

A Planning Application by
CORDAGE 13 LIMITED

In respect of
**Bournemouth Road, Chandlers Ford,
EASTLEIGH**

Technical Note

April 2023



Document Management

© 2023 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	RJM	NH	NH	27 04 23
-	Issue	RJM	NH	NH	April 23

Issued by:

Bristol
Cambridge
London
Oxford
Welwyn Garden City

Transport Planning Associates
1 Giltspur Street
London
EC1A 9DD

020 7119 1155
london@tpa.uk.com
www.tpa.uk.com

Contents	Page
1 Introduction	1
2 Response to HCC comments	2
3 Additional signal stage	3
4 LinSig analysis	5

List of Tables

Table 3.1	Summary of trip rates and traffic generation for proposed 270 m ² store
Table 4.1	LinSig analysis summary – Weekday existing situation
Table 4.2	LinSig analysis summary – Weekend existing situation
Table 4.3	LinSig analysis summary – Weekday proposed situation.
Table 4.4	LinSig analysis summary – Weekend proposed situation

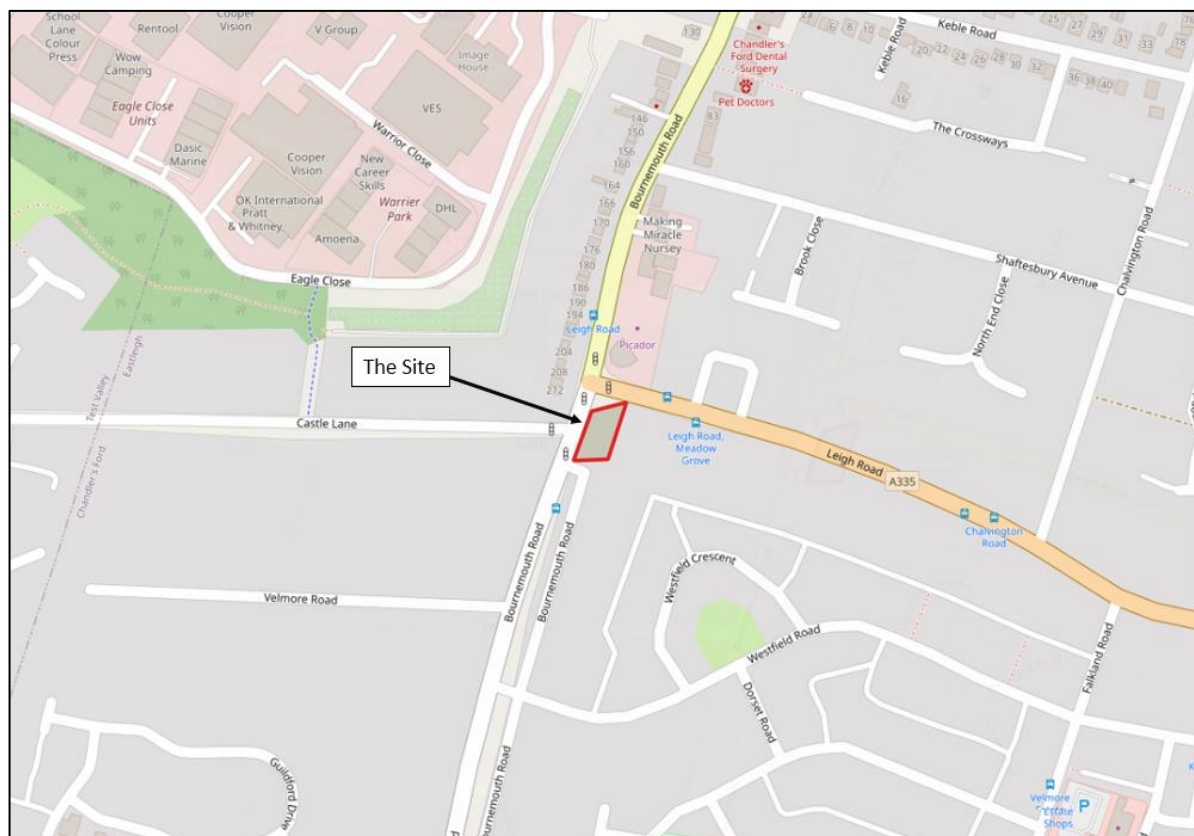
List of Appendices

A	Hampshire CC consultation response
B	Site layout with stop line & new signal head
C	Existing peak hour traffic data
D	Traffic distribution
E	Base + proposed traffic flows
F	LinSig output – existing situation
G	LinSig output – proposed situation

1 Introduction

- 1.1 Transport Planning Associates has been appointed to provide highways and transport advice in relation to the proposed redevelopment of the site adjacent to Leigh Road in Eastleigh. The site location is shown at **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.2 The proposed scheme would provide a 270 m² Class E building and the analysis herein assumes, as a worst case scenario, that it could operate as a convenience store. The application has been the subject of several consultation responses from Hampshire County Council (HCC) following the submission of a planning application. The latest consultation response, which was issued on 12 April 2023 and is reproduced at **Appendix A**, provided comments on turning movements associated with the proposed site and the views of the ITS traffic signals team in relation to the use of the site access.
- 1.3 This Technical Note has been prepared to address the comments raised in the consultation response.

2 Response to HCC comments

- 2.1 The first set of comments in the HCC consultation response relate to earlier comments on the ability of a vehicle exiting the proposed site to the right to be accommodated by the junction layout and the potential for conflicts between site traffic and those exiting from Castle Lane. The remainder of the comments relate to the suggested use of an additional signal stage at the junction to accommodate the proposed development. These also focus on the above potential for conflict within the junction.
- 2.2 The subject of potential conflicts and highway safety was considered in an earlier response¹ to points raised by the County. The current views expressed in the consultation response continue to raise doubt over the ability of the junction to accommodate the passage of site traffic and hence the suggested amendments to the junction layout.
- 2.3 Rather than rehearse and revisit earlier discussions on the highway safety issues, this Technical Note focuses on the suggested inclusion of a new signal stage for the proposed site.

¹ TPA document reference 2208-062/TN02 dated February 2023

3 Additional signal stage

Site layout

- 3.1 To accommodate the inclusion of a new signal stage at the junction, the site egress will require the addition of a stop line and primary traffic signal within the site boundary. A suggested arrangement for the signalised exit from the site is shown at **Figure 3.1** below.

Figure 3.1 Signalised site exit



Source: TPA Drawing No. 2208-062/PL06

- 3.2 As can be seen, the suggested layout would place the stop line approximately 4 m from the edge of carriageway, allowing an offset for the primary signal from the existing footway. Road hatching would be used to reduce the effective width of the stop line. With the primary signal located in the driver's eyeline, it is not considered necessary to provide a secondary signal within the junction or a second primary signal on the nearside of the stop line. An updated site layout plan with this egress arrangement included is provided at **Appendix B**.

Signal and traffic data

Traffic data

- 3.3 Traffic flows through the junction were obtained from a traffic survey undertaken on Thursday 15 and Saturday 17 September 2022. The peak hour traffic data is reproduced at **Appendix C**.

Traffic generation

- 3.4 An initial review of the predicted traffic generation for the proposed store was set out in an earlier Technical Note². For the purposes of this exercise, updated trip rates have been derived from the TRICS database for the proposed 270 m² convenience store. The following table provides a summary of the trip rates and predicted traffic generation for the proposed site.

Table 3.1 Summary of trip rates and traffic generation for proposed 270 m² store

Day	Trip rate/100 m ²				Traffic generation			
	AM peak		PM peak		AM peak		PM peak	
	In	Out	In	Out	In	out	In	Out
Weekday*	13.333	13.788	11.364	11.364	36	37	31	31
Saturday**	7.692	7.795	-	-	21	21	-	-

*AM peak 0800 – 09:00, PM peak 17:00 – 18:00, **AM peak 11:00 – 12:00

Traffic Distribution

- 3.5 The distribution of the trips associated with the proposed convenience store has been based on the proportion of turning movements through the junction, as shown at **Appendix D**.

Proposed traffic flows

- 3.6 Based on the above, the assignment of the proposed traffic flows through the signalised junction is shown at **Appendix E**.

² TPA document reference 2208-062/TN01 dated December 2022

4 LinSig analysis

Existing situation

- 4.1 Based on the signal timing observed in the traffic survey videos obtained and the observations on queue length and cycle times from the traffic survey, a LinSig model was prepared to analyse the capacity of the existing signalised junction. The results of the LinSig analysis for the weekday and weekend scenarios are summarised in the following tables and the full LinSig outputs are reproduced at **Appendix F**.

Table 4.1 LinSig analysis summary – Weekday existing situation

Link	Description	AM peak (08:00 – 09:00)		PM peak (17:00 – 18:00)	
		Mean Max Q	DoS*	Mean Max Q	DoS*
1/1, 1/2	Bournemouth Road N/B	8.9	68%	9.9	73.7%
2/1, 2/2	Leigh Road	12.9	85.6%	8.5	80.6%
3/1, 3/2	Bournemouth Road S/B	15.4	88.2%	13.2	84%
4/1	Bournemouth Road N/B (internal link)	1.6	48.2%	1	43.1%
4/2	Bournemouth Road right turn (internal link)	9.0	68.1%	8.1	68.6%
5/1	Castle Lane	5.5	85.4%	1.7	39.7%
8/1, 8/2	Bournemouth Road S/B (internal link)	6.6	22.8%	7.7	30%
Practical Reserve Capacity		2.0%		7.2%	

*Degree of Saturation(%)

Table 4.2 LinSig analysis summary – Weekend existing situation

Link	Description	Peak hour	
		Mean Max Q	DoS*
1/1, 1/2	Bournemouth Road N/B	12.5	78.5%
2/1, 2/2	Leigh Road	6.7	80.5%
3/1, 3/2	Bournemouth Road S/B	11.5	78.7%
4/1	Bournemouth Road N/B (internal link)	0.8	40.6%
4/2	Bournemouth Road right turn (internal link)	6.8	60.3%
5/1	Castle Lane	1.6	38.1%
8/1, 8/2	Bournemouth Road S/B (internal link)	9.5	32.5%
Practical Reserve Capacity		11.8%	

- 4.2 As can be seen, the existing signalised junction is calculated to operate with a Practical Reserve Capacity (PRC) of 2% during the weekday AM peak and 7% during the weekday PM peak. The junction is calculated to have a PRC of 11.8% for the weekend case.

Proposed situation

- 4.3 For the proposed situation, a new link has been added to the LinSig model for the site egress (Link 11/1). The results of the LinSig analysis for the weekday and weekend scenarios are summarised in the following tables and the full LinSig outputs are reproduced at **Appendix G**.

Table 4.3 LinSig analysis summary – Weekday proposed situation.

Link	Description	AM peak (08:00 – 09:00)		PM peak (17:00 – 18:00)	
		Mean Max Q	DoS*	Mean Max Q	DoS*
1/1, 1/2	Bournemouth Road N/B	9.0	68.8%	10.4	76.5%
2/1, 2/2	Leigh Road	12.8	87.7%	8.0	82.4%
3/1, 3/2	Bournemouth Road S/B	14.7	85.9%	13.8	86.2%
4/1	Bournemouth Road N/B (internal link)	1.7	47.8%	1.1	44.5%
4/2	Bournemouth Road right turn (internal link)	9.0	66%	8.3	69.9%
5/1	Castle Lane	5.7	86.7%	1.8	41.8%
8/1, 8/2	Bournemouth Road S/B (internal link)	6.9	23.1%	8.0	30.7%
11/1	Proposed Site egress	1.2	30.6%	0.9	23.9%
Practical reserve capacity		2.6%		4.3%	

*Degree of Saturation(%)

Table 4.4 LinSig analysis summary – Weekend proposed situation

Link	Description	PM peak (17:00 – 18:00)	
		Mean Max Q	DoS*
1/1, 1/2	Bournemouth Road N/B	13.1	81.3%
2/1, 2/2	Leigh Road	6.6	79.7%
3/1, 3/2	Bournemouth Road S/B	11.9	80.9%
4/1	Bournemouth Road N/B (internal link)	0.8	41.6%
4/2	Bournemouth Road right turn (internal link)	6.9	60.5%
5/1	Castle Lane	1.7	38.8
8/1, 8/2	Bournemouth Road S/B (internal link)	9.7	32.7%
11/1	Proposed site egress	0.6	15.6%
Practical Reserve Capacity =		10.7%	

- 4.4 As can be seen, the proposed signalised junction is calculated to operate with a PRC of 2.6% during the weekday AM peak, 4.3% during the weekday PM peak and 10.7% for the weekend case.

Commentary

- 4.5 The above analysis demonstrates that the suggested use of an additional stage to accommodate the site egress from the proposed convenience store would provide a degree of benefit to the overall operation of the junction during it's busiest peak. On this basis, it is considered that traffic signal control could be provided at the site egress without material overall detriment to the operation of the junction.
- 4.6 The introduction of traffic signal control at the site access would result in a benefit to all highway users in this location, formalising an exiting uncontrolled movement at a commercial site which could be used for any purpose under Class E land use at present.

APPENDIX A

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Matt Grantham

My reference 049378

Direct Line

Your reference F/22/94159

Date 12 April 2023

Email eastleighdc@hants.gov.uk

Dear Ms Altman,

103 Bournemouth Road, Chandler's Ford, Eastleigh, SO53 3AE

Single storey extension to existing commercial building (Use Class E, excluding E(b) and (f)), including new refuse and cycle storage (amended description)

In regard to application F/22/94159, and following on from the previous HCC Highway consultation responses, the most recent of which was dated 03 March 2023, discussions have been held with the applicants highway representative, and a site visit has been undertaken to go through the various issues, concerns, and additional information requests.

Following on from this, an updated Transport Note has been provided (March 2023), and site plans have been amended to take various elements into consideration.

Whilst this Transport Note sets out to demonstrate how the site will work in practical highway terms, showing how various conflicting movements, and potential highway blocking can be overcome, it is still missing demonstration of how a vehicle exiting site and turning right onto Bournemouth Road can be accommodated adjacent to a red light queue northbound on Bournemouth Road, without obstructing vehicles looking to turn right into Castle Lane. If these vehicles were to be blocked, they could impact upon the movement of southbound vehicles on Bournemouth Road, and also have road safety concerns given the increased potential to push in, or rush a movement.

Additionally, whilst tracking drawings have been submitted to show how vehicles exiting site and waiting in the ghost island / right turn Lane on Bournemouth Road, can be

Director of Hampshire 2050
Garry Westbrook

accommodated at the same time as a vehicle exiting Castle Lane heading south, there remain concerns with this. Conflicting vehicles of course naturally pass each other on the left hand, but the movement required is shown as being to the right hand side, and there are concerns as to how this may work in reality, and the potential confusion it could cause for users. Again this remains a road safety concern.

Given the level of information now received however, and with a general movement strategy set for the conflicting movements, and with updates made to plans as requested (i.e. the removal of the extended island at the southern most traffic signal on Bournemouth Road), this has enabled the ITS Team (responsible for traffic signals) to be consulted. Their comments are as follows:

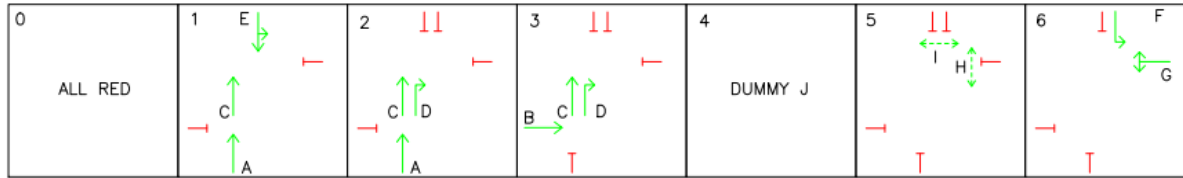
The potential conversion to a convenience store will substantially increase traffic flows to/from the site. My main thoughts are:

1. If vehicles are able to exit from the northern access they would do so directly opposite where Castle Lane joins the signal junction. In my view this will create a safety risk that previously existed to a very low level given the previous usage. There are several risks to increasing the usage:
2. Vehicle turning right from the site may wait across the right turning lane into Castle Lane. This will further complicate the right turn movement into Castle Lane which has a proven poor safety record;
3. Vehicles exiting the site will be in conflict with opposing vehicles from Castle Lane by which point they will be travelling at speed and not be expecting an opposing vehicle vehicles turning right from the site will use a gap created by Bournemouth Road vehicles that are queuing to turn right into Leigh Road. Poor sight lines will then create a risk of side collisions with Bournemouth Road northbound ahead vehicles;
4. Mention was made of around 860 exiting movements per day. This equated to around 40 movements exiting in both peak hours. There will also be the introduction of larger delivery vehicles serving the store.

Taking all of the above into account, the exit from the site should be fully signalised and run when no other conflicting traffic movements occur.

The existing staging allows for this arrangement to be fitted into stage 5 (see below) when phases C & D are also at red (not shown).

Director of Hampshire 2050
Gary Westbrook



Currently stage 5 only appears when demanded by pedestrians. It is unlikely to appear as frequently as the site exit. As such the effect of the site access on the junction capacity should be modelled.

If there is a detrimental impact then a potential capacity improvement could be the introduction of MOVA control at the junction.

The cost of signalling the site access could range between £15k-20k (assuming no wider changes are needed to the signals) to around £100k plus should the signals need replacing to accommodate the new signalised access. The introduction of MOVA would be additional to these costs at around £50k. (Please note these are estimated costs not guaranteed)

There is also potential that drivers headed to the site from the south may look to overtake vehicles queuing to turn right into Leigh Road. The hatched area should be widened to create a designated waiting/queuing area for vehicles turning right into the site. It will prevent site bound vehicles driving on the opposing lane to reach the site at which time unseen vehicles could be exiting from Castle Lane. The right turn lane into the site should not be to the detriment of the 2 northbound lanes.

Whilst initial consultation comments had been aimed at the potential for the site to continue in operation without the need for signalisation, as outlined above, to date a fully appropriate solution has not been found during the various plan iterations that would be agreeable to HCC as Local Highway Authority, primarily on Road Safety grounds.

This was of course an issue that was raised in the applicants commissioned 'Independent Road Safety Audit' (Appendix E of the Transport Statement dated January 2023, so the potential need is not unknown to the applicant.

Within the Road Safety Audit (RSA), when the auditor discussed the '*Potential conflict with other vehicles using the Bournemouth Road/Leigh Road/Castle Lane junction*' he outlined that '*It may also be appropriate to signalise the site entrance/exit in order to ensure that associated movements are adequately controlled along with other movements at the main junction.*'

Director of Hampshire 2050
Gary Westbrook

The 'Designers Response' outlines that '*Traffic signal control of the site exit is not considered to be necessary due to the exit being one way only and to highway safety records indicating no issues with traffic turning out of the existing crossover*'.

Whilst it is acknowledged that the exit will be one way, it perhaps fails to take into account:

1. Historical accidents (pre-5 year accident data) that existed before the current signalised timings and set up (as alluded to in the ITS comments above);and
2. The relevance of the highway safety records (accident data) when considering the existing movements (126 estimated trips per day - largely a potential rather than the actual of the previous site occupier) compared to that proposed (861 estimated trips per day) which are very much different.

As such, there would be a holding objection to the current proposals from a highways perspective.

As outlined above though, there is a potential solution through the inclusion of the site exit into the signalised junction phasing, potentially at a relatively low cost.

