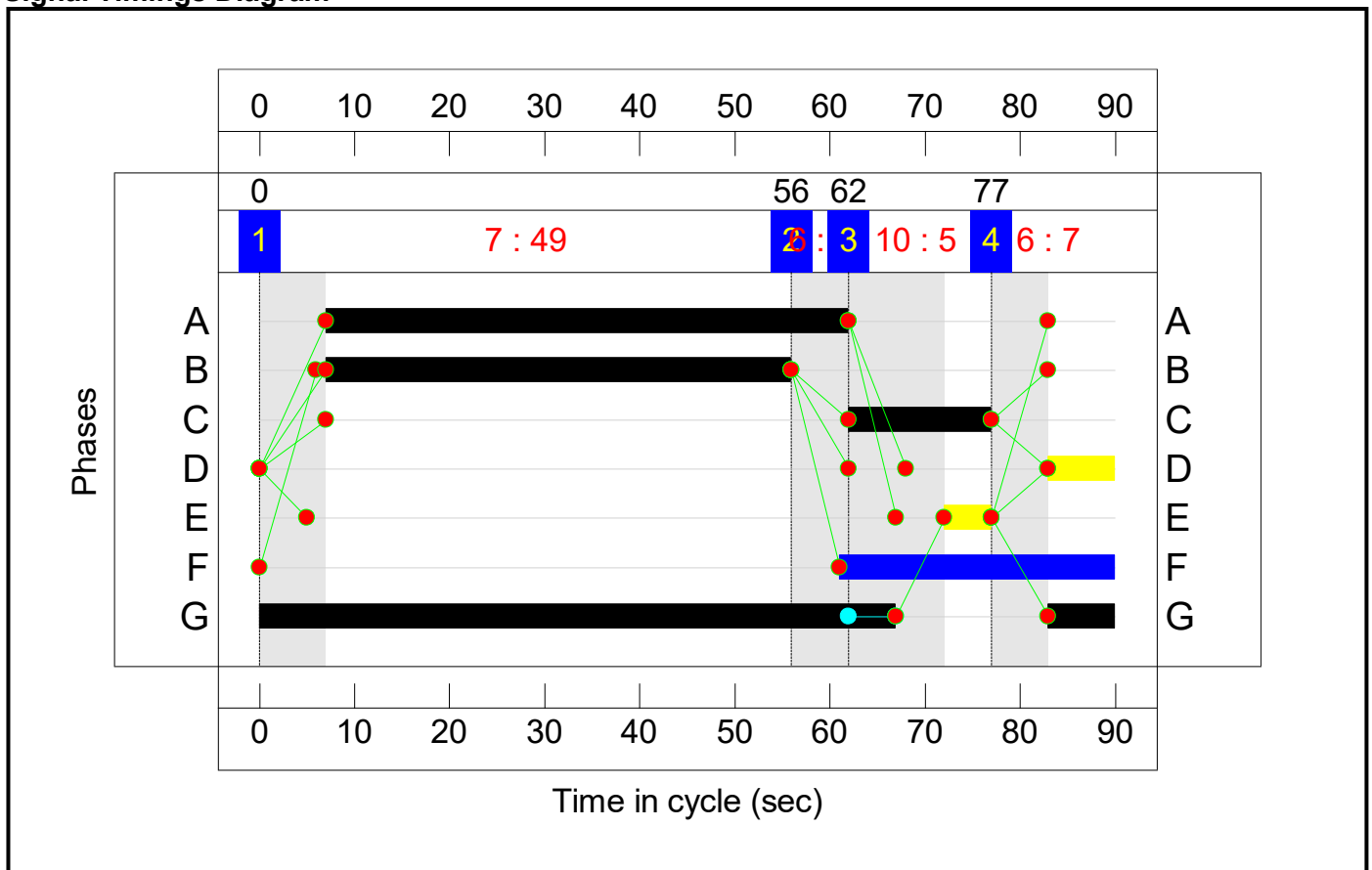
Stage Sequence Diagram



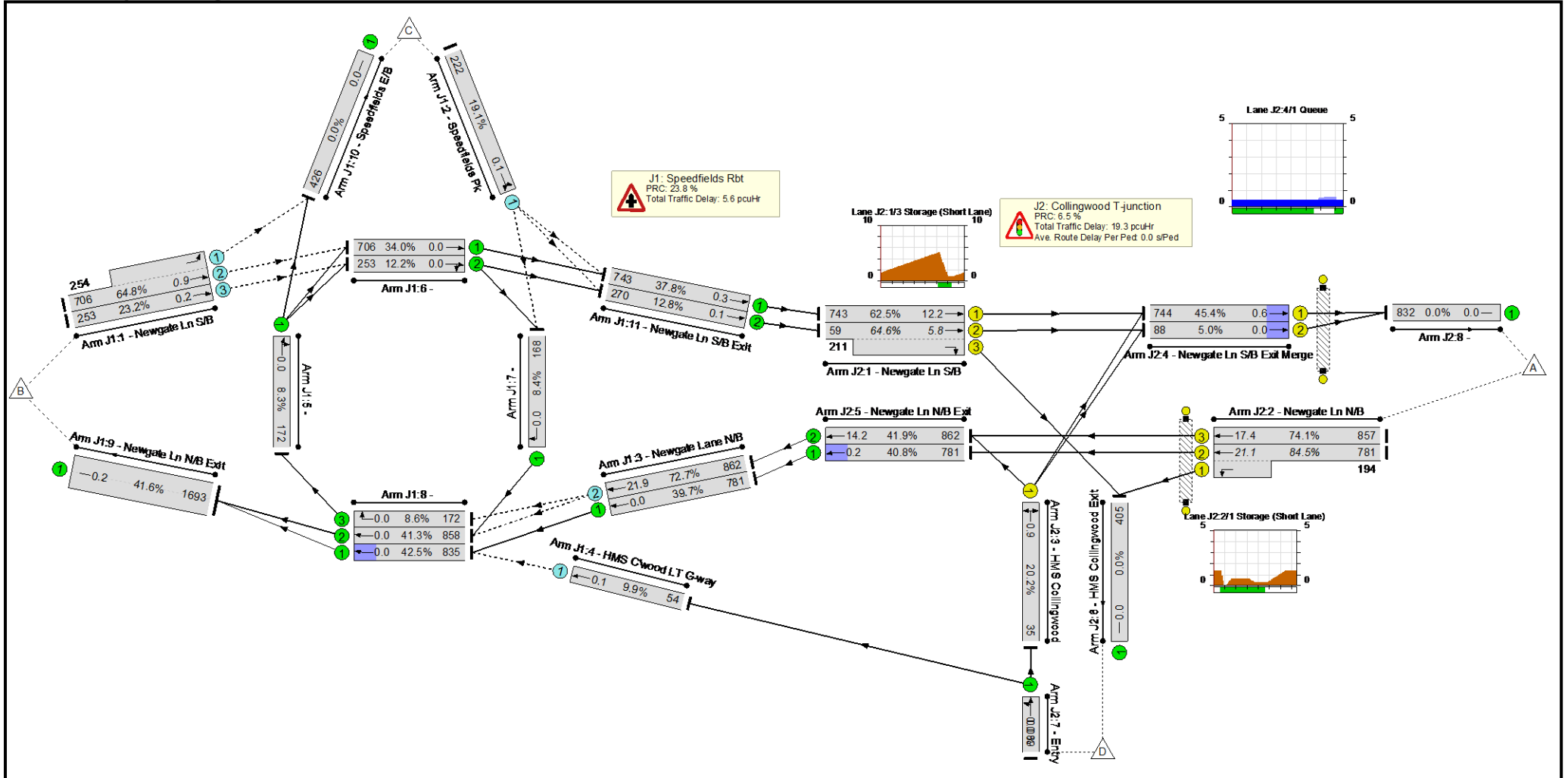
Stage Timings

Stage	1	2	3	4
Duration	49	0	5	7
Change Point	0	56	62	77

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	72.7%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	960	2029:1786	1481	64.8%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	253	2029	1089	23.2%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	222	1894	1165	19.1%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	781	1965	1965	39.7%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	862	2029	1186	72.7%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	54	1747	543	9.9%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	172	2077	2077	8.3%
6/1	Ahead	U	N/A	N/A	-		-	-	-	706	2077	2077	34.0%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	253	2077	2077	12.2%
7/1	Right	U	N/A	N/A	-		-	-	-	168	2005	2005	8.4%
8/1	Ahead	U	N/A	N/A	-		-	-	-	835	1965	1965	42.5%
8/2	Ahead	U	N/A	N/A	-		-	-	-	858	2077	2077	41.3%
8/3	Right	U	N/A	N/A	-		-	-	-	172	2005	2005	8.6%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1693	4070	4070	41.6%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	743	1965	1965	37.8%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	270	2105	2105	12.8%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	84.5%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	55	-	743	1910	1188	62.5%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	55:15	-	270	2050:1838	418	64.6%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	49	-	975	2055:1694	1154	84.5%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	49	-	857	2082	1157	74.1%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	7	-	35	1950	173	20.2%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	744	1965	1637	45.4%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	88	2105	1754	5.0%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	781	1915	1915	40.8%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	862	2055	2055	41.9%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	29	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3311	0	0	14.8	10.0	0.0	24.9	-	-	-	-
J1: Speedfields Rbt	-	-	3311	0	0	2.3	3.3	0.0	5.6	-	-	-	-
1/2+1/1	960	960	1920	0	0	0.0	0.9	-	0.9	3.4	0.0	0.9	0.9
1/3	253	253	253	0	0	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
2/1	222	222	222	0	0	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
3/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	862	862	862	0	0	2.3	1.3	-	3.6	15.1	20.6	1.3	21.9
4/1	54	54	54	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1
5/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1693	1693	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.2	0.2
10/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	743	743	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	270	270	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	12.5	6.7	0.0	19.3	-	-	-	-
1/1	743	743	-	-	-	2.2	0.8	-	3.0	14.5	11.4	0.8	12.2
1/2+1/3	270	270	-	-	-	2.1	0.9	-	3.0	40.3	4.9	0.9	5.8
2/2+2/1	975	975	-	-	-	4.2	2.6	-	6.9	25.3	18.5	2.6	21.1
2/3	857	857	-	-	-	3.6	1.4	-	5.0	21.1	15.9	1.4	17.4

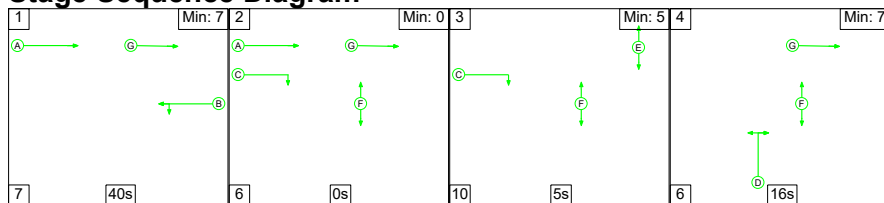
Full Input Data And Results

3/1	35	35	-	-	-	0.4	0.1	-	0.5	51.1	0.8	0.1	0.9	
4/1	744	744	-	-	-	0.0	0.4	-	0.4	2.1	0.2	0.4	0.6	
4/2	88	88	-	-	-	0.0	0.0	-	0.0	1.2	0.0	0.0	0.0	
5/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2	
5/2	862	862	-	-	-	0.0	0.4	-	0.4	1.6	13.9	0.4	14.2	
6/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):			6.5		Total Delay for Signalled Lanes (pcuHr):			18.86		Cycle Time (s): 90	
			PRC Over All Lanes (%):			6.5		Total Delay Over All Lanes(pcuHr):			24.85			

Full Input Data And Results

Scenario 8: '8' (FG8: '2028 PM Base + Com + Dev (DS2)', Plan 2: 'Plan 2')

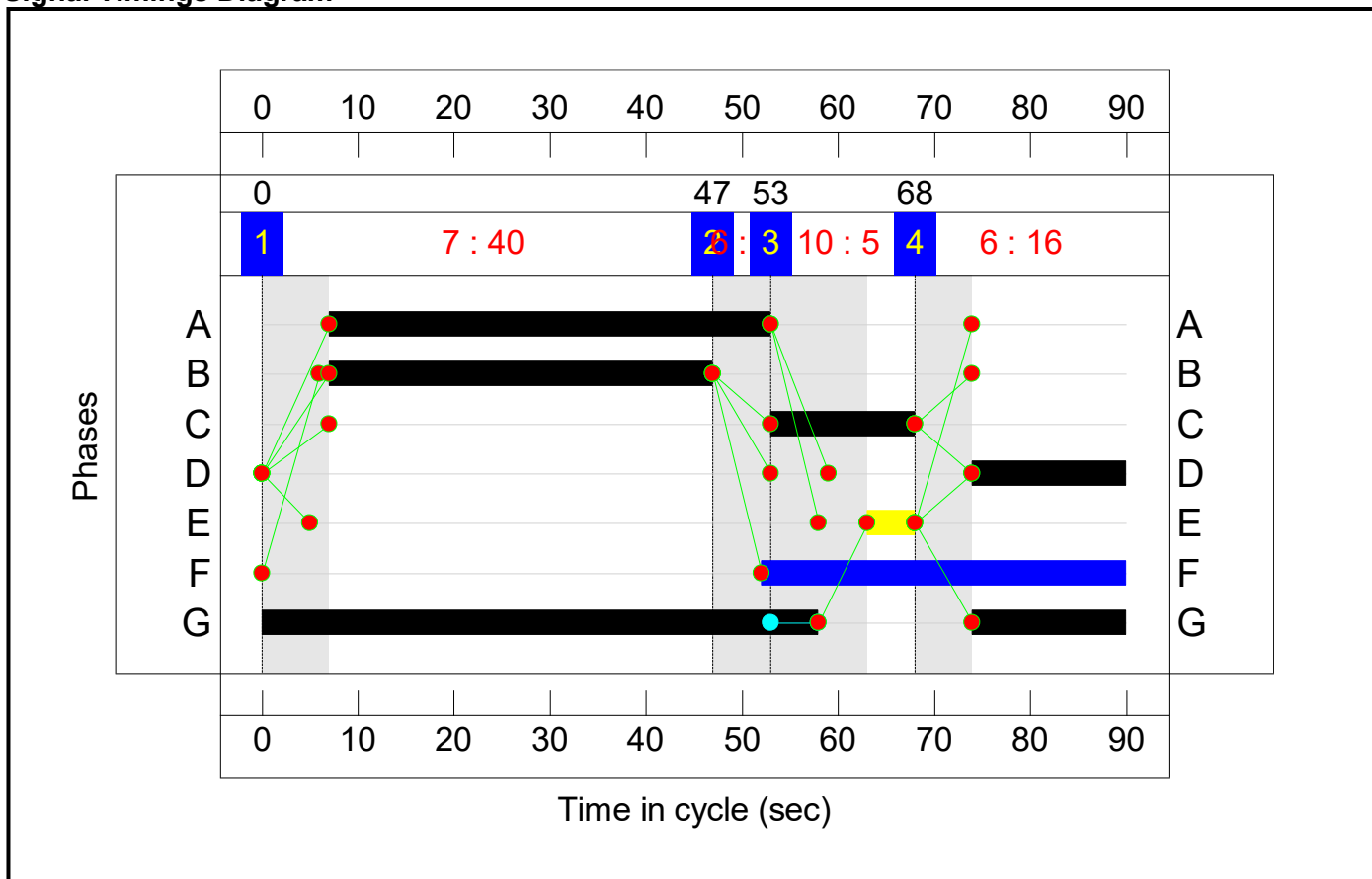
Stage Sequence Diagram



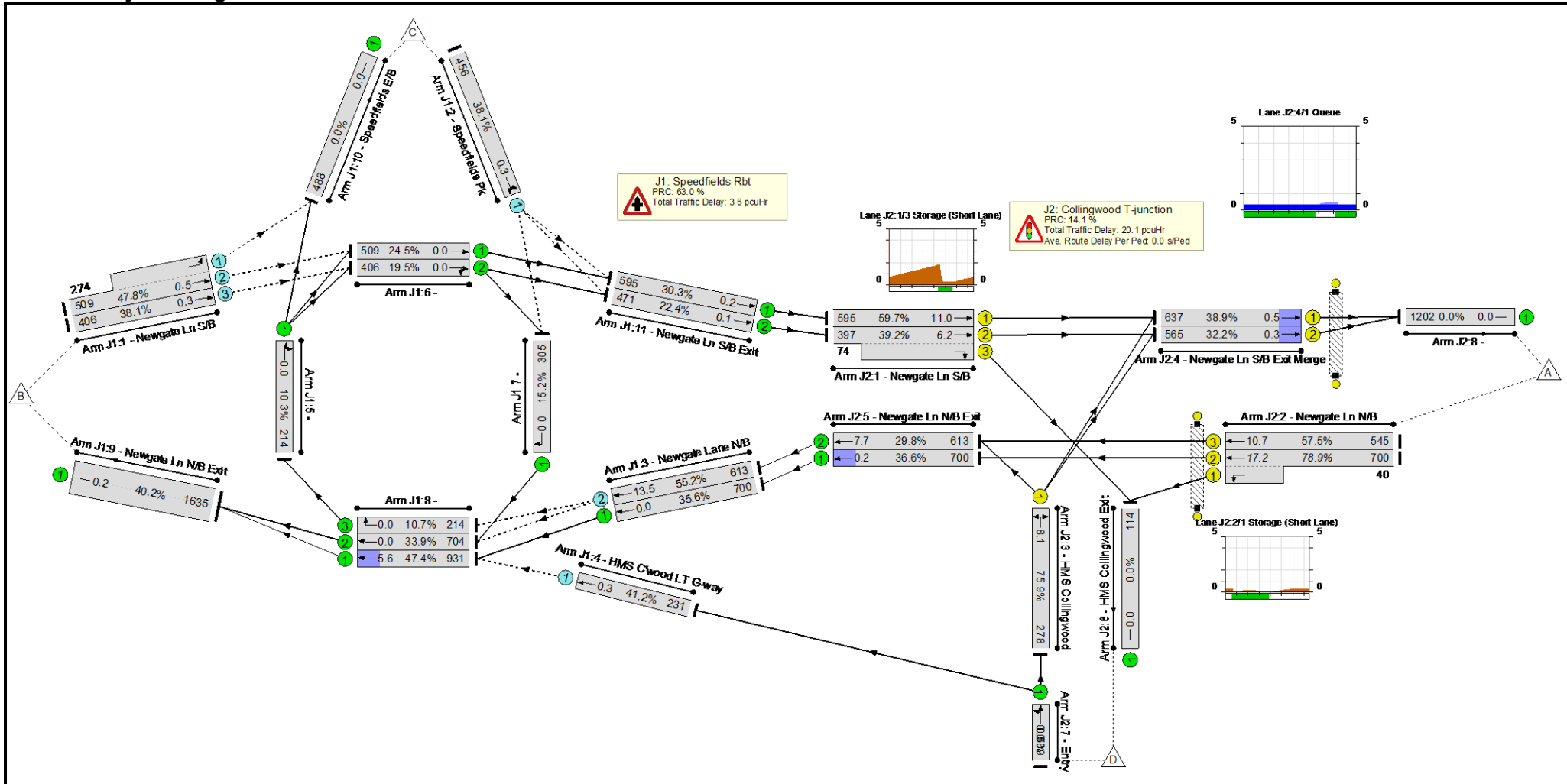
Stage Timings

Stage	1	2	3	4
Duration	40	0	5	16
Change Point	0	47	53	68

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	78.9%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	55.2%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	783	2029:1786	1638	47.8%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	406	2029	1065	38.1%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	456	1894	1197	38.1%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	700	1965	1965	35.6%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	613	2029	1110	55.2%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	231	1747	561	41.2%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	214	2077	2077	10.3%
6/1	Ahead	U	N/A	N/A	-		-	-	-	509	2077	2077	24.5%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	406	2077	2077	19.5%
7/1	Right	U	N/A	N/A	-		-	-	-	305	2005	2005	15.2%
8/1	Ahead	U	N/A	N/A	-		-	-	-	931	1965	1965	47.4%
8/2	Ahead	U	N/A	N/A	-		-	-	-	704	2077	2077	33.9%
8/3	Right	U	N/A	N/A	-		-	-	-	214	2005	2005	10.7%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1635	4070	4070	40.2%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	595	1965	1965	30.3%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	471	2105	2105	22.4%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	78.9%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	46	-	595	1910	997	59.7%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	46:15	-	471	2050:1838	1200	39.2%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	40	-	740	2055:1694	938	78.9%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	40	-	545	2082	948	57.5%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	16	-	278	1938	366	75.9%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	637	1965	1637	38.9%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	565	2105	1754	32.2%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	700	1915	1915	36.6%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	613	2055	2055	29.8%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1202	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	38	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3272	0	0	15.1	8.6	0.0	23.7	-	-	-	-
J1: Speedfields Rbt	-	-	3272	0	0	0.9	2.7	0.0	3.6	-	-	-	-
1/2+1/1	783	783	1566	0	0	0.0	0.5	-	0.5	2.1	0.0	0.5	0.5
1/3	406	406	406	0	0	0.0	0.3	-	0.3	2.7	0.0	0.3	0.3
2/1	456	456	456	0	0	0.0	0.3	-	0.3	2.4	0.0	0.3	0.3
3/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	613	613	613	0	0	0.8	0.6	-	1.4	8.3	12.8	0.6	13.5
4/1	231	231	231	0	0	0.0	0.3	-	0.3	5.4	0.0	0.3	0.3
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	931	931	-	-	-	0.1	0.0	-	0.1	0.4	5.6	0.0	5.6
8/2	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1635	1635	-	-	-	0.0	0.3	-	0.3	0.7	0.0	0.2	0.2
10/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	595	595	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	471	471	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	14.2	5.9	0.0	20.1	-	-	-	-
1/1	595	595	-	-	-	2.5	0.7	-	3.2	19.4	10.2	0.7	11.0
1/2+1/3	471	471	-	-	-	2.1	0.3	-	2.4	18.2	5.8	0.3	6.2
2/2+2/1	740	740	-	-	-	4.2	1.8	-	6.1	29.5	15.3	1.8	17.2
2/3	545	545	-	-	-	2.7	0.7	-	3.4	22.5	10.0	0.7	10.7

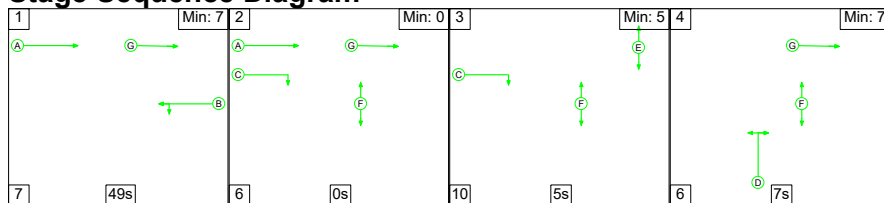
Full Input Data And Results

3/1	278	278	-	-	-	2.7	1.5	-	4.2	54.3	6.6	1.5	8.1	
4/1	637	637	-	-	-	0.0	0.3	-	0.3	1.9	0.1	0.3	0.5	
4/2	565	565	-	-	-	0.0	0.2	-	0.3	1.6	0.1	0.2	0.3	
5/1	700	700	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2	
5/2	613	613	-	-	-	0.0	0.2	-	0.2	1.3	7.5	0.2	7.7	
6/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1202	1202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):			14.1	Total Delay for Signalled Lanes (pcuHr):			19.83	Cycle Time (s):			90
			PRC Over All Lanes (%):			14.1	Total Delay Over All Lanes(pcuHr):			23.74				

Full Input Data And Results

Scenario 9: '9' (FG9: '2028 AM Base + Com + Dev - Sens test (DS2)', Plan 2: 'Plan 2')

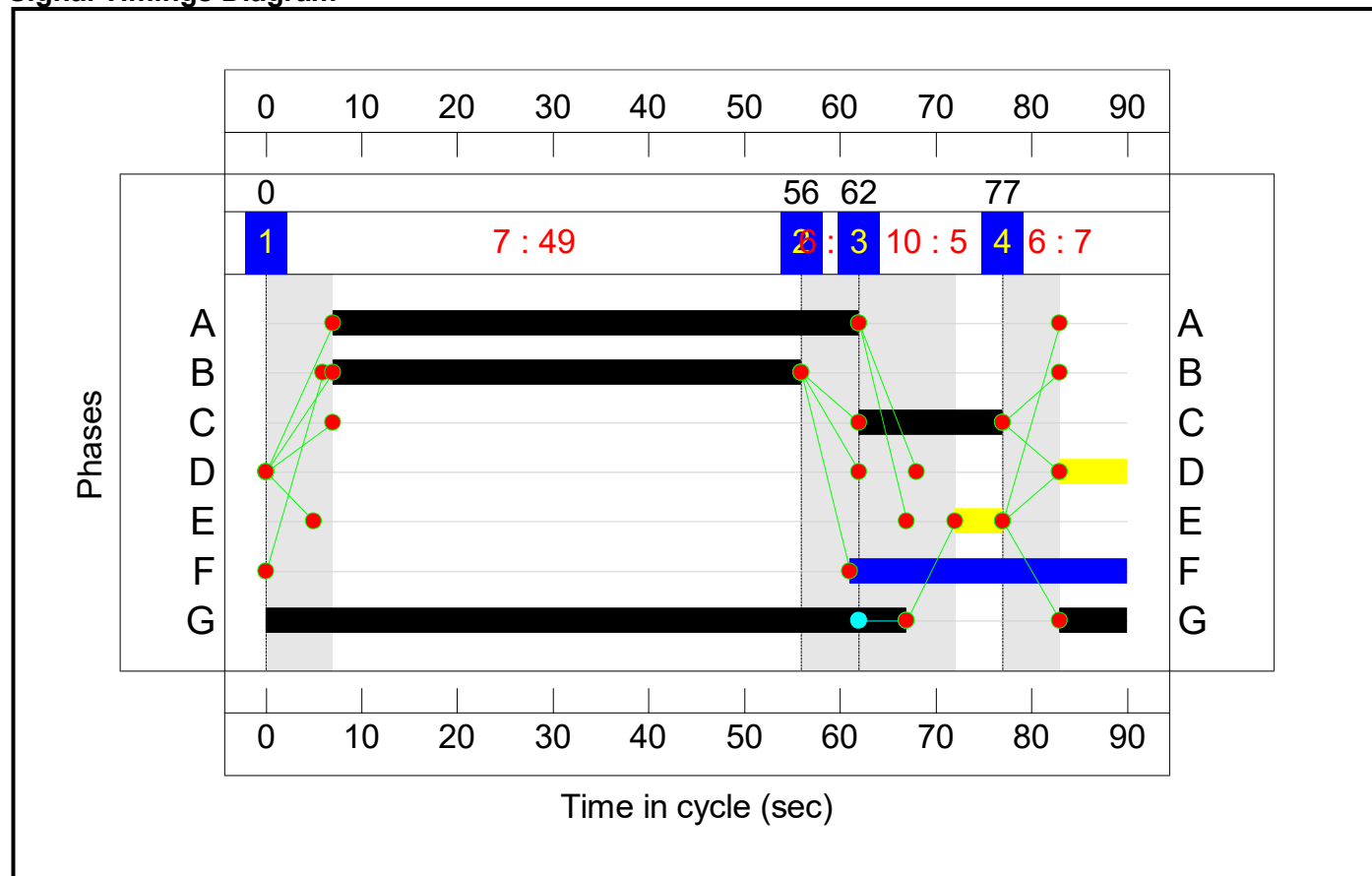
Stage Sequence Diagram



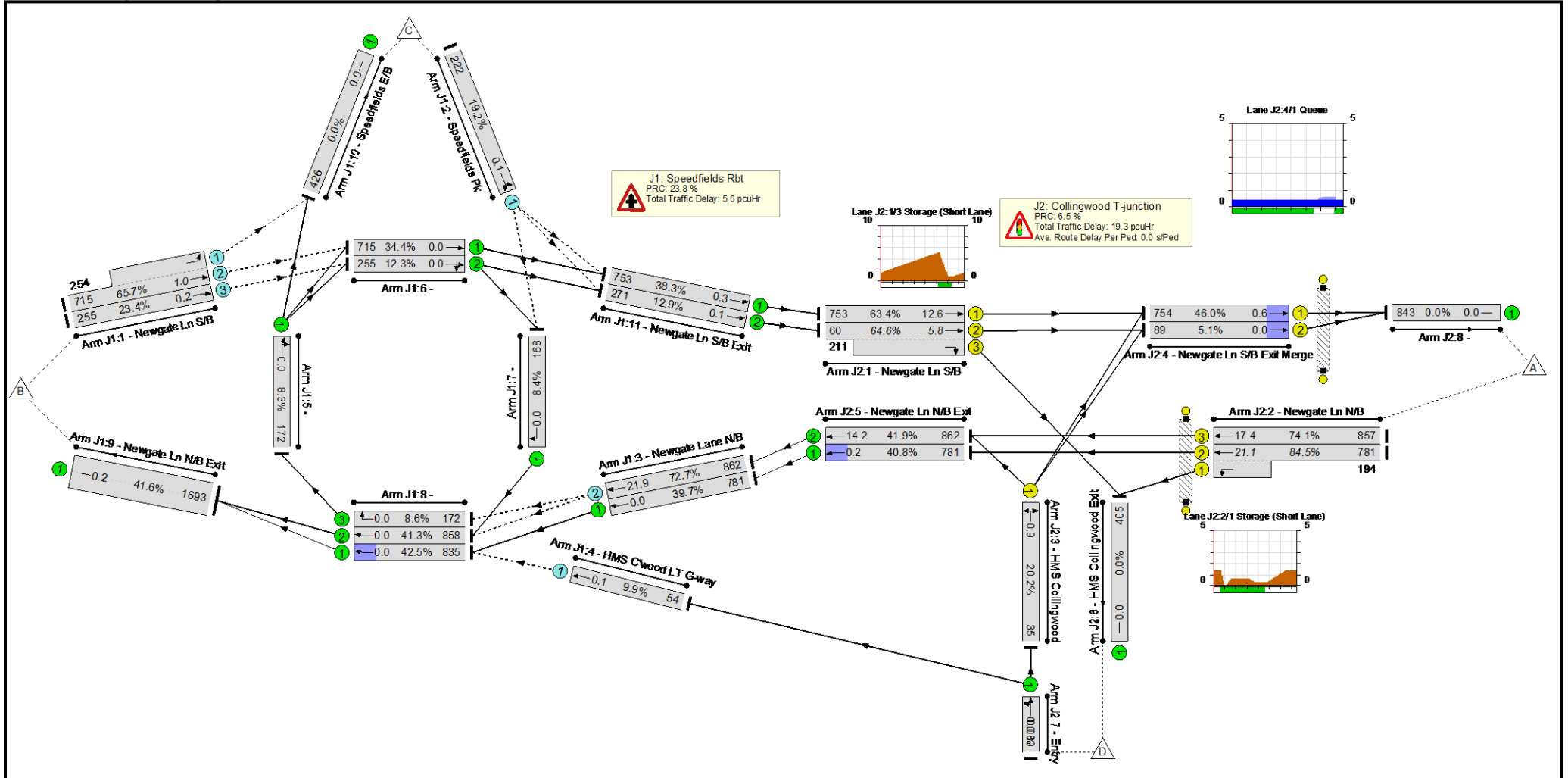
Stage Timings

Stage	1	2	3	4
Duration	49	0	5	7
Change Point	0	56	62	77

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	72.7%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	969	2029:1786	1476	65.7%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	255	2029	1089	23.4%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	222	1894	1157	19.2%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	781	1965	1965	39.7%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	862	2029	1186	72.7%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	54	1747	543	9.9%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	172	2077	2077	8.3%
6/1	Ahead	U	N/A	N/A	-		-	-	-	715	2077	2077	34.4%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	255	2077	2077	12.3%
7/1	Right	U	N/A	N/A	-		-	-	-	168	2005	2005	8.4%
8/1	Ahead	U	N/A	N/A	-		-	-	-	835	1965	1965	42.5%
8/2	Ahead	U	N/A	N/A	-		-	-	-	858	2077	2077	41.3%
8/3	Right	U	N/A	N/A	-		-	-	-	172	2005	2005	8.6%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1693	4070	4070	41.6%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	753	1965	1965	38.3%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	271	2105	2105	12.9%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	84.5%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	55	-	753	1910	1188	63.4%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	55:15	-	271	2050:1838	420	64.6%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	49	-	975	2055:1694	1154	84.5%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	49	-	857	2082	1157	74.1%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	7	-	35	1950	173	20.2%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	754	1965	1637	46.0%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	89	2105	1754	5.1%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	781	1915	1915	40.8%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	862	2055	2055	41.9%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	89	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	843	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	29	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3331	0	0	14.9	10.1	0.0	25.0	-	-	-	-
J1: Speedfields Rbt	-	-	3331	0	0	2.3	3.3	0.0	5.6	-	-	-	-
1/2+1/1	969	969	1938	0	0	0.0	1.0	-	1.0	3.5	0.0	1.0	1.0
1/3	255	255	255	0	0	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
2/1	222	222	222	0	0	0.0	0.1	-	0.1	1.9	0.0	0.1	0.1
3/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	862	862	862	0	0	2.3	1.3	-	3.6	15.1	20.6	1.3	21.9
4/1	54	54	54	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1
5/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1693	1693	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.2	0.2
10/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	753	753	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	271	271	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	12.6	6.8	0.0	19.3	-	-	-	-
1/1	753	753	-	-	-	2.2	0.9	-	3.1	14.7	11.7	0.9	12.6
1/2+1/3	271	271	-	-	-	2.1	0.9	-	3.0	40.2	4.9	0.9	5.8
2/2+2/1	975	975	-	-	-	4.2	2.6	-	6.9	25.3	18.5	2.6	21.1
2/3	857	857	-	-	-	3.6	1.4	-	5.0	21.1	15.9	1.4	17.4