If the applicant could therefore investigate the proposals as set out by HCC's ITS Team (above), a re-assessment of any future reports could be undertaken accordingly, with the potential to support the application from a highways perspective accordingly dependant on the findings.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook

APPENDIX B

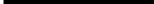
ORIGINAL
PLOT SIZE

Reproduced from Ordnance Survey Superplan Data with the permission of The Controller of His Majesty's Stationery Office. Crown Copyright - Licence No. AL100034021

NOTES:

Topographical Survey: 22572-22-01-Topographical

Based on architects drawing: 22.3377_P19

-  = Proposed Kerb
 = Proposed White Lining
 = Proposed Drop Kerb

 = Proposed Island/Footway

 = Proposed Signal

Rev	Date	Details	Drawn by	Checked by	Approved by
-----	------	---------	----------	------------	-------------

Bristol
Cambridge
London
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:

CORDAGE 13 LTD

PROJECT:

BOURNEMOUTH ROAD,
CHANDLERS FORD,
EASTLEIGH

TITLE:

PROPOSED SIGNALISED ARRANGEMENT FOR ACCESS ONTO BOURNEMOUTH RD

STATUS:

FOR INFORMATION

SCALE: 1:100	DATE: 25/04/23	DRAWN: TS	CHECKED: RJM	APPROVED: RJM
JOB NO: 2208-062		DRAWING NO: PL06		REVISION:



INDICATIVE

RESERVED COPYRIGHT

APPENDIX C

A3

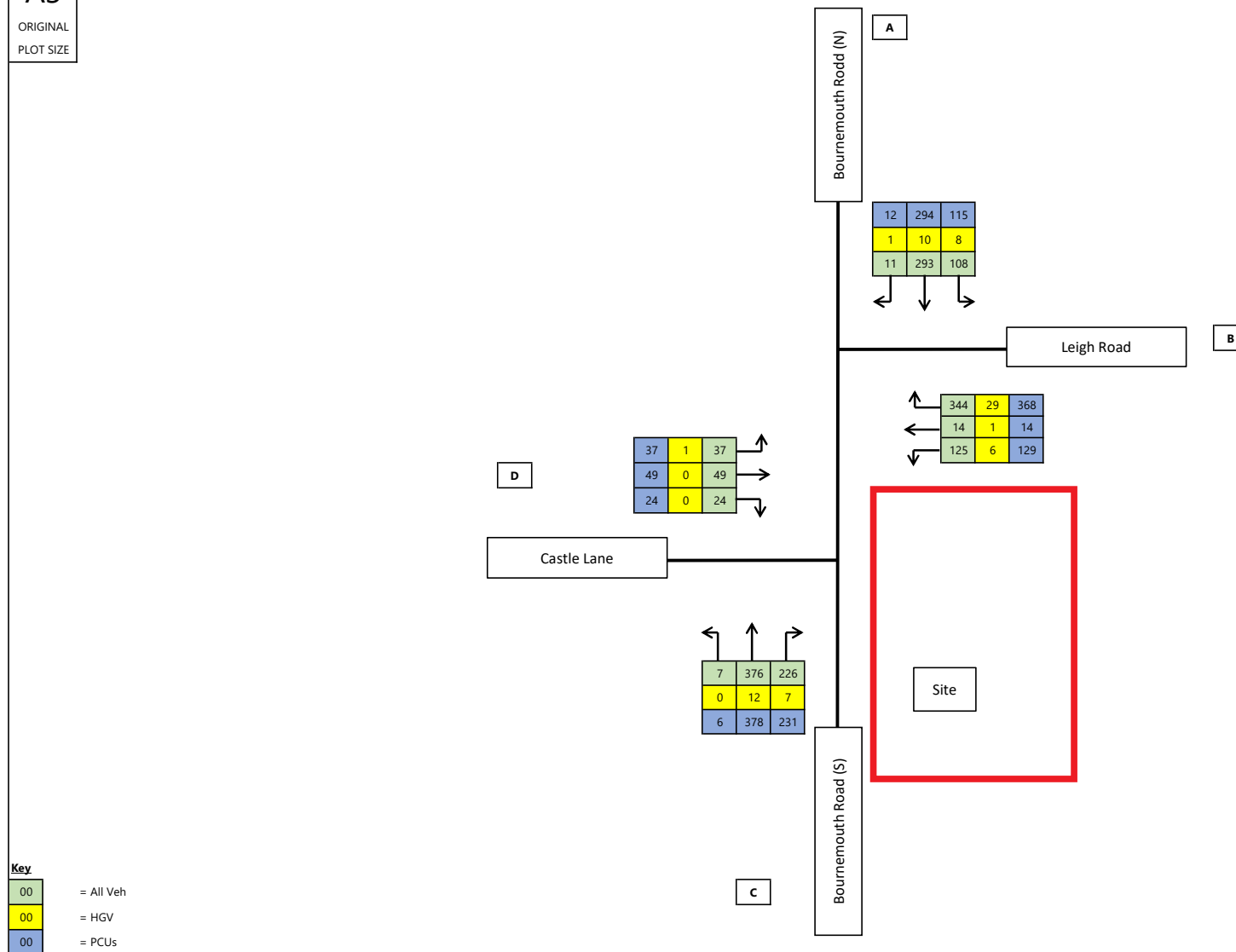
ORIGINAL
PLOT SIZE

RESERVED COPYRIGHT



Key

00	= All Veh
00	= HGV
00	= PCUs



Notes: Any arithmetic error due to rounding

Weekday Exisiting 0730-0830

Date:	Status:	Scale:
28/04/23	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
AC	SK	-
Project No:	Figure No:	Revision:
2208-062	-	-

Bournemouth Road, Chandlers Ford

Cordage Ltd

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City1 Giltspur Street
London
EC1A 9DD020 7119 1155
www.tpa.uk.com

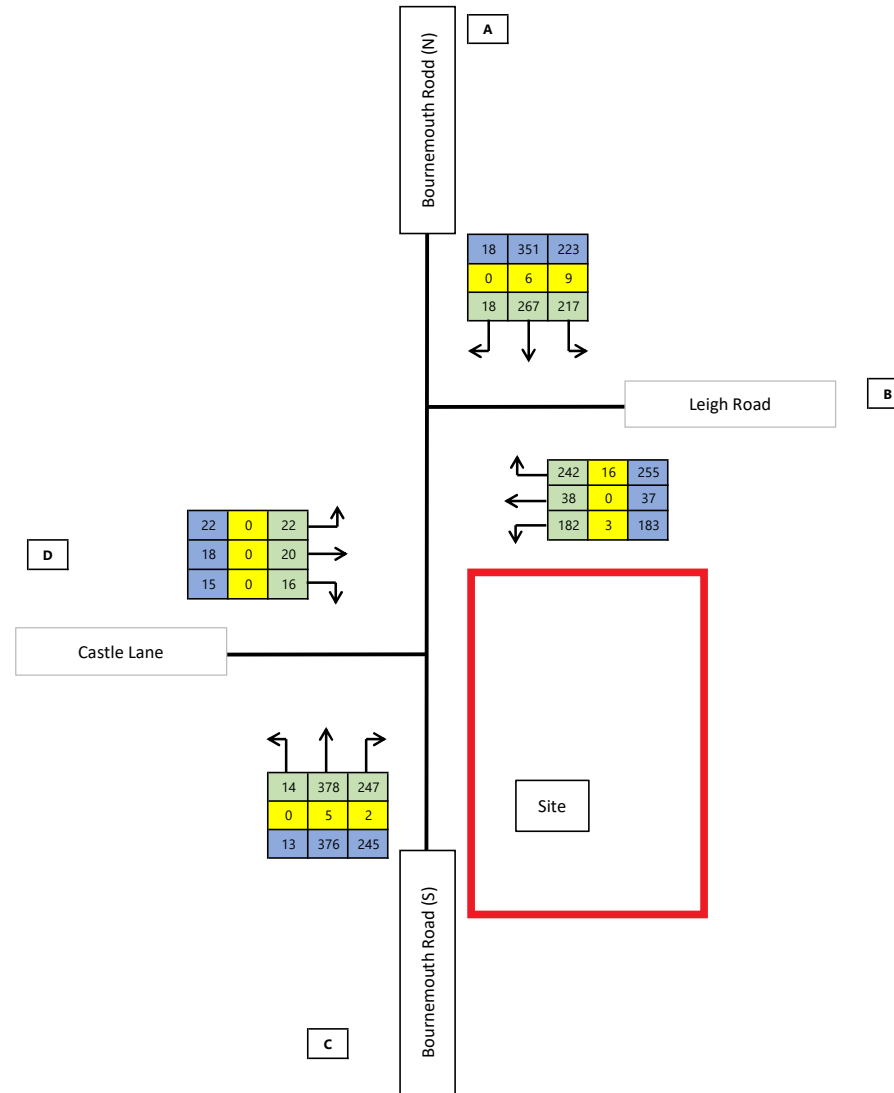
A3

ORIGINAL
PLOT SIZE

RESERVED COPYRIGHT

**Key**

00	= All Veh
00	= HGV
00	= PCUs

**Notes:** Any arithmetic error due to rounding**Weekday Exisiting 1645-1745**Date:
28/04/23Status:
INFORMATIONScale:
NTS**Bournemouth Road, Chandlers Ford**Prepared By:
ACChecked By:
SKApproved By:
-**Cordage Ltd**Project No:
2208-062Figure No:
-Revision:
-Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City1 Giltspur Street
London
EC1A 9DD020 7119 1155
www.tpa.uk.com

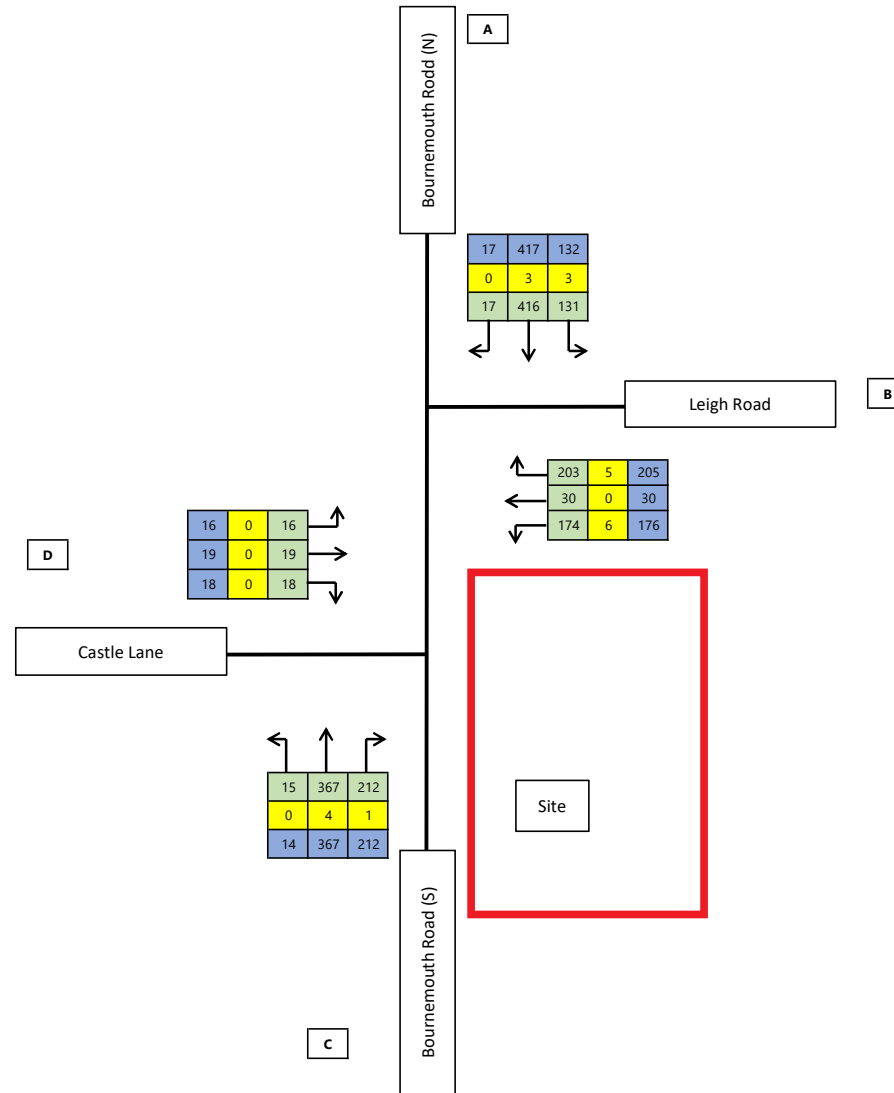
A3

ORIGINAL
PLOT SIZE

RESERVED COPYRIGHT

**Key**

00	=All Veh
00	=HGV
00	= PCUs

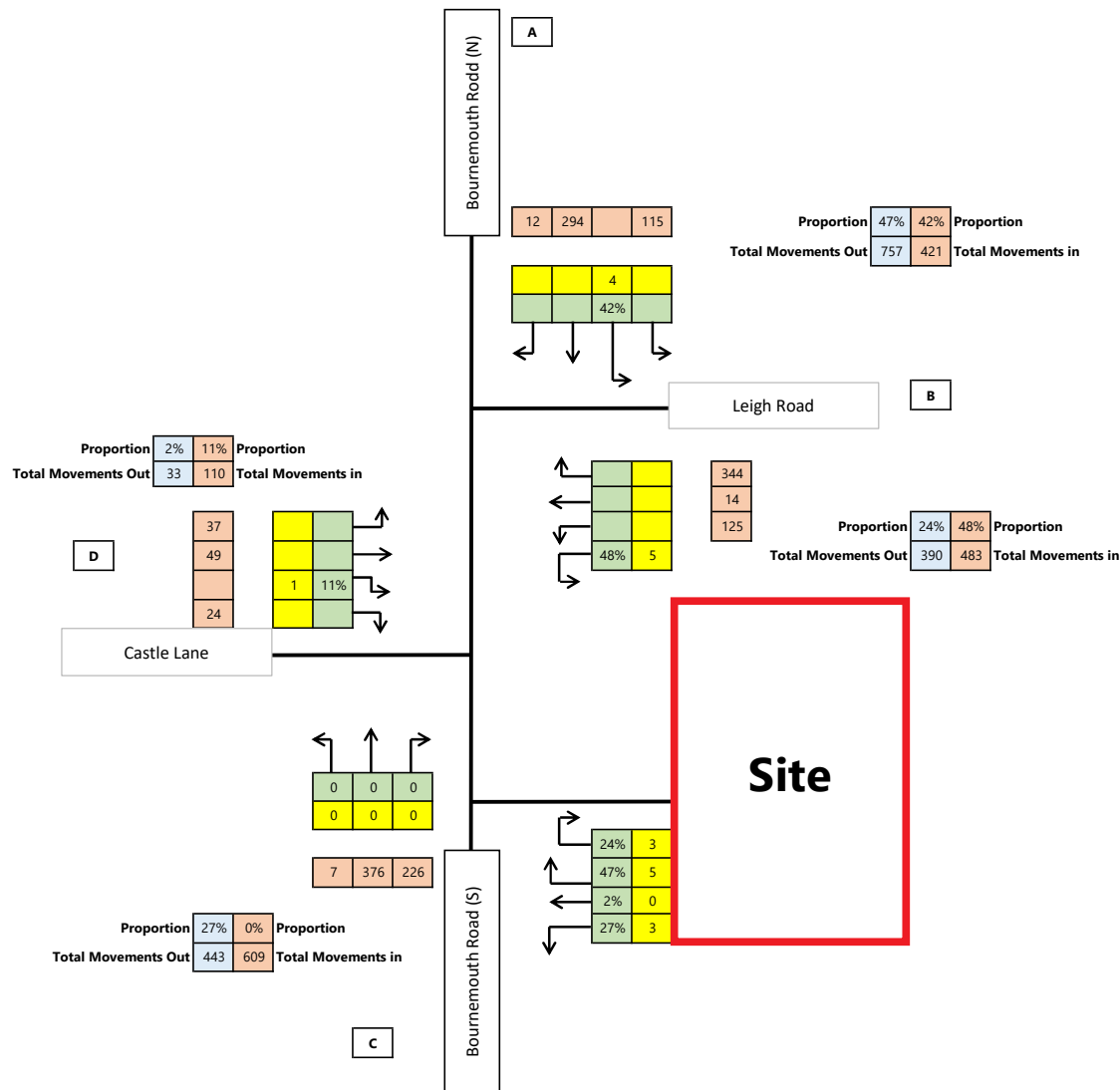
**Notes:** Any arithmetic error due to rounding**Weekend Existing 1100-1200**

Date:	Status:	Scale:
28/04/23	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
AC	SK	-
Project No:	Figure No:	Revision:
2208-062	-	-

Bournemouth Road, Chandlers Ford**Cordage Ltd**Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City1 Giltspur Street
London
EC1A 9DD020 7119 1155
www.tpa.uk.com

APPENDIX D

Arrivals 11
Departures 11



Proposed Splits - primary trips - AM Weekday

Bournemouth Road, Chancellors Ford

Cordage Ltd

Date:	Status:	Scale:
28/04/23	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
AC	SK	-
Project No:	Figure No:	Revision:
2208-062	-	-

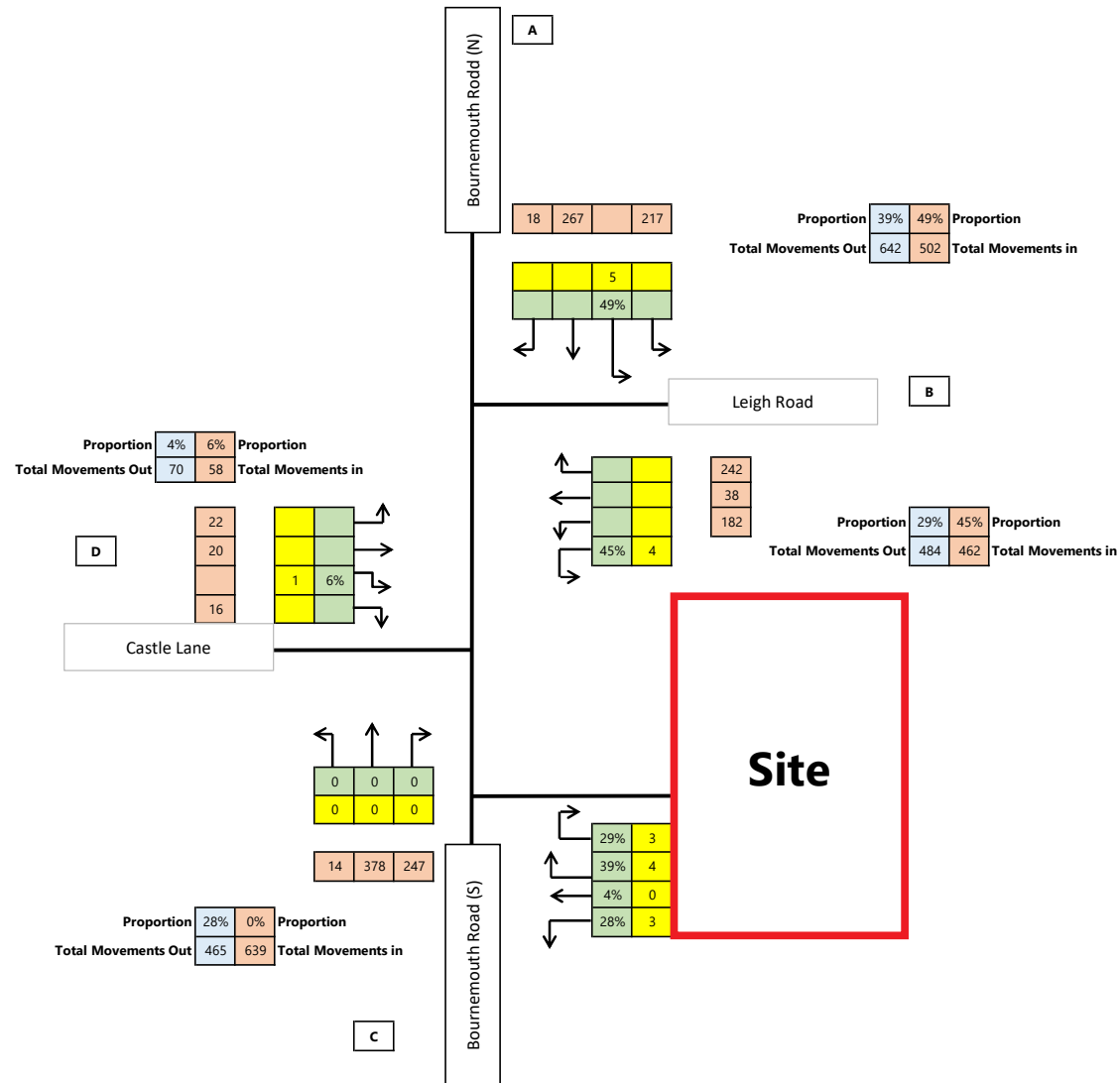
Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD

020 7119 1155
www.tpa.uk.com

Arrivals 9
Departures 9



Notes: Any arithmetic error due to rounding

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD

020 7119 1155
www.tpa.uk.com

Proposed Splits - primary trips - PM Weekday

Bournemouth Road, Chandlers Ford

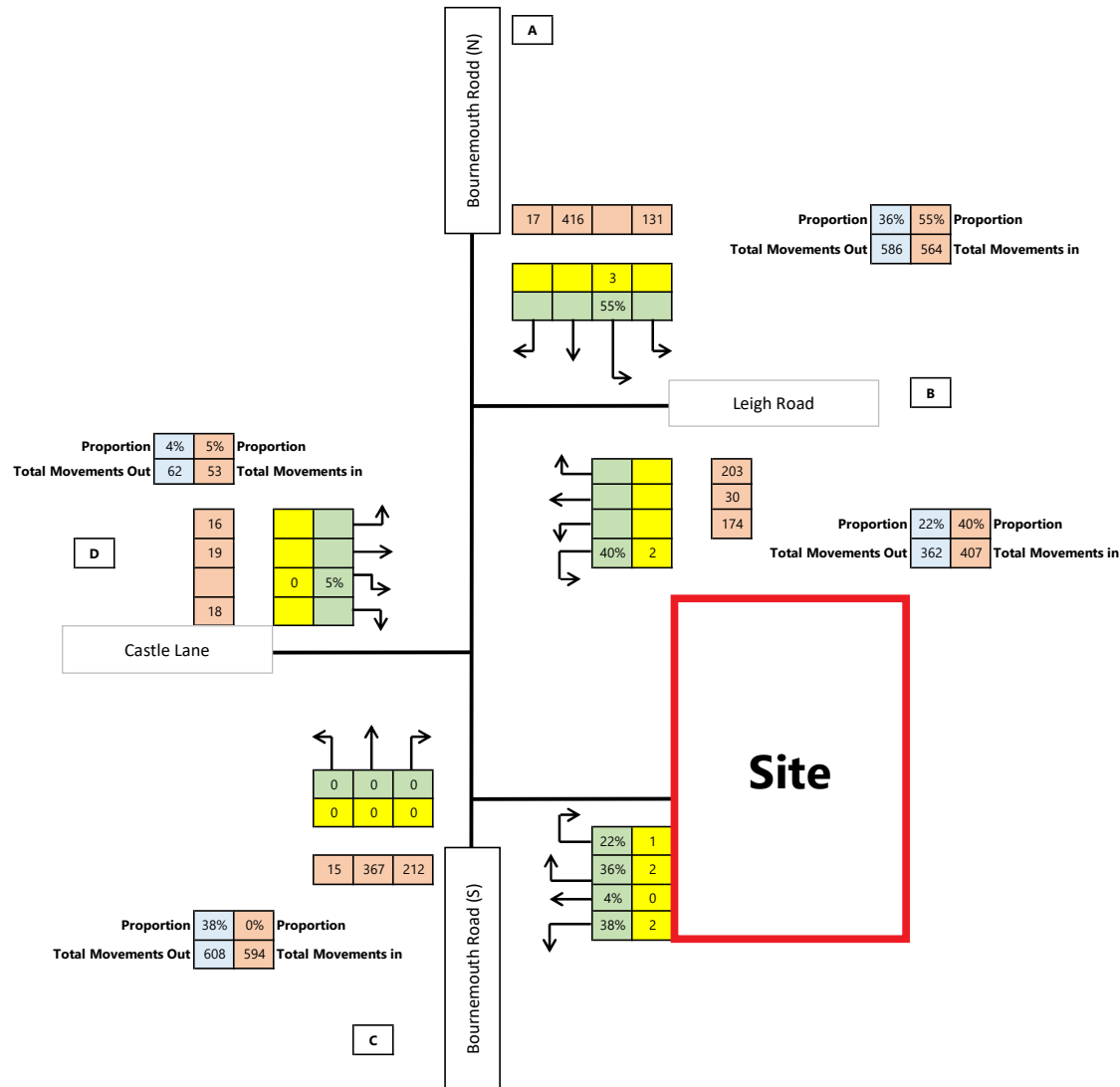
Cordage Ltd

Date:	Status:	Scale:
28/04/23	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
AC	SK	-
Project No:	Figure No:	Revision:
2208-062	-	-

A3

ORIGINAL
PLOT SIZE

RESERVED COPYRIGHT

Arrivals 6
Departures 6

Notes: Any arithmetic error due to rounding

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City1 Giltspur Street
London
EC1A 9DD020 7119 1155
www.tpa.uk.com

Proposed Splits - primary trips - AM Weekend

Bournemouth Road, Chandlers Ford

Cordage Ltd

Date:	Status:	Scale:
28/04/23	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
AC	SK	-
Project No:	Figure No:	Revision:
2208-062	-	-

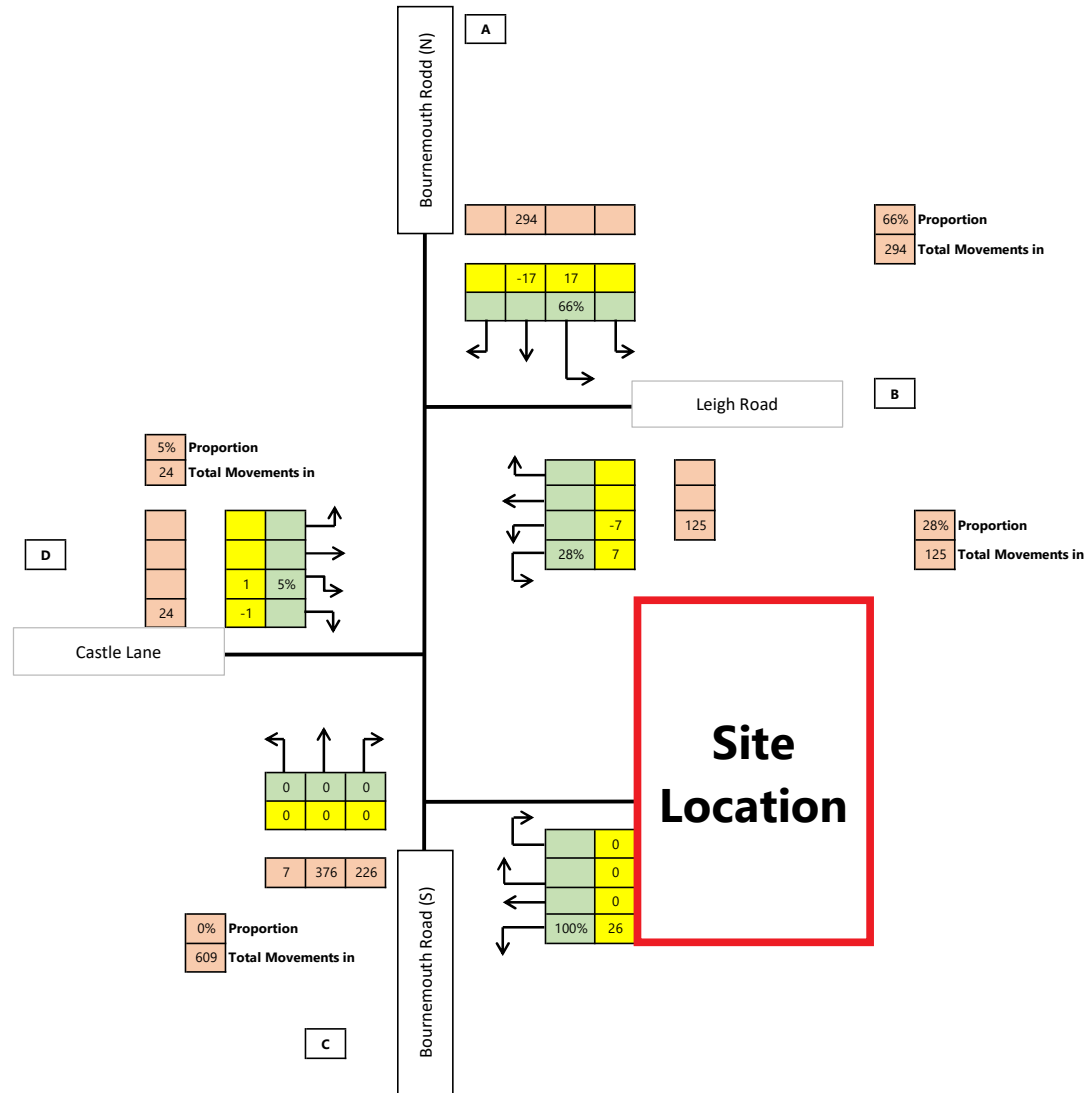
A3

ORIGINAL
PLOT SIZE

RESERVED COPYRIGHT



Arrivals 25
Departures 26



Notes: Any arithmetic error due to rounding

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD

020 7119 1155
www.tpa.uk.com

Proposed Splits - pass-by trips - AM Weekday

Bournemouth Road, Chancellors Ford

Cordage Ltd

Date:	Status:	Scale:
28/04/23	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
AC	SK	-
Project No:	Figure No:	Revision:
2208-062	-	-

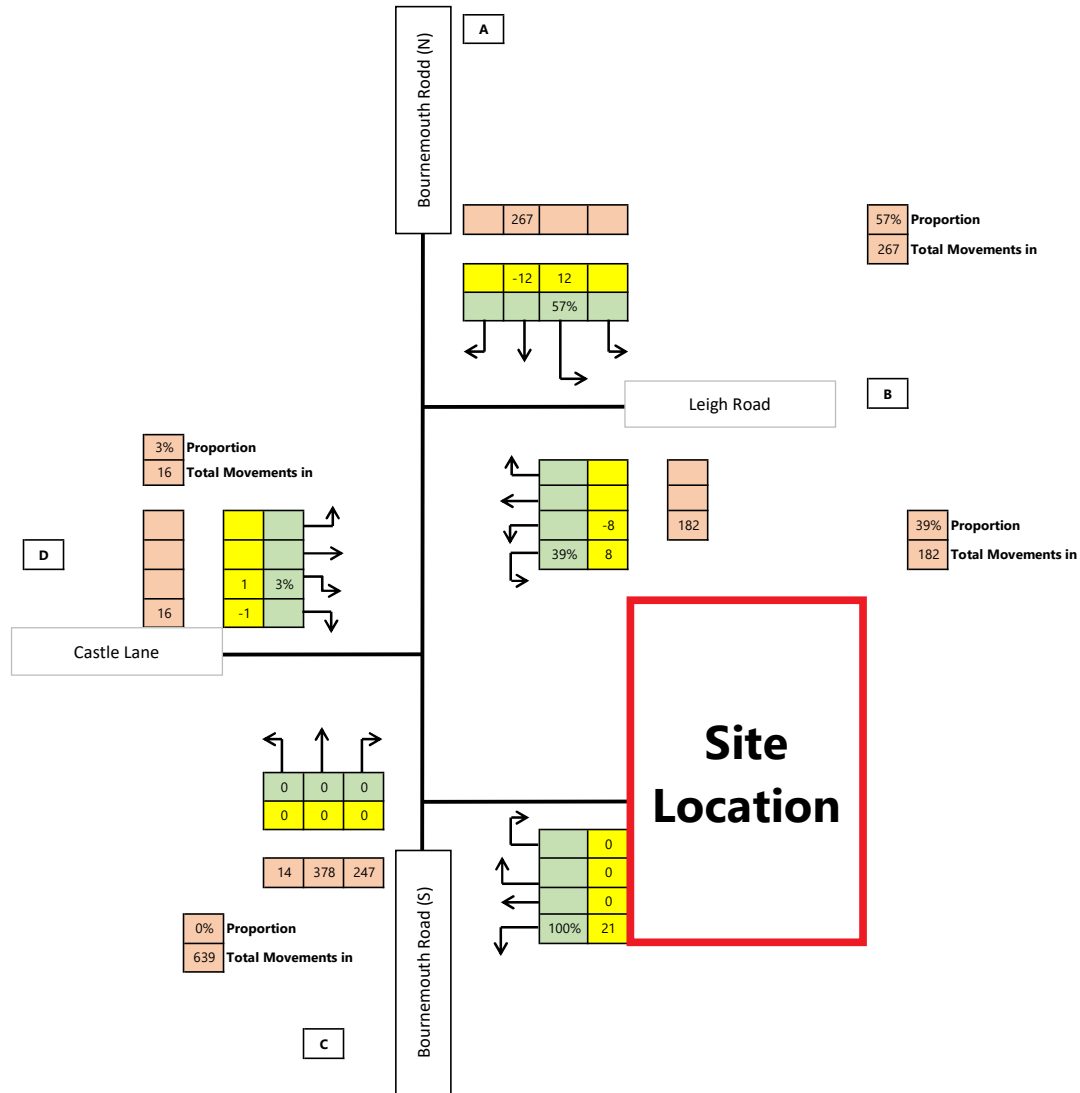
A3

ORIGINAL
PLOT SIZE

RESERVED COPYRIGHT



Arrivals 21
Departures 21



Proposed Splits - pass-by trips - PM Weekday

Bournemouth Road, Chndlers Ford

Cordage Ltd

Date:	Status:	Scale:
28/04/23	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
AC	SK	-
Project No:	Figure No:	Revision:
2208-062	-	-

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD

020 7119 1155
www.tpa.uk.com

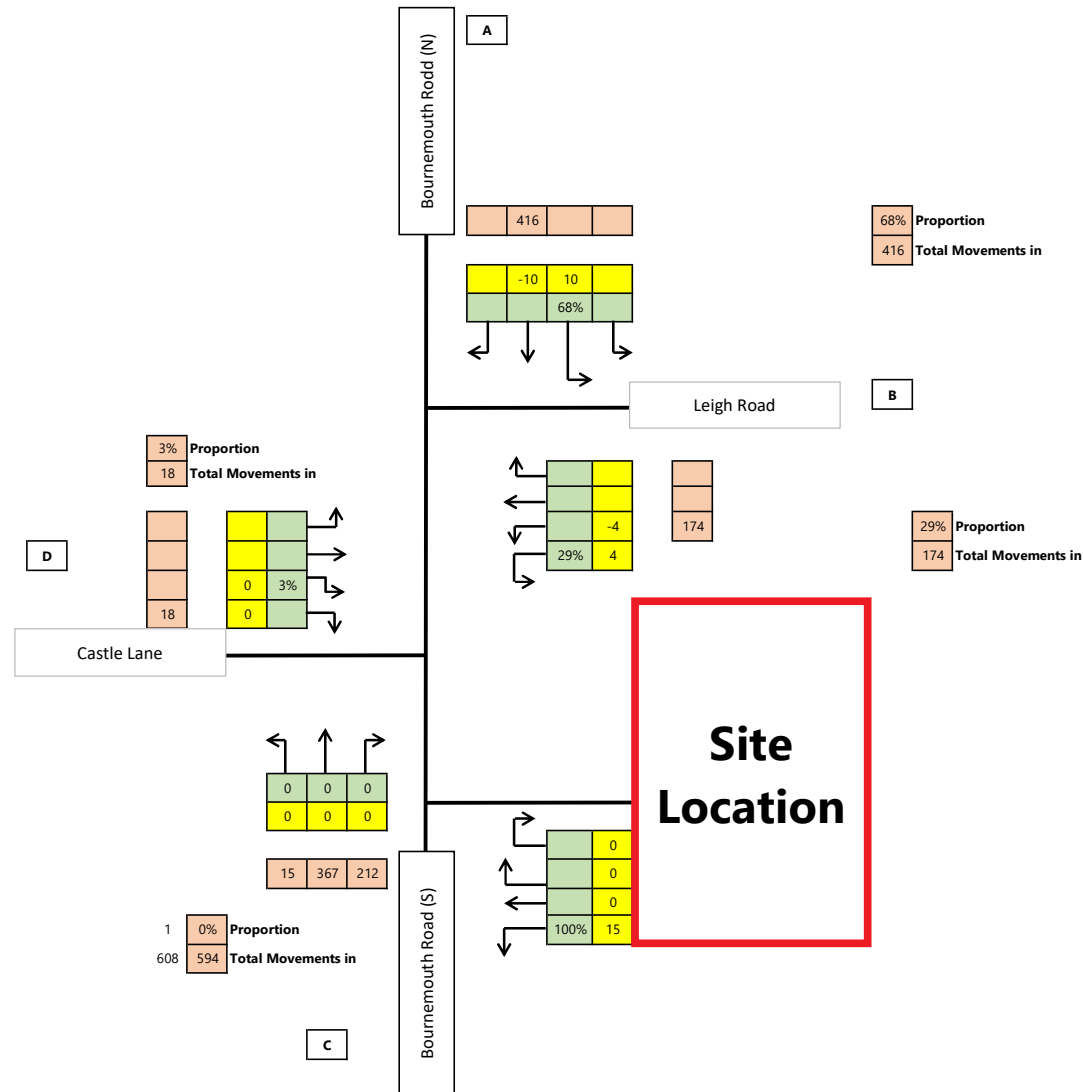
A3

ORIGINAL
PLOT SIZE

RESERVED COPYRIGHT



Arrivals 15
Departures 15

**Key**

00 = All Veh
00 = HGV

Notes: Any arithmetic error due to rounding**Proposed Splits - pass-by trips - AM Weekend****Bournemouth Road, Chancellors Ford****Cordage Ltd**

Date:	Status:	Scale:
28/04/23	INFORMATION	NTS
Prepared By:	Checked By:	Approved By:
AC	SK	-
Project No:	Figure No:	Revision:
2208-062	-	-

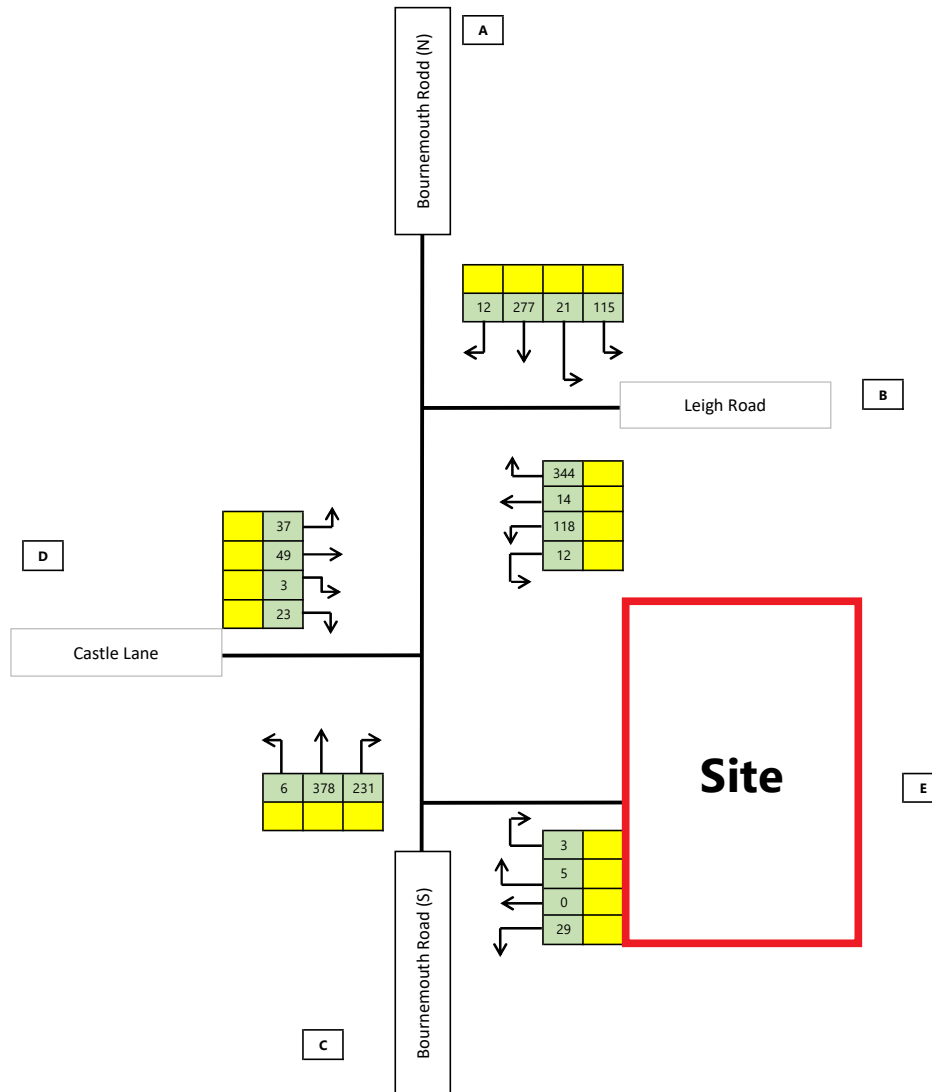
Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD