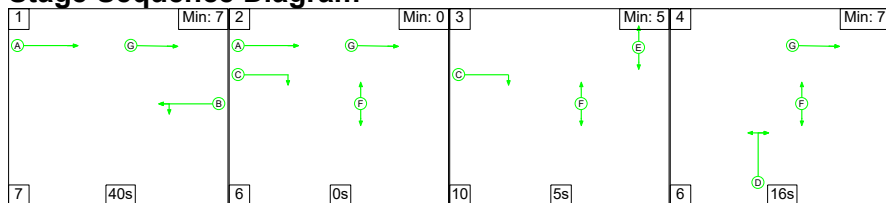
Full Input Data And Results

3/1	35	35	-	-	-	0.4	0.1	-	0.5	51.1	0.8	0.1	0.9	
4/1	754	754	-	-	-	0.0	0.4	-	0.5	2.2	0.2	0.4	0.6	
4/2	89	89	-	-	-	0.0	0.0	-	0.0	1.2	0.0	0.0	0.0	
5/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2	
5/2	862	862	-	-	-	0.0	0.4	-	0.4	1.6	13.9	0.4	14.2	
6/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	89	89	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):			6.5			Total Delay for Signalled Lanes (pcuHr):			18.95		
			PRC Over All Lanes (%):			6.5			Total Delay Over All Lanes(pcuHr):			24.99		
									Cycle Time (s):			90		

Full Input Data And Results

Scenario 10: '10' (FG10: '2028 PM Base + Com + Dev - Sens test (DS2)', Plan 2: 'Plan 2')

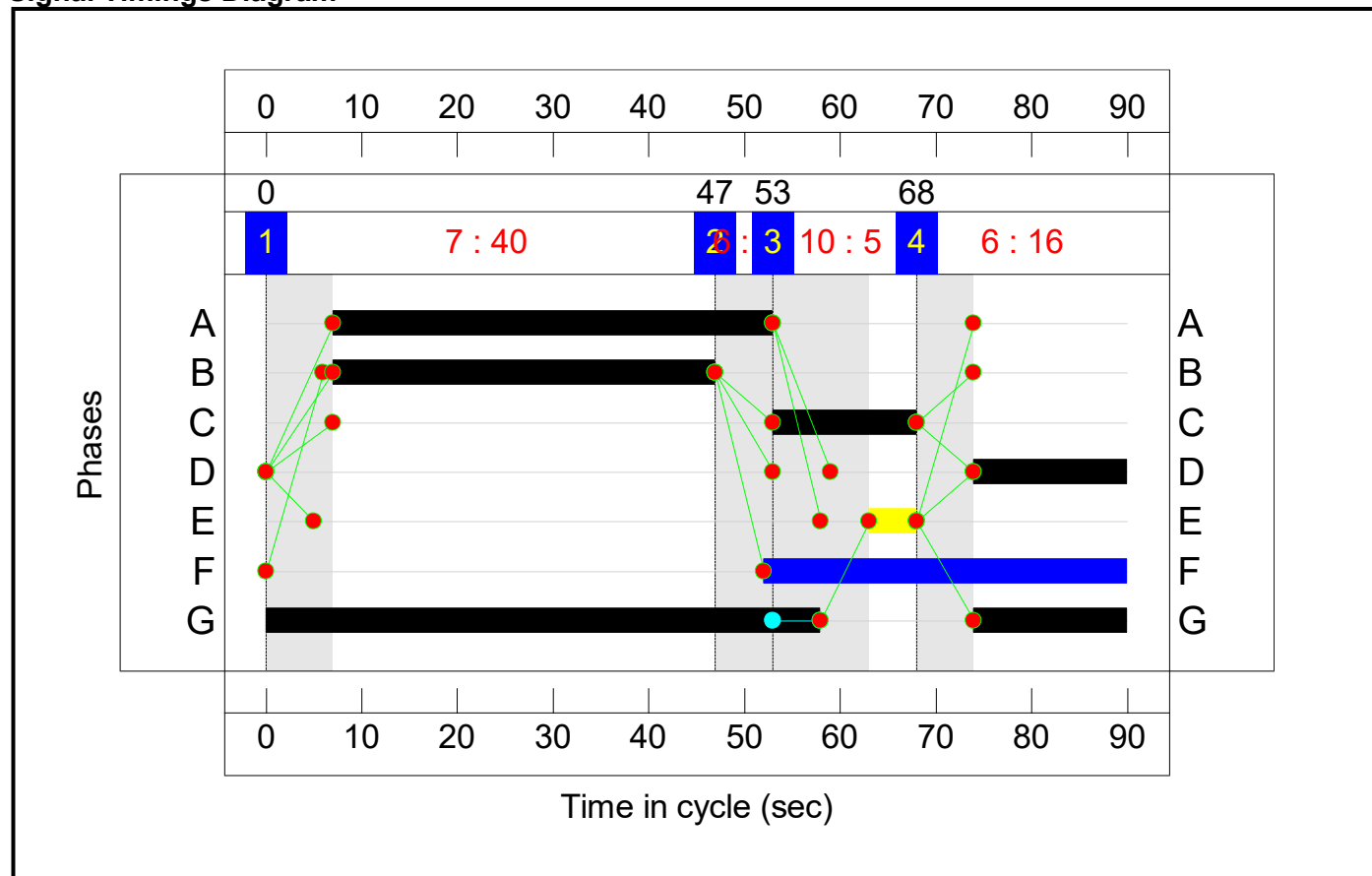
Stage Sequence Diagram



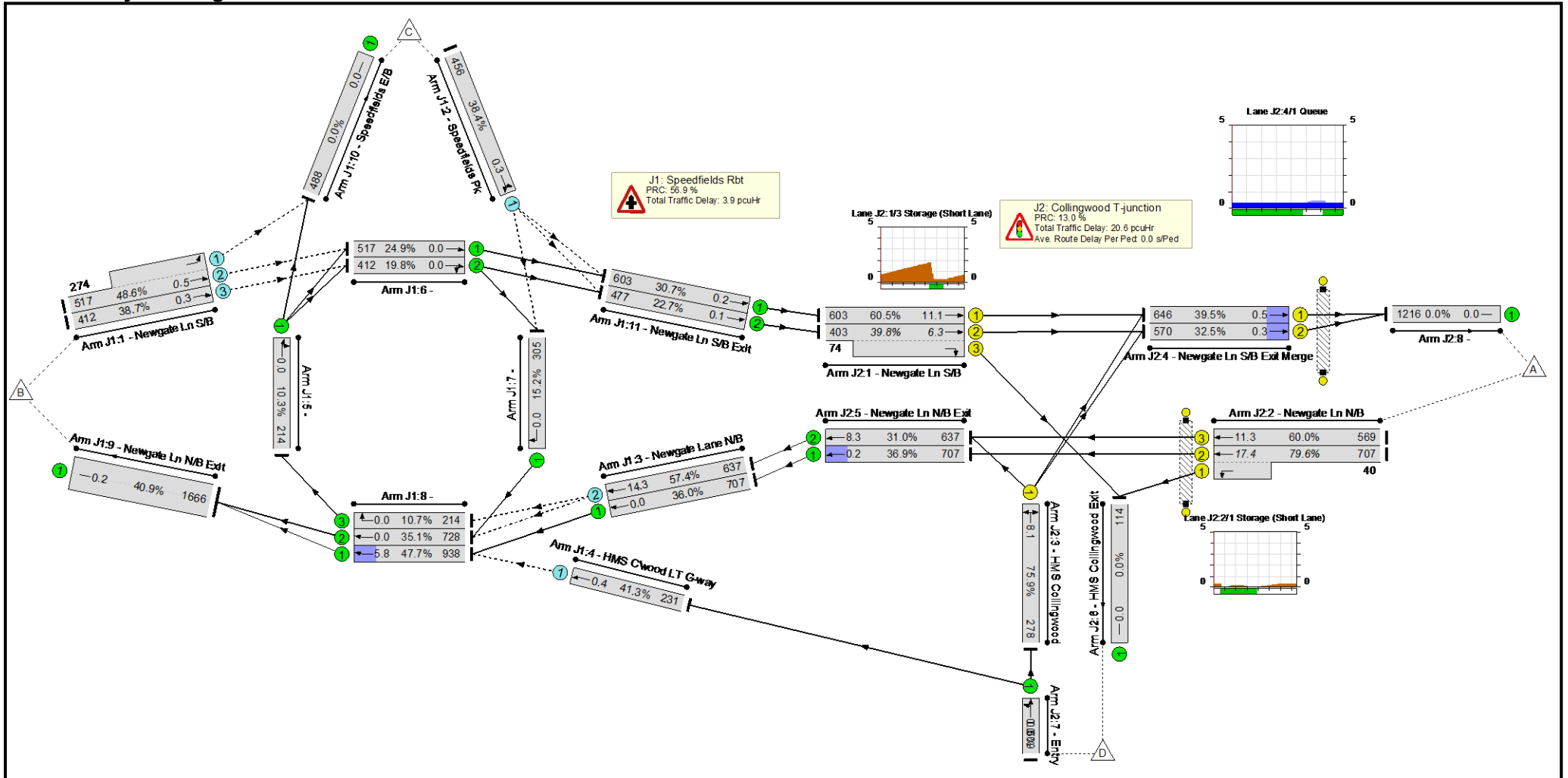
Stage Timings

Stage	1	2	3	4
Duration	40	0	5	16
Change Point	0	47	53	68

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	79.6%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	57.4%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	791	2029:1786	1629	48.6%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	412	2029	1065	38.7%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	456	1894	1187	38.4%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	707	1965	1965	36.0%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	637	2029	1110	57.4%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	231	1747	559	41.3%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	214	2077	2077	10.3%
6/1	Ahead	U	N/A	N/A	-		-	-	-	517	2077	2077	24.9%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	412	2077	2077	19.8%
7/1	Right	U	N/A	N/A	-		-	-	-	305	2005	2005	15.2%
8/1	Ahead	U	N/A	N/A	-		-	-	-	938	1965	1965	47.7%
8/2	Ahead	U	N/A	N/A	-		-	-	-	728	2077	2077	35.1%
8/3	Right	U	N/A	N/A	-		-	-	-	214	2005	2005	10.7%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1666	4070	4070	40.9%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	603	1965	1965	30.7%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	477	2105	2105	22.7%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	79.6%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	46	-	603	1910	997	60.5%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	46:15	-	477	2050:1838	1198	39.8%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	40	-	747	2055:1694	938	79.6%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	40	-	569	2082	948	60.0%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	16	-	278	1938	366	75.9%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	646	1965	1637	39.5%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	570	2105	1754	32.5%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	707	1915	1915	36.9%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	637	2055	2055	31.0%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1216	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	38	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3318	0	0	15.6	8.9	0.0	24.5	-	-	-	-
J1: Speedfields Rbt	-	-	3318	0	0	1.0	2.8	0.0	3.9	-	-	-	-
1/2+1/1	791	791	1582	0	0	0.0	0.5	-	0.5	2.1	0.0	0.5	0.5
1/3	412	412	412	0	0	0.0	0.3	-	0.3	2.8	0.0	0.3	0.3
2/1	456	456	456	0	0	0.0	0.3	-	0.3	2.5	0.0	0.3	0.3
3/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	637	637	637	0	0	0.9	0.7	-	1.6	9.1	13.6	0.7	14.3
4/1	231	231	231	0	0	0.0	0.4	-	0.4	5.5	0.0	0.4	0.4
5/1	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	938	938	-	-	-	0.1	0.0	-	0.1	0.4	5.8	0.0	5.8
8/2	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	214	214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1666	1666	-	-	-	0.0	0.3	-	0.3	0.7	0.0	0.2	0.2
10/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	603	603	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	477	477	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	14.6	6.1	0.0	20.6	-	-	-	-
1/1	603	603	-	-	-	2.5	0.8	-	3.3	19.6	10.4	0.8	11.1
1/2+1/3	477	477	-	-	-	2.1	0.3	-	2.4	18.2	5.9	0.3	6.3
2/2+2/1	747	747	-	-	-	4.3	1.9	-	6.2	29.9	15.5	1.9	17.4
2/3	569	569	-	-	-	2.9	0.7	-	3.6	23.1	10.6	0.7	11.3

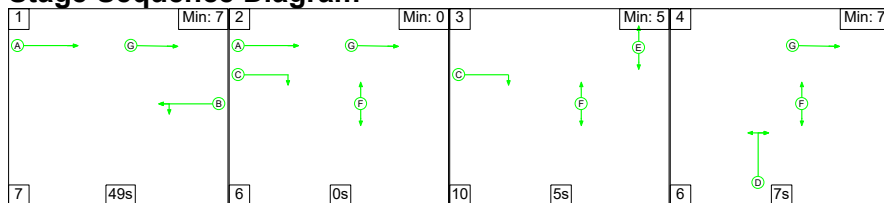
Full Input Data And Results

3/1	278	278	-	-	-	2.7	1.5	-	4.2	54.3	6.6	1.5	8.1
4/1	646	646	-	-	-	0.0	0.3	-	0.3	1.9	0.1	0.3	0.5
4/2	570	570	-	-	-	0.0	0.2	-	0.3	1.6	0.1	0.2	0.3
5/1	707	707	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2
5/2	637	637	-	-	-	0.0	0.2	-	0.2	1.3	8.1	0.2	8.3
6/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1216	1216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):		13.0	Total Delay for Signalled Lanes (pcuHr):		20.34	Cycle Time (s):		90		
			PRC Over All Lanes (%):		13.0	Total Delay Over All Lanes(pcuHr):		24.50					

Full Input Data And Results

Scenario 11: '11' (FG11: '2037 AM Base + Com (DS2)', Plan 2: 'Plan 2')

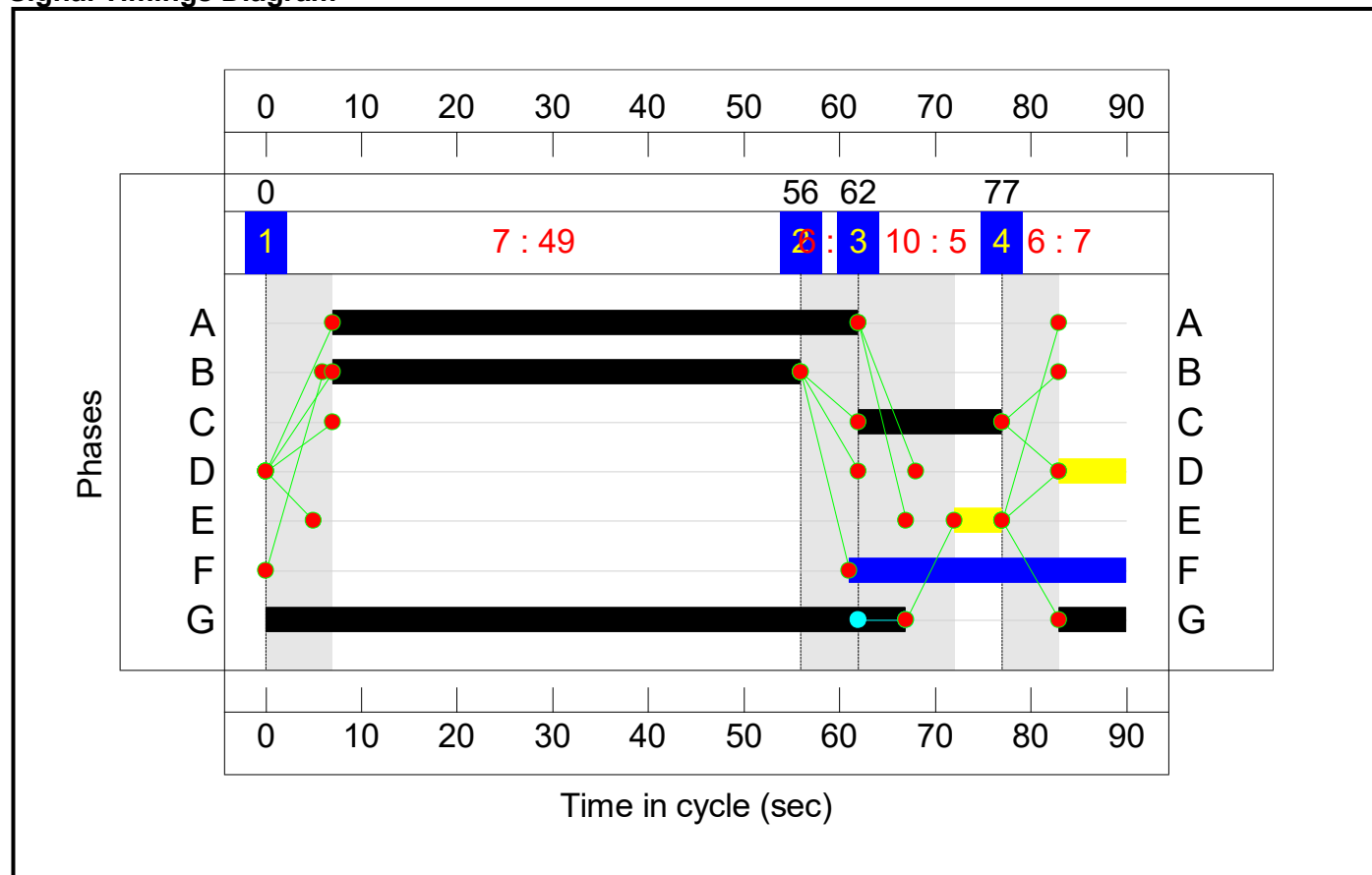
Stage Sequence Diagram



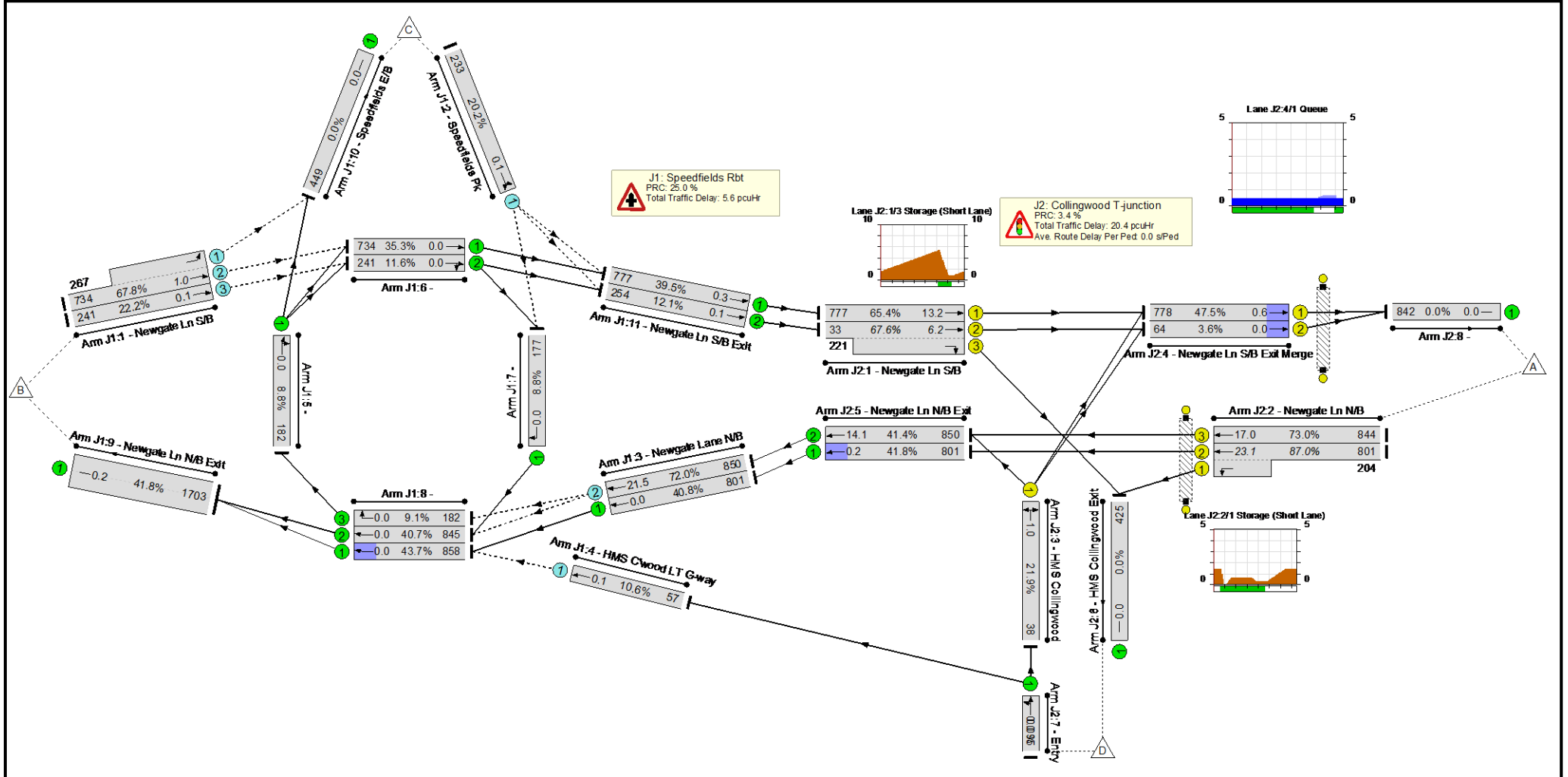
Stage Timings

Stage	1	2	3	4
Duration	49	0	5	7
Change Point	0	56	62	77

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	87.0%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	1001	2029:1786	1477	67.8%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	241	2029	1083	22.2%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	233	1894	1154	20.2%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	801	1965	1965	40.8%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	850	2029	1181	72.0%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	57	1747	539	10.6%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	182	2077	2077	8.8%
6/1	Ahead	U	N/A	N/A	-		-	-	-	734	2077	2077	35.3%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	241	2077	2077	11.6%
7/1	Right	U	N/A	N/A	-		-	-	-	177	2005	2005	8.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	858	1965	1965	43.7%
8/2	Ahead	U	N/A	N/A	-		-	-	-	845	2077	2077	40.7%
8/3	Right	U	N/A	N/A	-		-	-	-	182	2005	2005	9.1%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1703	4070	4070	41.8%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	777	1965	1965	39.5%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	254	2105	2105	12.1%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	87.0%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	55	-	777	1910	1188	65.4%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	55:15	-	254	2050:1838	376	67.6%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	49	-	1005	2055:1694	1155	87.0%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	49	-	844	2082	1157	73.0%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	7	-	38	1948	173	21.9%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	778	1965	1637	47.5%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	64	2105	1754	3.6%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	801	1915	1915	41.8%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	850	2055	2055	41.4%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	29	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3383	0	0	15.2	10.9	0.0	26.1	-	-	-	-
J1: Speedfields Rbt	-	-	3383	0	0	2.2	3.4	0.0	5.6	-	-	-	-
1/2+1/1	1001	1001	2002	0	0	0.0	1.0	-	1.0	3.8	0.0	1.0	1.0
1/3	241	241	241	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
2/1	233	233	233	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
3/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	850	850	850	0	0	2.2	1.3	-	3.5	14.8	20.3	1.3	21.5
4/1	57	57	57	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1
5/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1703	1703	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.2	0.2
10/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	777	777	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	254	254	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	13.0	7.5	0.0	20.4	-	-	-	-
1/1	777	777	-	-	-	2.3	0.9	-	3.3	15.2	12.3	0.9	13.2
1/2+1/3	254	254	-	-	-	2.2	1.0	-	3.2	45.5	5.2	1.0	6.2
2/2+2/1	1005	1005	-	-	-	4.5	3.2	-	7.7	27.5	19.9	3.2	23.1
2/3	844	844	-	-	-	3.5	1.3	-	4.8	20.7	15.7	1.3	17.0

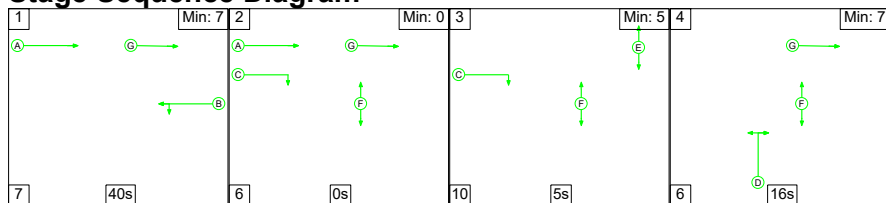
Full Input Data And Results

3/1	38	38	-	-	-	0.4	0.1	-	0.5	51.5	0.9	0.1	1.0
4/1	778	778	-	-	-	0.0	0.5	-	0.5	2.2	0.2	0.5	0.6
4/2	64	64	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
5/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2
5/2	850	850	-	-	-	0.0	0.4	-	0.4	1.6	13.7	0.4	14.1
6/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction		PRC for Signalled Lanes (%):		3.4		Total Delay for Signalled Lanes (pcuHr):		20.06		Cycle Time (s):		90	
		PRC Over All Lanes (%):		3.4		Total Delay Over All Lanes(pcuHr):		26.06					

Full Input Data And Results

Scenario 12: '12' (FG12: '2037 PM Base + Com (DS2)', Plan 2: 'Plan 2')