020 7119 1155
www.tpa.uk.com

APPENDIX E



AM with Development

Bournemouth Road, Chandlers Ford

Cordage Ltd

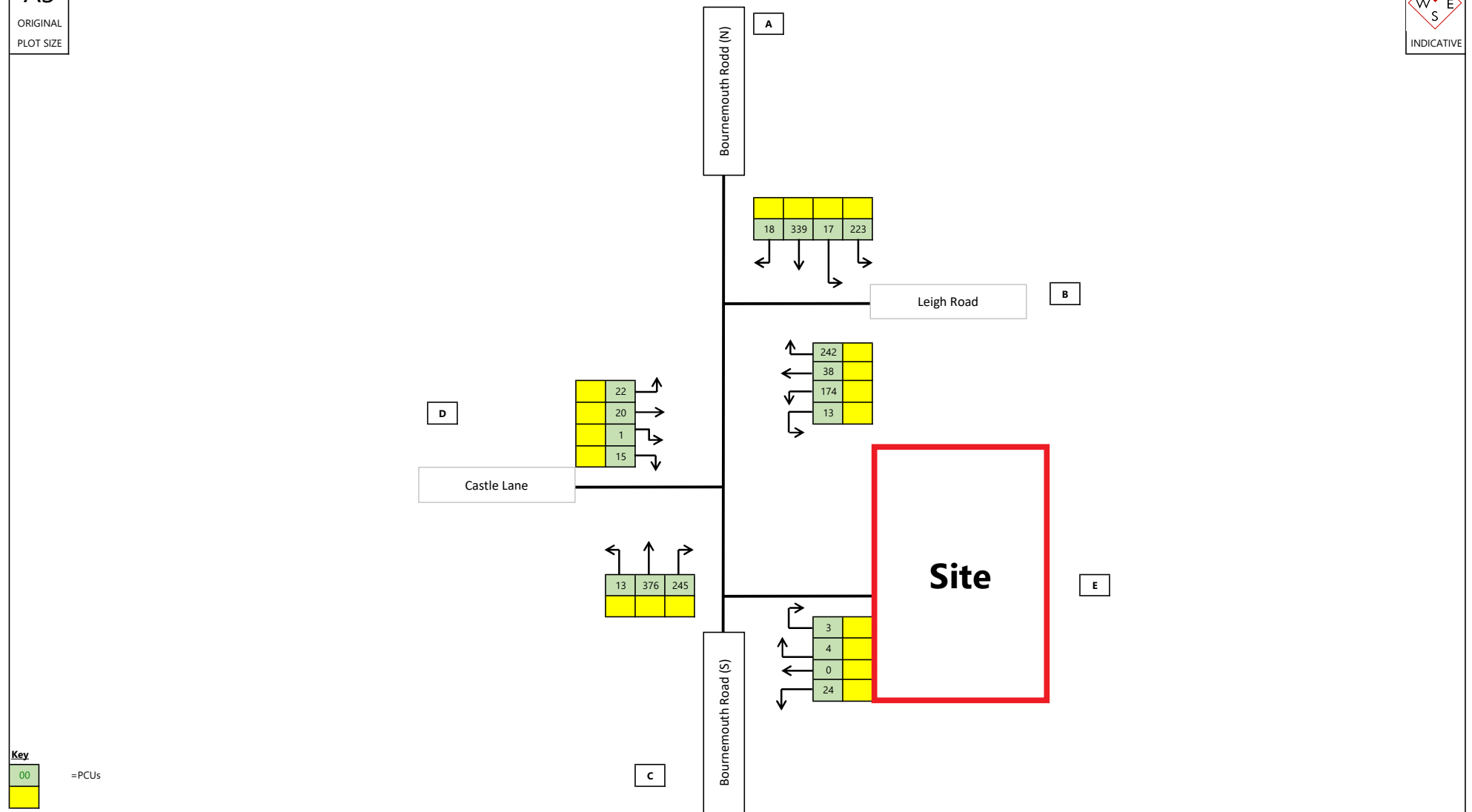
Date: 28/04/23	Status: INFORMATION	Scale: NTS
Prepared By:	Checked By:	Approved By: -
Project No: 2208-062	Figure No: -	Revision: -

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

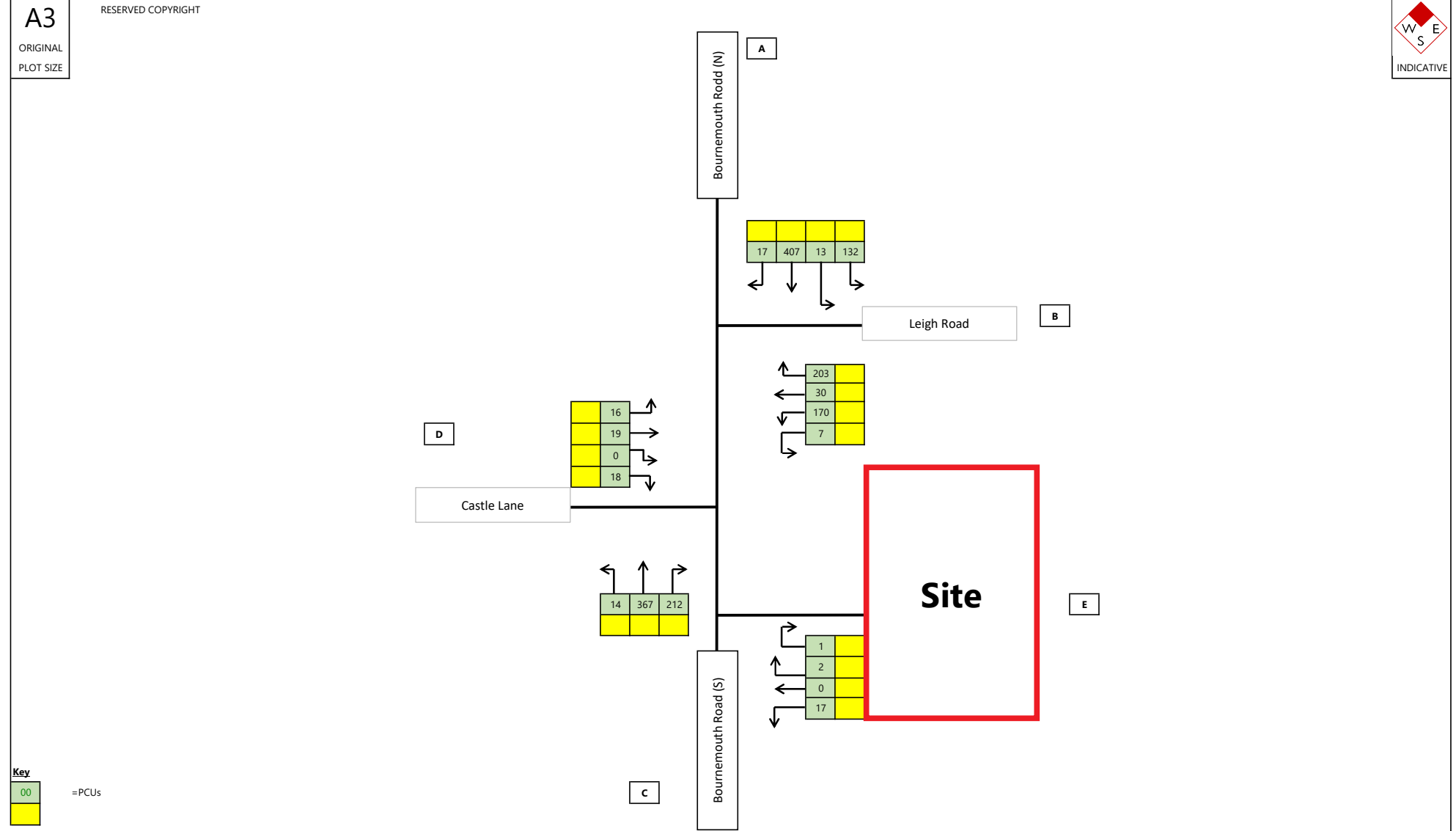


1 Giltspur Street
London
EC1A 9DD

020 7119 1155
www.tpa.uk.com



Bristol Cambridge London Manchester Oxford Welwyn Garden City 1 Giltspur Street London EC1A 9DD 020 7119 1155 www.tpa.uk.com tpa Transport Planning Associates	PM with Development		Date: 28/04/23	Status: INFORMATION	Scale: NTS
	Bournemouth Road, Chancellors Ford		Prepared By:	Checked By:	Approved By: -
	Cordage Ltd		Project No: 2208-062	Figure No: -	Revision: -



Notes: Any arithmetic error due to rounding

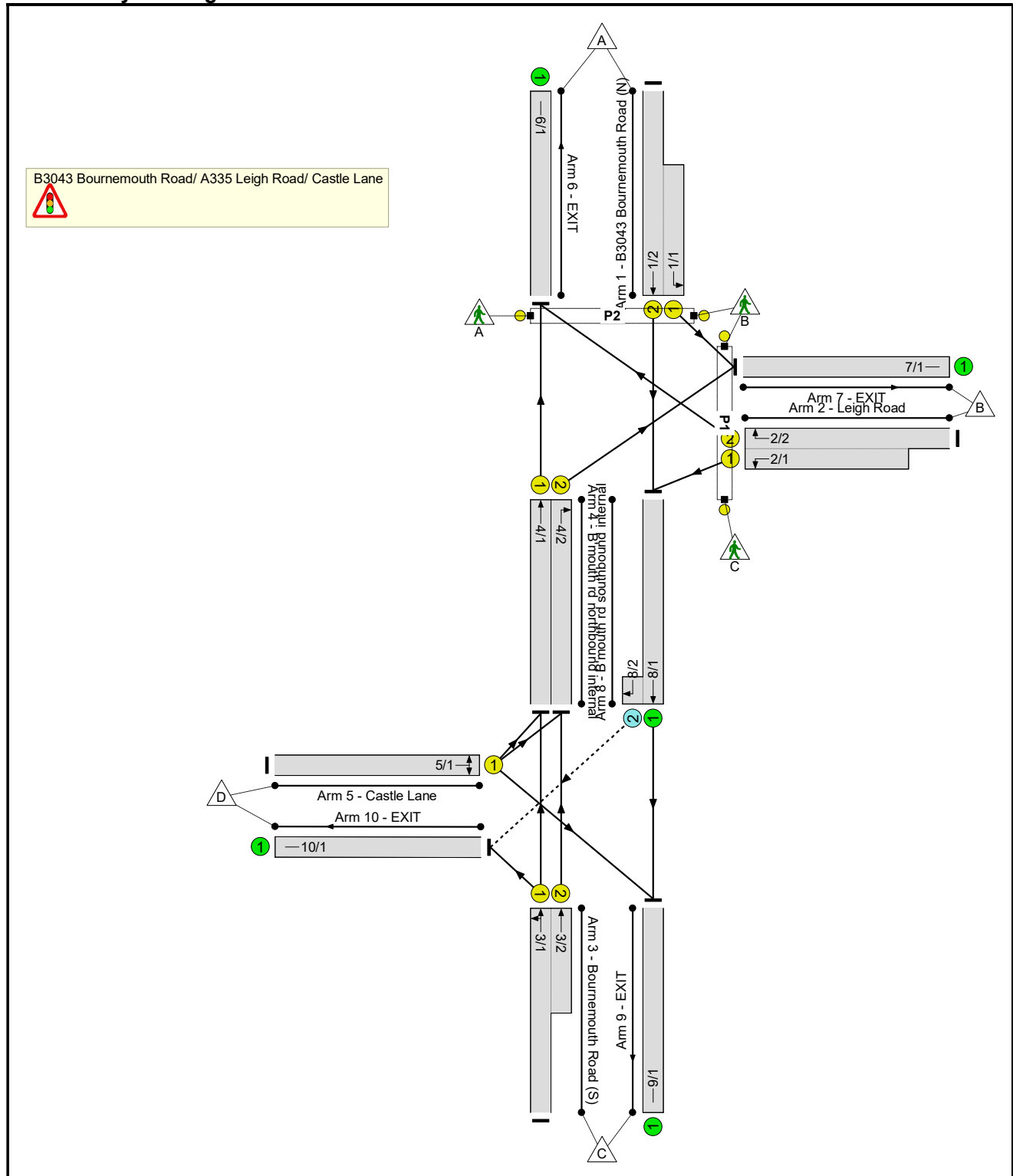
Bristol Cambridge London Manchester Oxford Welwyn Garden City 1 Giltspur Street London EC1A 9DD 020 7119 1155 www.tpa.uk.com tpa Transport Planning Associates	Weekend AM with Development		Date: 28/04/23	Status: INFORMATION	Scale: NTS
	Bournemouth Road, Chancellors Ford		Prepared By:	Checked By:	Approved By: -
	Cordage Ltd		Project No: 2208-062	Figure No: -	Revision: -

APPENDIX F

User and Project Details

Project:	Bournemouth Road, Chandlers Ford
Title:	
Location:	
Checked By:	Stephen Kemp
Additional detail:	
File name:	B3043 Bournemouth Road_A335 Leigh Road_ Castle Lane_Existing AC + SMK.lsg3x
Author:	Allen Carr
Company:	
Address:	

Network Layout Diagram



Network Results**Scenario 1: 'Existing AM Weekday'** (FG1: 'Existing AM Weekday Peak', Plan 1: 'AM')

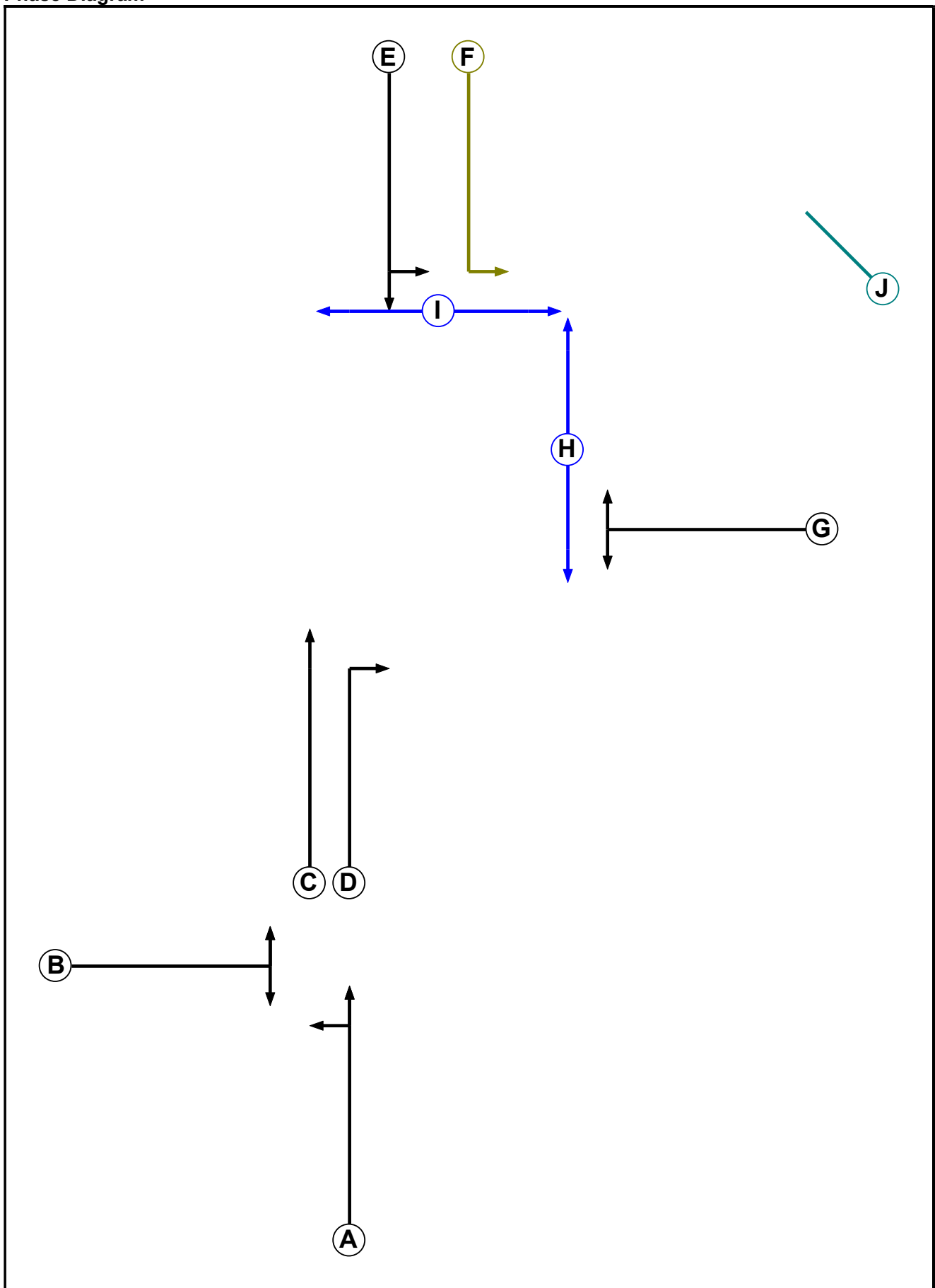
Item	Lane Description	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Total Delay (pcuHr)
Network	-	-	-	88.2%	29.8
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	-	88.2%	29.8
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	8.9	38.4	68.0 : 68.0%	4.5
2/2+2/1	Leigh Road Right Left	12.9	57.4	85.6 : 85.6%	8.1
3/1+3/2	Bournemouth Road (S) Ahead Left	15.4	54.3	88.2 : 88.2%	9.3
4/1	B'mouth rd northbound internal Ahead	1.6	8.7	48.2%	1.0
4/2	B'mouth rd northbound internal Right	9.0	37.2	68.1%	2.9
5/1	Castle Lane Left Right	5.5	124.2	85.4%	3.8
6/1	EXIT	0.0	0.0	0.0%	0.0
7/1	EXIT	0.0	0.0	0.0%	0.0
8/1+8/2	B'mouth rd southbound internal Ahead Right	6.6	1.3	22.8 : 22.8%	0.2
9/1	EXIT	0.0	0.0	0.0%	0.0
10/1	EXIT	0.0	0.0	0.0%	0.0
Ped Link: P1	Pedestrian crossing Leigh Rd	0.1	47.5	0.0%	0.0
Ped Link: P2	Pedestrian crossing Bournemouth Rd	0.6	47.5	0.7%	0.3
C1 PRC for Signalled Lanes (%): 2.0 PRC Over All Lanes (%): 2.0 Total Delay for Signalled Lanes (pcuHr): 29.59 Total Delay Over All Lanes(pcuHr): 29.75 Cycle Time (s): 104					

Scenario 2: 'Existing PM Weekday' (FG2: 'Existing PM Weekday Peak', Plan 2: 'PM')

Item	Lane Description	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Total Delay (pcuHr)
Network	-	-	-	84.0%	24.5
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	-	84.0%	24.5
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	9.9	32.4	73.7 : 73.7%	5.3
2/2+2/1	Leigh Road Right Left	8.5	53.7	79.6 : 80.6%	7.1
3/1+3/2	Bournemouth Road (S) Ahead Left	13.2	44.3	84.0 : 84.0%	7.8
4/1	B'mouth rd northbound internal Ahead	1.0	6.0	43.1%	0.7
4/2	B'mouth rd northbound internal Right	8.1	33.0	68.6%	2.4
5/1	Castle Lane Left Right	1.7	63.6	39.7%	1.0
6/1	EXIT	0.0	0.0	0.0%	0.0
7/1	EXIT	0.0	0.0	0.0%	0.0
8/1+8/2	B'mouth rd southbound internal Ahead Right	7.7	1.5	30.0 : 30.0%	0.2
9/1	EXIT	0.0	0.0	0.0%	0.0
10/1	EXIT	0.0	0.0	0.0%	0.0
Ped Link: P1	Pedestrian crossing Leigh Rd	0.2	44.0	0.2%	0.1
Ped Link: P2	Pedestrian crossing Bournemouth Rd	0.3	44.0	0.3%	0.2
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):	7.2 7.2	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	24.25 24.50	Cycle Time (s): 97

Scenario 3: 'Existing Weekend' (FG3: 'Existing Weekend Peak', Plan 3: 'Weekend')

Item	Lane Description	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Total Delay (pcuHr)
Network	-	-	-	80.5%	22.1
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	-	80.5%	22.1
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	12.5	37.6	78.5 : 78.5%	5.9
2/2+2/1	Leigh Road Right Left	6.7	51.3	68.2 : 80.5%	5.9
3/1+3/2	Bournemouth Road (S) Ahead Left	11.5	39.9	78.7 : 78.7%	6.6
4/1	B'mouth rd northbound internal Ahead	0.8	5.1	40.6%	0.5
4/2	B'mouth rd northbound internal Right	6.8	31.4	60.3%	2.0
5/1	Castle Lane Left Right	1.6	63.0	38.1%	0.9
6/1	EXIT	0.0	0.0	0.0%	0.0
7/1	EXIT	0.0	0.0	0.0%	0.0
8/1+8/2	B'mouth rd southbound internal Ahead Right	9.5	1.5	32.5 : 32.5%	0.3
9/1	EXIT	0.0	0.0	0.0%	0.0
10/1	EXIT	0.0	0.0	0.0%	0.0
Ped Link: P1	Pedestrian crossing Leigh Rd	0.1	44.0	0.0%	0.0
Ped Link: P2	Pedestrian crossing Bournemouth Rd	0.0	44.0	0.0%	0.0
C1	PRC for Signalled Lanes (%): 11.8 PRC Over All Lanes (%): 11.8	Total Delay for Signalled Lanes (pcuHr): 21.82 Total Delay Over All Lanes(pcuHr): 22.09	Cycle Time (s): 97		



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	E	4	0
G	Traffic		7	7
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Dummy		10	10

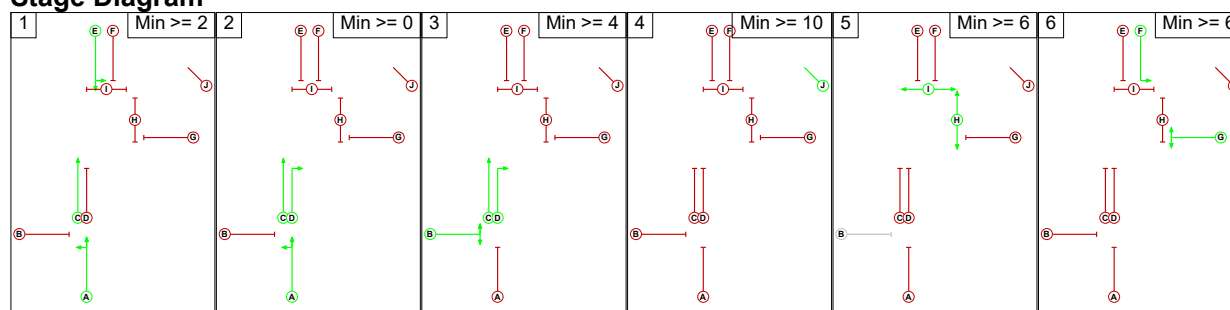
Phase Intergreens Matrix

		Starting Phase									
Terminating Phase		A	B	C	D	E	F	G	H	I	J
	A		12	-	-	-	0	5	0	0	3
	B	5		-	-	5	-	5	-	-	3
	C	-	-		-	-	5	5	8	8	3
	D	-	-	-		5	6	5	8	-	3
	E	-	8	-	5		-	5	7	5	3
	F	5	-	5	5	-		-	7	5	3
	G	8	7	5	5	5	-		5	9	3
	H	5	-	5	5	5	5	5		-	5
	I	5	-	5	-	5	5	5	-		5
	J	2	2	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	C	Losing	3	3
1	5	C	Losing	3	3
1	6	C	Losing	3	3
2	4	C	Losing	4	4
2	4	D	Losing	4	4
2	5	C	Losing	3	3
2	5	D	Losing	3	3
2	6	C	Losing	3	3
2	6	D	Losing	3	3

Prohibited Stage Change

		To Stage					
From Stage		1	2	3	4	5	6
	1		5	12	6	11	8
	2	5		12	7	11	9
	3	5	5		3	8	6
	4	2	2	2		2	2
	5	5	5	5	5		5
	6	10	X	X	X	X	

Give-Way Lane Input Data

Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane											
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)
8/2 (B'mouth rd southbound internal)	10/1 (Right)	850	0	3/2	0.35	All	-	-	-	-	-
				3/1	0.35	All					

Lane Input Data

Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B3043 Bournemouth Road (N))	U	E F	2	3	9.6	Geom	-	3.00	0.00	Y	Arm 7 Left	16.00
1/2 (B3043 Bournemouth Road (N))	U	E	2	3	9.6	Geom	-	3.30	0.00	N	Arm 8 Ahead	Inf
2/1 (Leigh Road)	U	G	2	3	14.6	Geom	-	3.50	0.00	Y	Arm 8 Left	8.00
2/2 (Leigh Road)	U	G	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Right	18.00
3/1 (Bournemouth Road (S))	U	A	2	3	7.8	Geom	-	2.90	0.00	Y	Arm 4 Ahead	Inf
											Arm 10 Left	8.00
3/2 (Bournemouth Road (S))	U	A	2	3	7.7	Geom	-	2.90	0.00	N	Arm 4 Ahead	Inf
4/1 (B'mouth rd northbound internal)	U	C	2	3	7.7	Geom	-	2.90	0.00	Y	Arm 6 Ahead	Inf
4/2 (B'mouth rd northbound internal)	U	D	2	3	7.7	Geom	-	2.90	0.00	N	Arm 7 Right	15.00
5/1 (Castle Lane)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	8.00
											Arm 9 Right	12.00
6/1 (EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B'mouth rd southbound internal)	U		2	3	5.6	Geom	-	3.70	0.00	Y	Arm 9 Ahead	Inf
8/2 (B'mouth rd southbound internal)	O		2	3	2.0	Geom	-	2.65	0.00	N	Arm 10 Right	12.00
9/1 (EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Existing AM Weekday Peak'	07:45	08:45	01:00	
2: 'Existing PM Weekday Peak'	16:45	17:45	01:00	
3: 'Existing Weekend Peak'	11:00	12:00	01:00	
4: 'Proposed AM Weekday Peak'	07:45	08:45	01:00	
5: 'Proposed PM Weekday Peak'	16:45	17:45	01:00	
6: 'Proposed Weekend Peak'	11:00	12:00	01:00	

Scenario 1: 'Existing AM Weekday' (FG1: 'Existing AM Weekday Peak', Plan 1: 'AM')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	115	294	12	421
	B	368	0	129	14	511
	C	378	231	0	6	615
	D	37	49	24	0	110
	Tot.	783	395	447	32	1657

Traffic Lane Flows

Lane	Scenario 1: Existing AM Weekday
Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	
1/1 (short)	115
1/2 (with short)	421(In) 306(Out)
2/1 (short)	143
2/2 (with short)	511(In) 368(Out)
3/1 (with short)	615(In) 384(Out)
3/2 (short)	231
4/1	415
4/2	280
5/1	110
6/1	783
7/1	395
8/1 (with short)	449(In) 423(Out)
8/2 (short)	26
9/1	447
10/1	32

Lane Saturation Flows

Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1 (B3043 Bournemouth Road (N))	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751		
1/2 (B3043 Bournemouth Road (N))	3.30	0.00	N	Arm 8 Ahead	Inf	100.0 %	2085	2085		
2/1 (Leigh Road)	3.50	0.00	Y	Arm 8 Left	8.00	100.0 %	1655	1655		
2/2 (Leigh Road)	3.50	0.00	N	Arm 6 Right	18.00	100.0 %	1943	1943		
3/1 (Bournemouth Road (S))	2.90	0.00	Y	Arm 4 Ahead	Inf	98.4 %	1899	1899		
				Arm 10 Left	8.00	1.6 %				
3/2 (Bournemouth Road (S))	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045		
4/1 (B'mouth rd northbound internal)	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905		
4/2 (B'mouth rd northbound internal)	2.90	0.00	N	Arm 7 Right	15.00	100.0 %	1859	1859		
5/1 (Castle Lane)	3.50	0.00	Y	Arm 4 Left	8.00	78.2 %	1674	1674		
				Arm 9 Right	12.00	21.8 %				
6/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf		
7/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf		
8/1 (B'mouth rd southbound internal)	3.70	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1985	1985		
8/2 (B'mouth rd southbound internal)	2.65	0.00	N	Arm 10 Right	12.00	100.0 %	1796	1796		
9/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf		
10/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf		

Scenario 2: 'Existing PM Weekday' (FG2: 'Existing PM Weekday Peak', Plan 2: 'PM')**Traffic Flows, Desired****Desired Flow :**

		Destination				
Origin		A	B	C	D	Tot.
	A	0	223	351	18	592
	B	255	0	183	37	475
	C	376	245	0	13	634
	D	22	18	15	0	55
	Tot.	653	486	549	68	1756

Traffic Lane Flows

Lane	Scenario 2: Existing PM Weekday
Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	
1/1 (short)	223
1/2 (with short)	592(In) 369(Out)
2/1 (short)	220
2/2 (with short)	475(In) 255(Out)
3/1 (with short)	634(In) 389(Out)
3/2 (short)	245
4/1	398
4/2	263
5/1	55
6/1	653
7/1	486
8/1 (with short)	589(In) 534(Out)
8/2 (short)	55
9/1	549
10/1	68

Lane Saturation Flows

Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1 (B3043 Bournemouth Road (N))	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751		
1/2 (B3043 Bournemouth Road (N))	3.30	0.00	N	Arm 8 Ahead	Inf	100.0 %	2085	2085		
2/1 (Leigh Road)	3.50	0.00	Y	Arm 8 Left	8.00	100.0 %	1655	1655		
2/2 (Leigh Road)	3.50	0.00	N	Arm 6 Right	18.00	100.0 %	1943	1943		
3/1 (Bournemouth Road (S))	2.90	0.00	Y	Arm 4 Ahead	Inf	96.7 %	1893	1893		
				Arm 10 Left	8.00	3.3 %				
3/2 (Bournemouth Road (S))	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045		
4/1 (B'mouth rd northbound internal)	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905		
4/2 (B'mouth rd northbound internal)	2.90	0.00	N	Arm 7 Right	15.00	100.0 %	1859	1859		
5/1 (Castle Lane)	3.50	0.00	Y	Arm 4 Left	8.00	72.7 %	1679	1679		
				Arm 9 Right	12.00	27.3 %				
6/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf		
7/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf		
8/1 (B'mouth rd southbound internal)	3.70	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1985	1985		
8/2 (B'mouth rd southbound internal)	2.65	0.00	N	Arm 10 Right	12.00	100.0 %	1796	1796		
9/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf		
10/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf		

Scenario 3: 'Existing Weekend' (FG3: 'Existing Weekend Peak', Plan 3: 'Weekend')**Traffic Flows, Desired****Desired Flow :**

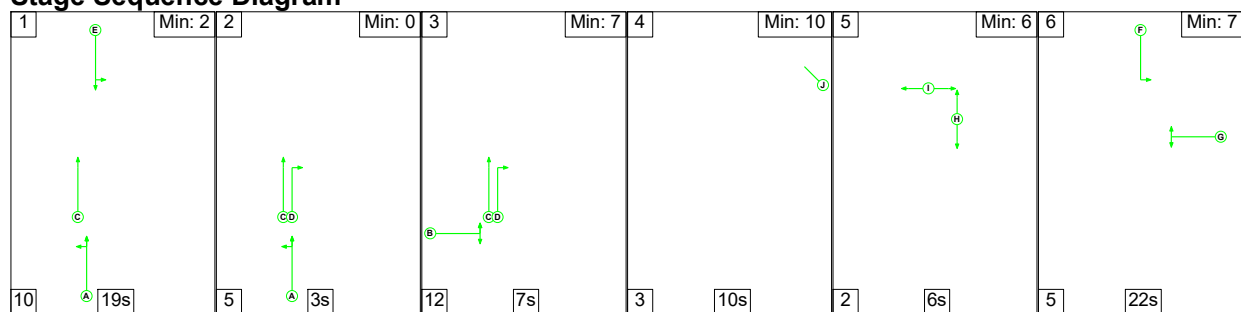
		Destination				
Origin		A	B	C	D	Tot.
	A	0	132	417	17	566
	B	205	0	176	30	411
	C	367	212	0	14	593
	D	16	19	18	0	53
	Tot.	588	363	611	61	1623

Traffic Lane Flows

Lane	Scenario 3: Existing Weekend
Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	
1/1 (short)	132
1/2 (with short)	566(In) 434(Out)
2/1 (short)	206
2/2 (with short)	411(In) 205(Out)
3/1 (with short)	593(In) 381(Out)
3/2 (short)	212
4/1	383
4/2	231
5/1	53
6/1	588
7/1	363
8/1 (with short)	640(In) 593(Out)
8/2 (short)	47
9/1	611
10/1	61

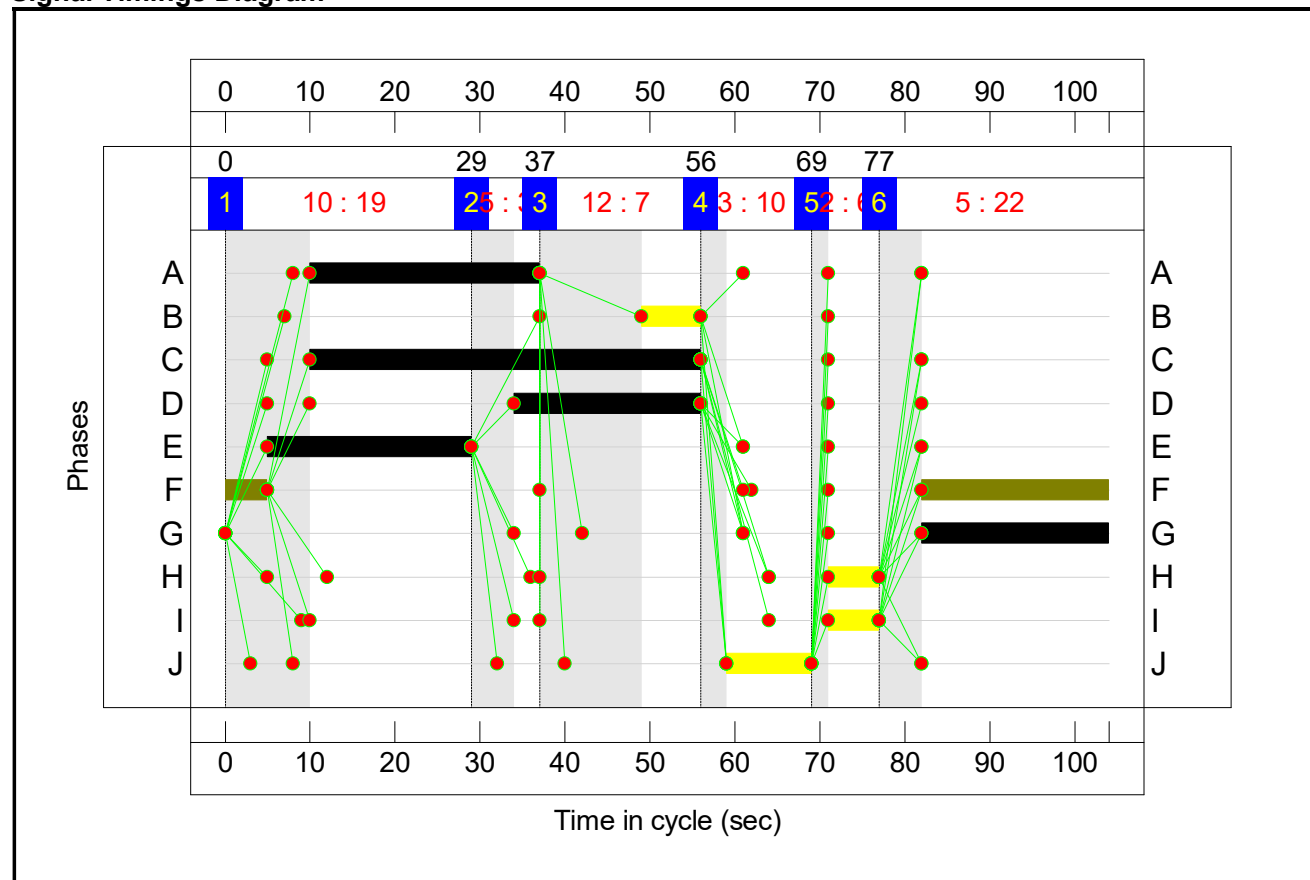
Lane Saturation Flows

Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (B3043 Bournemouth Road (N))	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751	
1/2 (B3043 Bournemouth Road (N))	3.30	0.00	N	Arm 8 Ahead	Inf	100.0 %	2085	2085	
2/1 (Leigh Road)	3.50	0.00	Y	Arm 8 Left	8.00	100.0 %	1655	1655	
2/2 (Leigh Road)	3.50	0.00	N	Arm 6 Right	18.00	100.0 %	1943	1943	
3/1 (Bournemouth Road (S))	2.90	0.00	Y	Arm 4 Ahead	Inf	96.3 %	1892	1892	
				Arm 10 Left	8.00	3.7 %			
3/2 (Bournemouth Road (S))	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045	
4/1 (B'mouth rd northbound internal)	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905	
4/2 (B'mouth rd northbound internal)	2.90	0.00	N	Arm 7 Right	15.00	100.0 %	1859	1859	
5/1 (Castle Lane)	3.50	0.00	Y	Arm 4 Left	8.00	66.0 %	1685	1685	
				Arm 9 Right	12.00	34.0 %			
6/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf	
7/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf	
8/1 (B'mouth rd southbound internal)	3.70	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1985	1985	
8/2 (B'mouth rd southbound internal)	2.65	0.00	N	Arm 10 Right	12.00	100.0 %	1796	1796	
9/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf	
10/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf	

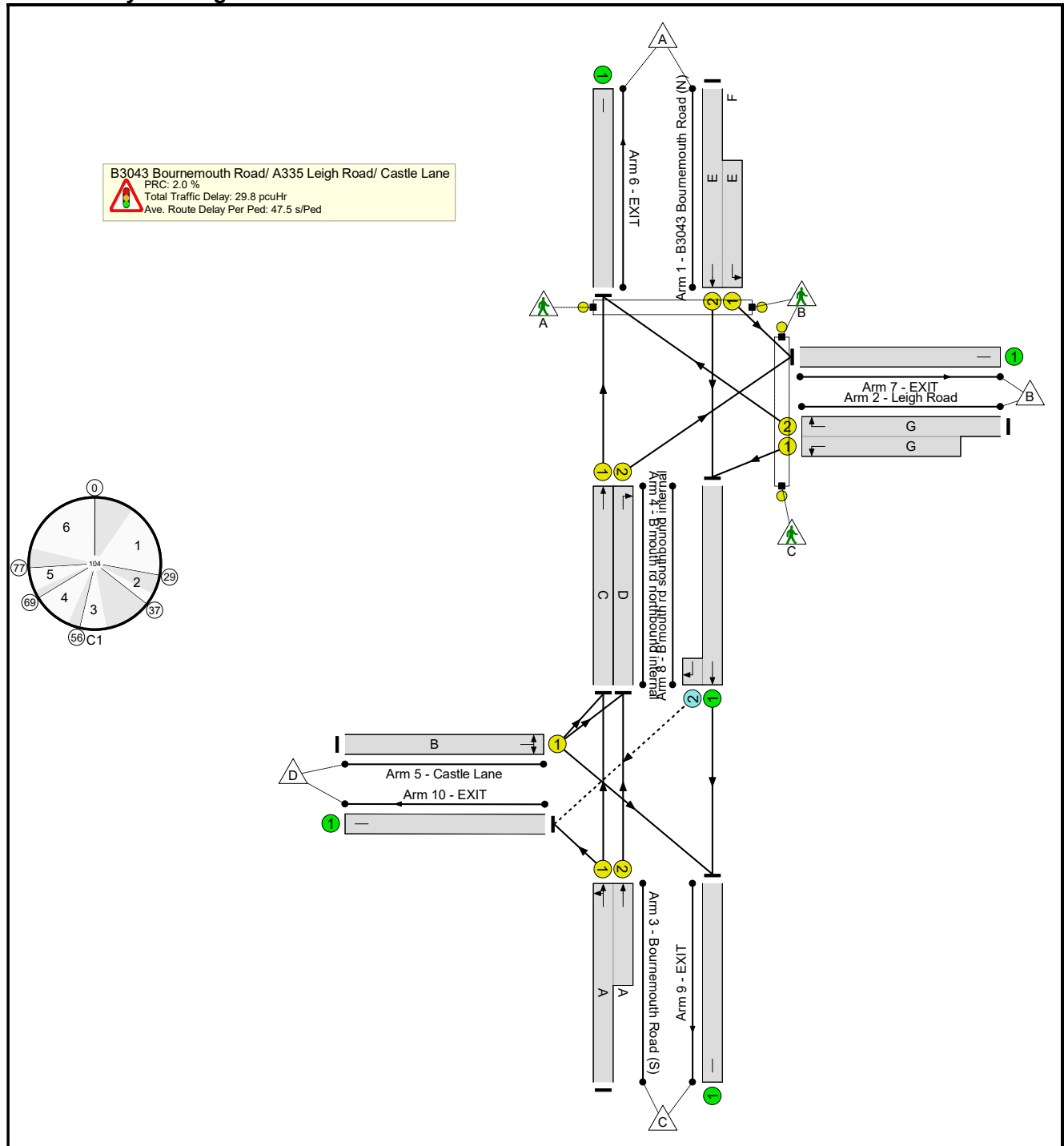
Scenario 1: 'Existing AM Weekday' (FG1: 'Existing AM Weekday Peak', Plan 1: 'AM')**Stage Sequence Diagram**