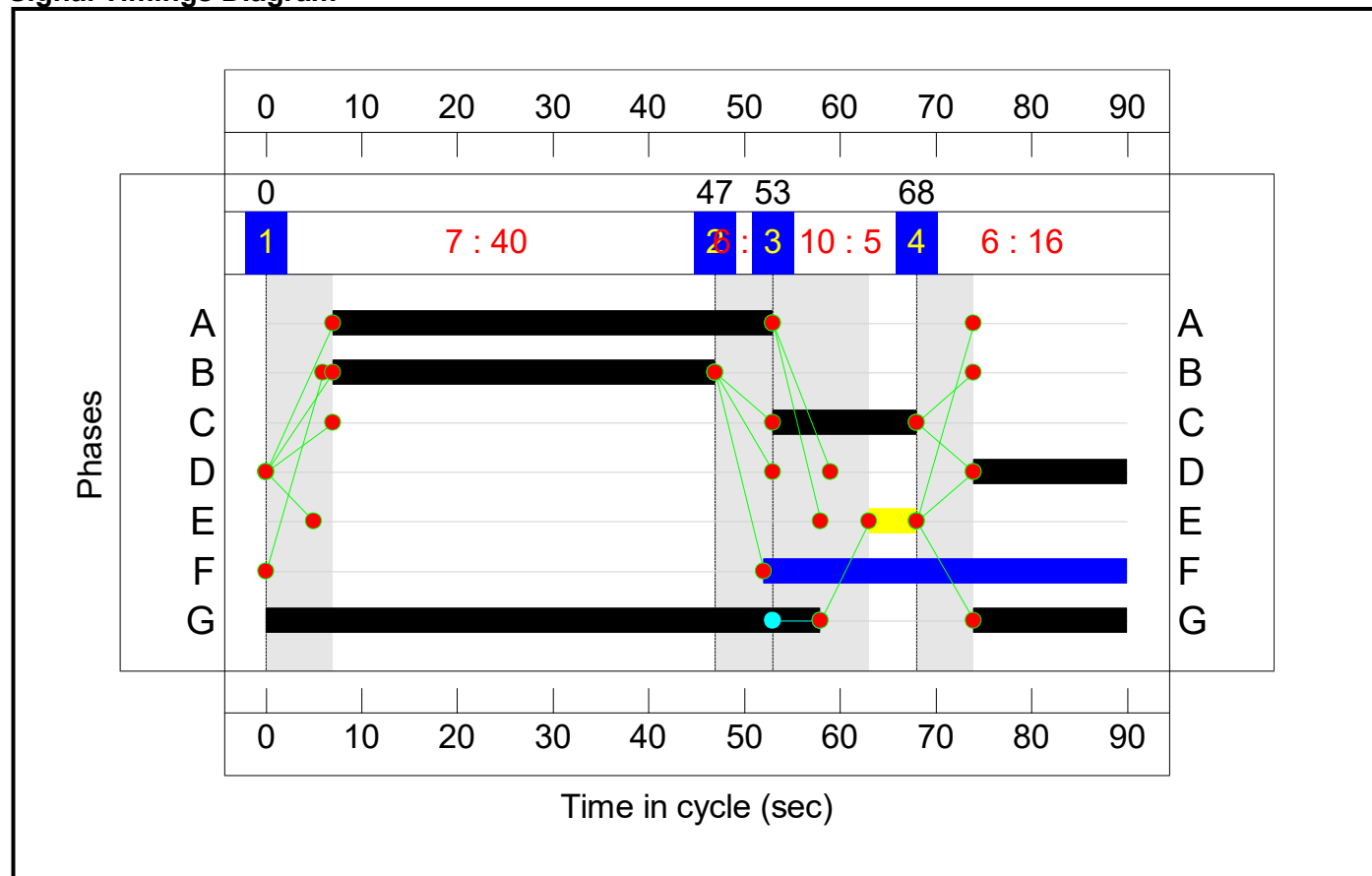
Stage Sequence Diagram



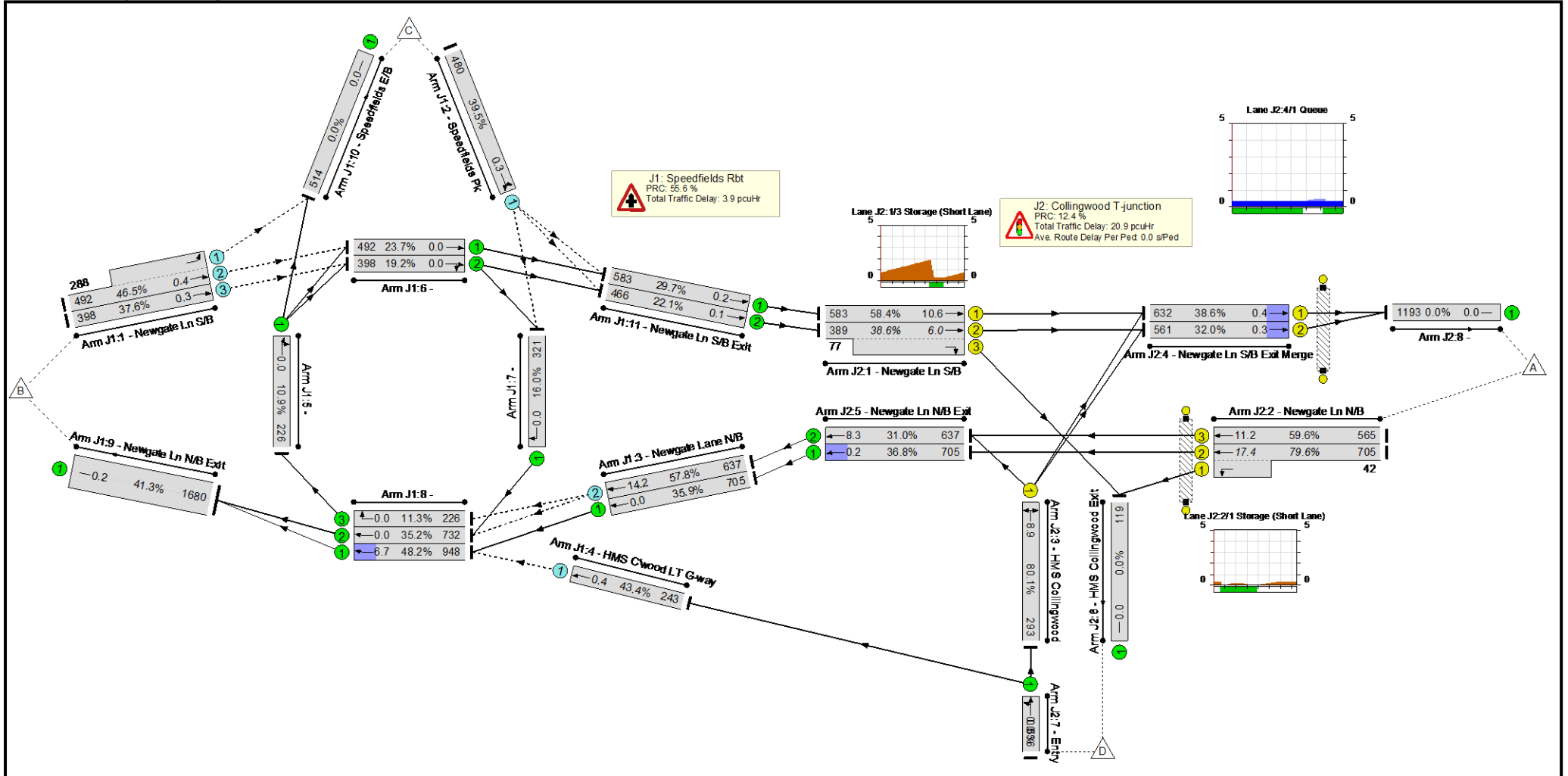
Stage Timings

Stage	1	2	3	4
Duration	40	0	5	16
Change Point	0	47	53	68

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	57.8%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	780	2029:1786	1677	46.5%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	398	2029	1058	37.6%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	480	1894	1215	39.5%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	705	1965	1965	35.9%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	637	2029	1101	57.8%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	243	1747	560	43.4%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	226	2077	2077	10.9%
6/1	Ahead	U	N/A	N/A	-		-	-	-	492	2077	2077	23.7%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	398	2077	2077	19.2%
7/1	Right	U	N/A	N/A	-		-	-	-	321	2005	2005	16.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	948	1965	1965	48.2%
8/2	Ahead	U	N/A	N/A	-		-	-	-	732	2077	2077	35.2%
8/3	Right	U	N/A	N/A	-		-	-	-	226	2005	2005	11.3%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1680	4070	4070	41.3%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	583	1965	1965	29.7%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	466	2105	2105	22.1%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	80.1%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	46	-	583	1910	997	58.4%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	46:15	-	466	2050:1838	1207	38.6%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	40	-	747	2055:1694	938	79.6%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	40	-	565	2082	948	59.6%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	16	-	293	1937	366	80.1%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	632	1965	1637	38.6%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	561	2105	1754	32.0%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	705	1915	1915	36.8%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	637	2055	2055	31.0%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	38	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3318	0	0	15.6	9.2	0.0	24.8	-	-	-	-
J1: Speedfields Rbt	-	-	3318	0	0	1.1	2.8	0.0	3.9	-	-	-	-
1/2+1/1	780	780	1560	0	0	0.0	0.4	-	0.4	2.0	0.0	0.4	0.4
1/3	398	398	398	0	0	0.0	0.3	-	0.3	2.7	0.0	0.3	0.3
2/1	480	480	480	0	0	0.0	0.3	-	0.3	2.4	0.0	0.3	0.3
3/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	637	637	637	0	0	0.9	0.7	-	1.6	9.2	13.5	0.7	14.2
4/1	243	243	243	0	0	0.0	0.4	-	0.4	5.7	0.0	0.4	0.4
5/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	948	948	-	-	-	0.1	0.0	-	0.1	0.4	6.7	0.0	6.7
8/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1680	1680	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.2	0.2
10/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	583	583	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	466	466	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	14.5	6.3	0.0	20.9	-	-	-	-
1/1	583	583	-	-	-	2.4	0.7	-	3.1	19.1	9.9	0.7	10.6
1/2+1/3	466	466	-	-	-	2.0	0.3	-	2.4	18.3	5.7	0.3	6.0
2/2+2/1	747	747	-	-	-	4.3	1.9	-	6.2	29.9	15.5	1.9	17.4
2/3	565	565	-	-	-	2.9	0.7	-	3.6	23.0	10.5	0.7	11.2

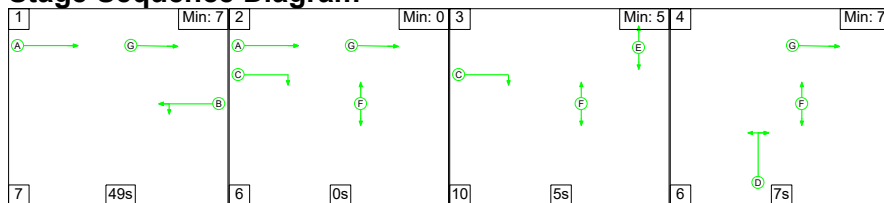
Full Input Data And Results

3/1	293	293	-	-	-	2.8	1.9	-	4.7	58.4	7.0	1.9	8.9
4/1	632	632	-	-	-	0.0	0.3	-	0.3	1.9	0.1	0.3	0.4
4/2	561	561	-	-	-	0.0	0.2	-	0.2	1.6	0.1	0.2	0.3
5/1	705	705	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
5/2	637	637	-	-	-	0.0	0.2	-	0.2	1.3	8.1	0.2	8.3
6/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):		12.4	Total Delay for Signalled Lanes (pcuHr):		20.60	Cycle Time (s):		90		
			PRC Over All Lanes (%):		12.4	Total Delay Over All Lanes(pcuHr):		24.77					

Full Input Data And Results

Scenario 13: '13' (FG13: '2037 AM Base + Com - Sens Test (DS2)', Plan 2: 'Plan 2')

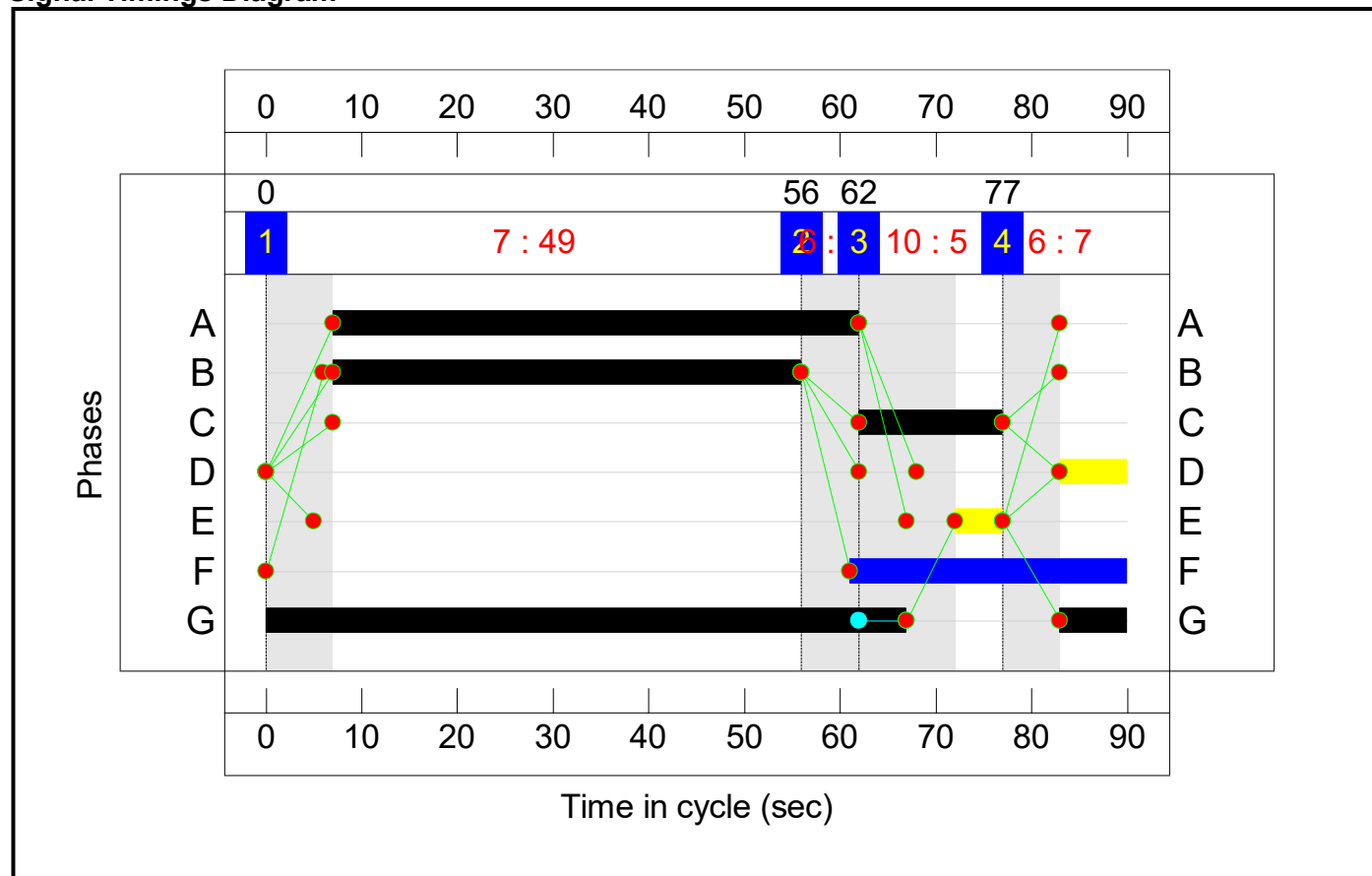
Stage Sequence Diagram



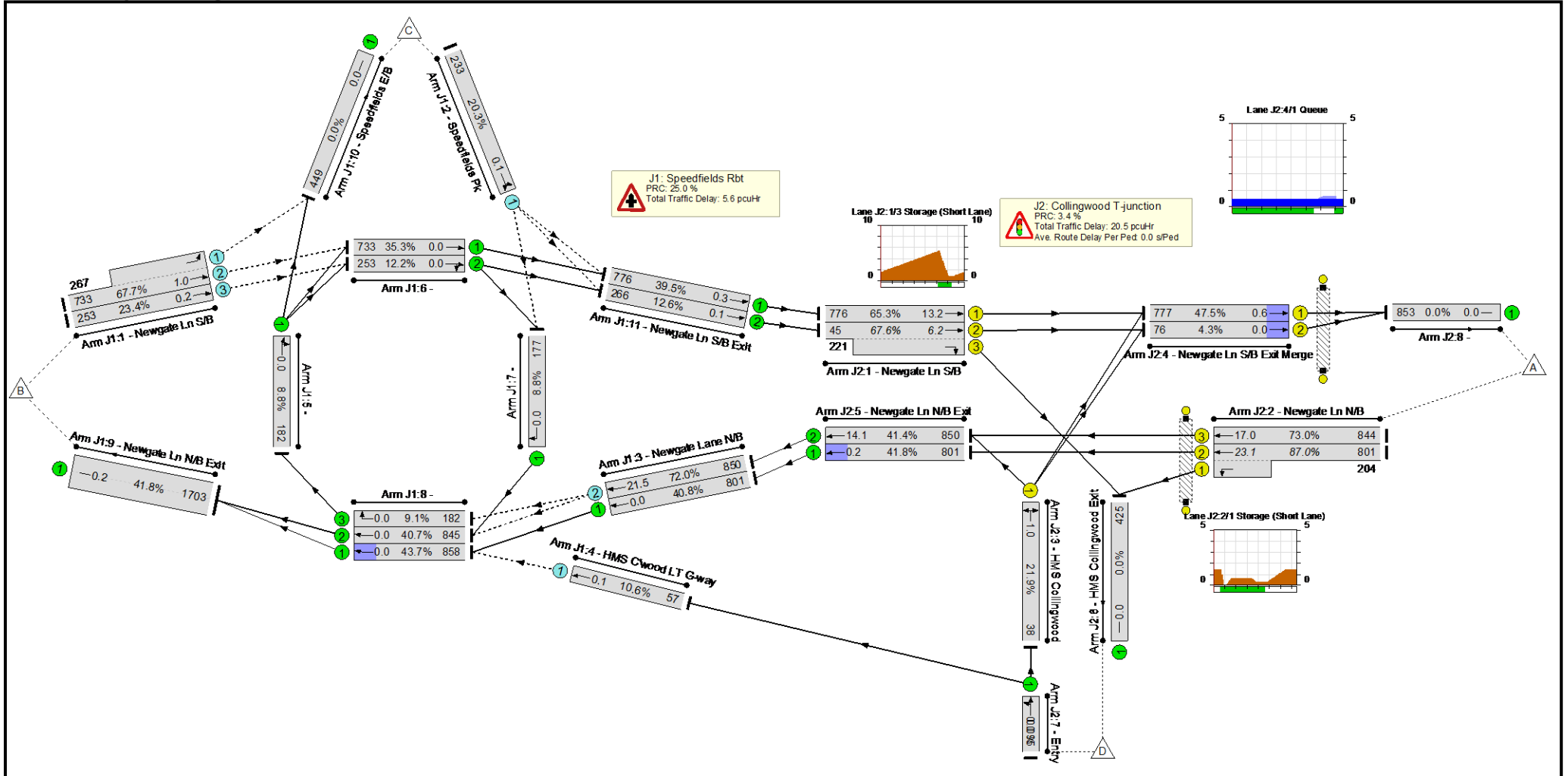
Stage Timings

Stage	1	2	3	4
Duration	49	0	5	7
Change Point	0	56	62	77

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	87.0%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	1000	2029:1786	1478	67.7%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	253	2029	1083	23.4%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	233	1894	1146	20.3%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	801	1965	1965	40.8%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	850	2029	1181	72.0%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	57	1747	539	10.6%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	182	2077	2077	8.8%
6/1	Ahead	U	N/A	N/A	-		-	-	-	733	2077	2077	35.3%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	253	2077	2077	12.2%
7/1	Right	U	N/A	N/A	-		-	-	-	177	2005	2005	8.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	858	1965	1965	43.7%
8/2	Ahead	U	N/A	N/A	-		-	-	-	845	2077	2077	40.7%
8/3	Right	U	N/A	N/A	-		-	-	-	182	2005	2005	9.1%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1703	4070	4070	41.8%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	776	1965	1965	39.5%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	266	2105	2105	12.6%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	87.0%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	55	-	776	1910	1188	65.3%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	55:15	-	266	2050:1838	393	67.6%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	49	-	1005	2055:1694	1155	87.0%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	49	-	844	2082	1157	73.0%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	7	-	38	1948	173	21.9%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	777	1965	1637	47.5%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	76	2105	1754	4.3%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	801	1915	1915	41.8%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	850	2055	2055	41.4%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	29	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3393	0	0	15.2	10.9	0.0	26.1	-	-	-	-
J1: Speedfields Rbt	-	-	3393	0	0	2.2	3.4	0.0	5.6	-	-	-	-
1/2+1/1	1000	1000	2000	0	0	0.0	1.0	-	1.0	3.8	0.0	1.0	1.0
1/3	253	253	253	0	0	0.0	0.2	-	0.2	2.2	0.0	0.2	0.2
2/1	233	233	233	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
3/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	850	850	850	0	0	2.2	1.3	-	3.5	14.8	20.3	1.3	21.5
4/1	57	57	57	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1
5/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1703	1703	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.2	0.2
10/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	776	776	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	266	266	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	13.0	7.5	0.0	20.5	-	-	-	-
1/1	776	776	-	-	-	2.3	0.9	-	3.3	15.2	12.3	0.9	13.2
1/2+1/3	266	266	-	-	-	2.2	1.0	-	3.2	43.8	5.2	1.0	6.2
2/2+2/1	1005	1005	-	-	-	4.5	3.2	-	7.7	27.5	19.9	3.2	23.1
2/3	844	844	-	-	-	3.5	1.3	-	4.8	20.7	15.7	1.3	17.0

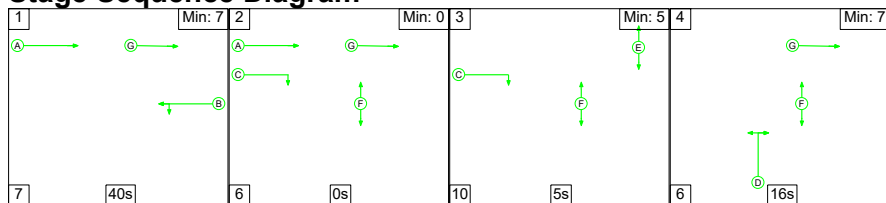
Full Input Data And Results

3/1	38	38	-	-	-	0.4	0.1	-	0.5	51.5	0.9	0.1	1.0
4/1	777	777	-	-	-	0.0	0.5	-	0.5	2.2	0.2	0.5	0.6
4/2	76	76	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
5/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2
5/2	850	850	-	-	-	0.0	0.4	-	0.4	1.6	13.7	0.4	14.1
6/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):		3.4	Total Delay for Signalled Lanes (pcuHr):		20.07	Cycle Time (s):		90		
			PRC Over All Lanes (%):		3.4	Total Delay Over All Lanes(pcuHr):		26.09					

Full Input Data And Results

Scenario 14: '14' (FG14: '2037 PM Base + Com - Sens Test (DS2)', Plan 2: 'Plan 2')

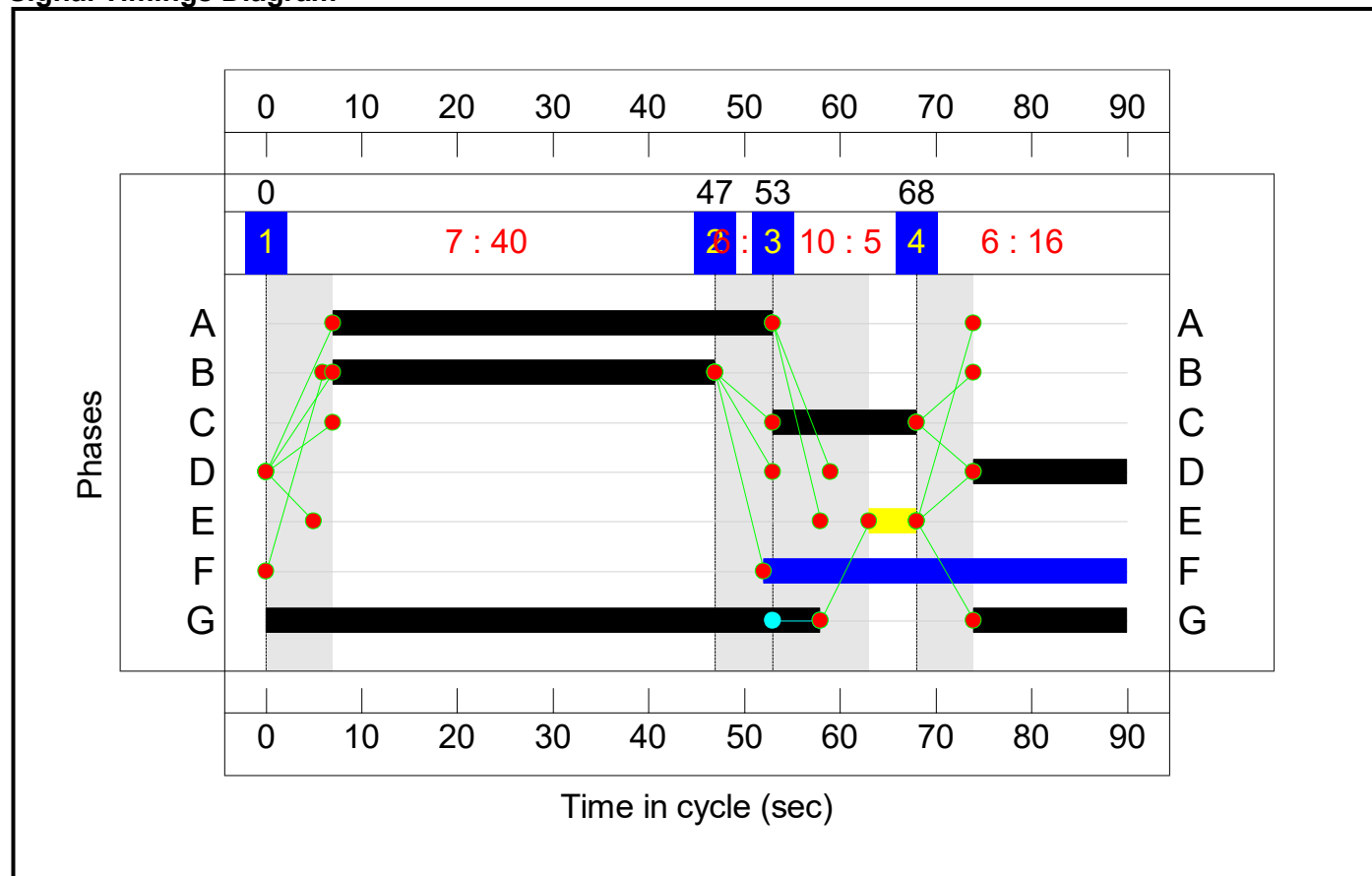
Stage Sequence Diagram



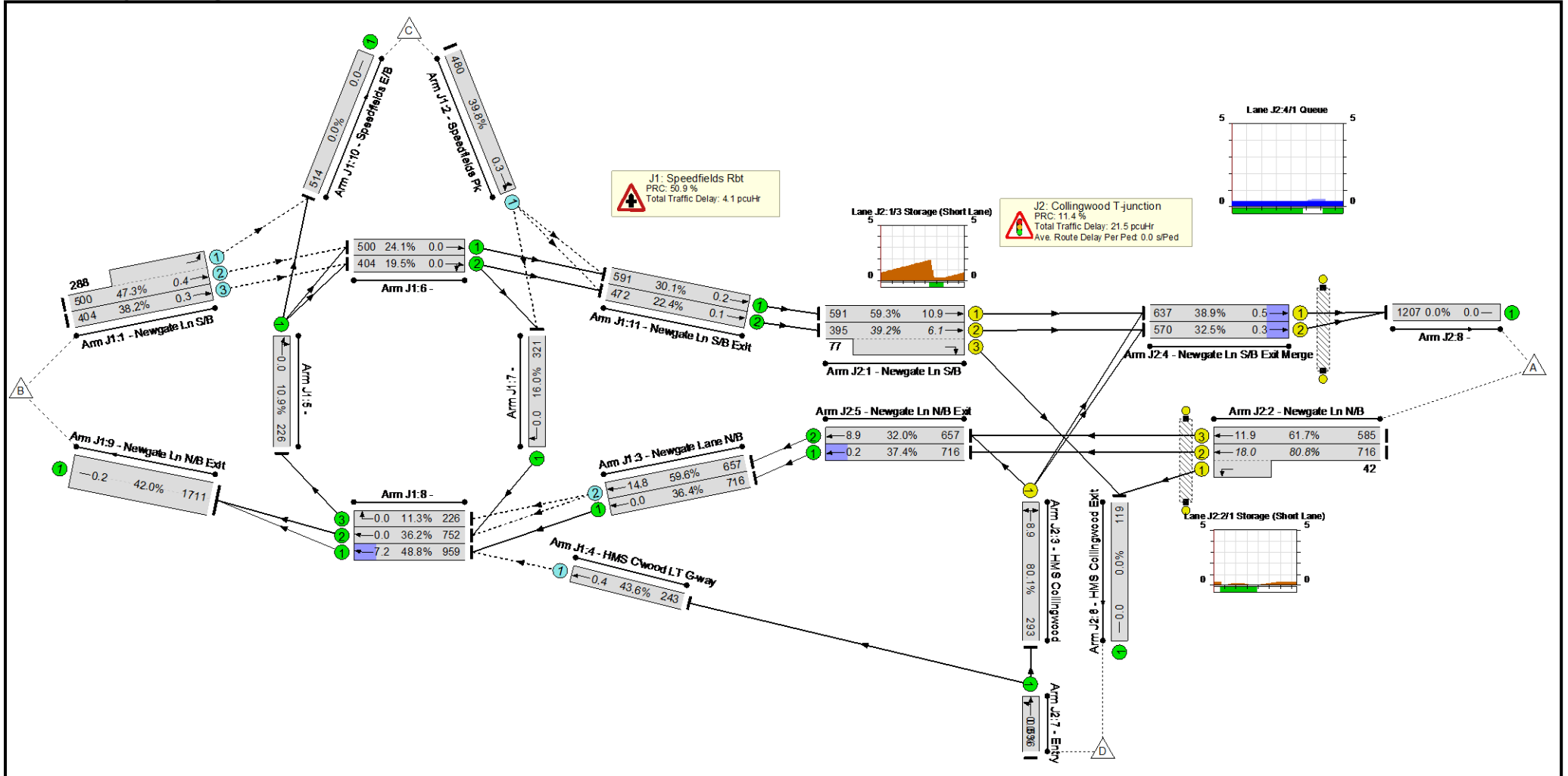
Stage Timings

Stage	1	2	3	4
Duration	40	0	5	16
Change Point	0	47	53	68

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	80.8%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	59.6%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	788	2029:1786	1667	47.3%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	404	2029	1058	38.2%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	480	1894	1205	39.8%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	716	1965	1965	36.4%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	657	2029	1101	59.6%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	243	1747	557	43.6%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	226	2077	2077	10.9%
6/1	Ahead	U	N/A	N/A	-		-	-	-	500	2077	2077	24.1%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	404	2077	2077	19.5%
7/1	Right	U	N/A	N/A	-		-	-	-	321	2005	2005	16.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	959	1965	1965	48.8%
8/2	Ahead	U	N/A	N/A	-		-	-	-	752	2077	2077	36.2%
8/3	Right	U	N/A	N/A	-		-	-	-	226	2005	2005	11.3%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1711	4070	4070	42.0%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	591	1965	1965	30.1%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	472	2105	2105	22.4%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	80.8%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	46	-	591	1910	997	59.3%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	46:15	-	472	2050:1838	1205	39.2%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	40	-	758	2055:1694	938	80.8%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	40	-	585	2082	948	61.7%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	16	-	293	1937	366	80.1%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	637	1965	1637	38.9%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	570	2105	1754	32.5%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	716	1915	1915	37.4%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	657	2055	2055	32.0%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1207	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	38	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3360	0	0	16.0	9.5	0.0	25.6	-	-	-	-
J1: Speedfields Rbt	-	-	3360	0	0	1.2	2.9	0.0	4.1	-	-	-	-
1/2+1/1	788	788	1576	0	0	0.0	0.4	-	0.4	2.0	0.0	0.4	0.4
1/3	404	404	404	0	0	0.0	0.3	-	0.3	2.8	0.0	0.3	0.3
2/1	480	480	480	0	0	0.0	0.3	-	0.3	2.5	0.0	0.3	0.3
3/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	657	657	657	0	0	1.1	0.7	-	1.8	9.9	14.0	0.7	14.8
4/1	243	243	243	0	0	0.0	0.4	-	0.4	5.7	0.0	0.4	0.4
5/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	959	959	-	-	-	0.1	0.0	-	0.1	0.5	7.2	0.0	7.2
8/2	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1711	1711	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.2	0.2
10/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	591	591	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	472	472	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	14.9	6.6	0.0	21.5	-	-	-	-
1/1	591	591	-	-	-	2.4	0.7	-	3.2	19.3	10.2	0.7	10.9
1/2+1/3	472	472	-	-	-	2.1	0.3	-	2.4	18.3	5.8	0.3	6.1
2/2+2/1	758	758	-	-	-	4.4	2.1	-	6.4	30.6	15.9	2.1	18.0
2/3	585	585	-	-	-	3.0	0.8	-	3.8	23.5	11.0	0.8	11.9

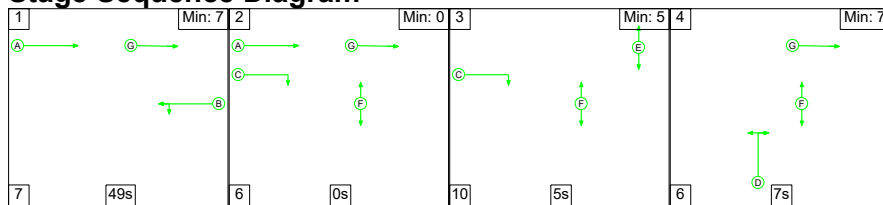
Full Input Data And Results

3/1	293	293	-	-	-	2.8	1.9	-	4.7	58.4	7.0	1.9	8.9
4/1	637	637	-	-	-	0.0	0.3	-	0.3	1.9	0.1	0.3	0.5
4/2	570	570	-	-	-	0.0	0.2	-	0.3	1.6	0.1	0.2	0.3
5/1	716	716	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2
5/2	657	657	-	-	-	0.0	0.2	-	0.2	1.3	8.7	0.2	8.9
6/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1207	1207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):		11.4	Total Delay for Signalled Lanes (pcuHr):		21.16	Cycle Time (s):		90		
			PRC Over All Lanes (%):		11.4	Total Delay Over All Lanes(pcuHr):		25.58					

Full Input Data And Results

Scenario 15: '15' (FG15: '2037 AM Base + Com + Dev (DS2)', Plan 2: 'Plan 2')

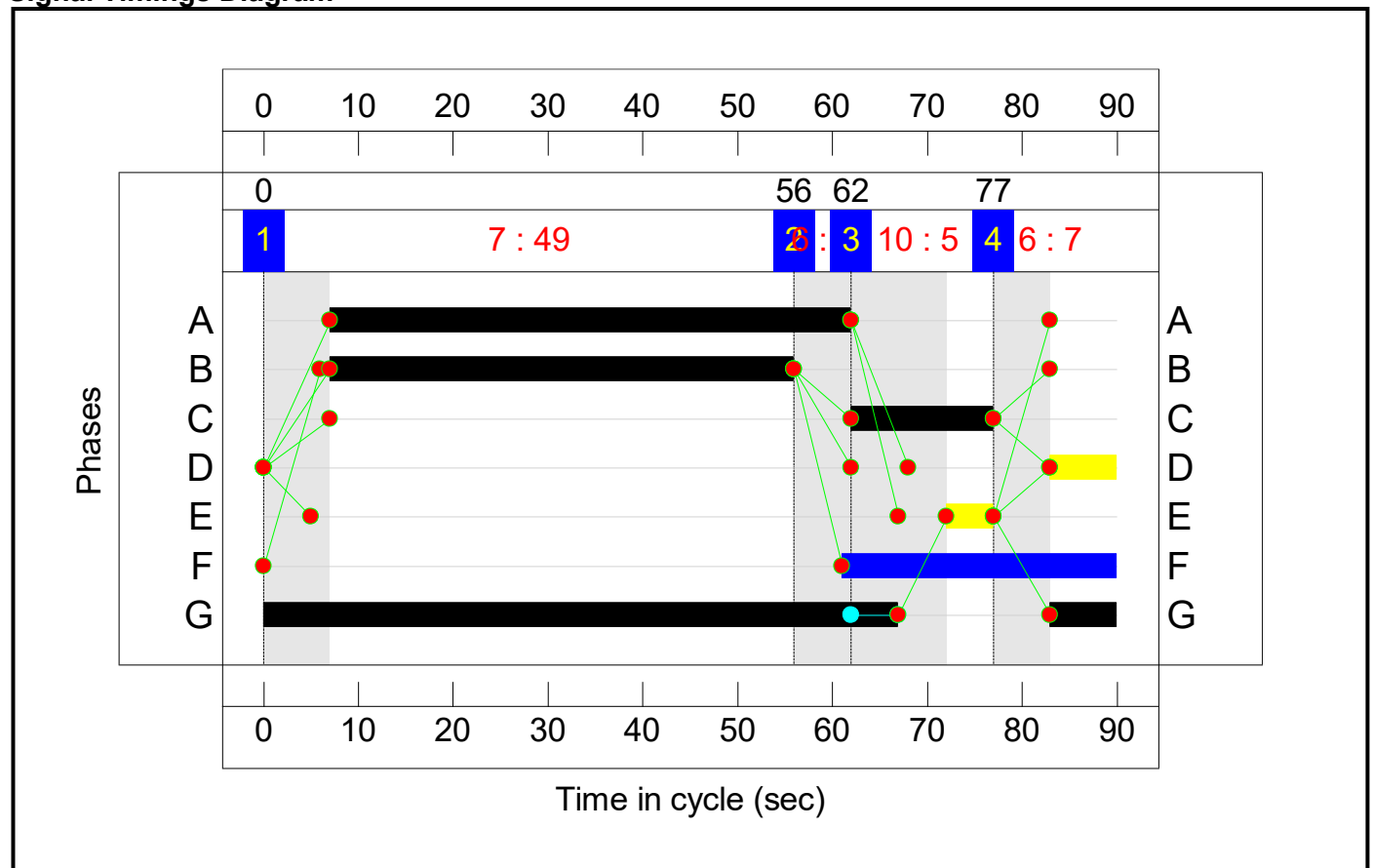
Stage Sequence Diagram



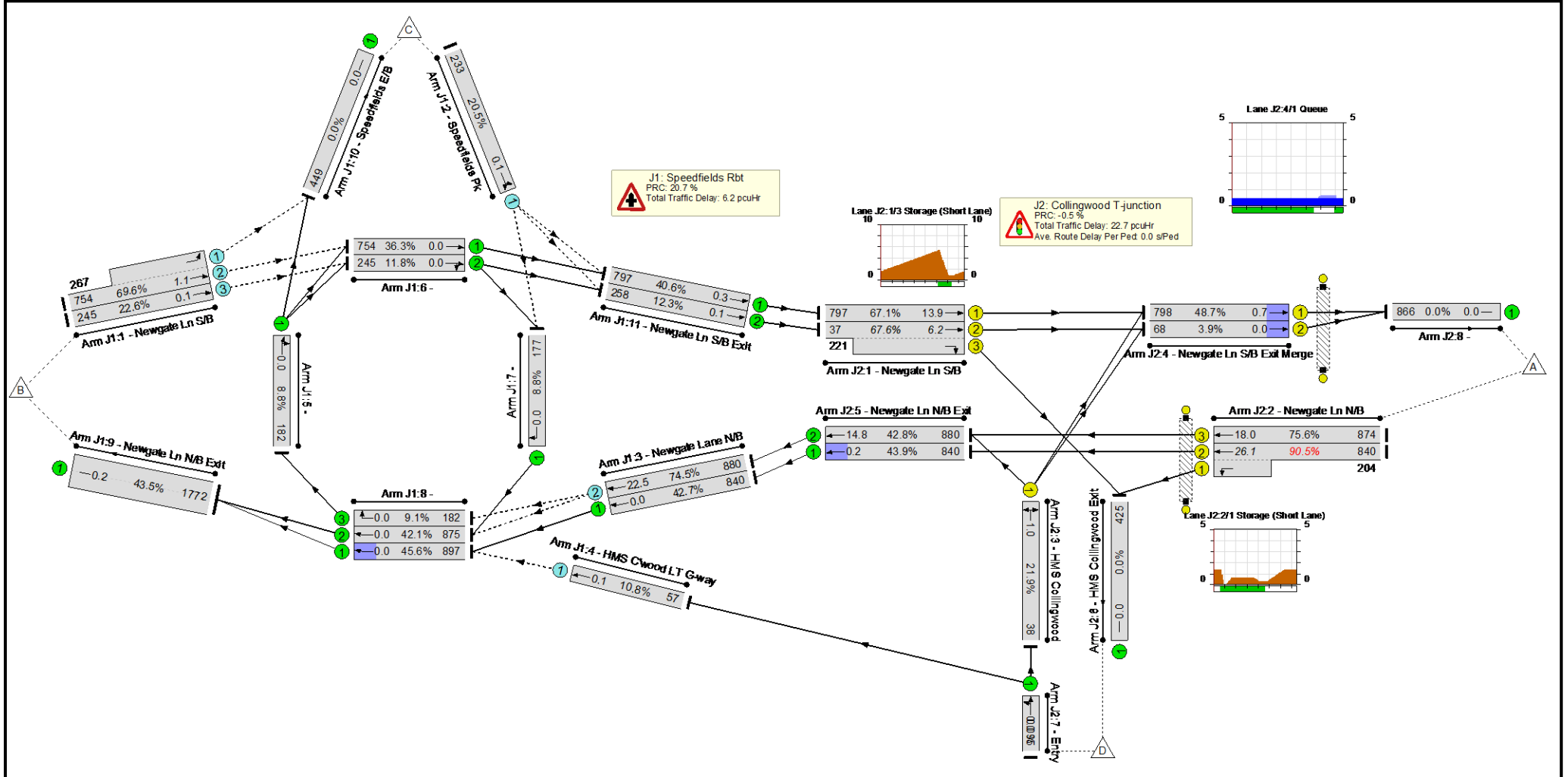
Stage Timings

Stage	1	2	3	4
Duration	49	0	5	7
Change Point	0	56	62	77

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	1021	2029:1786	1467	69.6%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	245	2029	1083	22.6%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	233	1894	1137	20.5%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	840	1965	1965	42.7%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	880	2029	1181	74.5%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	57	1747	530	10.8%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	182	2077	2077	8.8%
6/1	Ahead	U	N/A	N/A	-		-	-	-	754	2077	2077	36.3%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	245	2077	2077	11.8%
7/1	Right	U	N/A	N/A	-		-	-	-	177	2005	2005	8.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	897	1965	1965	45.6%
8/2	Ahead	U	N/A	N/A	-		-	-	-	875	2077	2077	42.1%
8/3	Right	U	N/A	N/A	-		-	-	-	182	2005	2005	9.1%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1772	4070	4070	43.5%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	797	1965	1965	40.6%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	258	2105	2105	12.3%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	90.5%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	55	-	797	1910	1188	67.1%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	55:15	-	258	2050:1838	381	67.6%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	49	-	1044	2055:1694	1154	90.5%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	49	-	874	2082	1157	75.6%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	7	-	38	1948	173	21.9%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	798	1965	1637	48.7%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	68	2105	1754	3.9%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	840	1915	1915	43.9%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	880	2055	2055	42.8%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	866	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	29	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3457	0	0	16.2	12.7	0.0	28.9	-	-	-	-
J1: Speedfields Rbt	-	-	3457	0	0	2.5	3.7	0.0	6.2	-	-	-	-
1/2+1/1	1021	1021	2042	0	0	0.0	1.1	-	1.1	4.0	0.0	1.1	1.1
1/3	245	245	245	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
2/1	233	233	233	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
3/1	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	880	880	880	0	0	2.5	1.4	-	3.9	16.1	21.0	1.4	22.5
4/1	57	57	57	0	0	0.0	0.1	-	0.1	3.8	0.0	0.1	0.1
5/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1772	1772	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.2	0.2
10/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	797	797	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	258	258	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	13.7	9.0	0.0	22.7	-	-	-	-
1/1	797	797	-	-	-	2.4	1.0	-	3.5	15.6	12.8	1.0	13.9
1/2+1/3	258	258	-	-	-	2.2	1.0	-	3.2	44.9	5.2	1.0	6.2
2/2+2/1	1044	1044	-	-	-	4.9	4.4	-	9.3	31.9	21.6	4.4	26.1
2/3	874	874	-	-	-	3.7	1.5	-	5.2	21.6	16.5	1.5	18.0

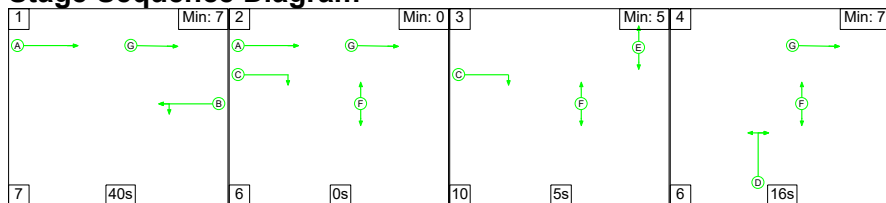
Full Input Data And Results

3/1	38	38	-	-	-	0.4	0.1	-	0.5	51.5	0.9	0.1	1.0
4/1	798	798	-	-	-	0.0	0.5	-	0.5	2.3	0.2	0.5	0.7
4/2	68	68	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
5/1	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2
5/2	880	880	-	-	-	0.0	0.4	-	0.4	1.6	14.4	0.4	14.8
6/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):		-0.5	Total Delay for Signalled Lanes (pcuHr):		22.24	Cycle Time (s):		90		
			PRC Over All Lanes (%):		-0.5	Total Delay Over All Lanes(pcuHr):		28.86					

Full Input Data And Results

Scenario 16: '16' (FG16: '2037 PM Base + Com + Dev (DS2)', Plan 2: 'Plan 2')

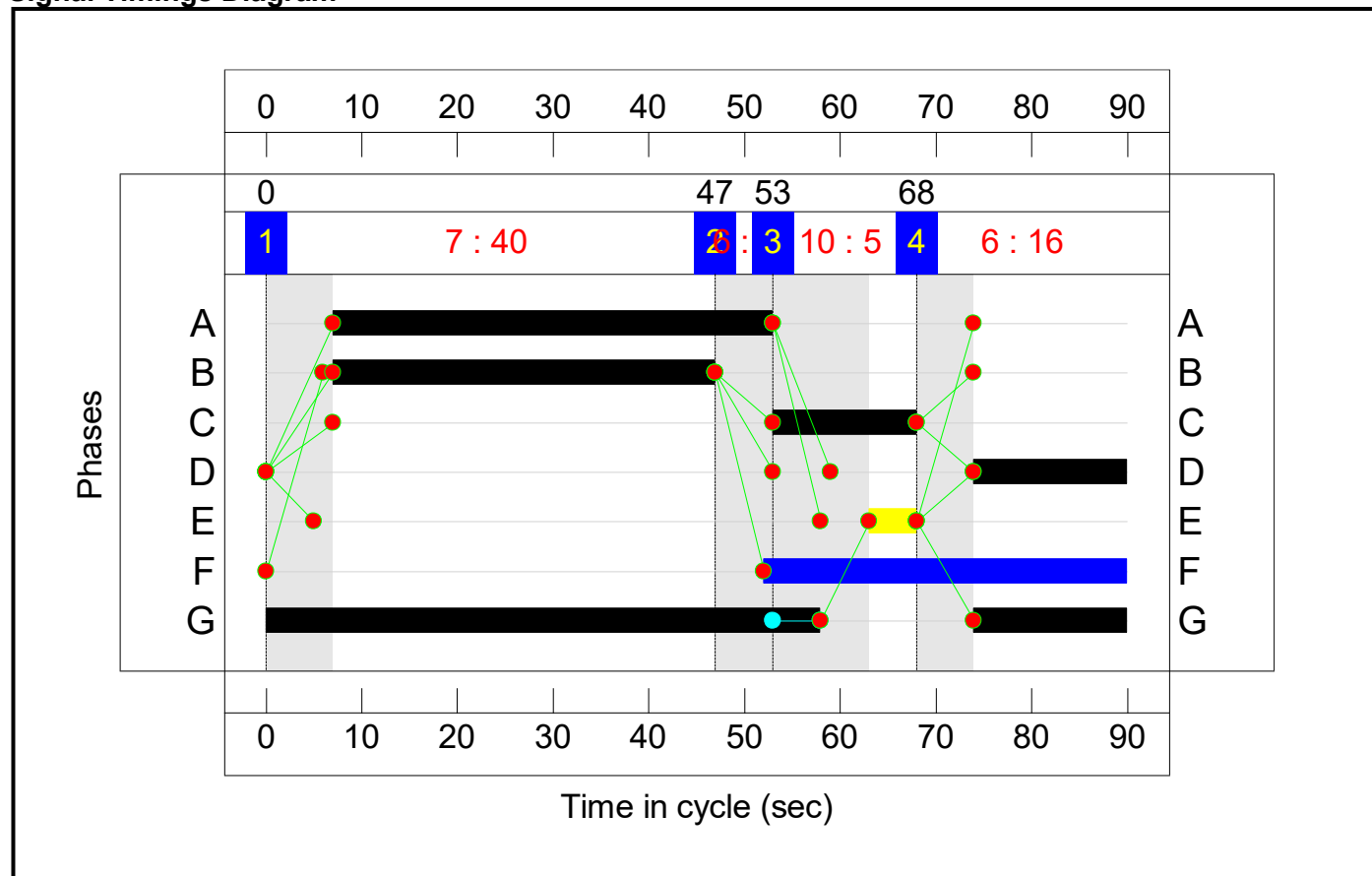
Stage Sequence Diagram



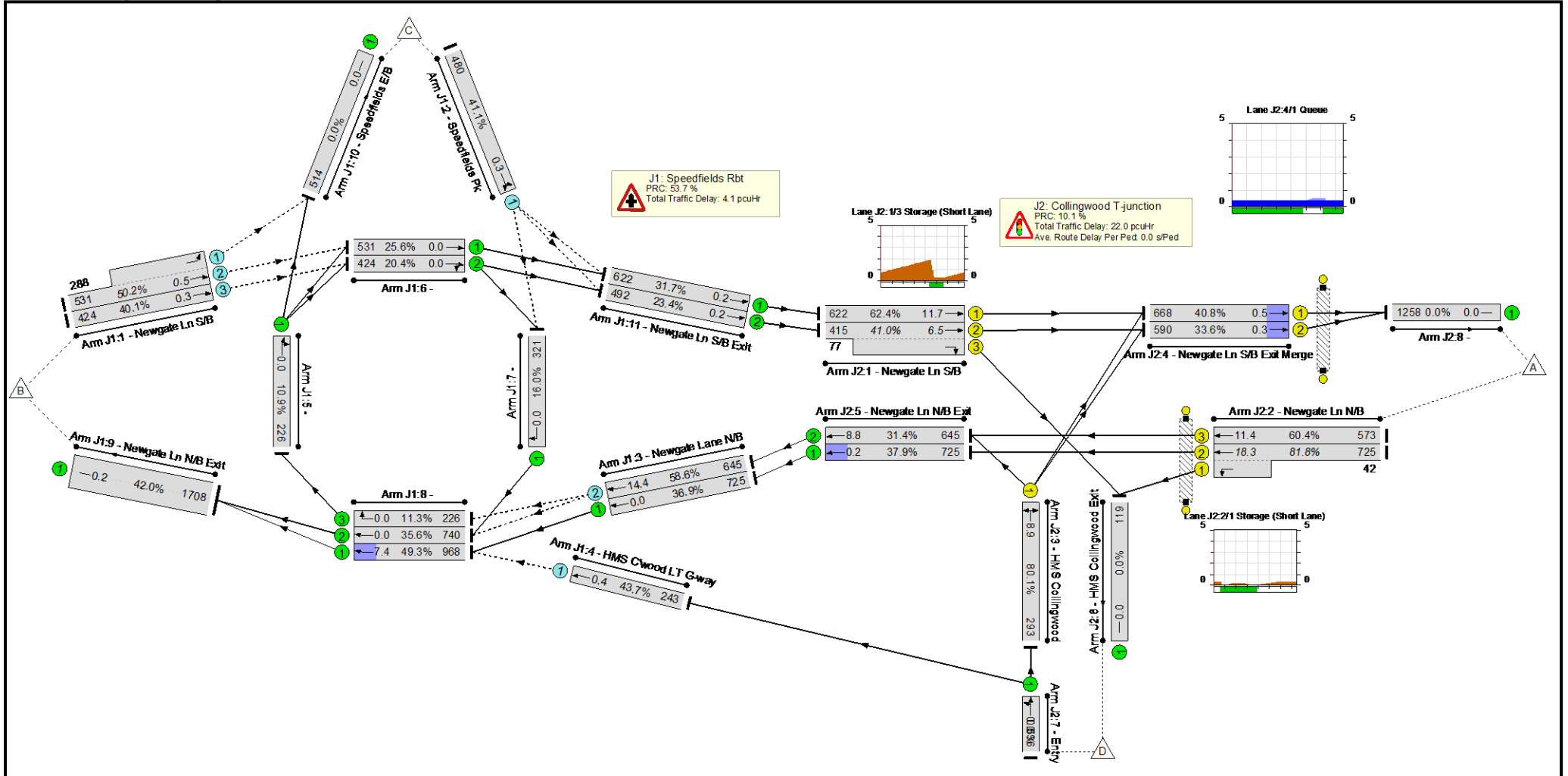
Stage Timings

Stage	1	2	3	4
Duration	40	0	5	16
Change Point	0	47	53	68

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	81.8%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	58.6%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	819	2029:1786	1631	50.2%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	424	2029	1058	40.1%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	480	1894	1168	41.1%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	725	1965	1965	36.9%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	645	2029	1101	58.6%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	243	1747	555	43.7%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	226	2077	2077	10.9%
6/1	Ahead	U	N/A	N/A	-		-	-	-	531	2077	2077	25.6%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	424	2077	2077	20.4%
7/1	Right	U	N/A	N/A	-		-	-	-	321	2005	2005	16.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	968	1965	1965	49.3%
8/2	Ahead	U	N/A	N/A	-		-	-	-	740	2077	2077	35.6%
8/3	Right	U	N/A	N/A	-		-	-	-	226	2005	2005	11.3%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1708	4070	4070	42.0%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	622	1965	1965	31.7%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	492	2105	2105	23.4%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	81.8%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	46	-	622	1910	997	62.4%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	46:15	-	492	2050:1838	1200	41.0%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	40	-	767	2055:1694	938	81.8%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	40	-	573	2082	948	60.4%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	16	-	293	1937	366	80.1%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	668	1965	1637	40.8%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	590	2105	1754	33.6%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	725	1915	1915	37.9%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	645	2055	2055	31.4%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1258	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	38	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3430	0	0	16.3	9.9	0.0	26.1	-	-	-	-
J1: Speedfields Rbt	-	-	3430	0	0	1.1	3.0	0.0	4.1	-	-	-	-
1/2+1/1	819	819	1638	0	0	0.0	0.5	-	0.5	2.2	0.0	0.5	0.5
1/3	424	424	424	0	0	0.0	0.3	-	0.3	2.8	0.0	0.3	0.3
2/1	480	480	480	0	0	0.0	0.3	-	0.3	2.6	0.0	0.3	0.3
3/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	645	645	645	0	0	1.0	0.7	-	1.7	9.5	13.7	0.7	14.4
4/1	243	243	243	0	0	0.0	0.4	-	0.4	5.7	0.0	0.4	0.4
5/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	968	968	-	-	-	0.1	0.0	-	0.1	0.5	7.4	0.0	7.4
8/2	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1708	1708	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.2	0.2
10/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	622	622	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	492	492	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
J2: Collingwood T-junction	-	-	0	0	0	15.1	6.9	0.0	22.0	-	-	-	-
1/1	622	622	-	-	-	2.6	0.8	-	3.5	20.0	10.9	0.8	11.7
1/2+1/3	492	492	-	-	-	2.2	0.3	-	2.5	18.4	6.1	0.3	6.5
2/2+2/1	767	767	-	-	-	4.5	2.2	-	6.7	31.2	16.1	2.2	18.3
2/3	573	573	-	-	-	2.9	0.8	-	3.7	23.2	10.7	0.8	11.4

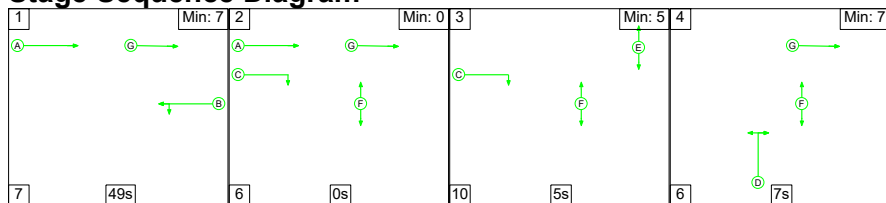
Full Input Data And Results

3/1	293	293	-	-	-	2.8	1.9	-	4.7	58.4	7.0	1.9	8.9	
4/1	668	668	-	-	-	0.0	0.3	-	0.4	2.0	0.1	0.3	0.5	
4/2	590	590	-	-	-	0.0	0.3	-	0.3	1.6	0.1	0.3	0.3	
5/1	725	725	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2	
5/2	645	645	-	-	-	0.0	0.2	-	0.2	1.3	8.6	0.2	8.8	
6/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	1258	1258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):			10.1	Total Delay for Signalled Lanes (pcuHr):			21.70	Cycle Time (s):			90
			PRC Over All Lanes (%):			10.1	Total Delay Over All Lanes(pcuHr):			26.14				

Full Input Data And Results

Scenario 17: '17' (FG17: '2037 AM Base + Com + Dev - Sens Test (DS2)', Plan 2: 'Plan 2')

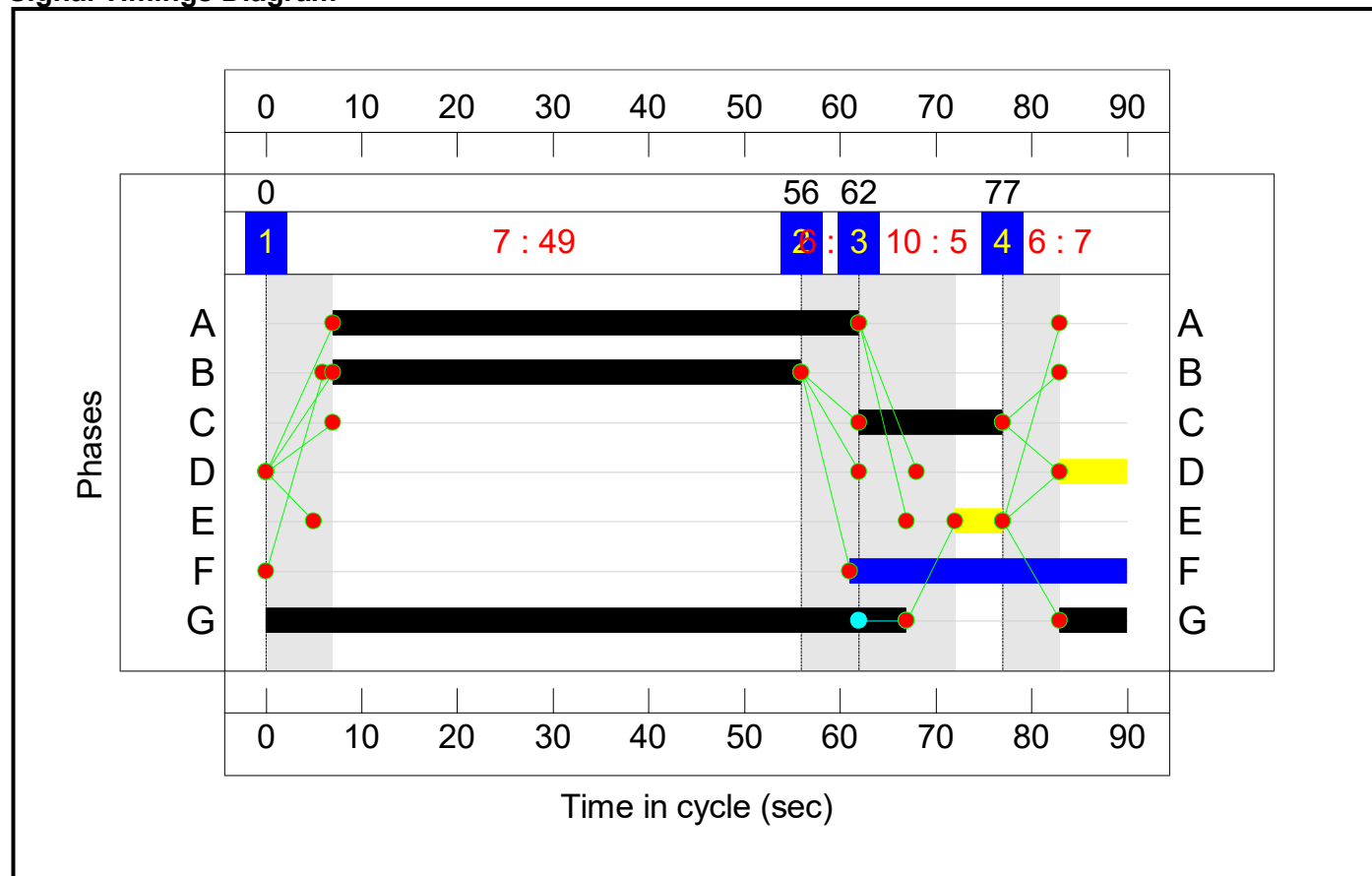
Stage Sequence Diagram



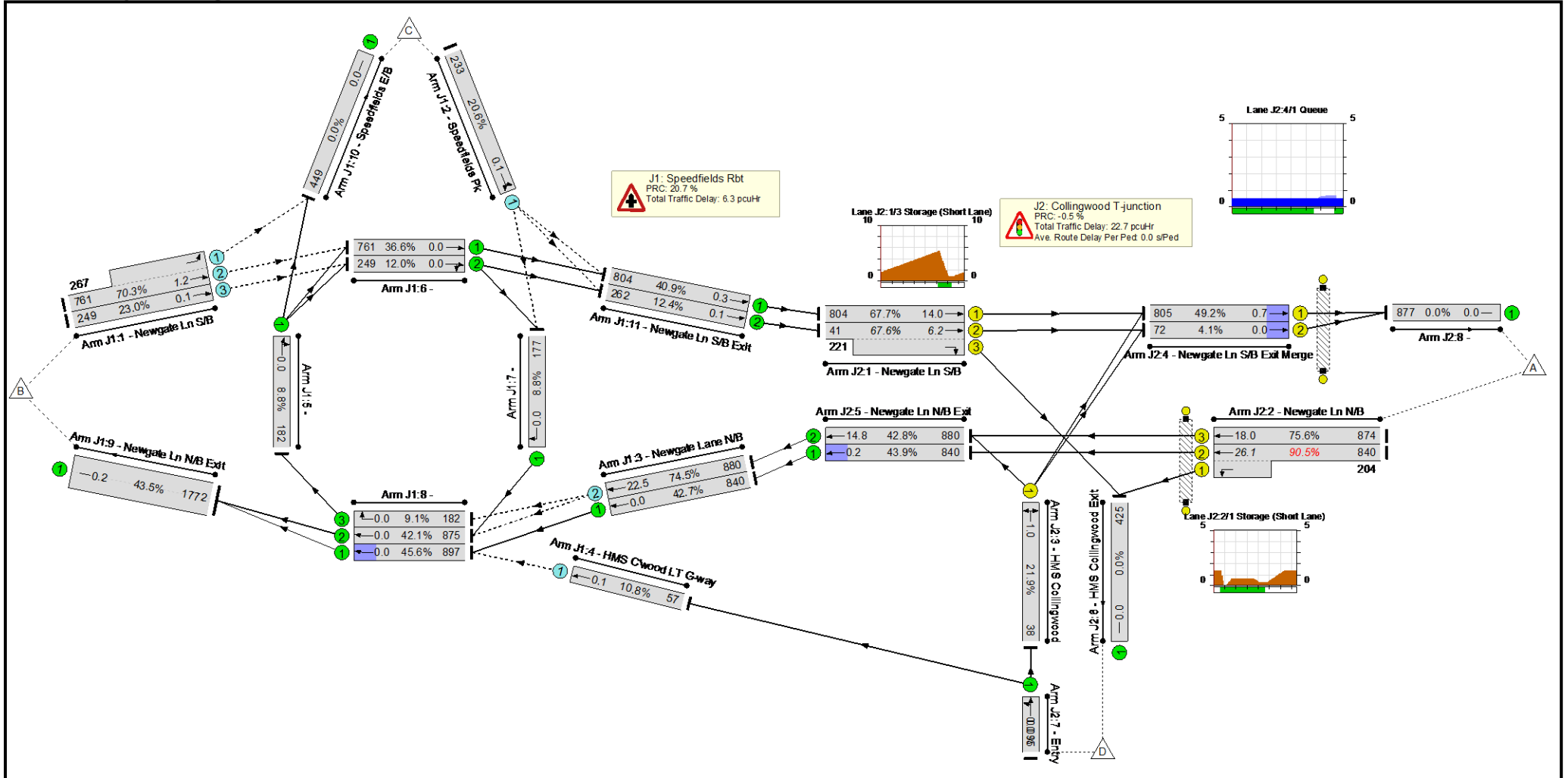
Stage Timings

Stage	1	2	3	4
Duration	49	0	5	7
Change Point	0	56	62	77

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	90.5%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	1028	2029:1786	1463	70.3%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	249	2029	1083	23.0%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	233	1894	1129	20.6%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	840	1965	1965	42.7%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	880	2029	1181	74.5%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	57	1747	530	10.8%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	182	2077	2077	8.8%
6/1	Ahead	U	N/A	N/A	-		-	-	-	761	2077	2077	36.6%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	249	2077	2077	12.0%
7/1	Right	U	N/A	N/A	-		-	-	-	177	2005	2005	8.8%
8/1	Ahead	U	N/A	N/A	-		-	-	-	897	1965	1965	45.6%
8/2	Ahead	U	N/A	N/A	-		-	-	-	875	2077	2077	42.1%
8/3	Right	U	N/A	N/A	-		-	-	-	182	2005	2005	9.1%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1772	4070	4070	43.5%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	804	1965	1965	40.9%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	262	2105	2105	12.4%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	90.5%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	55	-	804	1910	1188	67.7%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	55:15	-	262	2050:1838	387	67.6%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	49	-	1044	2055:1694	1154	90.5%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	49	-	874	2082	1157	75.6%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	7	-	38	1948	173	21.9%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	805	1965	1637	49.2%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	72	2105	1754	4.1%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	840	1915	1915	43.9%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	880	2055	2055	42.8%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	425	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	29	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3475	0	0	16.2	12.8	0.0	29.0	-	-	-	-
J1: Speedfields Rbt	-	-	3475	0	0	2.5	3.8	0.0	6.3	-	-	-	-
1/2+1/1	1028	1028	2056	0	0	0.0	1.2	-	1.2	4.1	0.0	1.2	1.2
1/3	249	249	249	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
2/1	233	233	233	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
3/1	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	880	880	880	0	0	2.5	1.4	-	3.9	16.1	21.0	1.4	22.5
4/1	57	57	57	0	0	0.0	0.1	-	0.1	3.8	0.0	0.1	0.1
5/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1772	1772	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.2	0.2
10/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	804	804	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
11/2	262	262	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	13.7	9.0	0.0	22.7	-	-	-	-
1/1	804	804	-	-	-	2.5	1.0	-	3.5	15.7	13.0	1.0	14.0
1/2+1/3	262	262	-	-	-	2.2	1.0	-	3.2	44.3	5.2	1.0	6.2
2/2+2/1	1044	1044	-	-	-	4.9	4.4	-	9.3	31.9	21.6	4.4	26.1
2/3	874	874	-	-	-	3.7	1.5	-	5.2	21.6	16.5	1.5	18.0

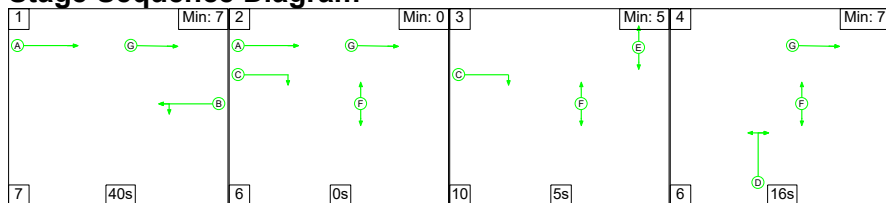
Full Input Data And Results

3/1	38	38	-	-	-	0.4	0.1	-	0.5	51.5	0.9	0.1	1.0
4/1	805	805	-	-	-	0.0	0.5	-	0.5	2.3	0.2	0.5	0.7
4/2	72	72	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
5/1	840	840	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2
5/2	880	880	-	-	-	0.0	0.4	-	0.4	1.6	14.4	0.4	14.8
6/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):		-0.5	Total Delay for Signalled Lanes (pcuHr):		22.32	Cycle Time (s):		90		
			PRC Over All Lanes (%):		-0.5	Total Delay Over All Lanes(pcuHr):		28.98					