Stage Timings

Stage	1	2	3	4	5	6
Duration	19	3	7	10	6	22
Change Point	0	29	37	56	69	77

Signal Timings Diagram

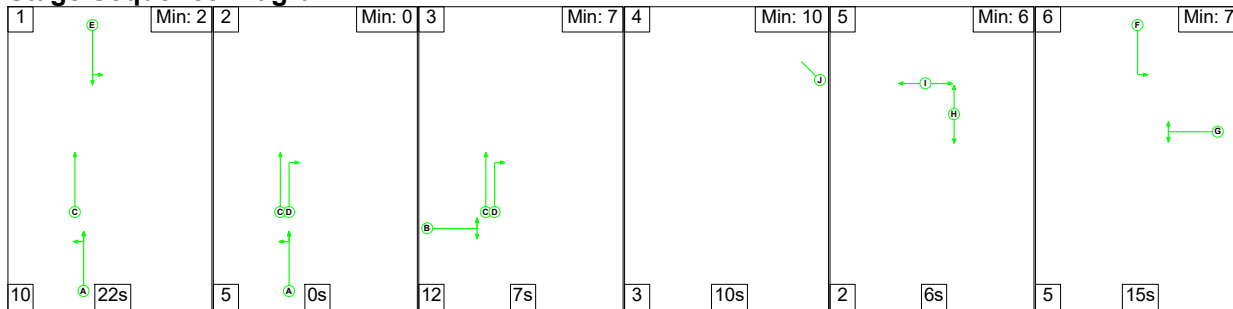
Network Layout Diagram



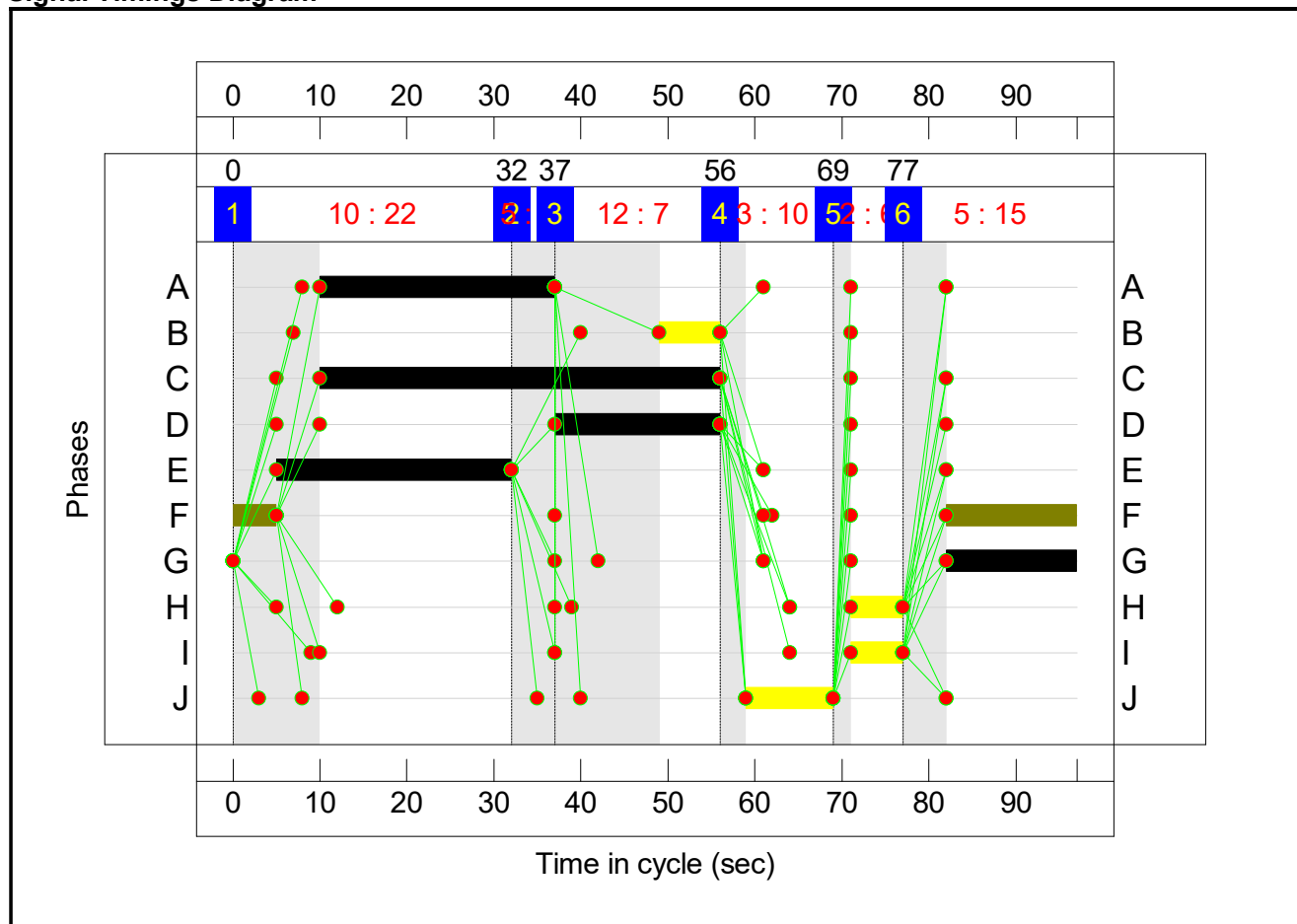
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.2%
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	N/A	-	-		-	-	-	-	-	-	88.2%
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	U	N/A	N/A	E	F	1	24:51	27	421	2085:1751	450+169	68.0 : 68.0%
2/2+2/1	Leigh Road Right Left	U	N/A	N/A	G		1	22	-	511	1943:1655	430+167	85.6 : 85.6%
3/1+3/2	Bournemouth Road (S) Ahead Left	U	N/A	N/A	A		1	27	-	615	1899:2045	435+262	88.2 : 88.2%
4/1	B'mouth rd northbound internal Ahead	U	N/A	N/A	C		1	46	-	415	1905	861	48.2%
4/2	B'mouth rd northbound internal Right	U	N/A	N/A	D		1	22	-	280	1859	411	68.1%
5/1	Castle Lane Left Right	U	N/A	N/A	B		1	7	-	110	1674	129	85.4%
6/1	EXIT	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
7/1	EXIT	U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
8/1+8/2	B'mouth rd southbound internal Ahead Right	U+O	N/A	N/A	-		-	-	-	449	1985:1796	1859+114	22.8 : 22.8%
9/1	EXIT	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
10/1	EXIT	U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
Ped Link: P1	Pedestrian crossing Leigh Rd	-	N/A	-	H		1	6	-	2	-	4154	0.0%
Ped Link: P2	Pedestrian crossing Bournemouth Rd	-	N/A	-	I		1	6	-	21	-	4154	0.7%

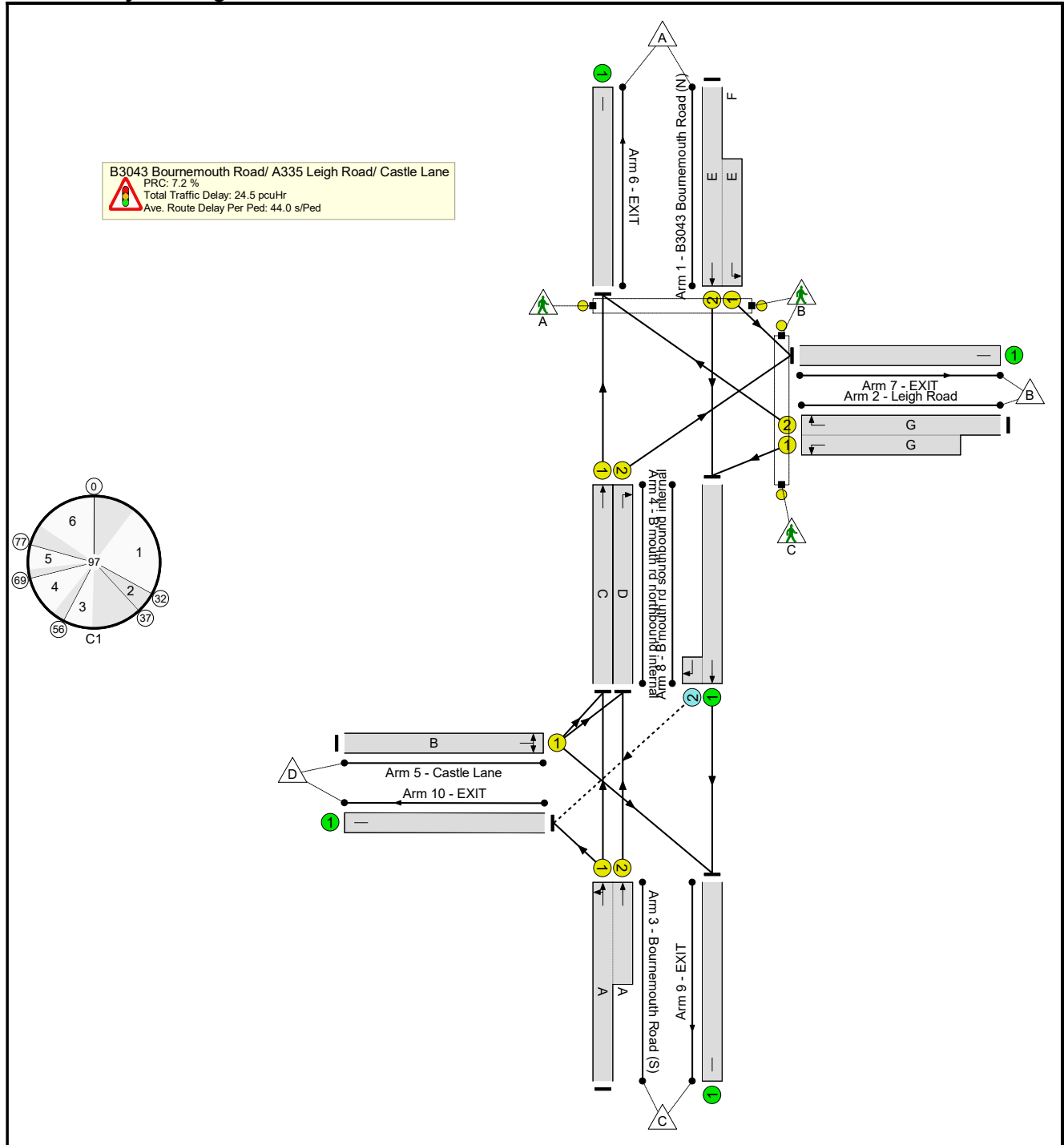
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	12	14	0	18.4	11.3	0.0	29.8	-	-	-	-
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	12	14	0	18.4	11.3	0.0	29.8	-	-	-	-
1/2+1/1	421	421	-	-	-	3.4	1.1	-	4.5	38.4	7.8	1.1	8.9
2/2+2/1	511	511	-	-	-	5.3	2.8	-	8.1	57.4	10.1	2.8	12.9
3/1+3/2	615	615	-	-	-	5.8	3.5	-	9.3	54.3	11.9	3.5	15.4
4/1	415	415	-	-	-	0.5	0.5	-	1.0	8.7	1.1	0.5	1.6
4/2	280	280	-	-	-	1.8	1.1	-	2.9	37.2	8.0	1.1	9.0
5/1	110	110	-	-	-	1.4	2.3	-	3.8	124.2	3.1	2.3	5.5
6/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	449	449	12	14	0	0.0	0.1	-	0.2	1.3	6.5	0.1	6.6
9/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	47.5	-	-	0.1
Ped Link: P2	21	21	-	-	-	-	-	-	0.3	47.5	-	-	0.6
C1 PRC for Signalled Lanes (%): 2.0 Total Delay for Signalled Lanes (pcuHr): 29.59 Cycle Time (s): 104 PRC Over All Lanes (%): 2.0 Total Delay Over All Lanes(pcuHr): 29.75													

Scenario 2: 'Existing PM Weekday' (FG2: 'Existing PM Weekday Peak', Plan 2: 'PM')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	5	6
Duration	22	0	7	10	6	15
Change Point	0	32	37	56	69	77

Signal Timings Diagram

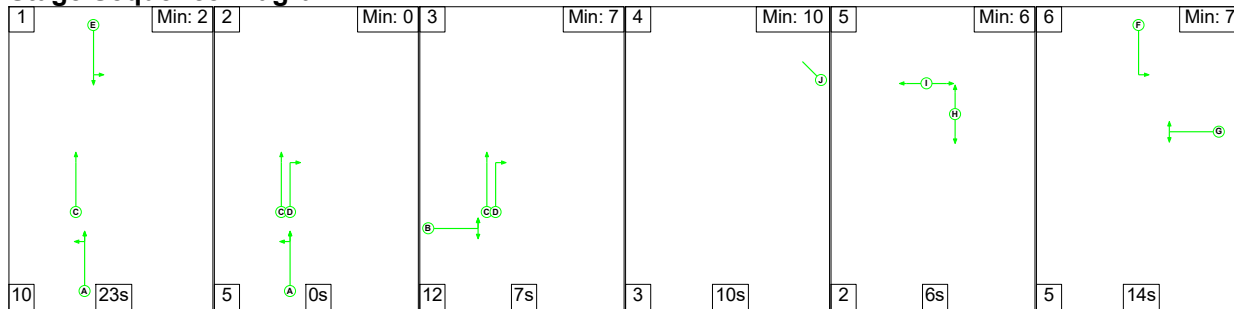
Network Layout Diagram



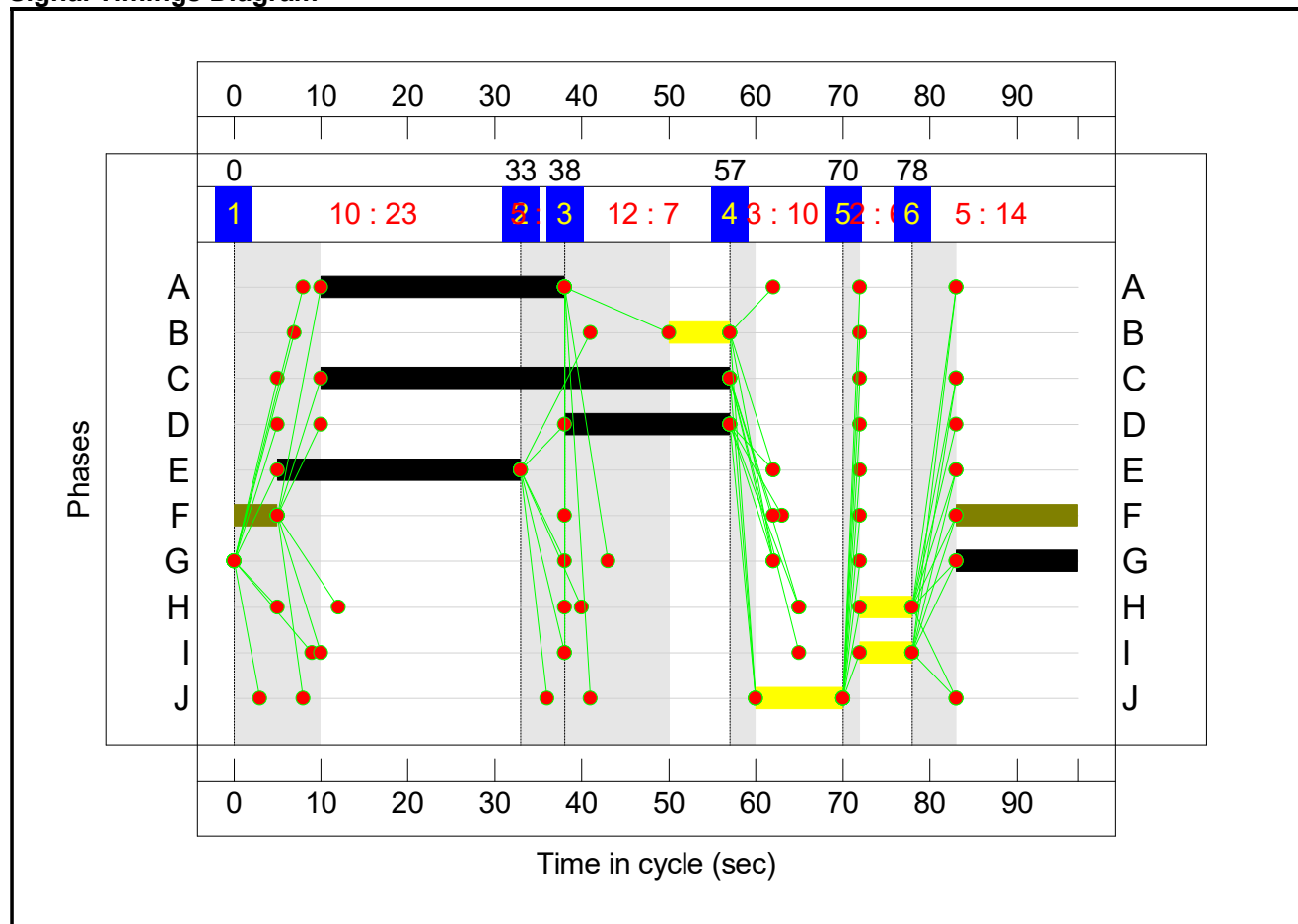
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	N/A	-	-		-	-	-	-	-	-	84.0%
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	U	N/A	N/A	E	F	1	27:47	20	592	2085:1751	500+302	73.7 : 73.7%
2/2+2/1	Leigh Road Right Left	U	N/A	N/A	G		1	15	-	475	1943:1655	320+273	79.6 : 80.6%
3/1+3/2	Bournemouth Road (S) Ahead Left	U	N/A	N/A	A		1	27	-	634	1893:2045	463+292	84.0 : 84.0%
4/1	B'mouth rd northbound internal Ahead	U	N/A	N/A	C		1	46	-	398	1905	923	43.1%
4/2	B'mouth rd northbound internal Right	U	N/A	N/A	D		1	19	-	263	1859	383	68.6%
5/1	Castle Lane Left Right	U	N/A	N/A	B		1	7	-	55	1679	138	39.7%
6/1	EXIT	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
7/1	EXIT	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
8/1+8/2	B'mouth rd southbound internal Ahead Right	U+O	N/A	N/A	-		-	-	-	589	1985:1796	1782+184	30.0 : 30.0%
9/1	EXIT	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
10/1	EXIT	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
Ped Link: P1	Pedestrian crossing Leigh Rd	-	N/A	-	H		1	6	-	8	-	4454	0.2%
Ped Link: P2	Pedestrian crossing Bournemouth Rd	-	N/A	-	I		1	6	-	13	-	4454	0.3%