Full Input Data And Results

Scenario 18: '18' (FG18: '2037 PM Base + Com + Dev - Sens Test (DS2)', Plan 2: 'Plan 2')

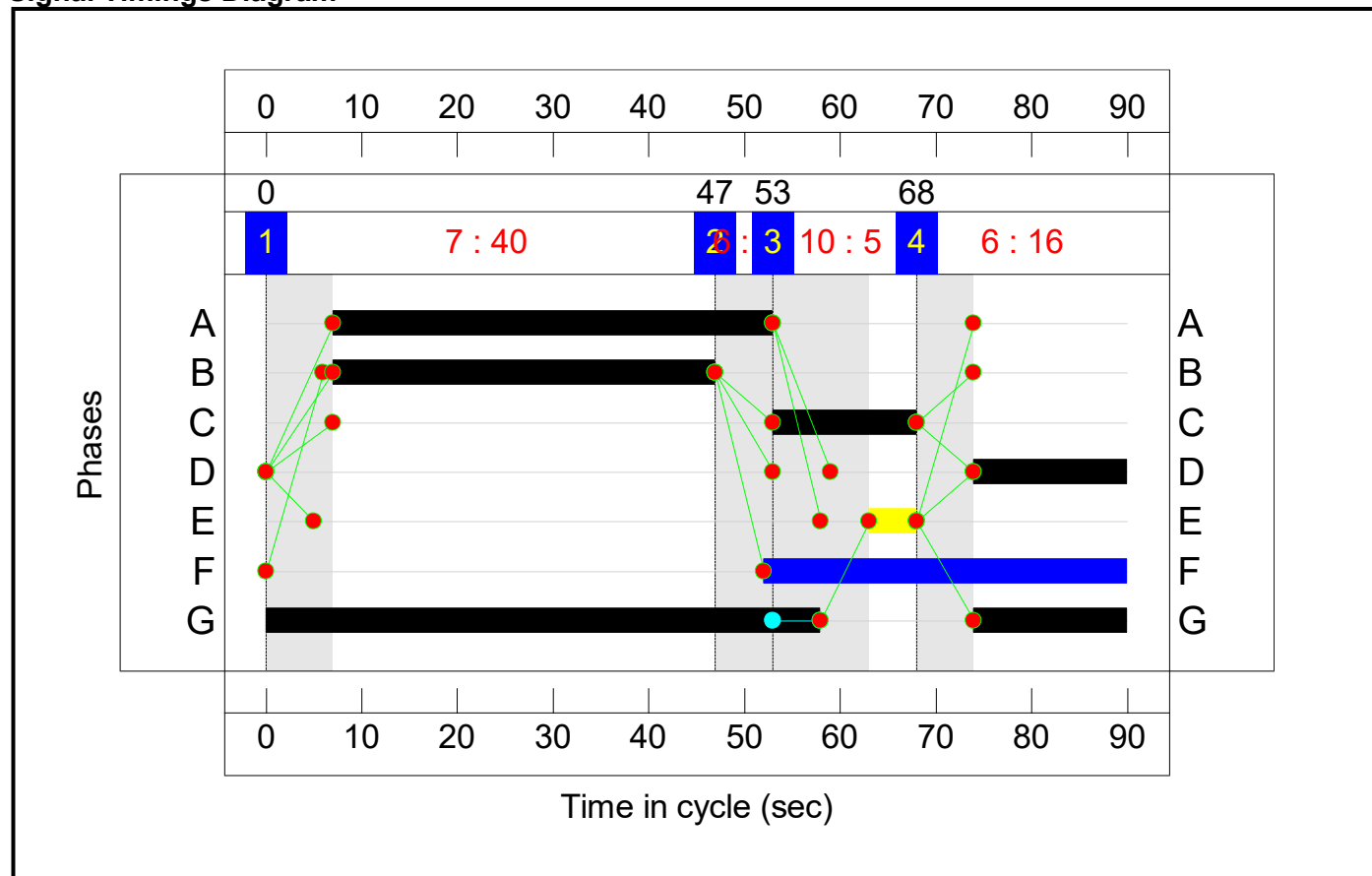
Stage Sequence Diagram



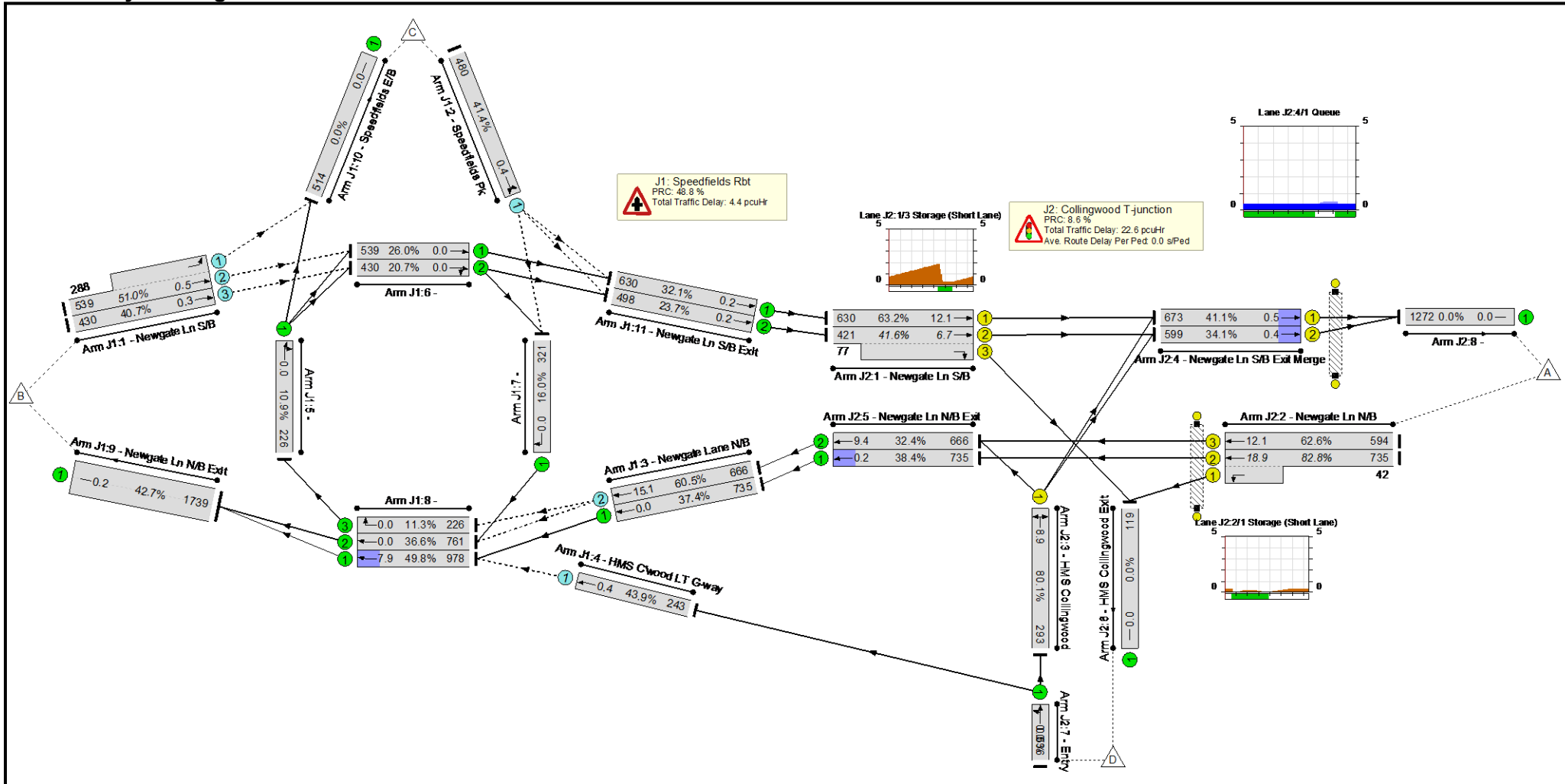
Stage Timings

Stage	1	2	3	4
Duration	40	0	5	16
Change Point	0	47	53	68

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	60.5%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	827	2029:1786	1623	51.0%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	430	2029	1058	40.7%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	480	1894	1158	41.4%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	735	1965	1965	37.4%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	666	2029	1101	60.5%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	243	1747	553	43.9%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	226	2077	2077	10.9%
6/1	Ahead	U	N/A	N/A	-		-	-	-	539	2077	2077	26.0%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	430	2077	2077	20.7%
7/1	Right	U	N/A	N/A	-		-	-	-	321	2005	2005	16.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	978	1965	1965	49.8%
8/2	Ahead	U	N/A	N/A	-		-	-	-	761	2077	2077	36.6%
8/3	Right	U	N/A	N/A	-		-	-	-	226	2005	2005	11.3%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1739	4070	4070	42.7%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	630	1965	1965	32.1%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	498	2105	2105	23.7%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	82.8%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	46	-	630	1910	997	63.2%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	46:15	-	498	2050:1838	1198	41.6%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	40	-	777	2055:1694	938	82.8%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	40	-	594	2082	948	62.6%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	16	-	293	1937	366	80.1%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	673	1965	1637	41.1%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	599	2105	1754	34.1%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	735	1915	1915	38.4%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	666	2055	2055	32.4%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1272	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	38	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3473	0	0	16.7	10.3	0.0	27.0	-	-	-	-
J1: Speedfields Rbt	-	-	3473	0	0	1.3	3.1	0.0	4.4	-	-	-	-
1/2+1/1	827	827	1654	0	0	0.0	0.5	-	0.5	2.3	0.0	0.5	0.5
1/3	430	430	430	0	0	0.0	0.3	-	0.3	2.9	0.0	0.3	0.3
2/1	480	480	480	0	0	0.0	0.4	-	0.4	2.7	0.0	0.4	0.4
3/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	666	666	666	0	0	1.1	0.8	-	1.9	10.2	14.3	0.8	15.1
4/1	243	243	243	0	0	0.0	0.4	-	0.4	5.8	0.0	0.4	0.4
5/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	978	978	-	-	-	0.1	0.0	-	0.1	0.5	7.9	0.0	7.9
8/2	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1739	1739	-	-	-	0.0	0.4	-	0.4	0.8	0.0	0.2	0.2
10/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	630	630	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	498	498	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
J2: Collingwood T-junction	-	-	0	0	0	15.5	7.1	0.0	22.6	-	-	-	-
1/1	630	630	-	-	-	2.7	0.9	-	3.5	20.2	11.2	0.9	12.1
1/2+1/3	498	498	-	-	-	2.2	0.4	-	2.5	18.4	6.3	0.4	6.7
2/2+2/1	777	777	-	-	-	4.6	2.3	-	6.9	32.0	16.5	2.3	18.9
2/3	594	594	-	-	-	3.1	0.8	-	3.9	23.7	11.2	0.8	12.1

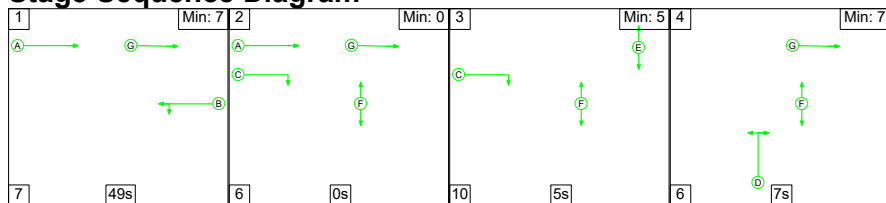
Full Input Data And Results

3/1	293	293	-	-	-	2.8	1.9	-	4.7	58.4	7.0	1.9	8.9
4/1	673	673	-	-	-	0.0	0.3	-	0.4	2.0	0.1	0.3	0.5
4/2	599	599	-	-	-	0.0	0.3	-	0.3	1.6	0.1	0.3	0.4
5/1	735	735	-	-	-	0.1	0.0	-	0.1	0.3	0.2	0.0	0.2
5/2	666	666	-	-	-	0.0	0.2	-	0.2	1.3	9.1	0.2	9.4
6/1	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1272	1272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction		PRC for Signalled Lanes (%):		8.6		Total Delay for Signalled Lanes (pcuHr):		22.30		Cycle Time (s):		90	
		PRC Over All Lanes (%):		8.6		Total Delay Over All Lanes(pcuHr):		27.00					

Full Input Data And Results

Scenario 19: '19' (FG19: '2019 AM Baseline (DS1)', Plan 2: 'Plan 2')

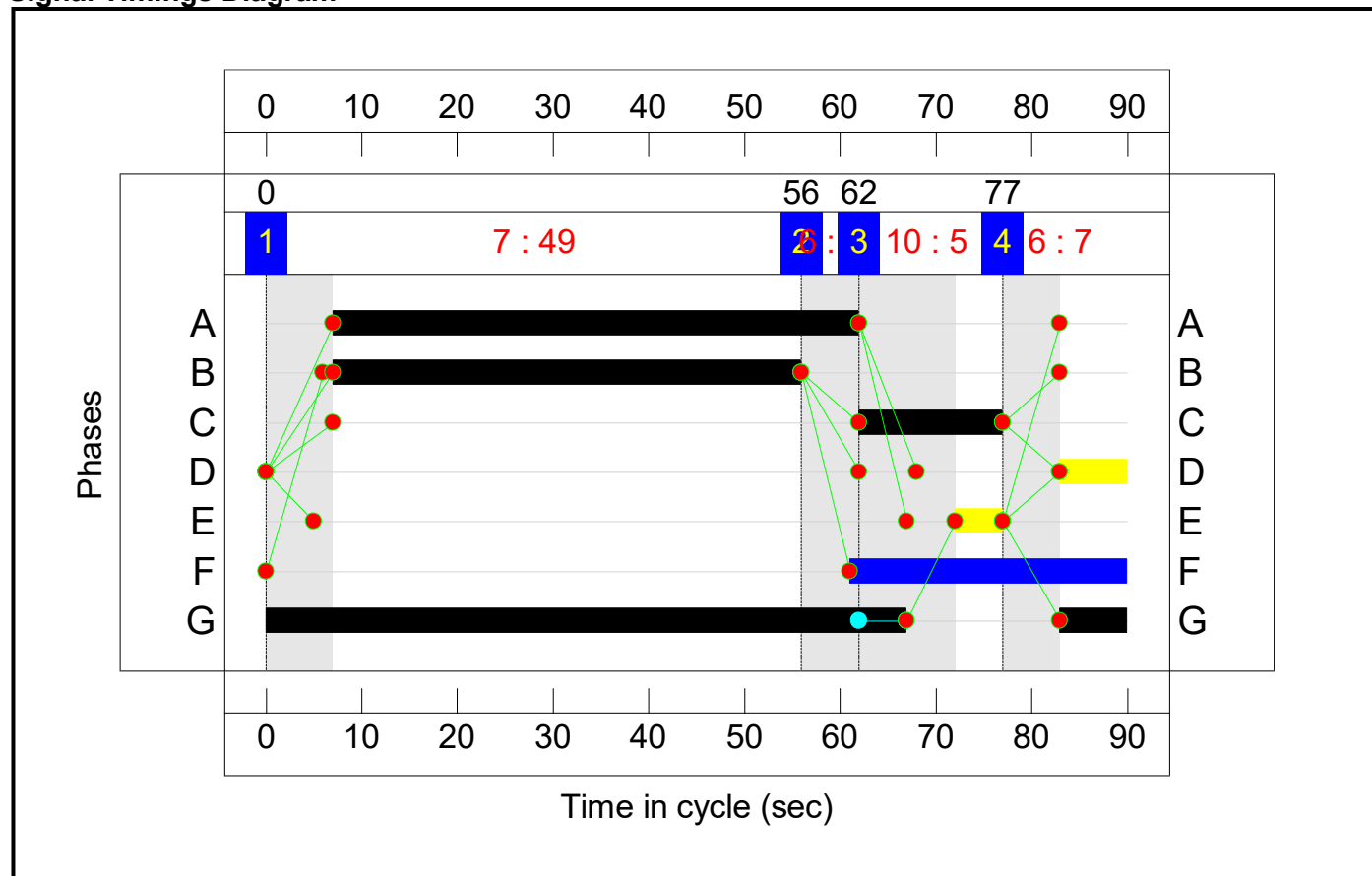
Stage Sequence Diagram



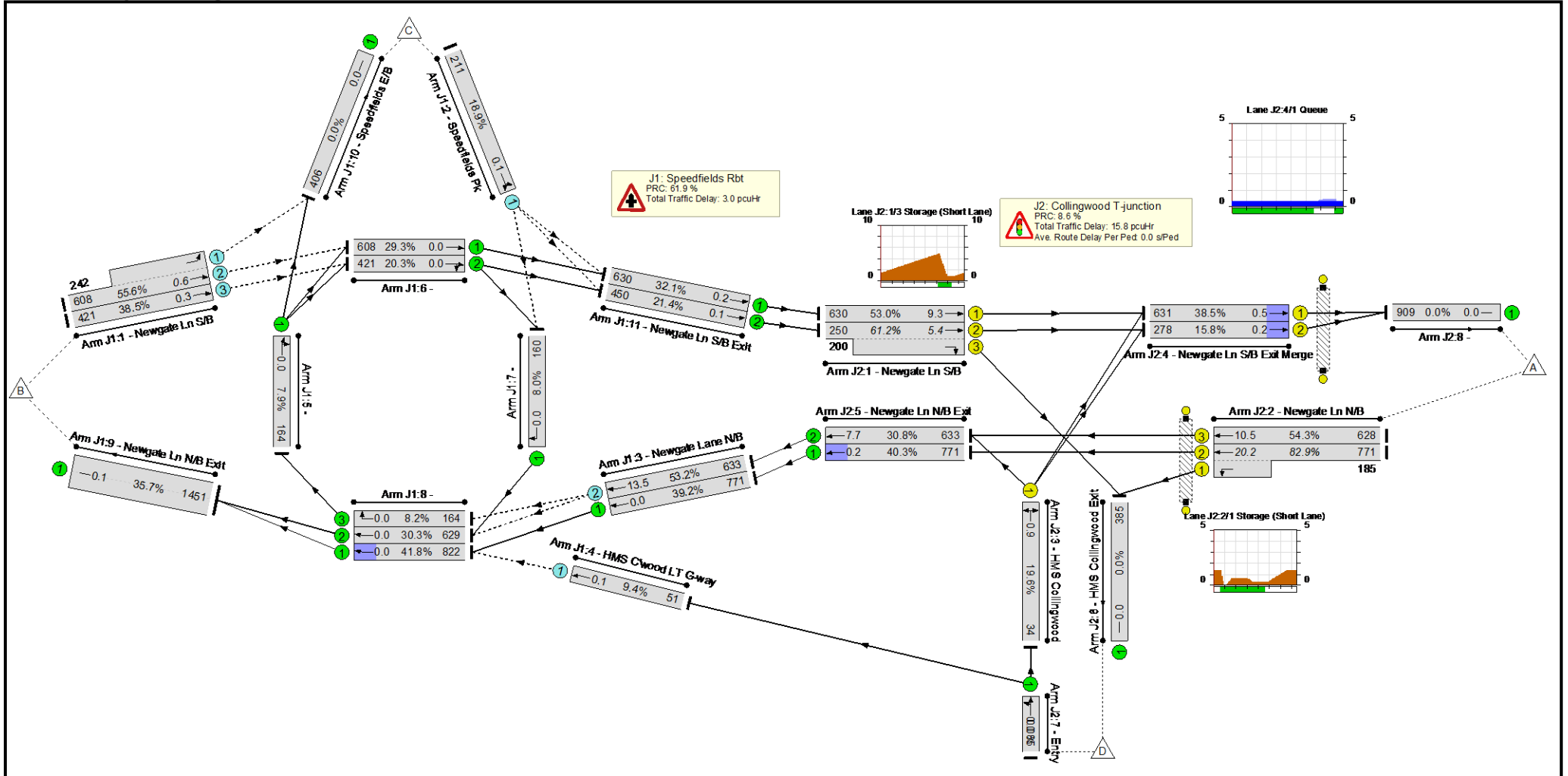
Stage Timings

Stage	1	2	3	4
Duration	49	0	5	7
Change Point	0	56	62	77

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	55.6%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	850	2029:1786	1529	55.6%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	421	2029	1094	38.5%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	211	1894	1115	18.9%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	771	1965	1965	39.2%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	633	2029	1190	53.2%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	51	1747	545	9.4%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	164	2077	2077	7.9%
6/1	Ahead	U	N/A	N/A	-		-	-	-	608	2077	2077	29.3%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	421	2077	2077	20.3%
7/1	Right	U	N/A	N/A	-		-	-	-	160	2005	2005	8.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	822	1965	1965	41.8%
8/2	Ahead	U	N/A	N/A	-		-	-	-	629	2077	2077	30.3%
8/3	Right	U	N/A	N/A	-		-	-	-	164	2005	2005	8.2%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1451	4070	4070	35.7%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	630	1965	1965	32.1%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	450	2105	2105	21.4%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	82.9%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	55	-	630	1910	1188	53.0%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	55:15	-	450	2050:1838	735	61.2%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	49	-	956	2055:1694	1153	82.9%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	49	-	628	2082	1157	54.3%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	7	-	34	1949	173	19.6%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	631	1965	1637	38.5%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	278	2105	1754	15.8%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	771	1915	1915	40.3%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	633	2055	2055	30.8%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	85	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	29	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3016	0	0	11.4	7.4	0.0	18.8	-	-	-	-
J1: Speedfields Rbt	-	-	3016	0	0	0.7	2.3	0.0	3.0	-	-	-	-
1/2+1/1	850	850	1700	0	0	0.0	0.6	-	0.6	2.6	0.0	0.6	0.6
1/3	421	421	421	0	0	0.0	0.3	-	0.3	2.7	0.0	0.3	0.3
2/1	211	211	211	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
3/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	633	633	633	0	0	0.7	0.6	-	1.2	6.9	12.9	0.6	13.5
4/1	51	51	51	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1
5/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1451	1451	-	-	-	0.0	0.3	-	0.3	0.7	0.0	0.1	0.1
10/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	630	630	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
11/2	450	450	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
J2: Collingwood T-junction	-	-	0	0	0	10.8	5.1	0.0	15.8	-	-	-	-
1/1	630	630	-	-	-	1.7	0.6	-	2.2	12.8	8.8	0.6	9.3
1/2+1/3	450	450	-	-	-	2.4	0.8	-	3.2	25.5	4.6	0.8	5.4
2/2+2/1	956	956	-	-	-	4.1	2.4	-	6.4	24.2	17.9	2.4	20.2
2/3	628	628	-	-	-	2.2	0.6	-	2.8	16.1	9.9	0.6	10.5

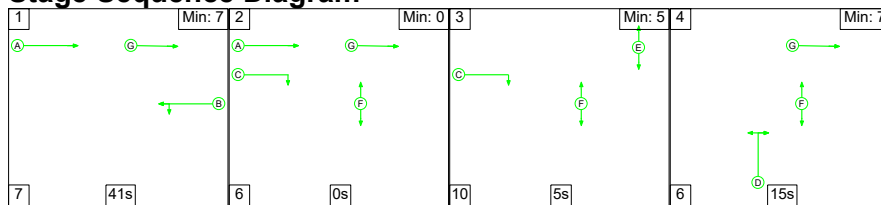
Full Input Data And Results

3/1	34	34	-	-	-	0.4	0.1	-	0.5	51.0	0.8	0.1	0.9	
4/1	631	631	-	-	-	0.0	0.3	-	0.3	1.9	0.1	0.3	0.5	
4/2	278	278	-	-	-	0.0	0.1	-	0.1	1.3	0.1	0.1	0.2	
5/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2	
5/2	633	633	-	-	-	0.0	0.2	-	0.2	1.3	7.5	0.2	7.7	
6/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):			8.6	Total Delay for Signalled Lanes (pcuHr):			15.60	Cycle Time (s):			90
			PRC Over All Lanes (%):			8.6	Total Delay Over All Lanes(pcuHr):			18.81				

Full Input Data And Results

Scenario 20: '20' (FG20: '2019 PM Baseline (DS1)', Plan 2: 'Plan 2')

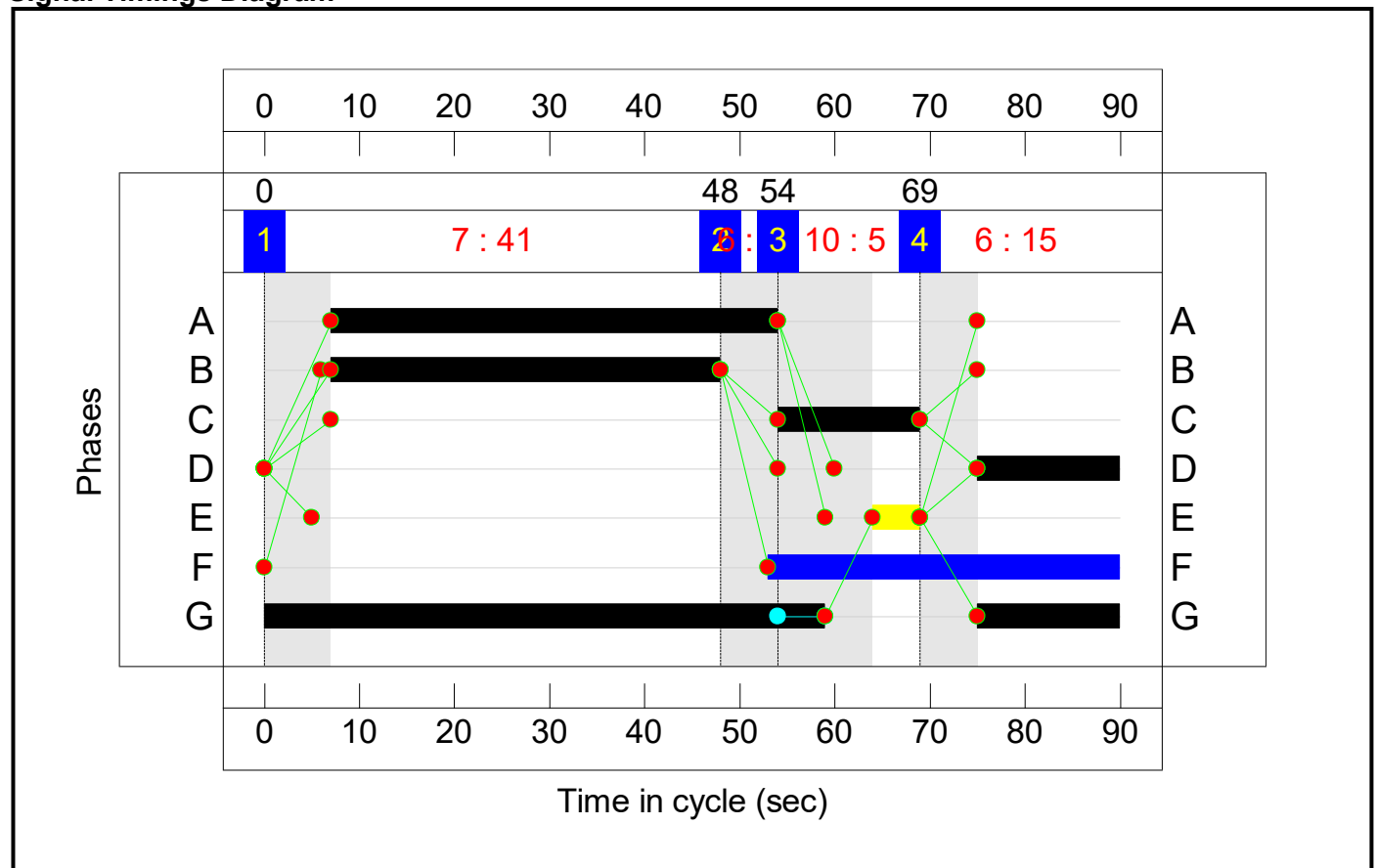
Stage Sequence Diagram



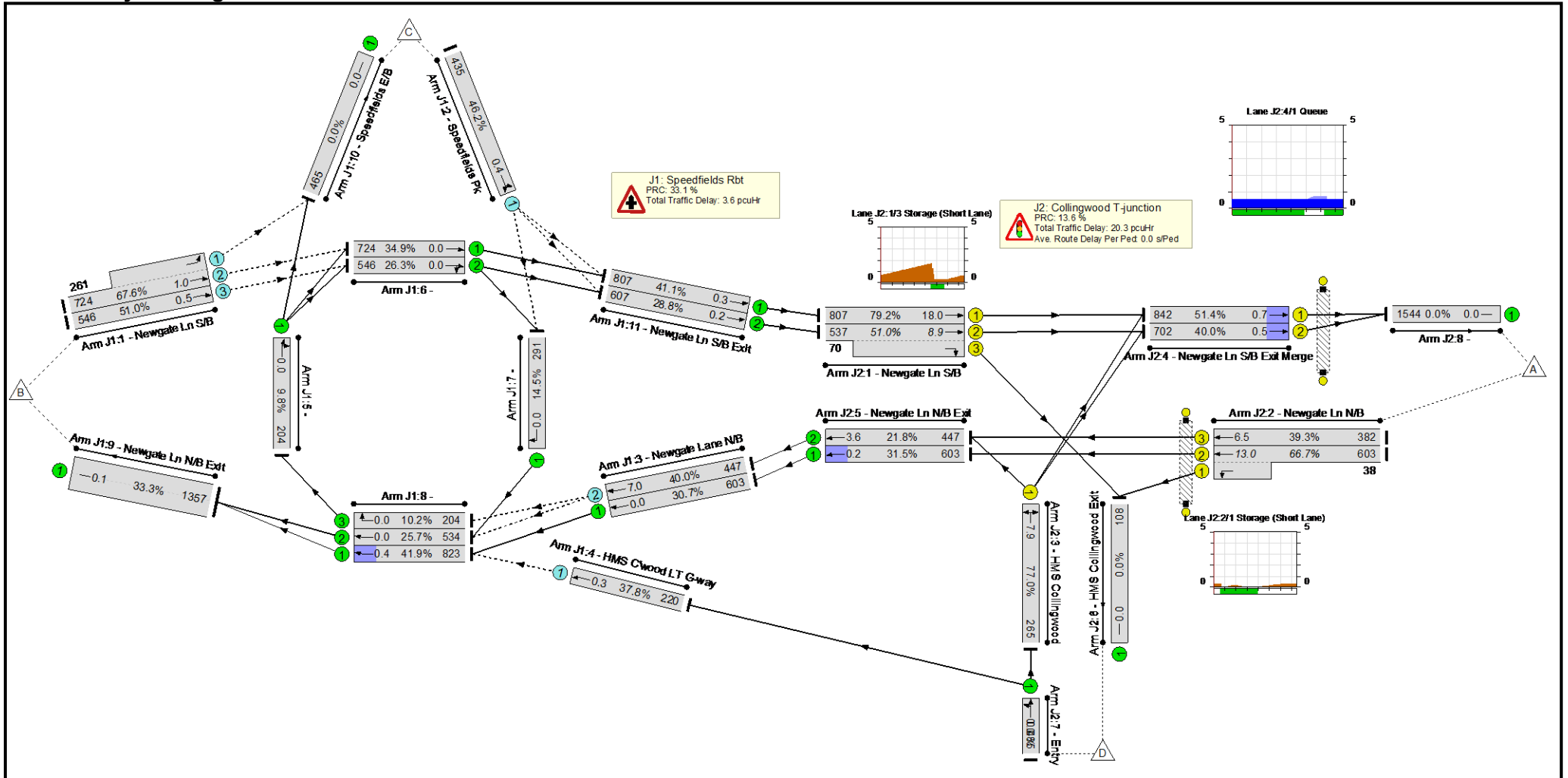
Stage Timings

Stage	1	2	3	4
Duration	41	0	5	15
Change Point	0	48	54	69

Signal Timings Diagram



Full Input Data And Results Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Land to the West of Newgate Lane, Fareham	-	-	N/A	-	-		-	-	-	-	-	-	79.2%
J1: Speedfields Rbt	-	-	N/A	-	-		-	-	-	-	-	-	67.6%
1/2+1/1	Newgate Ln S/B Ahead Left	O	N/A	N/A	-		-	-	-	985	2029:1786	1456	67.6%
1/3	Newgate Ln S/B Ahead	O	N/A	N/A	-		-	-	-	546	2029	1070	51.0%
2/1	Speedfields Pk Ahead Left	O	N/A	N/A	-		-	-	-	435	1894	941	46.2%
3/1	Newgate Lane N/B Ahead	U	N/A	N/A	-		-	-	-	603	1965	1965	30.7%
3/2	Newgate Lane N/B Ahead	O	N/A	N/A	-		-	-	-	447	2029	1118	40.0%
4/1	HMS C'wood LT G-way Ahead	O	N/A	N/A	-		-	-	-	220	1747	582	37.8%
5/1	Right Ahead	U	N/A	N/A	-		-	-	-	204	2077	2077	9.8%
6/1	Ahead	U	N/A	N/A	-		-	-	-	724	2077	2077	34.9%
6/2	Right Ahead	U	N/A	N/A	-		-	-	-	546	2077	2077	26.3%
7/1	Right	U	N/A	N/A	-		-	-	-	291	2005	2005	14.5%
8/1	Ahead	U	N/A	N/A	-		-	-	-	823	1965	1965	41.9%
8/2	Ahead	U	N/A	N/A	-		-	-	-	534	2077	2077	25.7%
8/3	Right	U	N/A	N/A	-		-	-	-	204	2005	2005	10.2%
9/1	Newgate Ln N/B Exit	U	N/A	N/A	-		-	-	-	1357	4070	4070	33.3%
10/1	Speedfields E/B	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
11/1	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	807	1965	1965	41.1%
11/2	Newgate Ln S/B Exit Ahead	U	N/A	N/A	-		-	-	-	607	2105	2105	28.8%
J2: Collingwood T-junction	-	-	N/A	-	-		-	-	-	-	-	-	79.2%