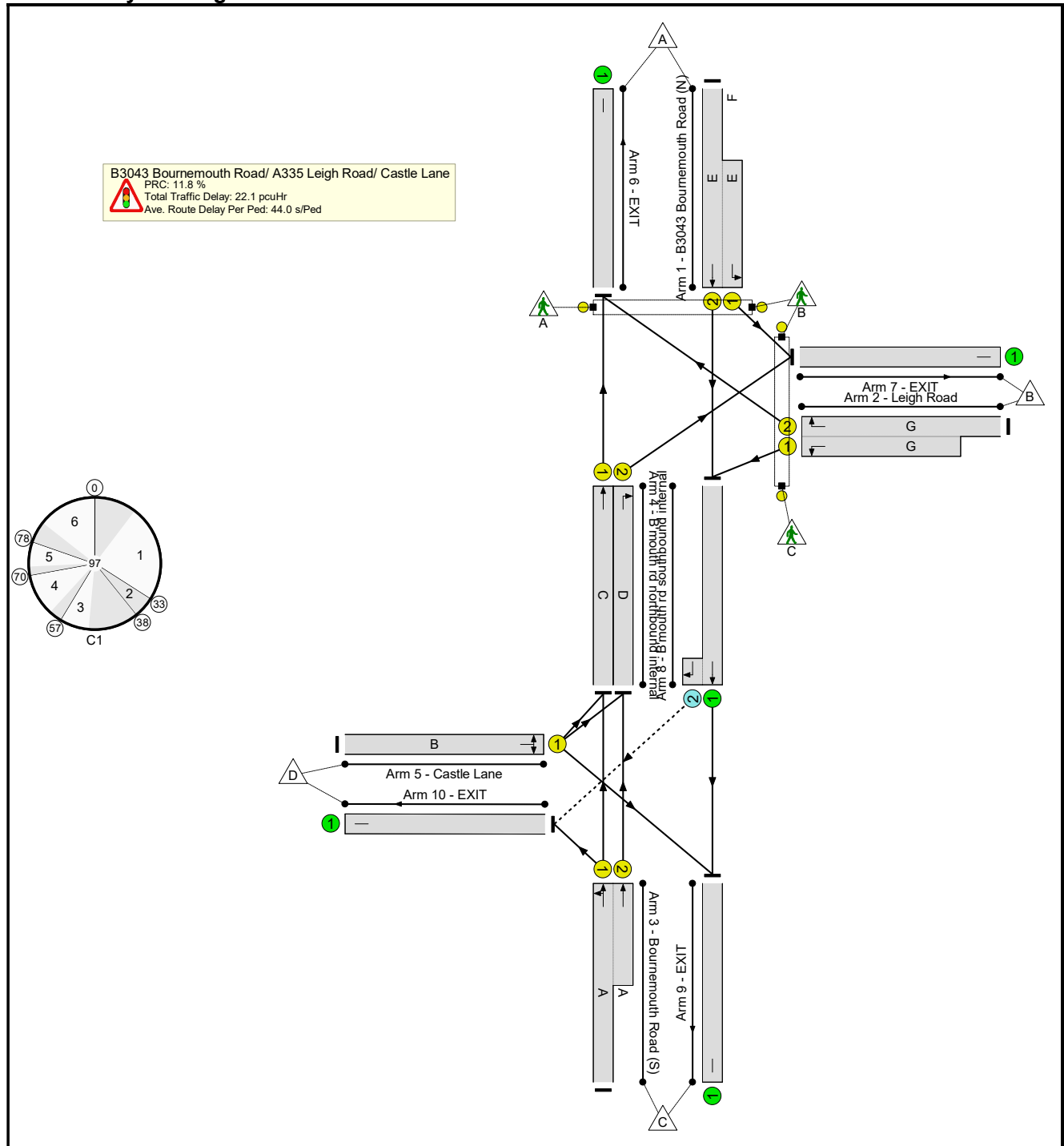
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	18	37	0	16.7	7.8	0.0	24.5	-	-	-	-
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	18	37	0	16.7	7.8	0.0	24.5	-	-	-	-
1/2+1/1	592	592	-	-	-	3.9	1.4	-	5.3	32.4	8.5	1.4	9.9
2/2+2/1	475	475	-	-	-	5.1	1.9	-	7.1	53.7	6.6	1.9	8.5
3/1+3/2	634	634	-	-	-	5.3	2.5	-	7.8	44.3	10.6	2.5	13.2
4/1	398	398	-	-	-	0.3	0.4	-	0.7	6.0	0.6	0.4	1.0
4/2	263	263	-	-	-	1.3	1.1	-	2.4	33.0	7.0	1.1	8.1
5/1	55	55	-	-	-	0.6	0.3	-	1.0	63.6	1.4	0.3	1.7
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	589	589	18	37	0	0.0	0.2	-	0.2	1.5	7.5	0.2	7.7
9/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	8	8	-	-	-	-	-	-	0.1	44.0	-	-	0.2
Ped Link: P2	13	13	-	-	-	-	-	-	0.2	44.0	-	-	0.3
C1 PRC for Signalled Lanes (%): 7.2 Total Delay for Signalled Lanes (pcuHr): 24.25 Cycle Time (s): 97 PRC Over All Lanes (%): 7.2 Total Delay Over All Lanes(pcuHr): 24.50													

Scenario 3: 'Existing Weekend' (FG3: 'Existing Weekend Peak', Plan 3: 'Weekend')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	5	6
Duration	23	0	7	10	6	14
Change Point	0	33	38	57	70	78

Signal Timings Diagram

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	U	N/A	N/A	E	F	1	28:47	19	566	2085:1751	553+168	78.5 : 78.5%
2/2+2/1	Leigh Road Right Left	U	N/A	N/A	G		1	14	-	411	1943:1655	300+256	68.2 : 80.5%
3/1+3/2	Bournemouth Road (S) Ahead Left	U	N/A	N/A	A		1	28	-	593	1892:2045	484+269	78.7 : 78.7%
4/1	B'mouth rd northbound internal Ahead	U	N/A	N/A	C		1	47	-	383	1905	943	40.6%
4/2	B'mouth rd northbound internal Right	U	N/A	N/A	D		1	19	-	231	1859	383	60.3%
5/1	Castle Lane Left Right	U	N/A	N/A	B		1	7	-	53	1685	139	38.1%
6/1	EXIT	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/1	EXIT	U	N/A	N/A	-		-	-	-	363	Inf	Inf	0.0%
8/1+8/2	B'mouth rd southbound internal Ahead Right	U+O	N/A	N/A	-		-	-	-	640	1985:1796	1825+145	32.5 : 32.5%
9/1	EXIT	U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
10/1	EXIT	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
Ped Link: P1	Pedestrian crossing Leigh Rd	-	N/A	-	H		1	6	-	2	-	4454	0.0%
Ped Link: P2	Pedestrian crossing Bournemouth Rd	-	N/A	-	I		1	6	-	1	-	4454	0.0%

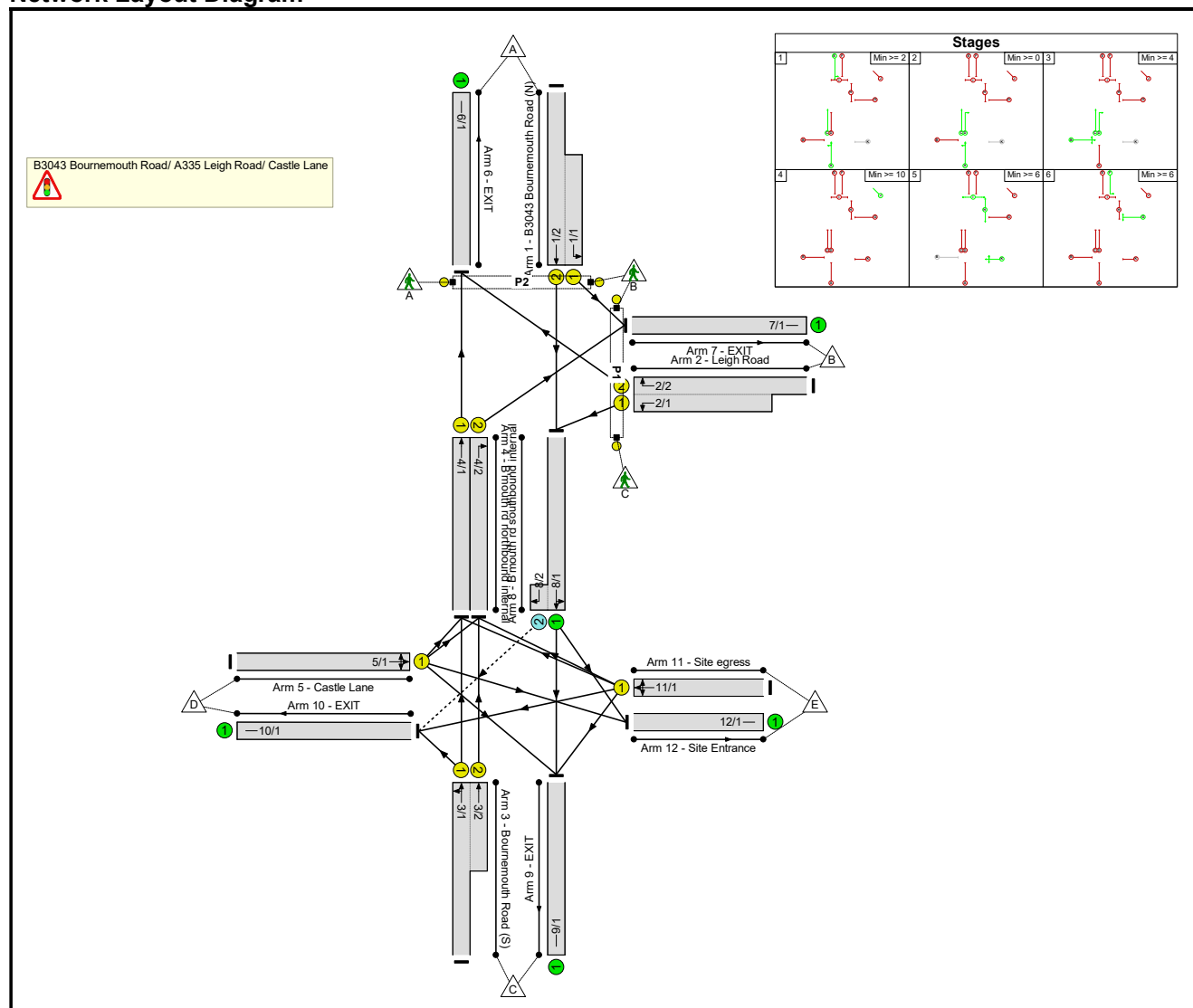
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	17	30	0	15.5	6.6	0.0	22.1	-	-	-	-
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	17	30	0	15.5	6.6	0.0	22.1	-	-	-	-
1/2+1/1	566	566	-	-	-	4.1	1.8	-	5.9	37.6	10.7	1.8	12.5
2/2+2/1	411	411	-	-	-	4.5	1.4	-	5.9	51.3	5.3	1.4	6.7
3/1+3/2	593	593	-	-	-	4.8	1.8	-	6.6	39.9	9.7	1.8	11.5
4/1	383	383	-	-	-	0.2	0.3	-	0.5	5.1	0.5	0.3	0.8
4/2	231	231	-	-	-	1.3	0.8	-	2.0	31.4	6.1	0.8	6.8
5/1	53	53	-	-	-	0.6	0.3	-	0.9	63.0	1.3	0.3	1.6
6/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	363	363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	640	640	17	30	0	0.0	0.2	-	0.3	1.5	9.2	0.2	9.5
9/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	2	2	-	-	-	-	-	-	0.0	44.0	-	-	0.1
Ped Link: P2	1	1	-	-	-	-	-	-	0.0	44.0	-	-	0.0
C1 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 21.82 Cycle Time (s): 97 PRC Over All Lanes (%): 11.8 Total Delay Over All Lanes(pcuHr): 22.09													

APPENDIX G

User and Project Details

Project:	Bournemouth Road, Chandlers Ford
Title:	
Location:	
Checked By:	Stephen Kemp
Additional detail:	
File name:	B3043 Bournemouth Road_A335 Leigh Road_Castle Lane_Proposed AC + SMK.lsg3x
Author:	Allen Carr
Company:	
Address:	

Network Layout Diagram



Network Results**Scenario 1: 'Proposed Weekday AM Dev'** (FG4: 'Proposed Dev AM Weekday', Plan 1: 'AM')

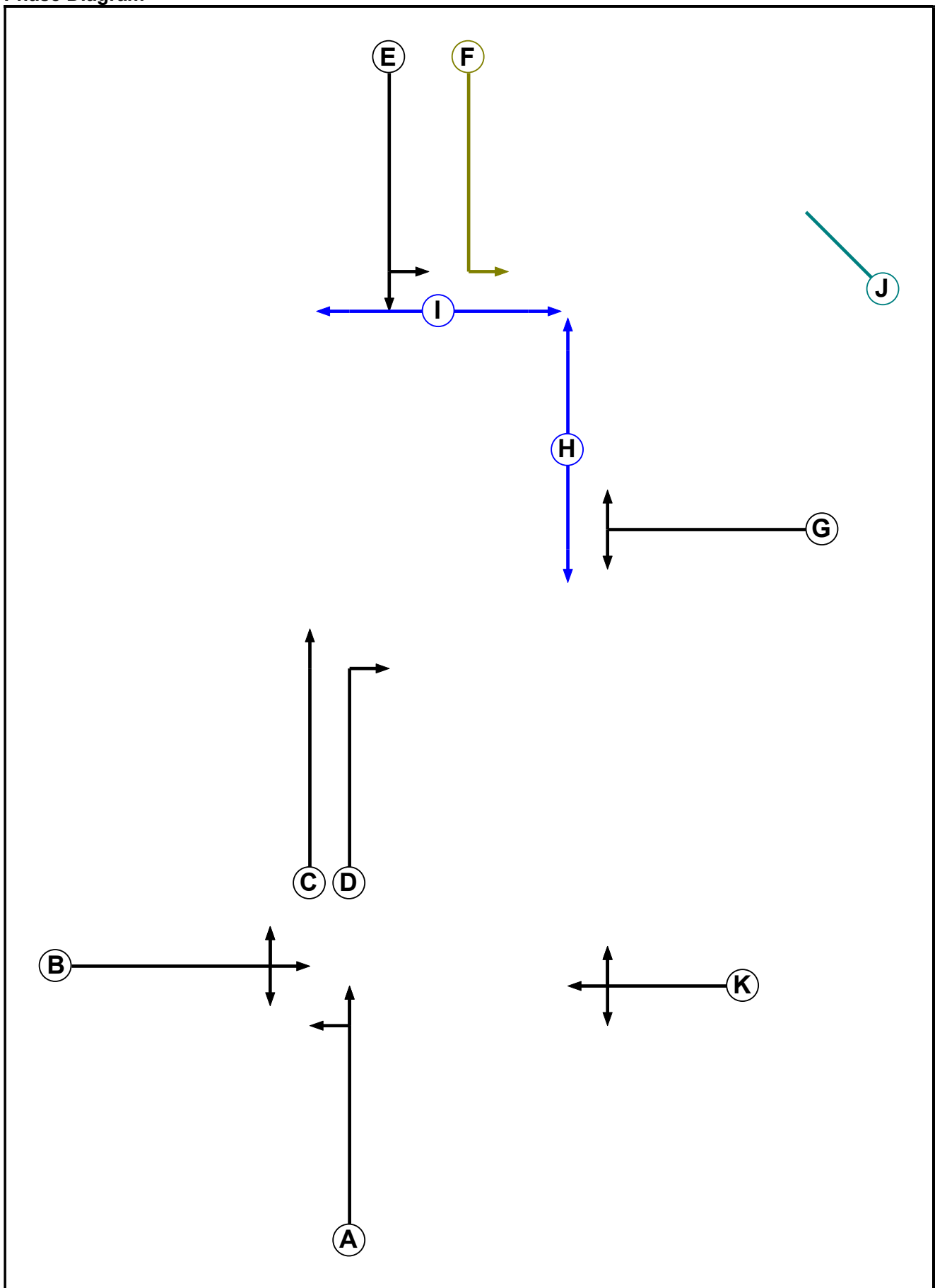
Item	Lane Description	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Total Delay (pcuHr)
Network	-	-	-	87.7%	30.4
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	-	87.7%	30.4
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	9.0	39.0	68.8 : 68.8%	4.6
2/2+2/1	Leigh Road Right Left	12.8	63.1	87.7 : 87.7%	8.5
3/1+3/2	Bournemouth Road (S) Ahead Left	14.7	50.0	85.9 : 85.9%	8.5
4/1	B'mouth rd northbound internal Ahead	1.7	8.8	47.8%	1.0
4/2	B'mouth rd northbound internal Right	9.0	36.1	66.0%	2.8
5/1	Castle Lane Left Right Ahead	5.7	128.3	86.7%	4.0
6/1	EXIT	0.0	0.0	0.0%	0.0
7/1	EXIT	0.0	0.0	0.0%	0.0
8/1+8/2	B'mouth rd southbound internal Ahead Right Left	6.9	1.3	23.1 : 23.1%	0.2
9/1	EXIT	0.0	0.0	0.0%	0.0
10/1	EXIT	0.0	0.0	0.0%	0.0
11/1	Site egress Right Left Ahead	1.2	66.8	30.6%	0.7
12/1	Site Entrance	0.0	0.0	0.0%	0.0
Ped Link: P1	Pedestrian crossing Leigh Rd	0.0	0.0	0.0%	0.0
Ped Link: P2	Pedestrian crossing Bournemouth Rd	0.0	0.0	0.0%	0.0
C1 PRC for Signalled Lanes (%): 2.6 PRC Over All Lanes (%): 2.6 Total Delay for Signalled Lanes (pcuHr): 30.25 Total Delay Over All Lanes(pcuHr): 30.41 Cycle Time (s): 104					

Scenario 2: 'Proposed Weekday PM Dev' (FG5: 'Proposed Dev PM Weekday', Plan 2: 'PM')

Item	Lane Description	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Total Delay (pcuHr)
Network	-	-	-	86.2%	26.0
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	-	86.2%	26.0
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	10.4	34.5	76.5 : 76.5%	5.7
2/2+2/1	Leigh Road Right Left	8.0	52.7	75.5 : 82.4%	6.8
3/1+3/2	Bournemouth Road (S) Ahead Left	13.8	47.8	86.2 : 86.2%	8.4
4/1	B'mouth rd northbound internal Ahead	1.1	6.5	44.5%	0.7
4/2	B'mouth rd northbound internal Right	8.3	33.8	69.9%	2.5
5/1	Castle Lane Left Right Ahead	1.8	64.4	41.8%	1.0
6/1	EXIT	0.0	0.0	0.0%	0.0
7/1	EXIT	0.0	0.0	0.0%	0.0
8/1+8/2	B'mouth rd southbound internal Ahead Right Left	8.0	1.6	30.7 : 30.7%	0.3
9/1	EXIT	0.0	0.0	0.0%	0.0
10/1	EXIT	0.0	0.0	0.0%	0.0
11/1	Site egress Right Left Ahead	0.9	59.9	23.9%	0.5
12/1	Site Entrance	0.0	0.0	0.0%	0.0
Ped Link: P1	Pedestrian crossing Leigh Rd	0.0	0.0	0.0%	0.0
Ped Link: P2	Pedestrian crossing Bournemouth Rd	0.0	0.0	0.0%	0.0
C1	PRC for Signalled Lanes (%): 4.3 PRC Over All Lanes (%): 4.3	Total Delay for Signalled Lanes (pcuHr): 25.77 Total Delay Over All Lanes(pcuHr): 26.02	Cycle Time (s): 97		

Scenario 3: 'Proposed Weekend Dev' (FG6: 'Proposed Dev Weekend', Plan 3: 'Weekend')

Item	Lane Description	Mean Max Queue (pcu)	Av. Delay Per PCU (s/pcu)	Deg Sat (%)	Total Delay (pcuHr)
Network	-	-	-	81.3%	23.2
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	-	81.3%	23.2
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	13.1	40.5	81.3 : 81.3%	6.4
2/2+2/1	Leigh Road Right Left	6.6	51.0	67.6 : 79.7%	5.8
3/1+3/2	Bournemouth Road (S) Ahead Left	11.9	42.2	80.9 : 80.9%	7.0
4/1	B'mouth rd northbound internal Ahead	0.8	5.4	41.6%	0.6
4/2	B'mouth rd northbound internal Right	6.9	30.9	60.5%	2.0
5/1	Castle Lane Left Right Ahead	1.7	63.1	38.8%	0.9
6/1	EXIT	0.0	0.0	0.0%	0.0
7/1	EXIT	0.0	0.0	0.0%	0.0
8/1+8/2	B'mouth rd southbound internal Ahead Right Left	9.7	1.5	32.7 : 32.7%	0.3
9/1	EXIT	0.0	0.0	0.0%	0.0
10/1	EXIT	0.0	0.0	0.0%	0.0
11/1	Site egress Right Left Ahead	0.6	58.1	15.6%	0.3
12/1	Site Entrance	0.0	0.0	0.0%	0.0
Ped Link: P1	Pedestrian crossing Leigh Rd	0.0	0.0	0.0%	0.0
Ped Link: P2	Pedestrian crossing Bournemouth Rd	0.0	0.0	0.0%	0.0
C1	PRC for Signalised Lanes (%): 10.7 PRC Over All Lanes (%): 10.7	Total Delay for Signalised Lanes (pcuHr): 22.95 Total Delay Over All Lanes(pcuHr): 23.22	Cycle Time (s): 97		



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Filter	E	4	0
G	Traffic		7	7
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Dummy		10	10
K	Traffic		7	7

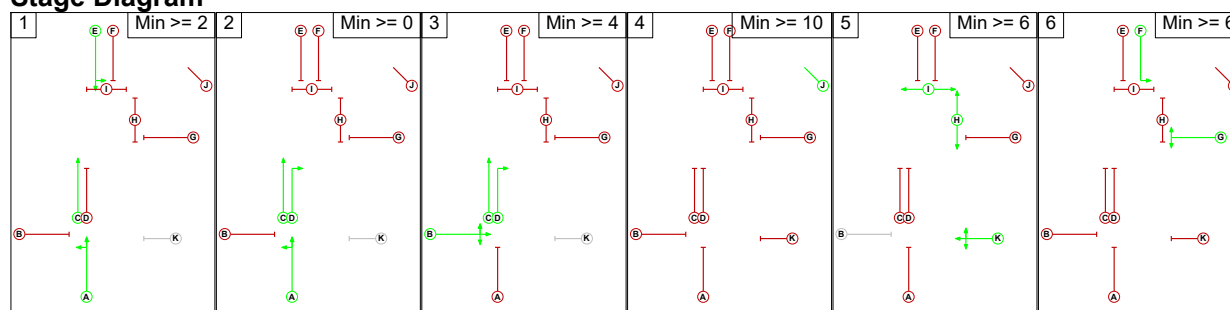
Phase Intergreens Matrix

	Starting Phase										
	A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A	12	-	-	-	0	5	0	0	3	-
	B	5	-	-	5	-	5	-	-	3	-
	C	-	-	-	-	5	5	8	8	3	-
	D	-	-	-	5	6	5	8	-	3	-
	E	-	8	-	5	-	5	7	5	3	-
	F	5	-	5	5	-	-	7	5	3	-
	G	8	7	5	5	5	-	5	9	3	-
	H	5	-	5	5	5	5	-	5	-	-
	I	5	-	5	-	5	5	-	-	5	-
	J	2	2	2	2	2	2	2	2	-	2
	K	-	-	-	-	-	5	-	-	3	-