Full Input Data And Results

1/1	Newgate Ln S/B Ahead	U	N/A	N/A	A		1	47	-	807	1910	1019	79.2%
1/2+1/3	Newgate Ln S/B Ahead Right	U	N/A	N/A	A C		1	47:15	-	607	2050:1838	1189	51.0%
2/2+2/1	Newgate Ln N/B Ahead Left	U	N/A	N/A	B		1	41	-	641	2055:1694	961	66.7%
2/3	Newgate Ln N/B Ahead	U	N/A	N/A	B		1	41	-	382	2082	972	39.3%
3/1	HMS Collingwood Right Left	U	N/A	N/A	D		1	15	-	265	1937	344	77.0%
4/1	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	842	1965	1637	51.4%
4/2	Newgate Ln S/B Exit Merge Ahead	U	N/A	N/A	G		1	74	-	702	2105	1754	40.0%
5/1	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	603	1915	1915	31.5%
5/2	Newgate Ln N/B Exit Ahead	U	N/A	N/A	-		-	-	-	447	2055	2055	21.8%
6/1	HMS Collingwood Exit	U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
7/1	Entry Left Ahead	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	1544	Inf	Inf	0.0%
Ped Link: P1	Newgate Ln S/B	-	N/A	-	E		1	5	-	0	-	0	0.0%
Ped Link: P2	Newgate Ln N/B	-	N/A	-	F		1	37	-	0	-	0	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: Land to the West of Newgate Lane, Fareham	-	-	3618	0	0	14.2	9.7	0.0	23.9	-	-	-	-
J1: Speedfields Rbt	-	-	3618	0	0	0.2	3.4	0.0	3.6	-	-	-	-
1/2+1/1	985	985	1970	0	0	0.0	1.0	-	1.0	3.8	0.0	1.0	1.0
1/3	546	546	546	0	0	0.0	0.5	-	0.5	3.4	0.0	0.5	0.5
2/1	435	435	435	0	0	0.0	0.4	-	0.4	3.5	0.0	0.4	0.4
3/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	447	447	447	0	0	0.2	0.3	-	0.5	4.1	6.7	0.3	7.0
4/1	220	220	220	0	0	0.0	0.3	-	0.3	5.0	0.0	0.3	0.3
5/1	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	823	823	-	-	-	0.0	0.0	-	0.0	0.1	0.4	0.0	0.4
8/2	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/3	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1357	1357	-	-	-	0.0	0.3	-	0.3	0.7	0.0	0.1	0.1
10/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	807	807	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
11/2	607	607	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
J2: Collingwood T-junction	-	-	0	0	0	14.0	6.3	0.0	20.3	-	-	-	-
1/1	807	807	-	-	-	3.8	1.9	-	5.7	25.3	16.1	1.9	18.0
1/2+1/3	607	607	-	-	-	2.6	0.5	-	3.1	18.5	8.4	0.5	8.9
2/2+2/1	641	641	-	-	-	3.3	1.0	-	4.2	23.9	12.0	1.0	13.0
2/3	382	382	-	-	-	1.7	0.3	-	2.0	18.7	6.2	0.3	6.5

Full Input Data And Results

3/1	265	265	-	-	-	2.6	1.6	-	4.2	57.1	6.3	1.6	7.9
4/1	842	842	-	-	-	0.0	0.5	-	0.6	2.4	0.2	0.5	0.7
4/2	702	702	-	-	-	0.0	0.3	-	0.4	1.8	0.1	0.3	0.5
5/1	603	603	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
5/2	447	447	-	-	-	0.0	0.1	-	0.1	1.1	3.5	0.1	3.6
6/1	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1544	1544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 - Collingwood T-Junction			PRC for Signalled Lanes (%):		13.6	Total Delay for Signalled Lanes (pcuHr):		20.14	Cycle Time (s):		90		
			PRC Over All Lanes (%):		13.6	Total Delay Over All Lanes(pcuHr):		23.95					

APPENDIX Y. Longfield Avenue Modelling

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.4.1693 © 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: NGL-Longfield Ave.j10
Path: F:\clients\l-transport\ITB10353 Fareham\July 2022
Report generation date: 20/07/2022 12:54:18

- »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
- »2019 Base (DS1), AM
- »2019 Base (DS1), 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	3.30	0.21	0.4	3.52	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	9.90	0.14	0.4	10.22	0.29
2 - Newgate Lane (South)	3.1	7.10	0.76	4.1	8.86	0.81
3 - Longfield Avenue	0.3	3.69	0.25	0.5	4.26	0.32
4 - Newgate Lane (North)	2.7	8.35	0.74	1.8	5.86	0.64
2028 Base + Com - Sens Test (DS2)						
1 - Davis Way	0.2	10.04	0.14	0.4	10.65	0.30
2 - Newgate Lane (South)	3.1	7.10	0.76	4.6	9.89	0.83
3 - Longfield Avenue	0.4	3.78	0.27	0.5	4.42	0.35

4 - Newgate Lane (North)	2.8	8.53	0.74	1.8	6.06	0.65
2028 Base + Com + Dev (DS2)						
1 - Davis Way	0.2	10.20	0.14	0.4	11.27	0.31
2 - Newgate Lane (South)	3.8	8.28	0.79	4.5	9.56	0.82
3 - Longfield Avenue	0.4	3.86	0.26	0.5	4.48	0.35
4 - Newgate Lane (North)	2.9	8.76	0.75	2.0	6.49	0.67
2028 Base + Com + Dev - Sens test (DS2)						
1 - Davis Way	0.2	10.35	0.14	0.5	11.80	0.33
2 - Newgate Lane (South)	3.8	8.28	0.79	5.1	10.77	0.84
3 - Longfield Avenue	0.4	3.96	0.28	0.6	4.67	0.38
4 - Newgate Lane (North)	3.0	8.95	0.75	2.1	6.74	0.68
2037 Base + Com (DS2)						
1 - Davis Way	0.2	10.72	0.15	0.5	11.42	0.33
2 - Newgate Lane (South)	3.9	8.47	0.80	5.3	11.14	0.85
3 - Longfield Avenue	0.4	3.95	0.27	0.5	4.63	0.35
4 - Newgate Lane (North)	3.3	9.69	0.77	2.0	6.50	0.67
2037 Base + Com - Sens Test (DS2)						
1 - Davis Way	0.2	10.89	0.15	0.5	11.96	0.34
2 - Newgate Lane (South)	3.9	8.47	0.80	6.2	12.80	0.87
3 - Longfield Avenue	0.4	4.05	0.29	0.6	4.82	0.38
4 - Newgate Lane (North)	3.4	9.93	0.78	2.1	6.74	0.68
2037 Base + Com + Dev (DS2)						
1 - Davis Way	0.2	11.09	0.16	0.5	12.75	0.35
2 - Newgate Lane (South)	4.9	10.22	0.83	5.9	12.31	0.86
3 - Longfield Avenue	0.4	4.15	0.29	0.6	4.90	0.38
4 - Newgate Lane (North)	3.5	10.25	0.78	2.4	7.27	0.71
2037 Base + Com + Dev - Sens test (DS2)						
1 - Davis Way	0.2	11.27	0.16	0.6	13.42	0.37
2 - Newgate Lane (South)	4.9	10.22	0.83	7.0	14.33	0.88
3 - Longfield Avenue	0.4	4.27	0.31	0.7	5.12	0.41
4 - Newgate Lane (North)	3.6	10.52	0.79	2.5	7.58	0.72
2019 Base (DS1)						
1 - Davis Way	0.2	10.63	0.13	0.9	24.03	0.48
2 - Newgate Lane (South)	2.5	6.11	0.72	2.1	5.44	0.68
3 - Longfield Avenue	0.7	4.19	0.41	1.2	5.37	0.55
4 - Newgate Lane (North)	2.3	8.01	0.70	3.4	11.21	0.78

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.

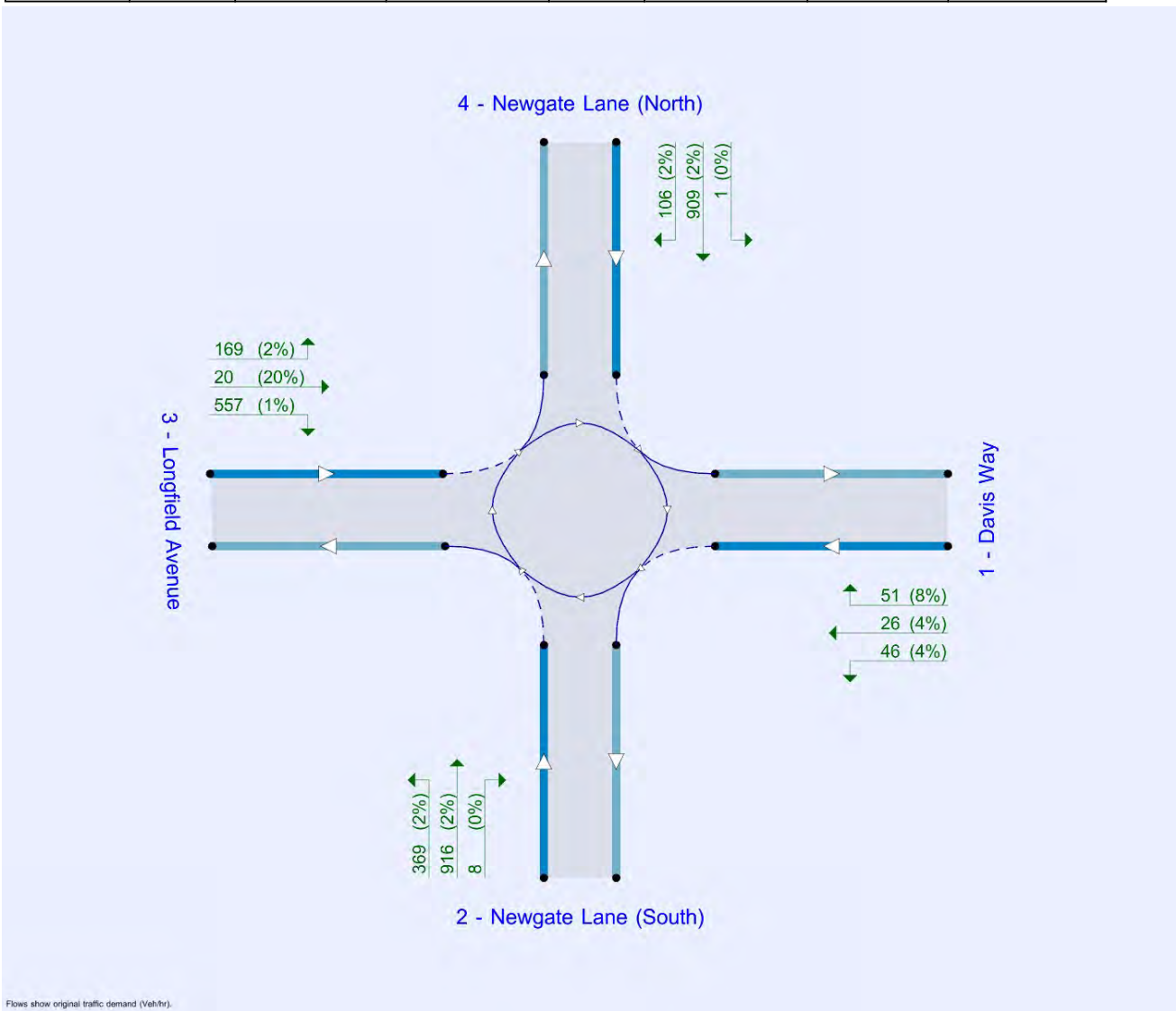
File summary

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	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	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	✓
D19	2019 Base (DS1)	AM	ONE HOUR	07:30	09:00	15	✓
D20	2019 Base (DS1)	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

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.50	A

Arms

Arms

Arm	Name	Description	No give-way line
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)	Entry only	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	12.01	22.3	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	0.765	2358
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	0.21	3.30	0.3	0.8	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	1679	0.116	194	265	0.0	0.1	2.424	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	1551	0.150	232	317	0.1	0.2	2.728	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	1378	0.206	284	388	0.2	0.3	3.290	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	1375	0.207	284	389	0.3	0.3	3.297	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	3.910	A
3 - Longfield Avenue	232	58	1001	1547	0.150	232	318	0.3	0.2	2.739	A
4 - Newgate Lane (North)	830	207	189	1663	0.499	832	1044	1.6	1.0	4.347	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	5.721	A
2 - Newgate Lane (South)	1006	251	96	2144	0.469	1007	718	1.3	0.9	3.172	A
3 - Longfield Avenue	194	49	837	1675	0.116	194	266	0.2	0.1	2.432	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	0.18	0.00	0.00	0.18	0.18			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	0.26	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	0.80			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	0.18	0.00	0.00	0.18	0.18			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	5.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.24	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 (%)
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	3.52	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	1687	0.153	258	296	0.0	0.2	2.517	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	1566	0.197	308	355	0.2	0.2	2.860	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	1403	0.269	377	434	0.2	0.4	3.507	A
4 - Newgate Lane (North)	1007	252	199	1706	0.590	1005	1352	0.9	1.4	5.120	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	1401	0.270	378	435	0.4	0.4	3.518	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	1563	0.197	309	356	0.4	0.2	2.872	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	3.099	A
3 - Longfield Avenue	258	65	806	1684	0.153	258	298	0.2	0.2	2.526	A
4 - Newgate Lane (North)	689	172	136	1745	0.395	690	928	0.9	0.7	3.418	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	0.37	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	0.37	0.03	0.33	1.20	1.44			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	0.25	0.00	0.00	0.25	0.25			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	7.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.30	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
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	✓	1455	100.000
3 - Longfield Avenue		ONE HOUR	✓	291	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1087	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)	48	0	259	1148
	3 - Longfield Avenue	39	153	0	99
	4 - Newgate Lane (North)	20	964	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	9.90	0.2	0.5	A	49	73
2 - Newgate Lane (South)	0.76	7.10	3.1	7.1	A	1335	2003
3 - Longfield Avenue	0.25	3.69	0.3	1.3	A	267	401
4 - Newgate Lane (North)	0.74	8.35	2.7	7.0	A	997	1496

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	6.297	A
2 - Newgate Lane (South)	1095	274	100	2144	0.511	1091	854	0.0	1.0	3.409	A
3 - Longfield Avenue	219	55	907	1624	0.135	218	284	0.0	0.2	2.559	A
4 - Newgate Lane (North)	818	205	180	1677	0.488	815	945	0.0	0.9	4.158	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	96	0.1	0.1	7.436	A
2 - Newgate Lane (South)	1308	327	119	2129	0.614	1306	1023	1.0	1.6	4.363	A
3 - Longfield Avenue	262	65	1085	1486	0.176	261	340	0.2	0.2	2.940	A
4 - Newgate Lane (North)	977	244	216	1656	0.590	975	1131	0.9	1.4	5.275	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	424	0.138	58	117	0.1	0.2	9.825	A
2 - Newgate Lane (South)	1602	400	146	2109	0.760	1596	1250	1.6	3.1	6.945	A
3 - Longfield Avenue	320	80	1326	1298	0.247	320	416	0.2	0.3	3.677	A
4 - Newgate Lane (North)	1197	299	264	1627	0.735	1192	1382	1.4	2.7	8.169	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	118	0.2	0.2	9.897	A
2 - Newgate Lane (South)	1602	400	146	2108	0.760	1602	1255	3.1	3.1	7.104	A
3 - Longfield Avenue	320	80	1331	1294	0.248	320	417	0.3	0.3	3.694	A
4 - Newgate Lane (North)	1197	299	264	1627	0.736	1197	1387	2.7	2.7	8.355	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	528	0.090	48	97	0.2	0.1	7.495	A
2 - Newgate Lane (South)	1308	327	120	2128	0.615	1314	1030	3.1	1.6	4.454	A
3 - Longfield Avenue	262	65	1092	1480	0.177	262	342	0.3	0.2	2.957	A
4 - Newgate Lane (North)	977	244	216	1655	0.590	982	1138	2.7	1.5	5.390	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	608	0.066	40	81	0.1	0.1	6.337	A
2 - Newgate Lane (South)	1095	274	100	2143	0.511	1098	860	1.6	1.1	3.452	A
3 - Longfield Avenue	219	55	912	1620	0.135	219	286	0.2	0.2	2.569	A
4 - Newgate Lane (North)	818	205	181	1676	0.488	820	950	1.5	1.0	4.215	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)	1.04	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)	1.57	0.05	0.46	4.09	6.61			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)	1.42	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)	3.07	0.03	0.28	3.07	7.14			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)	2.69	0.03	0.28	2.69	7.00			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)	3.11	0.03	0.27	3.11	3.11			N/A	N/A
3 - Longfield Avenue	0.33	0.03	0.32	1.07	1.31			N/A	N/A
4 - Newgate Lane (North)	2.73	0.03	0.27	2.73	2.73			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)	1.61	0.08	1.08	3.53	4.85			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)	1.46	0.07	1.01	3.07	4.29			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)	1.05	0.05	0.46	2.51	3.83			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)	0.96	0.05	0.45	2.20	3.39			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	7.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.39	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 (%)
1 - Davis Way		ONE HOUR	✓	131	100.000
2 - Newgate Lane (South)		ONE HOUR	✓	1537	100.000
3 - Longfield Avenue		ONE HOUR	✓	363	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	990	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	50	28	53
	2 - Newgate Lane (South)	10	0	335	1192
	3 - Longfield Avenue	21	166	0	176
	4 - Newgate Lane (North)	1	898	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	0.29	10.22	0.4	1.5	B	120	180
2 - Newgate Lane (South)	0.81	8.86	4.1	15.6	A	1410	2116
3 - Longfield Avenue	0.32	4.26	0.5	1.8	A	333	500
4 - Newgate Lane (North)	0.64	5.86	1.8	2.8	A	908	1363

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	866	681	0.145	98	24	0.0	0.2	6.164	A
2 - Newgate Lane (South)	1157	289	129	2144	0.540	1152	835	0.0	1.2	3.617	A
3 - Longfield Avenue	273	68	941	1580	0.173	272	340	0.0	0.2	2.751	A
4 - Newgate Lane (North)	745	186	148	1746	0.427	742	1066	0.0	0.7	3.576	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	118	29	1037	603	0.195	117	29	0.2	0.2	7.402	A
2 - Newgate Lane (South)	1382	345	154	2124	0.651	1379	1000	1.2	1.8	4.815	A
3 - Longfield Avenue	326	82	1126	1440	0.227	326	407	0.2	0.3	3.232	A
4 - Newgate Lane (North)	890	222	177	1728	0.515	889	1275	0.7	1.1	4.282	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	144	36	1269	498	0.290	144	35	0.2	0.4	10.149	B
2 - Newgate Lane (South)	1692	423	189	2098	0.807	1684	1223	1.8	4.0	8.519	A
3 - Longfield Avenue	400	100	1375	1251	0.320	399	498	0.3	0.5	4.223	A
4 - Newgate Lane (North)	1090	273	216	1704	0.640	1087	1557	1.1	1.7	5.811	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	144	36	1272	496	0.291	144	35	0.4	0.4	10.225	B
2 - Newgate Lane (South)	1692	423	189	2097	0.807	1692	1226	4.0	4.1	8.857	A
3 - Longfield Avenue	400	100	1381	1246	0.321	400	500	0.5	0.5	4.255	A
4 - Newgate Lane (North)	1090	273	217	1704	0.640	1090	1564	1.7	1.8	5.864	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	118	29	1041	601	0.196	118	29	0.4	0.2	7.465	A
2 - Newgate Lane (South)	1382	345	155	2123	0.651	1390	1005	4.1	1.9	4.968	A
3 - Longfield Avenue	326	82	1135	1433	0.228	327	410	0.5	0.3	3.259	A
4 - Newgate Lane (North)	890	222	178	1728	0.515	893	1285	1.8	1.1	4.324	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	871	679	0.145	99	24	0.2	0.2	6.206	A
2 - Newgate Lane (South)	1157	289	130	2143	0.540	1160	840	1.9	1.2	3.672	A
3 - Longfield Avenue	273	68	947	1576	0.173	274	343	0.3	0.2	2.764	A
4 - Newgate Lane (North)	745	186	149	1746	0.427	747	1072	1.1	0.8	3.609	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	0.17	0.00	0.00	0.17	0.17			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	0.21	0.00	0.00	0.21	0.21			N/A	N/A
4 - Newgate Lane (North)	0.74	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	0.24	0.00	0.00	0.24	0.24			N/A	N/A
2 - Newgate Lane (South)	1.83	0.04	0.44	4.92	8.28			N/A	N/A
3 - Longfield Avenue	0.29	0.00	0.00	0.29	0.29			N/A	N/A
4 - Newgate Lane (North)	1.05	0.06	0.80	1.97	2.80			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	0.40	0.03	0.26	0.46	0.49			N/A	N/A
2 - Newgate Lane (South)	3.98	0.03	0.29	3.98	15.57			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)	1.75	0.03	0.26	1.75	1.75			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	0.41	0.03	0.32	1.32	1.48			N/A	N/A
2 - Newgate Lane (South)	4.08	0.03	0.27	4.08	4.63			N/A	N/A
3 - Longfield Avenue	0.47	0.03	0.32	1.43	1.84			N/A	N/A
4 - Newgate Lane (North)	1.76	0.03	0.26	1.76	1.76			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	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2 - Newgate Lane (South)	1.89	0.06	0.89	4.71	6.93			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)	1.07	0.16	1.04	1.60	1.88			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	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2 - Newgate Lane (South)	1.18	0.04	0.39	2.99	5.22			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)	0.75	0.06	0.71	1.49	1.55			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	7.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.35	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
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	✓	1455	100.000
3 - Longfield Avenue		ONE HOUR	✓	313	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1087	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)	48	0	259	1148
	3 - Longfield Avenue	42	164	0	107
	4 - Newgate Lane (North)	20	964	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	10.04	0.2	0.5	B	49	73
2 - Newgate Lane (South)	0.76	7.10	3.1	7.1	A	1335	2003
3 - Longfield Avenue	0.27	3.78	0.4	1.4	A	287	431
4 - Newgate Lane (North)	0.74	8.53	2.8	7.6	A	997	1496

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	83	0.0	0.1	6.336	A
2 - Newgate Lane (South)	1095	274	100	2144	0.511	1091	863	0.0	1.0	3.409	A
3 - Longfield Avenue	236	59	907	1626	0.145	235	284	0.0	0.2	2.587	A
4 - Newgate Lane (North)	818	205	191	1671	0.490	815	951	0.0	1.0	4.187	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	527	0.090	48	99	0.1	0.1	7.500	A
2 - Newgate Lane (South)	1308	327	119	2129	0.614	1306	1033	1.0	1.6	4.363	A
3 - Longfield Avenue	281	70	1085	1487	0.189	281	340	0.2	0.2	2.985	A
4 - Newgate Lane (North)	977	244	228	1648	0.593	975	1138	1.0	1.4	5.333	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	419	0.139	58	121	0.1	0.2	9.963	A
2 - Newgate Lane (South)	1602	400	146	2109	0.760	1596	1262	1.6	3.1	6.945	A
3 - Longfield Avenue	345	86	1326	1299	0.265	344	416	0.2	0.4	3.766	A
4 - Newgate Lane (North)	1197	299	279	1618	0.740	1192	1391	1.4	2.7	8.332	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	121	0.2	0.2	10.039	B
2 - Newgate Lane (South)	1602	400	146	2108	0.760	1602	1267	3.1	3.1	7.104	A
3 - Longfield Avenue	345	86	1331	1296	0.266	345	417	0.4	0.4	3.784	A
4 - Newgate Lane (North)	1197	299	280	1618	0.740	1197	1396	2.7	2.8	8.532	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	99	0.2	0.1	7.563	A
2 - Newgate Lane (South)	1308	327	120	2128	0.615	1314	1040	3.1	1.6	4.454	A
3 - Longfield Avenue	281	70	1092	1482	0.190	282	342	0.4	0.2	3.001	A
4 - Newgate Lane (North)	977	244	229	1648	0.593	982	1145	2.8	1.5	5.452	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	83	0.1	0.1	6.377	A
2 - Newgate Lane (South)	1095	274	100	2143	0.511	1098	869	1.6	1.1	3.452	A
3 - Longfield Avenue	236	59	912	1622	0.145	236	286	0.2	0.2	2.597	A
4 - Newgate Lane (North)	818	205	191	1670	0.490	820	957	1.5	1.0	4.246	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)	1.04	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)	0.95	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)	1.57	0.05	0.46	4.09	6.61			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)	1.44	0.05	0.61	3.52	5.27			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)	3.07	0.03	0.28	3.07	7.14			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)	2.74	0.03	0.28	2.74	7.56			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)	3.11	0.03	0.27	3.11	3.11			N/A	N/A
3 - Longfield Avenue	0.36	0.03	0.33	1.18	1.41			N/A	N/A
4 - Newgate Lane (North)	2.79	0.03	0.27	2.79	2.79			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)	1.61	0.08	1.08	3.53	4.85			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)	1.48	0.07	1.00	3.17	4.45			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)	1.05	0.05	0.46	2.51	3.83			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)	0.97	0.04	0.45	2.25	3.50			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	7.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.99	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 (%)
1 - Davis Way		ONE HOUR	✓	134	100.000
2 - Newgate Lane (South)		ONE HOUR	✓	1568	100.000
3 - Longfield Avenue		ONE HOUR	✓	394	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	999	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	50	31	53
	2 - Newgate Lane (South)	10	0	366	1192
	3 - Longfield Avenue	23	180	0	191
	4 - Newgate Lane (North)	1	898	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	0.30	10.65	0.4	1.7	B	123	184
2 - Newgate Lane (South)	0.83	9.89	4.6	20.2	A	1439	2158
3 - Longfield Avenue	0.35	4.42	0.5	2.4	A	362	542
4 - Newgate Lane (North)	0.65	6.06	1.8	2.9	A	917	1375

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	101	25	883	674	0.150	100	26	0.0	0.2	6.261	A
2 - Newgate Lane (South)	1180	295	138	2138	0.552	1176	846	0.0	1.2	3.724	A
3 - Longfield Avenue	297	74	941	1584	0.187	296	373	0.0	0.2	2.794	A
4 - Newgate Lane (North)	752	188	160	1739	0.432	749	1077	0.0	0.8	3.626	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	120	30	1058	595	0.203	120	31	0.2	0.3	7.578	A
2 - Newgate Lane (South)	1410	352	165	2117	0.666	1407	1013	1.2	2.0	5.046	A
3 - Longfield Avenue	354	89	1126	1443	0.245	354	446	0.2	0.3	3.306	A
4 - Newgate Lane (North)	898	225	191	1720	0.522	897	1288	0.8	1.1	4.366	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	148	37	1294	487	0.303	147	37	0.3	0.4	10.562	B
2 - Newgate Lane (South)	1726	432	202	2089	0.826	1716	1239	2.0	4.5	9.409	A
3 - Longfield Avenue	434	108	1374	1254	0.346	433	544	0.3	0.5	4.380	A
4 - Newgate Lane (North)	1100	275	234	1694	0.649	1097	1573	1.1	1.8	6.004	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	148	37	1297	485	0.304	148	37	0.4	0.4	10.650	B
2 - Newgate Lane (South)	1726	432	203	2088	0.827	1726	1242	4.5	4.6	9.889	A
3 - Longfield Avenue	434	108	1381	1248	0.348	434	547	0.5	0.5	4.420	A
4 - Newgate Lane (North)	1100	275	235	1693	0.650	1100	1581	1.8	1.8	6.064	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	120	30	1062	593	0.203	121	31	0.4	0.3	7.648	A
2 - Newgate Lane (South)	1410	352	166	2116	0.666	1420	1017	4.6	2.0	5.247	A
3 - Longfield Avenue	354	89	1136	1435	0.247	355	450	0.5	0.3	3.335	A
4 - Newgate Lane (North)	898	225	192	1719	0.522	901	1299	1.8	1.1	4.415	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	101	25	888	672	0.150	101	26	0.3	0.2	6.310	A
2 - Newgate Lane (South)	1180	295	139	2137	0.552	1184	851	2.0	1.2	3.790	A
3 - Longfield Avenue	297	74	947	1579	0.188	297	375	0.3	0.2	2.811	A
4 - Newgate Lane (North)	752	188	161	1739	0.433	753	1084	1.1	0.8	3.657	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	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2 - Newgate Lane (South)	1.22	0.56	1.07	1.22	1.57			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)	0.76	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	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2 - Newgate Lane (South)	1.96	0.04	0.43	5.32	9.03			N/A	N/A
3 - Longfield Avenue	0.32	0.00	0.00	0.32	0.32			N/A	N/A
4 - Newgate Lane (North)	1.08	0.06	0.79	2.12	2.95			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	0.43	0.03	0.26	0.46	0.49			N/A	N/A
2 - Newgate Lane (South)	4.49	0.03	0.30	4.49	20.18			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)	1.82	0.03	0.27	1.82	1.82			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	0.43	0.03	0.32	1.37	1.67			N/A	N/A
2 - Newgate Lane (South)	4.62	0.03	0.28	4.62	8.04			N/A	N/A
3 - Longfield Avenue	0.53	0.03	0.31	1.49	2.36			N/A	N/A
4 - Newgate Lane (North)	1.84	0.03	0.26	1.84	1.84			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)	2.03	0.06	0.76	5.26	7.98			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)	1.10	0.14	1.05	1.69	1.95			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)	1.25	0.04	0.37	3.17	5.83			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)	0.77	0.06	0.69	1.16	1.68			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	8.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.06	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
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	✓	1523	100.000
3 - Longfield Avenue		ONE HOUR	✓	301	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1100	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)	48	0	289	1186
	3 - Longfield Avenue	39	163	0	99
	4 - Newgate Lane (North)	20	977	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	10.20	0.2	0.5	B	49	73
2 - Newgate Lane (South)	0.79	8.28	3.8	12.9	A	1398	2096
3 - Longfield Avenue	0.26	3.86	0.4	1.4	A	276	414
4 - Newgate Lane (North)	0.75	8.76	2.9	8.5	A	1009	1514

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	932	604	0.066	40	80	0.0	0.1	6.379	A
2 - Newgate Lane (South)	1147	287	100	2146	0.534	1142	872	0.0	1.1	3.570	A
3 - Longfield Avenue	227	57	935	1603	0.141	226	307	0.0	0.2	2.612	A
4 - Newgate Lane (North)	828	207	188	1673	0.495	824	973	0.0	1.0	4.221	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	1115	523	0.091	48	96	0.1	0.1	7.572	A
2 - Newgate Lane (South)	1369	342	119	2131	0.643	1367	1044	1.1	1.8	4.693	A
3 - Longfield Avenue	271	68	1119	1461	0.185	270	367	0.2	0.2	3.024	A
4 - Newgate Lane (North)	989	247	224	1651	0.599	987	1165	1.0	1.5	5.401	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	1363	414	0.141	58	117	0.1	0.2	10.115	B
2 - Newgate Lane (South)	1677	419	146	2111	0.794	1669	1275	1.8	3.7	8.012	A
3 - Longfield Avenue	331	83	1367	1268	0.261	331	448	0.2	0.4	3.840	A
4 - Newgate Lane (North)	1211	303	275	1622	0.747	1206	1423	1.5	2.8	8.538	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	1368	411	0.142	58	118	0.2	0.2	10.198	B
2 - Newgate Lane (South)	1677	419	146	2110	0.795	1677	1280	3.7	3.8	8.285	A
3 - Longfield Avenue	331	83	1373	1263	0.262	331	450	0.4	0.4	3.863	A
4 - Newgate Lane (North)	1211	303	275	1621	0.747	1211	1429	2.8	2.9	8.757	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	1123	519	0.092	48	97	0.2	0.1	7.638	A
2 - Newgate Lane (South)	1369	342	120	2130	0.643	1377	1051	3.8	1.8	4.829	A
3 - Longfield Avenue	271	68	1127	1454	0.186	271	370	0.4	0.2	3.044	A
4 - Newgate Lane (North)	989	247	225	1651	0.599	994	1173	2.9	1.5	5.530	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	938	601	0.066	40	81	0.1	0.1	6.418	A
2 - Newgate Lane (South)	1147	287	100	2145	0.534	1149	878	1.8	1.2	3.625	A
3 - Longfield Avenue	227	57	941	1599	0.142	227	309	0.2	0.2	2.623	A
4 - Newgate Lane (North)	828	207	188	1673	0.495	830	979	1.5	1.0	4.285	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)	1.14	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)	0.97	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)	1.77	0.04	0.44	4.73	7.84			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)	1.47	0.05	0.59	3.65	5.51			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)	3.71	0.03	0.29	3.71	12.94			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)	2.85	0.03	0.28	2.85	8.46			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)	3.79	0.03	0.27	3.79	3.79			N/A	N/A
3 - Longfield Avenue	0.35	0.03	0.33	1.16	1.39			N/A	N/A
4 - Newgate Lane (North)	2.90	0.03	0.27	2.90	2.90			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)	1.82	0.06	0.96	4.42	6.41			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)	1.52	0.07	0.98	3.36	4.70			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)	1.16	0.04	0.41	2.91	4.87			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	0.04	0.44	2.35	3.68			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	7.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.98	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	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	✓	131	100.000
2 - Newgate Lane (South)		ONE HOUR	✓	1565	100.000
3 - Longfield Avenue		ONE HOUR	✓	392	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1027	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	50	28	53
	2 - Newgate Lane (South)	10	0	347	1208
	3 - Longfield Avenue	21	195	0	176
	4 - Newgate Lane (North)	1	935	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	11.27	0.4	1.8	B	120	180
2 - Newgate Lane (South)	0.82	9.56	4.5	18.9	A	1436	2154
3 - Longfield Avenue	0.35	4.48	0.5	2.4	A	360	540
4 - Newgate Lane (North)	0.67	6.49	2.0	3.5	A	942	1414

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	916	659	0.150	98	24	0.0	0.2	6.407	A
2 - Newgate Lane (South)	1178	295	129	2144	0.550	1173	885	0.0	1.2	3.691	A
3 - Longfield Avenue	295	74	953	1574	0.187	294	349	0.0	0.2	2.811	A
4 - Newgate Lane (North)	773	193	170	1734	0.446	770	1077	0.0	0.8	3.722	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	118	29	1096	577	0.204	117	29	0.2	0.3	7.832	A
2 - Newgate Lane (South)	1407	352	154	2125	0.662	1404	1059	1.2	1.9	4.976	A
3 - Longfield Avenue	352	88	1140	1432	0.246	352	418	0.2	0.3	3.335	A
4 - Newgate Lane (North)	923	231	203	1713	0.539	922	1289	0.8	1.2	4.539	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	144	36	1341	465	0.310	143	35	0.3	0.4	11.173	B
2 - Newgate Lane (South)	1723	431	189	2098	0.821	1713	1295	1.9	4.3	9.126	A
3 - Longfield Avenue	432	108	1392	1240	0.348	431	510	0.3	0.5	4.443	A
4 - Newgate Lane (North)	1131	283	248	1685	0.671	1127	1574	1.2	2.0	6.412	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	144	36	1344	464	0.311	144	35	0.4	0.4	11.272	B
2 - Newgate Lane (South)	1723	431	189	2098	0.821	1723	1299	4.3	4.5	9.560	A
3 - Longfield Avenue	432	108	1399	1235	0.350	432	513	0.5	0.5	4.483	A
4 - Newgate Lane (North)	1131	283	249	1685	0.671	1131	1582	2.0	2.0	6.489	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	118	29	1101	574	0.205	119	29	0.4	0.3	7.912	A
2 - Newgate Lane (South)	1407	352	155	2124	0.662	1417	1065	4.5	2.0	5.162	A
3 - Longfield Avenue	352	88	1151	1424	0.248	353	422	0.5	0.3	3.364	A
4 - Newgate Lane (North)	923	231	204	1713	0.539	927	1300	2.0	1.2	4.598	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	921	657	0.150	99	24	0.3	0.2	6.460	A
2 - Newgate Lane (South)	1178	295	130	2143	0.550	1181	890	2.0	1.2	3.755	A
3 - Longfield Avenue	295	74	959	1569	0.188	296	352	0.3	0.2	2.828	A
4 - Newgate Lane (North)	773	193	170	1733	0.446	775	1085	1.2	0.8	3.762	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	0.17	0.00	0.00	0.17	0.17			N/A	N/A
2 - Newgate Lane (South)	1.21	0.56	1.05	1.47	1.47			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)	0.80	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	0.25	0.00	0.00	0.25	0.25			N/A	N/A
2 - Newgate Lane (South)	1.93	0.04	0.44	5.22	8.86			N/A	N/A
3 - Longfield Avenue	0.32	0.00	0.00	0.32	0.32			N/A	N/A
4 - Newgate Lane (North)	1.16	0.06	0.75	2.48	3.50			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	0.44	0.03	0.26	0.46	0.49			N/A	N/A
2 - Newgate Lane (South)	4.35	0.03	0.30	4.35	18.85			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)	2.00	0.03	0.27	2.00	2.00			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	1.39	1.75			N/A	N/A
2 - Newgate Lane (South)	4.47	0.03	0.28	4.47	6.90			N/A	N/A
3 - Longfield Avenue	0.53	0.03	0.31	1.50	2.40			N/A	N/A
4 - Newgate Lane (North)	2.02	0.03	0.26	2.02	2.02			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)	1.99	0.06	0.80	5.10	7.71			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)	1.18	0.12	1.07	1.89	2.48			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)	1.23	0.04	0.38	3.14	5.68			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)	0.81	0.06	0.64	1.47	1.91			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	8.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.11	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
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	✓	1523	100.000
3 - Longfield Avenue		ONE HOUR	✓	323	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1100	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)	48	0	289	1186
	3 - Longfield Avenue	42	174	0	107
	4 - Newgate Lane (North)	20	977	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	10.35	0.2	0.5	B	49	73
2 - Newgate Lane (South)	0.79	8.28	3.8	12.9	A	1398	2096
3 - Longfield Avenue	0.28	3.96	0.4	1.0	A	296	445
4 - Newgate Lane (North)	0.75	8.95	3.0	9.1	A	1009	1514

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	940	600	0.066	40	83	0.0	0.1	6.418	A
2 - Newgate Lane (South)	1147	287	100	2146	0.534	1142	880	0.0	1.1	3.570	A
3 - Longfield Avenue	243	61	935	1605	0.152	242	307	0.0	0.2	2.641	A
4 - Newgate Lane (North)	828	207	198	1667	0.497	824	979	0.0	1.0	4.252	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	1125	519	0.092	48	99	0.1	0.1	7.639	A
2 - Newgate Lane (South)	1369	342	119	2131	0.643	1367	1053	1.1	1.8	4.693	A
3 - Longfield Avenue	290	73	1119	1462	0.199	290	367	0.2	0.2	3.072	A
4 - Newgate Lane (North)	989	247	237	1644	0.601	987	1172	1.0	1.5	5.443	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	1375	409	0.143	58	121	0.1	0.2	10.261	B
2 - Newgate Lane (South)	1677	419	146	2111	0.794	1669	1287	1.8	3.7	8.012	A
3 - Longfield Avenue	356	89	1367	1269	0.280	355	448	0.2	0.4	3.936	A
4 - Newgate Lane (North)	1211	303	290	1613	0.751	1205	1432	1.5	2.9	8.716	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	1380	406	0.144	58	121	0.2	0.2	10.349	B
2 - Newgate Lane (South)	1677	419	146	2110	0.795	1677	1292	3.7	3.8	8.282	A
3 - Longfield Avenue	356	89	1373	1264	0.281	356	450	0.4	0.4	3.961	A
4 - Newgate Lane (North)	1211	303	291	1612	0.751	1211	1438	2.9	3.0	8.951	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	1133	515	0.093	48	99	0.2	0.1	7.709	A
2 - Newgate Lane (South)	1369	342	120	2130	0.643	1377	1061	3.8	1.8	4.829	A
3 - Longfield Avenue	290	73	1127	1455	0.200	291	370	0.4	0.3	3.095	A
4 - Newgate Lane (North)	989	247	238	1644	0.602	995	1180	3.0	1.5	5.594	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	946	597	0.067	40	83	0.1	0.1	6.459	A
2 - Newgate Lane (South)	1147	287	100	2145	0.534	1149	886	1.8	1.2	3.625	A
3 - Longfield Avenue	243	61	941	1600	0.152	243	309	0.3	0.2	2.653	A
4 - Newgate Lane (North)	828	207	199	1667	0.497	830	985	1.5	1.0	4.317	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)	1.14	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)	0.98	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)	1.77	0.04	0.44	4.73	7.84			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)	1.49	0.05	0.58	3.70	5.61			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)	3.71	0.03	0.29	3.71	12.94			N/A	N/A
3 - Longfield Avenue	0.39	0.03	0.25	0.46	0.48			N/A	N/A
4 - Newgate Lane (North)	2.90	0.03	0.28	2.90	9.06			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)	3.79	0.03	0.27	3.79	3.79			N/A	N/A
3 - Longfield Avenue	0.39	0.03	0.33	1.03	1.03			N/A	N/A
4 - Newgate Lane (North)	2.96	0.03	0.27	2.96	2.96			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)	1.82	0.06	0.96	4.42	6.41			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)	1.53	0.07	0.96	3.45	4.84			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)	1.16	0.04	0.41	2.91	4.87			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)	1.00	0.04	0.43	2.40	3.77			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	8.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.70	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	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	✓	134	100.000
2 - Newgate Lane (South)		ONE HOUR	✓	1596	100.000
3 - Longfield Avenue		ONE HOUR	✓	423	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1036	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	50	31	53
	2 - Newgate Lane (South)	10	0	378	1208
	3 - Longfield Avenue	23	209	0	191
	4 - Newgate Lane (North)	1	935	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	11.80	0.5	1.9	B	123	184
2 - Newgate Lane (South)	0.84	10.77	5.1	23.8	B	1465	2197
3 - Longfield Avenue	0.38	4.67	0.6	2.8	A	388	582
4 - Newgate Lane (North)	0.68	6.74	2.1	3.7	A	951	1426

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	101	25	933	652	0.155	100	26	0.0	0.2	6.514	A
2 - Newgate Lane (South)	1202	300	138	2138	0.562	1196	895	0.0	1.3	3.802	A
3 - Longfield Avenue	318	80	953	1577	0.202	317	382	0.0	0.3	2.854	A
4 - Newgate Lane (North)	780	195	182	1727	0.452	777	1089	0.0	0.8	3.777	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	120	30	1117	568	0.212	120	31	0.2	0.3	8.029	A
2 - Newgate Lane (South)	1435	359	165	2118	0.678	1432	1072	1.3	2.1	5.224	A
3 - Longfield Avenue	380	95	1140	1434	0.265	380	457	0.3	0.4	3.411	A
4 - Newgate Lane (North)	931	233	217	1705	0.546	930	1303	0.8	1.2	4.636	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	148	37	1366	454	0.325	147	37	0.3	0.5	11.667	B
2 - Newgate Lane (South)	1757	439	202	2090	0.841	1746	1311	2.1	4.9	10.142	B
3 - Longfield Avenue	466	116	1390	1243	0.375	465	557	0.4	0.6	4.617	A
4 - Newgate Lane (North)	1141	285	266	1675	0.681	1137	1589	1.2	2.1	6.644	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	148	37	1370	453	0.326	148	37	0.5	0.5	11.796	B
2 - Newgate Lane (South)	1757	439	203	2089	0.841	1757	1315	4.9	5.1	10.771	B
3 - Longfield Avenue	466	116	1399	1237	0.377	466	560	0.6	0.6	4.668	A
4 - Newgate Lane (North)	1141	285	266	1675	0.681	1141	1598	2.1	2.1	6.736	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	120	30	1122	566	0.213	121	31	0.5	0.3	8.119	A
2 - Newgate Lane (South)	1435	359	166	2117	0.678	1447	1077	5.1	2.1	5.466	A
3 - Longfield Avenue	380	95	1152	1425	0.267	381	461	0.6	0.4	3.453	A
4 - Newgate Lane (North)	931	233	218	1704	0.546	935	1315	2.1	1.2	4.699	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	101	25	938	650	0.155	101	26	0.3	0.2	6.568	A
2 - Newgate Lane (South)	1202	300	139	2137	0.562	1205	901	2.1	1.3	3.874	A
3 - Longfield Avenue	318	80	960	1572	0.203	319	384	0.4	0.3	2.875	A
4 - Newgate Lane (North)	780	195	182	1726	0.452	782	1096	1.2	0.8	3.815	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)	1.27	0.56	1.12	1.49	1.75			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)	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	0.27	0.00	0.00	0.27	0.27			N/A	N/A
2 - Newgate Lane (South)	2.07	0.04	0.43	5.63	9.66			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)	1.19	0.06	0.73	2.62	3.72			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	0.47	0.03	0.26	0.47	0.49			N/A	N/A
2 - Newgate Lane (South)	4.94	0.03	0.31	6.25	23.84			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)	2.09	0.03	0.27	2.09	2.09			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	0.48	0.03	0.32	1.44	1.93			N/A	N/A
2 - Newgate Lane (South)	5.11	0.03	0.28	5.11	11.68			N/A	N/A
3 - Longfield Avenue	0.60	0.03	0.30	1.49	2.82			N/A	N/A
4 - Newgate Lane (North)	2.11	0.03	0.26	2.11	2.11			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	0.27	0.00	0.00	0.27	0.27			N/A	N/A
2 - Newgate Lane (South)	2.14	0.05	0.66	5.69	8.83			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)	1.22	0.11	1.07	1.98	2.70			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)	1.30	0.04	0.36	3.26	6.28			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)	0.83	0.05	0.61	1.58	2.04			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	8.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.53	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
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	✓	1525	100.000
3 - Longfield Avenue		ONE HOUR	✓	304	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1135	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)	50	0	272	1203
	3 - Longfield Avenue	41	159	0	104
	4 - Newgate Lane (North)	21	1006	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	8.47	3.9	13.7	A	1399	2099
3 - Longfield Avenue	0.27	3.95	0.4	1.4	A	279	418
4 - Newgate Lane (North)	0.77	9.69	3.3	12.0	A	1041	1562

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	954	594	0.070	41	84	0.0	0.1	6.512	A
2 - Newgate Lane (South)	1148	287	104	2140	0.536	1144	891	0.0	1.1	3.596	A
3 - Longfield Avenue	229	57	949	1591	0.144	228	298	0.0	0.2	2.639	A
4 - Newgate Lane (North)	854	214	188	1672	0.511	850	990	0.0	1.0	4.361	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	1142	511	0.097	49	101	0.1	0.1	7.800	A
2 - Newgate Lane (South)	1371	343	125	2125	0.645	1368	1067	1.1	1.8	4.744	A
3 - Longfield Avenue	273	68	1136	1446	0.189	273	357	0.2	0.2	3.068	A
4 - Newgate Lane (North)	1020	255	224	1650	0.618	1018	1184	1.0	1.6	5.676	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	1395	399	0.152	60	123	0.1	0.2	10.613	B
2 - Newgate Lane (South)	1679	420	152	2104	0.798	1671	1303	1.8	3.8	8.174	A
3 - Longfield Avenue	335	84	1387	1251	0.268	334	436	0.2	0.4	3.926	A
4 - Newgate Lane (North)	1250	312	275	1620	0.771	1243	1447	1.6	3.2	9.381	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	1401	396	0.153	61	123	0.2	0.2	10.719	B
2 - Newgate Lane (South)	1679	420	153	2103	0.798	1679	1309	3.8	3.9	8.465	A
3 - Longfield Avenue	335	84	1394	1246	0.269	335	438	0.4	0.4	3.951	A
4 - Newgate Lane (North)	1250	312	275	1620	0.771	1249	1453	3.2	3.3	9.691	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	1151	507	0.098	50	101	0.2	0.1	7.882	A
2 - Newgate Lane (South)	1371	343	126	2124	0.646	1379	1075	3.9	1.8	4.886	A
3 - Longfield Avenue	273	68	1145	1439	0.190	274	360	0.4	0.2	3.092	A
4 - Newgate Lane (North)	1020	255	225	1650	0.619	1027	1193	3.3	1.6	5.841	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	961	591	0.070	42	84	0.1	0.1	6.556	A
2 - Newgate Lane (South)	1148	287	105	2140	0.537	1151	897	1.8	1.2	3.649	A
3 - Longfield Avenue	229	57	955	1587	0.144	229	300	0.2	0.2	2.651	A
4 - Newgate Lane (North)	854	214	188	1671	0.511	857	996	1.6	1.1	4.434	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)	1.15	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)	1.04	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)	1.79	0.04	0.44	4.80	7.97			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)	1.59	0.05	0.52	4.04	6.27			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)	3.79	0.03	0.29	3.79	13.74			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)	3.23	0.03	0.29	3.23	11.96			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)	3.87	0.03	0.27	3.87	3.87			N/A	N/A
3 - Longfield Avenue	0.37	0.03	0.33	1.19	1.43			N/A	N/A
4 - Newgate Lane (North)	3.30	0.03	0.27	3.30	3.87			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)	1.85	0.06	0.94	4.52	6.58			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)	1.65	0.06	0.89	3.90	5.68			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)	1.17	0.04	0.40	2.94	4.96			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)	1.06	0.04	0.41	2.64	4.33			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	8.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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	✓	139	100.000
2 - Newgate Lane (South)		ONE HOUR	✓	1607	100.000
3 - Longfield Avenue		ONE HOUR	✓	381	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1038	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	53	30	56
	2 - Newgate Lane (South)	11	0	350	1246
	3 - Longfield Avenue	22	174	0	185
	4 - Newgate Lane (North)	1	942	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	0.33	11.42	0.5	2.0	B	128	191
2 - Newgate Lane (South)	0.85	11.14	5.3	25.3	B	1475	2212
3 - Longfield Avenue	0.35	4.63	0.5	2.4	A	350	524
4 - Newgate Lane (North)	0.67	6.50	2.0	3.6	A	952	1429

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	908	662	0.158	104	26	0.0	0.2	6.440	A
2 - Newgate Lane (South)	1210	302	136	2138	0.566	1205	876	0.0	1.3	3.835	A
3 - Longfield Avenue	287	72	984	1548	0.185	286	356	0.0	0.2	2.852	A
4 - Newgate Lane (North)	781	195	155	1741	0.449	778	1115	0.0	0.8	3.725	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	125	31	1087	581	0.215	125	31	0.2	0.3	7.891	A
2 - Newgate Lane (South)	1445	361	162	2118	0.682	1441	1049	1.3	2.1	5.296	A
3 - Longfield Avenue	343	86	1178	1400	0.245	342	426	0.2	0.3	3.402	A
4 - Newgate Lane (North)	933	233	186	1723	0.542	932	1334	0.8	1.2	4.543	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	153	38	1330	470	0.326	152	37	0.3	0.5	11.306	B
2 - Newgate Lane (South)	1769	442	198	2090	0.846	1757	1283	2.1	5.1	10.444	B
3 - Longfield Avenue	419	105	1436	1204	0.348	419	520	0.3	0.5	4.578	A
4 - Newgate Lane (North)	1143	286	227	1697	0.673	1139	1627	1.2	2.0	6.416	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	153	38	1333	468	0.327	153	37	0.5	0.5	11.422	B
2 - Newgate Lane (South)	1769	442	199	2090	0.847	1769	1287	5.1	5.3	11.142	B
3 - Longfield Avenue	419	105	1445	1197	0.350	419	523	0.5	0.5	4.629	A
4 - Newgate Lane (North)	1143	286	228	1697	0.674	1143	1637	2.0	2.0	6.495	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	125	31	1092	578	0.216	126	31	0.5	0.3	7.974	A
2 - Newgate Lane (South)	1445	361	164	2117	0.682	1457	1055	5.3	2.2	5.557	A
3 - Longfield Avenue	343	86	1190	1391	0.246	343	430	0.5	0.3	3.441	A
4 - Newgate Lane (North)	933	233	187	1722	0.542	937	1347	2.0	1.2	4.602	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	913	660	0.159	105	26	0.3	0.2	6.492	A
2 - Newgate Lane (South)	1210	302	137	2138	0.566	1213	882	2.2	1.3	3.911	A
3 - Longfield Avenue	287	72	991	1542	0.186	287	359	0.3	0.2	2.869	A
4 - Newgate Lane (North)	781	195	156	1741	0.449	783	1123	1.2	0.8	3.765	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)	1.29	0.56	1.15	1.56	1.78			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)	0.81	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)	2.11	0.04	0.43	5.75	9.88			N/A	N/A
3 - Longfield Avenue	0.32	0.00	0.00	0.32	0.32			N/A	N/A
4 - Newgate Lane (North)	1.17	0.06	0.75	2.53	3.59			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	0.47	0.03	0.26	0.47	0.49			N/A	N/A
2 - Newgate Lane (South)	5.13	0.03	0.32	7.10	25.33			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)	2.02	0.03	0.27	2.02	2.02			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	0.48	0.03	0.32	1.44	1.95			N/A	N/A
2 - Newgate Lane (South)	5.31	0.03	0.28	5.31	13.35			N/A	N/A
3 - Longfield Avenue	0.54	0.03	0.31	1.01	2.40			N/A	N/A
4 - Newgate Lane (North)	2.04	0.03	0.26	2.04	2.04			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)	2.19	0.05	0.62	5.85	9.17			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)	1.20	0.12	1.07	1.92	2.55			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)	1.32	0.04	0.36	3.29	6.44			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)	0.82	0.06	0.64	1.50	1.94			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	8.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.60	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
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	✓	1525	100.000
3 - Longfield Avenue		ONE HOUR	✓	326	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1135	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)	50	0	272	1203
	3 - Longfield Avenue	44	170	0	112
	4 - Newgate Lane (North)	21	1006	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	8.47	3.9	13.7	A	1399	2099
3 - Longfield Avenue	0.29	4.05	0.4	1.2	A	299	449
4 - Newgate Lane (North)	0.78	9.93	3.4	12.7	A	1041	1562

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	962	590	0.070	41	86	0.0	0.1	6.553	A
2 - Newgate Lane (South)	1148	287	104	2140	0.536	1144	899	0.0	1.1	3.596	A
3 - Longfield Avenue	245	61	949	1593	0.154	245	298	0.0	0.2	2.669	A
4 - Newgate Lane (North)	854	214	198	1666	0.513	850	996	0.0	1.0	4.394	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	1152	507	0.098	49	103	0.1	0.1	7.872	A
2 - Newgate Lane (South)	1371	343	125	2125	0.645	1368	1077	1.1	1.8	4.744	A
3 - Longfield Avenue	293	73	1136	1447	0.202	293	357	0.2	0.3	3.117	A
4 - Newgate Lane (North)	1020	255	237	1643	0.621	1018	1192	1.0	1.6	5.743	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	1407	394	0.154	60	126	0.1	0.2	10.773	B
2 - Newgate Lane (South)	1679	420	152	2104	0.798	1671	1315	1.8	3.8	8.174	A
3 - Longfield Avenue	359	90	1387	1252	0.287	358	436	0.3	0.4	4.026	A
4 - Newgate Lane (North)	1250	312	290	1611	0.775	1243	1456	1.6	3.3	9.593	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	1413	391	0.155	61	127	0.2	0.2	10.885	B
2 - Newgate Lane (South)	1679	420	153	2103	0.798	1679	1321	3.8	3.9	8.465	A
3 - Longfield Avenue	359	90	1394	1247	0.288	359	438	0.4	0.4	4.054	A
4 - Newgate Lane (North)	1250	312	291	1611	0.776	1249	1462	3.3	3.4	9.928	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	1161	502	0.098	50	104	0.2	0.1	7.957	A
2 - Newgate Lane (South)	1371	343	126	2124	0.646	1379	1085	3.9	1.8	4.884	A
3 - Longfield Avenue	293	73	1145	1440	0.203	294	360	0.4	0.3	3.139	A
4 - Newgate Lane (North)	1020	255	238	1642	0.621	1027	1200	3.4	1.7	5.916	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	969	587	0.071	42	87	0.1	0.1	6.601	A
2 - Newgate Lane (South)	1148	287	105	2140	0.537	1151	906	1.8	1.2	3.652	A
3 - Longfield Avenue	245	61	955	1588	0.155	246	300	0.3	0.2	2.684	A
4 - Newgate Lane (North)	854	214	199	1665	0.513	857	1002	1.7	1.1	4.468	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)	1.15	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)	1.04	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)	1.79	0.04	0.44	4.80	7.97			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)	1.61	0.05	0.51	4.10	6.39			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)	3.79	0.03	0.29	3.79	13.74			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)	3.30	0.03	0.29	3.30	12.71			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)	3.87	0.03	0.27	3.87	3.87			N/A	N/A
3 - Longfield Avenue	0.40	0.03	0.33	1.22	1.22			N/A	N/A
4 - Newgate Lane (North)	3.38	0.03	0.27	3.38	4.34			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)	1.85	0.06	0.94	4.52	6.58			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)	1.67	0.06	0.87	3.98	5.84			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)	1.17	0.04	0.40	2.94	4.96			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)	1.06	0.04	0.40	2.67	4.45			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	9.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.79	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
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	✓	142	100.000
2 - Newgate Lane (South)		ONE HOUR	✓	1638	100.000
3 - Longfield Avenue		ONE HOUR	✓	412	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1047	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	53	33	56
	2 - Newgate Lane (South)	11	0	381	1246
	3 - Longfield Avenue	24	188	0	200
	4 - Newgate Lane (North)	1	942	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	0.34	11.96	0.5	2.2	B	130	195
2 - Newgate Lane (South)	0.87	12.80	6.2	31.5	B	1503	2255
3 - Longfield Avenue	0.38	4.82	0.6	2.8	A	378	567
4 - Newgate Lane (North)	0.68	6.74	2.1	3.8	A	961	1441

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	107	27	925	655	0.163	106	27	0.0	0.2	6.546	A
2 - Newgate Lane (South)	1233	308	144	2133	0.578	1228	887	0.0	1.4	3.955	A
3 - Longfield Avenue	310	78	984	1551	0.200	309	388	0.0	0.2	2.896	A
4 - Newgate Lane (North)	788	197	167	1735	0.454	785	1126	0.0	0.8	3.779	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	128	32	1108	572	0.223	127	32	0.2	0.3	8.090	A
2 - Newgate Lane (South)	1473	368	173	2111	0.698	1469	1062	1.4	2.3	5.577	A
3 - Longfield Avenue	370	93	1177	1403	0.264	370	465	0.2	0.4	3.481	A
4 - Newgate Lane (North)	941	235	200	1714	0.549	940	1347	0.8	1.2	4.638	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	156	39	1355	459	0.341	155	39	0.3	0.5	11.821	B
2 - Newgate Lane (South)	1803	451	212	2082	0.866	1789	1298	2.3	5.9	11.751	B
3 - Longfield Avenue	454	113	1434	1208	0.376	453	566	0.4	0.6	4.761	A
4 - Newgate Lane (North)	1153	288	245	1687	0.683	1149	1642	1.2	2.1	6.650	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	156	39	1359	457	0.342	156	40	0.5	0.5	11.961	B
2 - Newgate Lane (South)	1803	451	212	2081	0.867	1802	1302	5.9	6.2	12.799	B
3 - Longfield Avenue	454	113	1445	1200	0.378	454	570	0.6	0.6	4.825	A
4 - Newgate Lane (North)	1153	288	246	1686	0.684	1153	1653	2.1	2.1	6.742	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	128	32	1113	569	0.224	129	33	0.5	0.3	8.185	A
2 - Newgate Lane (South)	1473	368	174	2110	0.698	1488	1068	6.2	2.4	5.924	A
3 - Longfield Avenue	370	93	1192	1392	0.266	371	470	0.6	0.4	3.529	A
4 - Newgate Lane (North)	941	235	201	1714	0.549	945	1363	2.1	1.2	4.703	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	107	27	931	653	0.164	107	27	0.3	0.2	6.604	A
2 - Newgate Lane (South)	1233	308	146	2132	0.578	1237	892	2.4	1.4	4.042	A
3 - Longfield Avenue	310	78	992	1545	0.201	311	391	0.4	0.3	2.919	A
4 - Newgate Lane (North)	788	197	168	1734	0.455	790	1134	1.2	0.8	3.820	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)	1.36	0.57	1.24	1.70	1.86			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)	0.83	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)	2.26	0.04	0.43	6.18	10.74			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)	1.20	0.06	0.73	2.67	3.80			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	0.51	0.03	0.26	0.51	0.51			N/A	N/A
2 - Newgate Lane (South)	5.91	0.03	0.34	11.01	31.55			N/A	N/A
3 - Longfield Avenue	0.60	0.03	0.25	0.60	0.60			N/A	N/A
4 - Newgate Lane (North)	2.11	0.03	0.27	2.11	2.12			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	0.51	0.03	0.32	1.48	2.20			N/A	N/A
2 - Newgate Lane (South)	6.18	0.03	0.29	6.18	21.22			N/A	N/A
3 - Longfield Avenue	0.60	0.03	0.30	1.50	2.84			N/A	N/A
4 - Newgate Lane (North)	2.13	0.03	0.26	2.13	2.13			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)	2.36	0.05	0.49	6.45	10.43			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)	1.23	0.11	1.07	2.03	2.75			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)	1.39	0.03	0.35	3.33	7.03			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)	0.84	0.05	0.61	1.61	2.13			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	9.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.65	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
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	✓	1594	100.000
3 - Longfield Avenue		ONE HOUR	✓	315	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1148	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)	50	0	302	1242
	3 - Longfield Avenue	41	170	0	104
	4 - Newgate Lane (North)	21	1019	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	0.16	11.09	0.2	0.5	B	50	76
2 - Newgate Lane (South)	0.83	10.22	4.9	21.9	B	1463	2194
3 - Longfield Avenue	0.29	4.15	0.4	1.2	A	289	434
4 - Newgate Lane (North)	0.78	10.25	3.5	13.9	B	1053	1580

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	972	586	0.071	41	84	0.0	0.1	6.603	A
2 - Newgate Lane (South)	1200	300	104	2142	0.560	1195	909	0.0	1.3	3.780	A
3 - Longfield Avenue	237	59	978	1570	0.151	236	321	0.0	0.2	2.699	A
4 - Newgate Lane (North)	864	216	196	1668	0.518	860	1019	0.0	1.1	4.434	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	1164	502	0.099	49	101	0.1	0.1	7.956	A
2 - Newgate Lane (South)	1433	358	125	2127	0.674	1430	1088	1.3	2.0	5.144	A
3 - Longfield Avenue	283	71	1171	1420	0.199	283	384	0.2	0.2	3.165	A
4 - Newgate Lane (North)	1032	258	234	1645	0.627	1030	1219	1.1	1.7	5.827	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	1421	388	0.156	60	123	0.1	0.2	10.965	B
2 - Newgate Lane (South)	1755	439	152	2106	0.833	1744	1329	2.0	4.7	9.684	A
3 - Longfield Avenue	347	87	1428	1220	0.284	346	468	0.2	0.4	4.117	A
4 - Newgate Lane (North)	1264	316	287	1614	0.783	1257	1488	1.7	3.4	9.877	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	1428	385	0.157	61	123	0.2	0.2	11.089	B
2 - Newgate Lane (South)	1755	439	153	2105	0.834	1754	1335	4.7	4.9	10.221	B
3 - Longfield Avenue	347	87	1436	1214	0.286	347	471	0.4	0.4	4.152	A
4 - Newgate Lane (North)	1264	316	287	1614	0.783	1264	1496	3.4	3.5	10.252	B

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	1173	497	0.099	50	101	0.2	0.1	8.050	A
2 - Newgate Lane (South)	1433	358	126	2126	0.674	1444	1097	4.9	2.1	5.363	A
3 - Longfield Avenue	283	71	1182	1411	0.201	284	388	0.4	0.3	3.193	A
4 - Newgate Lane (North)	1032	258	235	1645	0.628	1039	1231	3.5	1.7	6.018	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	979	583	0.071	42	85	0.1	0.1	6.653	A
2 - Newgate Lane (South)	1200	300	105	2142	0.560	1203	916	2.1	1.3	3.850	A
3 - Longfield Avenue	237	59	985	1564	0.152	237	323	0.3	0.2	2.715	A
4 - Newgate Lane (North)	864	216	197	1667	0.518	867	1026	1.7	1.1	4.512	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	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - Newgate Lane (South)	1.26	0.56	1.10	1.42	1.71			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)	1.06	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)	2.03	0.04	0.43	5.53	9.44			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)	1.66	0.05	0.50	4.26	6.64			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)	4.71	0.03	0.31	5.13	21.86			N/A	N/A
3 - Longfield Avenue	0.39	0.03	0.25	0.46	0.48			N/A	N/A
4 - Newgate Lane (North)	3.44	0.03	0.29	3.44	13.93			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)	4.85	0.03	0.28	4.85	9.48			N/A	N/A
3 - Longfield Avenue	0.40	0.03	0.33	1.15	1.15			N/A	N/A
4 - Newgate Lane (North)	3.52	0.03	0.27	3.52	5.07			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)	2.10	0.05	0.72	5.53	8.49			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)	1.71	0.06	0.83	4.19	6.18			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)	1.29	0.04	0.37	3.28	6.12			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)	1.09	0.04	0.40	2.74	4.65			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	9.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.74	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
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	✓	139	100.000
2 - Newgate Lane (South)		ONE HOUR	✓	1636	100.000
3 - Longfield Avenue		ONE HOUR	✓	410	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1075	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	53	30	56
	2 - Newgate Lane (South)	11	0	363	1262
	3 - Longfield Avenue	22	203	0	185
	4 - Newgate Lane (North)	1	979	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	0.35	12.75	0.5	2.4	B	128	191
2 - Newgate Lane (South)	0.86	12.31	5.9	29.9	B	1501	2252
3 - Longfield Avenue	0.38	4.90	0.6	2.9	A	376	564
4 - Newgate Lane (North)	0.71	7.27	2.4	4.4	A	986	1480

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	957	640	0.164	104	26	0.0	0.2	6.705	A
2 - Newgate Lane (South)	1232	308	135	2139	0.576	1226	926	0.0	1.3	3.922	A
3 - Longfield Avenue	309	77	996	1541	0.200	308	366	0.0	0.2	2.915	A
4 - Newgate Lane (North)	809	202	177	1729	0.468	806	1127	0.0	0.9	3.884	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	125	31	1146	554	0.226	125	31	0.2	0.3	8.378	A
2 - Newgate Lane (South)	1471	368	162	2118	0.694	1467	1108	1.3	2.2	5.498	A
3 - Longfield Avenue	369	92	1192	1392	0.265	368	438	0.2	0.4	3.513	A
4 - Newgate Lane (North)	966	242	212	1708	0.566	965	1348	0.9	1.3	4.835	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	153	38	1401	437	0.350	152	37	0.3	0.5	12.576	B
2 - Newgate Lane (South)	1801	450	198	2091	0.861	1787	1355	2.2	5.7	11.365	B
3 - Longfield Avenue	451	113	1452	1194	0.378	450	534	0.4	0.6	4.836	A
4 - Newgate Lane (North)	1184	296	259	1679	0.705	1179	1643	1.3	2.3	7.152	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	153	38	1406	435	0.352	153	37	0.5	0.5	12.747	B
2 - Newgate Lane (South)	1801	450	199	2090	0.862	1800	1360	5.7	5.9	12.306	B
3 - Longfield Avenue	451	113	1462	1186	0.381	451	537	0.6	0.6	4.899	A
4 - Newgate Lane (North)	1184	296	260	1678	0.705	1183	1654	2.3	2.4	7.271	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	125	31	1153	551	0.227	126	31	0.5	0.3	8.491	A
2 - Newgate Lane (South)	1471	368	164	2117	0.695	1485	1115	5.9	2.3	5.821	A
3 - Longfield Avenue	369	92	1206	1381	0.267	370	442	0.6	0.4	3.564	A
4 - Newgate Lane (North)	966	242	213	1707	0.566	971	1363	2.4	1.3	4.916	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	963	637	0.164	105	26	0.3	0.2	6.768	A
2 - Newgate Lane (South)	1232	308	137	2138	0.576	1235	932	2.3	1.4	4.006	A
3 - Longfield Avenue	309	77	1004	1535	0.201	309	368	0.4	0.3	2.936	A
4 - Newgate Lane (North)	809	202	178	1729	0.468	811	1135	1.3	0.9	3.930	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)	1.34	0.57	1.22	1.68	1.85			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)	0.87	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)	2.23	0.04	0.43	6.07	10.55			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)	1.29	0.06	0.67	2.94	4.37			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	0.53	0.03	0.26	0.53	0.53			N/A	N/A
2 - Newgate Lane (South)	5.70	0.03	0.33	9.91	29.95			N/A	N/A
3 - Longfield Avenue	0.60	0.03	0.25	0.60	0.60			N/A	N/A
4 - Newgate Lane (North)	2.33	0.03	0.27	2.33	3.70			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	1.03	2.35			N/A	N/A
2 - Newgate Lane (South)	5.95	0.03	0.29	5.95	18.93			N/A	N/A
3 - Longfield Avenue	0.61	0.03	0.30	1.50	2.87			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	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2 - Newgate Lane (South)	2.32	0.05	0.50	6.31	10.12			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)	1.32	0.09	1.07	2.51	3.29			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)	1.37	0.03	0.35	3.35	6.92			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)	0.89	0.05	0.51	1.82	2.65			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	9.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time 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	✓	1594	100.000
3 - Longfield Avenue		ONE HOUR	✓	337	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1148	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)	50	0	302	1242
	3 - Longfield Avenue	44	181	0	112
	4 - Newgate Lane (North)	21	1019	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	0.16	11.27	0.2	0.5	B	50	76
2 - Newgate Lane (South)	0.83	10.22	4.9	21.9	B	1463	2194
3 - Longfield Avenue	0.31	4.27	0.4	1.6	A	309	464
4 - Newgate Lane (North)	0.79	10.52	3.6	14.7	B	1053	1580

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	980	583	0.071	41	86	0.0	0.1	6.645	A
2 - Newgate Lane (South)	1200	300	104	2142	0.560	1195	917	0.0	1.3	3.780	A
3 - Longfield Avenue	254	63	978	1571	0.162	253	321	0.0	0.2	2.730	A
4 - Newgate Lane (North)	864	216	206	1662	0.520	860	1025	0.0	1.1	4.468	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	1173	497	0.099	49	103	0.1	0.1	8.030	A
2 - Newgate Lane (South)	1433	358	125	2127	0.674	1430	1098	1.3	2.0	5.144	A
3 - Longfield Avenue	303	76	1171	1421	0.213	303	384	0.2	0.3	3.218	A
4 - Newgate Lane (North)	1032	258	247	1638	0.630	1030	1226	1.1	1.7	5.895	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	1433	383	0.158	60	126	0.1	0.2	11.136	B
2 - Newgate Lane (South)	1755	439	152	2106	0.833	1744	1341	2.0	4.7	9.684	A
3 - Longfield Avenue	371	93	1428	1221	0.304	370	468	0.3	0.4	4.230	A
4 - Newgate Lane (North)	1264	316	302	1605	0.787	1257	1496	1.7	3.5	10.111	B

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	1440	380	0.159	61	127	0.2	0.2	11.267	B
2 - Newgate Lane (South)	1755	439	153	2105	0.834	1754	1347	4.7	4.9	10.221	B
3 - Longfield Avenue	371	93	1436	1215	0.305	371	471	0.4	0.4	4.267	A
4 - Newgate Lane (North)	1264	316	303	1605	0.788	1264	1505	3.5	3.6	10.518	B

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	1184	493	0.100	50	104	0.2	0.1	8.129	A
2 - Newgate Lane (South)	1433	358	126	2126	0.674	1444	1107	4.9	2.1	5.361	A
3 - Longfield Avenue	303	76	1182	1412	0.215	304	388	0.4	0.3	3.250	A
4 - Newgate Lane (North)	1032	258	248	1637	0.630	1040	1238	3.6	1.7	6.098	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	987	579	0.071	42	87	0.1	0.1	6.694	A
2 - Newgate Lane (South)	1200	300	105	2142	0.560	1203	924	2.1	1.3	3.849	A
3 - Longfield Avenue	254	63	985	1566	0.162	254	323	0.3	0.2	2.745	A
4 - Newgate Lane (North)	864	216	207	1661	0.520	867	1032	1.7	1.1	4.546	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	0.08	0.00	0.00	0.08	0.08			N/A	N/A
2 - Newgate Lane (South)	1.26	0.56	1.10	1.42	1.71			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)	1.07	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)	2.03	0.04	0.43	5.53	9.44			N/A	N/A
3 - Longfield Avenue	0.27	0.00	0.00	0.27	0.27			N/A	N/A
4 - Newgate Lane (North)	1.67	0.05	0.50	4.34	6.76			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	0.19	0.03	0.26	0.47	0.49			N/A	N/A
2 - Newgate Lane (South)	4.71	0.03	0.31	5.13	21.85			N/A	N/A
3 - Longfield Avenue	0.43	0.03	0.25	0.46	0.48			N/A	N/A
4 - Newgate Lane (North)	3.52	0.03	0.30	3.52	14.73			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	0.19	0.03	0.25	0.45	0.48			N/A	N/A
2 - Newgate Lane (South)	4.85	0.03	0.28	4.85	9.48			N/A	N/A
3 - Longfield Avenue	0.44	0.03	0.33	1.37	1.58			N/A	N/A
4 - Newgate Lane (North)	3.61	0.03	0.27	3.61	5.68			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)	2.10	0.05	0.72	5.53	8.49			N/A	N/A
3 - Longfield Avenue	0.27	0.00	0.00	0.27	0.27			N/A	N/A
4 - Newgate Lane (North)	1.74	0.06	0.81	4.29	6.36			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)	1.29	0.04	0.37	3.28	6.12			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)	1.10	0.04	0.39	2.77	4.76			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	10.88	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.88	B

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	✓	142	100.000
2 - Newgate Lane (South)		ONE HOUR	✓	1667	100.000
3 - Longfield Avenue		ONE HOUR	✓	441	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1084	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	53	33	56
	2 - Newgate Lane (South)	11	0	394	1262
	3 - Longfield Avenue	24	217	0	200
	4 - Newgate Lane (North)	1	979	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	13.42	0.6	2.6	B	130	195
2 - Newgate Lane (South)	0.88	14.33	7.0	36.4	B	1530	2294
3 - Longfield Avenue	0.41	5.12	0.7	3.2	A	405	607
4 - Newgate Lane (North)	0.72	7.58	2.5	4.7	A	995	1492

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	107	27	975	633	0.169	106	27	0.0	0.2	6.824	A
2 - Newgate Lane (South)	1255	314	144	2133	0.588	1249	936	0.0	1.4	4.047	A
3 - Longfield Avenue	332	83	996	1544	0.215	331	398	0.0	0.3	2.965	A
4 - Newgate Lane (North)	816	204	189	1722	0.474	813	1138	0.0	0.9	3.943	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	128	32	1167	545	0.234	127	32	0.2	0.3	8.607	A
2 - Newgate Lane (South)	1499	375	173	2111	0.710	1495	1121	1.4	2.4	5.800	A
3 - Longfield Avenue	396	99	1192	1395	0.284	396	476	0.3	0.4	3.602	A
4 - Newgate Lane (North)	974	244	226	1699	0.573	973	1361	0.9	1.3	4.943	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	156	39	1426	427	0.366	155	39	0.3	0.6	13.217	B
2 - Newgate Lane (South)	1835	459	211	2082	0.881	1818	1370	2.4	6.6	12.891	B
3 - Longfield Avenue	486	121	1450	1198	0.405	484	580	0.4	0.7	5.038	A
4 - Newgate Lane (North)	1194	298	277	1668	0.715	1189	1658	1.3	2.4	7.441	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	156	39	1431	424	0.368	156	40	0.6	0.6	13.423	B
2 - Newgate Lane (South)	1835	459	212	2081	0.882	1834	1375	6.6	7.0	14.334	B
3 - Longfield Avenue	486	121	1462	1188	0.409	486	584	0.7	0.7	5.121	A
4 - Newgate Lane (North)	1194	298	277	1668	0.716	1193	1670	2.4	2.5	7.582	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	128	32	1174	542	0.236	129	33	0.6	0.3	8.732	A
2 - Newgate Lane (South)	1499	375	175	2110	0.710	1517	1128	7.0	2.5	6.242	A
3 - Longfield Avenue	396	99	1209	1382	0.287	398	482	0.7	0.4	3.664	A
4 - Newgate Lane (North)	974	244	227	1699	0.574	979	1379	2.5	1.4	5.034	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	107	27	981	630	0.170	107	27	0.3	0.2	6.893	A
2 - Newgate Lane (South)	1255	314	146	2132	0.589	1259	942	2.5	1.4	4.143	A
3 - Longfield Avenue	332	83	1004	1538	0.216	333	401	0.4	0.3	2.989	A
4 - Newgate Lane (North)	816	204	190	1722	0.474	818	1146	1.4	0.9	3.991	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)	1.41	0.58	1.31	1.78	1.92			N/A	N/A
3 - Longfield Avenue	0.27	0.00	0.00	0.27	0.27			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	0.30	0.00	0.00	0.30	0.30			N/A	N/A
2 - Newgate Lane (South)	2.39	0.04	0.43	6.58	11.47			N/A	N/A
3 - Longfield Avenue	0.39	0.00	0.00	0.39	0.39			N/A	N/A
4 - Newgate Lane (North)	1.33	0.05	0.65	3.10	4.63			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	0.57	0.03	0.26	0.57	0.57			N/A	N/A
2 - Newgate Lane (South)	6.64	0.04	0.36	14.58	36.37			N/A	N/A
3 - Longfield Avenue	0.68	0.03	0.25	0.68	0.68			N/A	N/A
4 - Newgate Lane (North)	2.44	0.03	0.28	2.44	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	0.58	0.03	0.31	1.13	2.64			N/A	N/A
2 - Newgate Lane (South)	7.01	0.03	0.30	7.01	28.87			N/A	N/A
3 - Longfield Avenue	0.69	0.03	0.30	1.41	3.23			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	0.31	0.00	0.00	0.31	0.31			N/A	N/A
2 - Newgate Lane (South)	2.50	0.05	0.48	6.90	11.44			N/A	N/A
3 - Longfield Avenue	0.40	0.00	0.00	0.40	0.40			N/A	N/A
4 - Newgate Lane (North)	1.36	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	0.21	0.00	0.00	0.21	0.21			N/A	N/A
2 - Newgate Lane (South)	1.45	0.03	0.34	3.30	7.44			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)	0.91	0.05	0.48	1.91	2.85			N/A	N/A

2019 Base (DS1), 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	6.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.47	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
D19	2019 Base (DS1)	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	✓	1367	100.000
3 - Longfield Avenue		ONE HOUR	✓	538	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	935	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)	57	0	361	949
	3 - Longfield Avenue	36	364	0	138
	4 - Newgate Lane (North)	19	796	120	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	0.13	10.63	0.2	0.5	B	43	65
2 - Newgate Lane (South)	0.72	6.11	2.5	5.3	A	1254	1882
3 - Longfield Avenue	0.41	4.19	0.7	3.0	A	494	741
4 - Newgate Lane (North)	0.70	8.01	2.3	4.0	A	858	1287

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	960	587	0.060	35	84	0.0	0.1	6.520	A
2 - Newgate Lane (South)	1029	257	111	2133	0.483	1025	884	0.0	0.9	3.241	A
3 - Longfield Avenue	405	101	764	1728	0.234	404	373	0.0	0.3	2.716	A
4 - Newgate Lane (North)	704	176	343	1573	0.448	701	824	0.0	0.8	4.113	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	1149	504	0.084	42	101	0.1	0.1	7.788	A
2 - Newgate Lane (South)	1229	307	133	2116	0.581	1227	1058	0.9	1.4	4.041	A
3 - Longfield Avenue	484	121	914	1611	0.300	483	446	0.3	0.4	3.189	A
4 - Newgate Lane (North)	841	210	410	1533	0.548	839	987	0.8	1.2	5.174	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	1405	392	0.132	52	123	0.1	0.1	10.554	B
2 - Newgate Lane (South)	1505	376	162	2094	0.719	1501	1294	1.4	2.5	6.024	A
3 - Longfield Avenue	592	148	1117	1453	0.408	591	545	0.4	0.7	4.171	A
4 - Newgate Lane (North)	1029	257	502	1479	0.696	1025	1207	1.2	2.2	7.862	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	1409	390	0.133	52	123	0.1	0.2	10.631	B
2 - Newgate Lane (South)	1505	376	163	2093	0.719	1505	1298	2.5	2.5	6.114	A
3 - Longfield Avenue	592	148	1121	1451	0.408	592	547	0.7	0.7	4.193	A
4 - Newgate Lane (North)	1029	257	503	1479	0.696	1029	1210	2.2	2.3	8.007	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	1155	501	0.084	42	101	0.2	0.1	7.848	A
2 - Newgate Lane (South)	1229	307	134	2115	0.581	1233	1064	2.5	1.4	4.102	A
3 - Longfield Avenue	484	121	919	1608	0.301	485	449	0.7	0.4	3.210	A
4 - Newgate Lane (North)	841	210	412	1532	0.549	845	991	2.3	1.2	5.264	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	966	584	0.061	35	84	0.1	0.1	6.558	A
2 - Newgate Lane (South)	1029	257	112	2132	0.483	1031	889	1.4	0.9	3.274	A
3 - Longfield Avenue	405	101	768	1725	0.235	406	375	0.4	0.3	2.731	A
4 - Newgate Lane (North)	704	176	345	1572	0.448	706	829	1.2	0.8	4.164	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)	0.93	0.55	1.00	1.40	1.45			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)	0.80	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	0.09	0.00	0.00	0.09	0.09			N/A	N/A
2 - Newgate Lane (South)	1.37	0.05	0.49	3.42	5.25			N/A	N/A
3 - Longfield Avenue	0.43	0.00	0.00	0.43	0.43			N/A	N/A
4 - Newgate Lane (North)	1.20	0.06	0.74	2.63	3.74			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)	2.50	0.03	0.27	2.50	2.86			N/A	N/A
3 - Longfield Avenue	0.68	0.03	0.25	0.68	0.68			N/A	N/A
4 - Newgate Lane (North)	2.23	0.03	0.27	2.23	4.02			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	0.15	0.03	0.25	0.45	0.48			N/A	N/A
2 - Newgate Lane (South)	2.53	0.03	0.26	2.53	2.53			N/A	N/A
3 - Longfield Avenue	0.69	0.03	0.29	1.22	3.03			N/A	N/A
4 - Newgate Lane (North)	2.26	0.03	0.27	2.26	2.26			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	0.09	0.00	0.00	0.09	0.09			N/A	N/A
2 - Newgate Lane (South)	1.40	0.10	1.14	2.62	3.43			N/A	N/A
3 - Longfield Avenue	0.43	0.00	0.00	0.43	0.43			N/A	N/A
4 - Newgate Lane (North)	1.23	0.09	1.01	2.27	2.96			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	0.06	0.00	0.00	0.06	0.06			N/A	N/A
2 - Newgate Lane (South)	0.94	0.05	0.59	1.90	2.76			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)	0.82	0.05	0.48	1.68	2.42			N/A	N/A

2019 Base (DS1), 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	8.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.01	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
D20	2019 Base (DS1)	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	✓	123	100.000
2 - Newgate Lane (South)		ONE HOUR	✓	1293	100.000
3 - Longfield Avenue		ONE HOUR	✓	746	100.000
4 - Newgate Lane (North)		ONE HOUR	✓	1016	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	46	26	51
	2 - Newgate Lane (South)	8	0	369	916
	3 - Longfield Avenue	20	557	0	169
	4 - Newgate Lane (North)	1	909	106	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	0.48	24.03	0.9	4.3	C	113	169
2 - Newgate Lane (South)	0.68	5.44	2.1	4.1	A	1186	1780
3 - Longfield Avenue	0.55	5.37	1.2	1.6	A	685	1027
4 - Newgate Lane (North)	0.78	11.21	3.4	14.1	B	932	1398

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	93	23	1178	537	0.172	92	22	0.0	0.2	8.070	A
2 - Newgate Lane (South)	973	243	137	2134	0.456	970	1133	0.0	0.8	3.085	A
3 - Longfield Avenue	562	140	731	1755	0.320	560	376	0.0	0.5	3.011	A
4 - Newgate Lane (North)	765	191	439	1563	0.490	761	852	0.0	0.9	4.472	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	111	28	1410	431	0.257	110	26	0.2	0.3	11.195	B
2 - Newgate Lane (South)	1162	291	164	2113	0.550	1161	1356	0.8	1.2	3.774	A
3 - Longfield Avenue	671	168	875	1645	0.408	670	450	0.5	0.7	3.689	A
4 - Newgate Lane (North)	913	228	525	1510	0.605	911	1020	0.9	1.5	5.985	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	135	34	1722	289	0.469	133	32	0.3	0.8	22.905	C
2 - Newgate Lane (South)	1424	356	199	2086	0.682	1420	1656	1.2	2.1	5.377	A
3 - Longfield Avenue	821	205	1070	1495	0.550	819	549	0.7	1.2	5.314	A
4 - Newgate Lane (North)	1119	280	642	1439	0.777	1111	1247	1.5	3.3	10.746	B

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	135	34	1730	285	0.476	135	32	0.8	0.9	24.031	C
2 - Newgate Lane (South)	1424	356	201	2085	0.683	1424	1664	2.1	2.1	5.444	A
3 - Longfield Avenue	821	205	1073	1492	0.550	821	552	1.2	1.2	5.366	A
4 - Newgate Lane (North)	1119	280	644	1438	0.778	1118	1251	3.3	3.4	11.214	B

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	111	28	1422	426	0.260	113	26	0.9	0.4	11.575	B
2 - Newgate Lane (South)	1162	291	167	2111	0.551	1166	1368	2.1	1.2	3.822	A
3 - Longfield Avenue	671	168	880	1641	0.409	673	453	1.2	0.7	3.727	A
4 - Newgate Lane (North)	913	228	528	1509	0.605	921	1025	3.4	1.6	6.196	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	93	23	1187	533	0.174	93	22	0.4	0.2	8.191	A
2 - Newgate Lane (South)	973	243	138	2132	0.456	975	1141	1.2	0.8	3.113	A
3 - Longfield Avenue	562	140	735	1752	0.321	563	378	0.7	0.5	3.029	A
4 - Newgate Lane (North)	765	191	441	1561	0.490	767	857	1.6	1.0	4.548	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)	0.83	0.55	1.00	1.40	1.45			N/A	N/A
3 - Longfield Avenue	0.47	0.00	0.00	0.47	0.47			N/A	N/A
4 - Newgate Lane (North)	0.95	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	0.34	0.00	0.00	0.34	0.34			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	0.68	0.07	0.76	1.38	1.46			N/A	N/A
4 - Newgate Lane (North)	1.51	0.05	0.52	3.78	5.79			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	0.84	0.03	0.27	0.84	1.37			N/A	N/A
2 - Newgate Lane (South)	2.11	0.03	0.27	2.11	2.11			N/A	N/A
3 - Longfield Avenue	1.20	0.03	0.26	1.20	1.20			N/A	N/A
4 - Newgate Lane (North)	3.31	0.03	0.30	3.31	14.06			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	0.88	0.03	0.32	1.85	4.34			N/A	N/A
2 - Newgate Lane (South)	2.13	0.03	0.26	2.13	2.13			N/A	N/A
3 - Longfield Avenue	1.22	0.03	0.27	1.22	1.59			N/A	N/A
4 - Newgate Lane (North)	3.40	0.03	0.28	3.40	6.30			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	0.36	0.03	0.29	0.81	1.16			N/A	N/A
2 - Newgate Lane (South)	1.24	0.14	1.12	1.92	2.51			N/A	N/A
3 - Longfield Avenue	0.70	0.23	0.94	1.39	1.44			N/A	N/A
4 - Newgate Lane (North)	1.56	0.06	0.77	3.76	5.54			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	0.26	0.46	0.49			N/A	N/A
2 - Newgate Lane (South)	0.85	0.06	0.71	1.50	1.92			N/A	N/A
3 - Longfield Avenue	0.47	0.04	0.41	1.25	1.37			N/A	N/A
4 - Newgate Lane (North)	0.97	0.04	0.38	2.41	4.11			N/A	N/A

APPENDIX Z. A32 Gosport Road / Palmerston Drive
Assessment

Accident Review at A32 Gosport Rd / Palmerston Dr / Newgate Ln

1.1.1 A Transport Assessment (report ref: ITB10353-010) was prepared to accompany the planning application (application ref: P/22/0165/OA). Hampshire County Council (HCC) in January 2022 provided its response to the application in April 2022 raising objection and various matters where additional information was requested.

1.1.2 With regards to the Personal Injury Accidents (PIA) data review, HCC has stated

“The review of accident data and conclusions within the TA are accepted with the exception of the junction of Newgate Lane / A32 Gosport Road interchange, where it is considered a cluster of personal injury accidents could be exacerbated by additional development traffic. It is noted that the current traffic distribution does not forecast development to travel through this junction, however, this distribution is not accepted. The applicant should consider mitigation in this location”

1.1.3 The PIA data for all accidents in the vicinity of this interchange has been reviewed in further detail with the summary provided below. The development traffic distribution has also been re-evaluated; however, the conclusion remains the same, i.e. the Appeal development is not forecast to generate traffic turning through this junction (further details provided below), with development traffic remaining on the fly-over through the junction. On this basis, the development would not impact any accident record occurring at the major/ minor junctions.

Newgate Lane / Palmerston Drive

1.1.4 A total of five slight injury accidents at this junction, between the A32 and Longfield Avenue.

- One ‘slight’ injury accident occurred when a motorcycle travelling north on Newgate Lane collided with the rear of a car slowing to turn left onto Palmerston Drive;
- One ‘slight’ injury accident involving a car and a pedal cyclist both turning right onto Newgate Lane from Palmerston Drive;
- Two ‘slight’ injury accidents occurred when cars turned right out of Palmerstone Drive into path of another car and a bike traveling on north on Newgate Lane; and
- One ‘slight’ injury accident when a car turned left onto Newgate Lane having seen a car on Newgate Lane signalling to turn left and collides as the car did not turn left.

1.1.5 There is no clear pattern of accidents associated with the recorded accidents, with the recorded accidents a result of driver error rather than network deficiencies. The Appeal Scheme will not add any turning movements through the junction and will not materially impact on the safety of the junction.

Henry Croft Way / Palmerston Drive

1.1.6 Two 'serious' injury accidents have been recorded at this junction. One of the accidents involved collision between a car and a pedal cycle as a result of disobeying red traffic signal. Another accident involved a pedal cycle colliding with the rear of another cycle stopped at the junction.

1.1.7 The Appeal scheme will not add traffic to the junction.

Newgate Lane (Palmerston Dr to Gosport Road)

1.1.8 There have been three isolated accidents on Newgate Lane between Palmerston Drive and Gosport Road which includes one 'serious' injury accident and two 'slight' injury accidents.

- A 'serious' injury accident occurred when a van travelling north on Newgate Lane failed to maintain a driving lane and leaves the carriageway mounting the kerb and colliding with two pedal cycles; and
- Two of the 'slight' injury accidents involved rear-end shunts between two cars after failing to slow down in time.

1.1.9 The development will add traffic to this junction, with just under one vehicle each minute expected to use the road in peak hours. Taking account of the causation factors, and the frequency of accidents, it is not considered that there is any material safety issue in this location.

A32 Gosport Road / Palmerston Drive

1.1.10 One 'serious' and two 'slight' injury accidents have been recorded at this junction. These nature and causation of these include:

- A 'serious' single vehicle accident occurred when a motorcycle travelling on Gosport Road loses control after sliding on a patch on the road;
- A 'single' vehicle accident occurred when a car along Palmerston Drive failed to give way at junction and collided with another car which was travelling on the A32; and
- One accident occurred when a car exited onto Palmerston Drive and collided head on with a pedal cycle travelling against flow of traffic and on wrong side of pedestrian island resulting in a 'slight' injury accident.

1.1.11 The Appeal scheme will not add traffic to the junction.

Gosport Road / Salterns Lane / Geoffrey Cres

1.1.12 A total of eight accidents occurred at this junction, three resulted in 'serious' injury and five in 'slight' injury accidents. The nature and cause of these accidents are summarised below:

- An accident resulting in a 'serious' injury occurred when a vehicle turning right onto Salterns Lane collided with a motorcycle overtaking traffic;
- Another 'serious' injury accident involved collision between an ambulance on call and a lorry which turned right onto the A32 Gosport Road through green light;
- The final 'serious' injury accident occurred when a vehicle pulled out from a driveway after having been let out by traffic in lane 1 and was collided with a vehicle in lane 2;
- A 'slight' injury accident occurred when a vehicle travelling south collided with the rear of vehicle at front at red traffic light;
- A 'slight' injury accident occurred when a vehicle failed to negotiate a left-hand bend and collided with a lamp post;
- A pedal cyclist travelling north along the A32 Gosport Road collided with nearside kerb and fell resulting in 'slight' injury accident;
- A 'slight' injury accident occurred when a vehicle travelling south failed to slow down and collided with the rear of vehicle at front;
- Final 'slight' injury accident occurred when a motorcyclist swerved to the nearside to avoid a reversing vehicle and fell.

1.1.13 The above accidents occurred over two junctions in close proximity and moreover the varied nature of these accidents does not identify any correlating factors between the accidents that would indicate a deficiency in the highway layout.

1.1.14 The proposed development traffic will not distribute along this route and therefore, will not have impact on accident risks.

Newgate Lane / Gosport Road (Merge) / Redlands Lane

1.1.15 There have been two slight injury accidents in the vicinity of the Newgate Lane and Gosport Road merge.

- A car travelling north along the A32 indicates and changes lane. In the process, it collides with a motorcycle failing to see it result in a 'slight' injury accident; and
- Another slight injury accident involves collision between a pedal cyclist crossing road at the junction with the A32 and a car who has turned left into Redlands Lane from Newgate Lane.

1.1.16 The frequency and nature of accidents does not identify an accident pattern that would be likely to be exacerbated by the development.