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	4	A	Losing	4	4
1	4	C	Losing	4	4
1	4	E	Losing	4	4
1	5	A	Losing	11	11
1	5	C	Losing	3	3
1	5	E	Losing	4	4
1	6	A	Losing	5	5
1	6	E	Losing	5	5
2	4	A	Losing	4	4
2	4	C	Losing	4	4
2	4	D	Losing	4	4
2	5	A	Losing	11	11
2	5	C	Losing	3	3
2	5	D	Losing	3	3
2	6	A	Losing	3	3
2	6	C	Losing	3	3
2	6	D	Losing	3	3
5	4	K	Losing	2	2

Prohibited Stage Change

		To Stage					
From Stage		1	2	3	4	5	6
	1		5	12	7	11	10
	2	5		12	7	11	9
	3	5	5		3	8	6
	4	2	2	2		2	2
	5	5	5	5	5		5
	6	10	X	X	X	X	

Give-Way Lane Input Data

Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane											
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)
8/2 (B'mouth rd southbound internal)	10/1 (Right)	850	0	3/2	0.35	All	-	-	-	-	-
				3/1	0.35	All					

Lane Input Data

Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B3043 Bournemouth Road (N))	U	E F	2	3	9.6	Geom	-	3.00	0.00	Y	Arm 7 Left	16.00
1/2 (B3043 Bournemouth Road (N))	U	E	2	3	9.6	Geom	-	3.30	0.00	N	Arm 8 Ahead	Inf
2/1 (Leigh Road)	U	G	2	3	14.6	Geom	-	3.50	0.00	Y	Arm 8 Left	8.00
2/2 (Leigh Road)	U	G	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Right	18.00
3/1 (Bournemouth Road (S))	U	A	2	3	7.8	Geom	-	2.90	0.00	Y	Arm 4 Ahead	Inf
											Arm 10 Left	8.00
3/2 (Bournemouth Road (S))	U	A	2	3	7.7	Geom	-	2.90	0.00	N	Arm 4 Ahead	Inf
4/1 (B'mouth rd northbound internal)	U	C	2	3	7.7	Geom	-	2.90	0.00	Y	Arm 6 Ahead	Inf
4/2 (B'mouth rd northbound internal)	U	D	2	3	7.7	Geom	-	2.90	0.00	N	Arm 7 Right	15.00
5/1 (Castle Lane)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Left	8.00
											Arm 9 Right	12.00
											Arm 12 Ahead	Inf
6/1 (EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B'mouth rd southbound internal)	U		2	3	5.6	Geom	-	3.70	0.00	Y	Arm 9 Ahead	Inf
											Arm 12 Left	Inf
8/2 (B'mouth rd southbound internal)	O		2	3	2.2	Geom	-	2.65	0.00	Y	Arm 10 Right	12.00
9/1 (EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (EXIT)	U		2	3	60.0	Inf	-	-	-	-	-	-

11/1 (Site egress)	U	K	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Right	20.00
											Arm 9 Left	5.00
											Arm 10 Ahead	20.00
12/1 (Site Entrance)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Existing AM Weekday Peak'	07:45	08:45	01:00	
2: 'Existing PM Weekday Peak'	16:45	17:45	01:00	
3: 'Existing Weekend Peak'	11:00	12:00	01:00	
4: 'Proposed Dev AM Weekday'	07:45	08:45	01:00	
5: 'Proposed Dev PM Weekday'	16:45	17:45	01:00	
6: 'Proposed Dev Weekend'	11:00	12:00	01:00	

Scenario 1: 'Proposed Weekday AM Dev' (FG4: 'Proposed Dev AM Weekday', Plan 1: 'AM')**Traffic Flows, Desired****Desired Flow :**

Source		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	115	277	12	21	425
	B	344	0	118	14	12	488
	C	378	231	0	6	0	615
	D	37	49	23	0	3	112
	E	5	3	29	0	0	37
	Tot.	764	398	447	32	36	1677

Traffic Lane Flows

Lane	Scenario 1: Proposed Weekday AM Dev
Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	
1/1 (short)	115
1/2 (with short)	425(In) 310(Out)
2/1 (short)	144
2/2 (with short)	488(In) 344(Out)
3/1 (with short)	615(In) 384(Out)
3/2 (short)	231
4/1	420
4/2	283
5/1	112
6/1	764
7/1	398
8/1 (with short)	454(In) 428(Out)
8/2 (short)	26
9/1	447
10/1	32
11/1	37
12/1	36

Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B3043 Bournemouth Road (N))	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
1/2 (B3043 Bournemouth Road (N))	3.30	0.00	N	Arm 8 Ahead	Inf	100.0 %	2085	2085
2/1 (Leigh Road)	3.50	0.00	Y	Arm 8 Left	8.00	100.0 %	1655	1655
2/2 (Leigh Road)	3.50	0.00	N	Arm 6 Right	18.00	100.0 %	1943	1943
3/1 (Bournemouth Road (S))	2.90	0.00	Y	Arm 4 Ahead	Inf	98.4 %	1899	1899
				Arm 10 Left	8.00	1.6 %		
3/2 (Bournemouth Road (S))	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1 (B'mouth rd northbound internal)	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (B'mouth rd northbound internal)	2.90	0.00	N	Arm 7 Right	15.00	100.0 %	1859	1859
5/1 (Castle Lane)	3.50	0.00	Y	Arm 4 Left	8.00	76.8 %	1680	1680
				Arm 9 Right	12.00	20.5 %		
				Arm 12 Ahead	Inf	2.7 %		
6/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B'mouth rd southbound internal)	3.70	0.00	Y	Arm 9 Ahead	Inf	92.3 %	1985	1985
				Arm 12 Left	Inf	7.7 %		
8/2 (B'mouth rd southbound internal)	2.65	0.00	Y	Arm 10 Right	12.00	100.0 %	1671	1671
9/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (Site egress)	3.50	0.00	Y	Arm 4 Right	20.00	21.6 %	1570	1570
				Arm 9 Left	5.00	78.4 %		
				Arm 10 Ahead	20.00	0.0 %		
12/1 (Site Entrance Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Proposed Weekday PM Dev' (FG5: 'Proposed Dev PM Weekday', Plan 2: 'PM')**Traffic Flows, Desired****Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	223	339	18	17	597
	B	242	0	174	38	13	467
	C	376	245	0	13	0	634
	D	22	20	15	0	1	58
	E	4	3	24	0	0	31
	Tot.	644	491	552	69	31	1787

Traffic Lane Flows

Lane	Scenario 2: Proposed Weekday PM Dev
Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	
1/1 (short)	223
1/2 (with short)	597(In) 374(Out)
2/1 (short)	225
2/2 (with short)	467(In) 242(Out)
3/1 (with short)	634(In) 389(Out)
3/2 (short)	245
4/1	402
4/2	268
5/1	58
6/1	644
7/1	491
8/1 (with short)	599(In) 543(Out)
8/2 (short)	56
9/1	552
10/1	69
11/1	31
12/1	31

Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B3043 Bournemouth Road (N))	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
1/2 (B3043 Bournemouth Road (N))	3.30	0.00	N	Arm 8 Ahead	Inf	100.0 %	2085	2085
2/1 (Leigh Road)	3.50	0.00	Y	Arm 8 Left	8.00	100.0 %	1655	1655
2/2 (Leigh Road)	3.50	0.00	N	Arm 6 Right	18.00	100.0 %	1943	1943
3/1 (Bournemouth Road (S))	2.90	0.00	Y	Arm 4 Ahead	Inf	96.7 %	1893	1893
				Arm 10 Left	8.00	3.3 %		
3/2 (Bournemouth Road (S))	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1 (B'mouth rd northbound internal)	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (B'mouth rd northbound internal)	2.90	0.00	N	Arm 7 Right	15.00	100.0 %	1859	1859
5/1 (Castle Lane)	3.50	0.00	Y	Arm 4 Left	8.00	72.4 %	1682	1682
				Arm 9 Right	12.00	25.9 %		
				Arm 12 Ahead	Inf	1.7 %		
6/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B'mouth rd southbound internal)	3.70	0.00	Y	Arm 9 Ahead	Inf	94.5 %	1985	1985
				Arm 12 Left	Inf	5.5 %		
8/2 (B'mouth rd southbound internal)	2.65	0.00	Y	Arm 10 Right	12.00	100.0 %	1671	1671
9/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (Site egress)	3.50	0.00	Y	Arm 4 Right	20.00	22.6 %	1573	1573
				Arm 9 Left	5.00	77.4 %		
				Arm 10 Ahead	20.00	0.0 %		
12/1 (Site Entrance Lane 1)	Infinite Saturation Flow						Inf	Inf

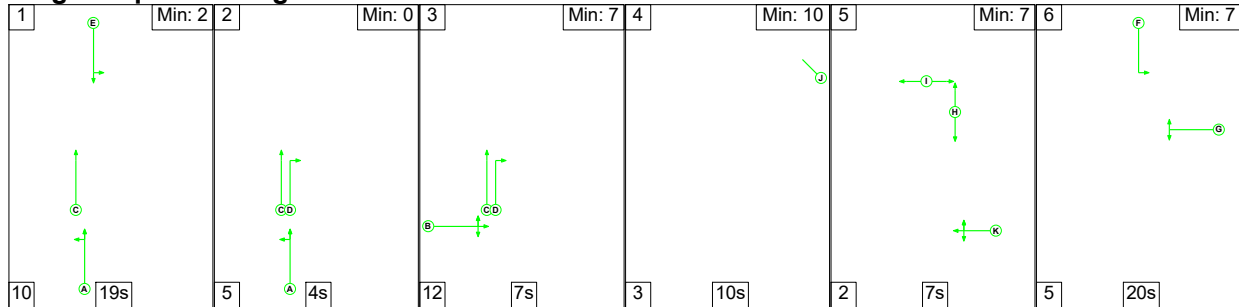
Scenario 3: 'Proposed Weekend Dev' (FG6: 'Proposed Dev Weekend', Plan 3: 'Weekend')**Traffic Flows, Desired****Desired Flow :**

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	132	407	17	13	569
	B	203	0	170	30	4	407
	C	367	212	0	14	0	593
	D	16	19	18	0	1	54
	E	1	1	17	1	0	20
	Tot.	587	364	612	62	18	1643

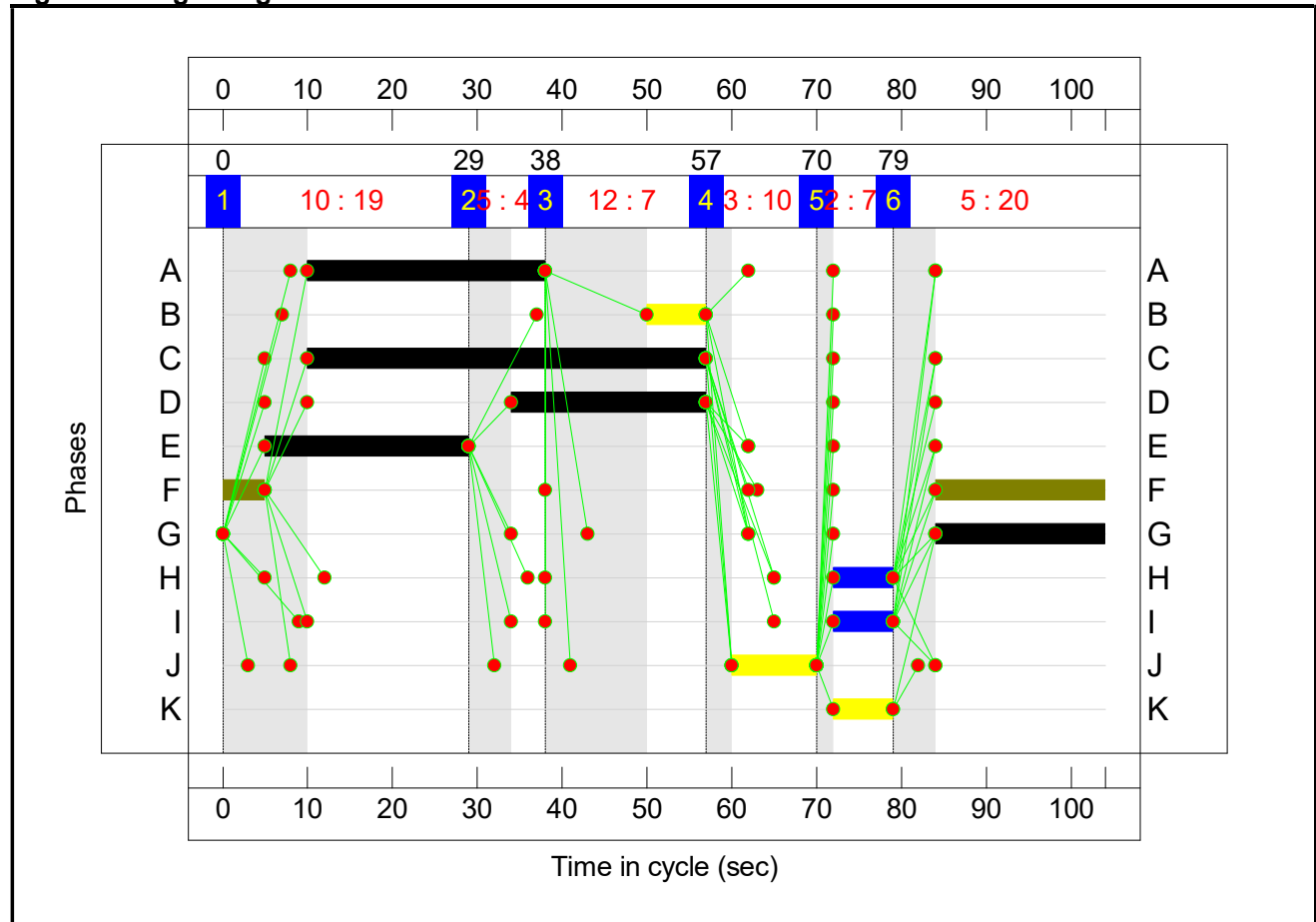
Traffic Lane Flows

Lane	Scenario 3: Proposed Weekend Dev
Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	
1/1 (short)	132
1/2 (with short)	569(In) 437(Out)
2/1 (short)	204
2/2 (with short)	407(In) 203(Out)
3/1 (with short)	593(In) 381(Out)
3/2 (short)	212
4/1	384
4/2	232
5/1	54
6/1	587
7/1	364
8/1 (with short)	641(In) 594(Out)
8/2 (short)	47
9/1	612
10/1	62
11/1	20
12/1	18

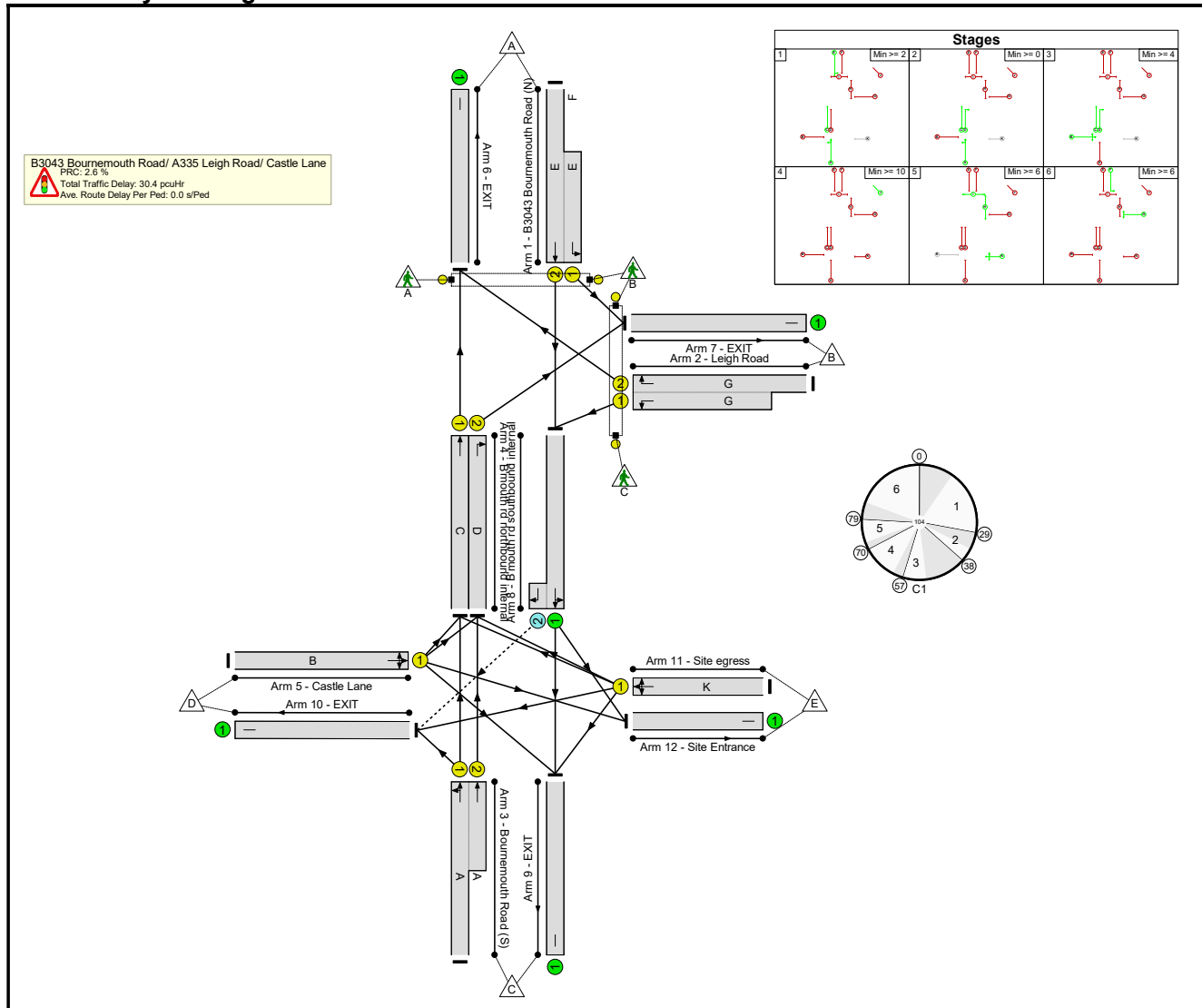
Junction: B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B3043 Bournemouth Road (N))	3.00	0.00	Y	Arm 7 Left	16.00	100.0 %	1751	1751
1/2 (B3043 Bournemouth Road (N))	3.30	0.00	N	Arm 8 Ahead	Inf	100.0 %	2085	2085
2/1 (Leigh Road)	3.50	0.00	Y	Arm 8 Left	8.00	100.0 %	1655	1655
2/2 (Leigh Road)	3.50	0.00	N	Arm 6 Right	18.00	100.0 %	1943	1943
3/1 (Bournemouth Road (S))	2.90	0.00	Y	Arm 4 Ahead	Inf	96.3 %	1892	1892
				Arm 10 Left	8.00	3.7 %		
3/2 (Bournemouth Road (S))	2.90	0.00	N	Arm 4 Ahead	Inf	100.0 %	2045	2045
4/1 (B'mouth rd northbound internal)	2.90	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1905	1905
4/2 (B'mouth rd northbound internal)	2.90	0.00	N	Arm 7 Right	15.00	100.0 %	1859	1859
5/1 (Castle Lane)	3.50	0.00	Y	Arm 4 Left	8.00	64.8 %	1689	1689
				Arm 9 Right	12.00	33.3 %		
				Arm 12 Ahead	Inf	1.9 %		
6/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B'mouth rd southbound internal)	3.70	0.00	Y	Arm 9 Ahead	Inf	97.1 %	1985	1985
				Arm 12 Left	Inf	2.9 %		
8/2 (B'mouth rd southbound internal)	2.65	0.00	Y	Arm 10 Right	12.00	100.0 %	1671	1671
9/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (EXIT Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (Site egress)	3.50	0.00	Y	Arm 4 Right	20.00	10.0 %	1552	1552
				Arm 9 Left	5.00	85.0 %		
				Arm 10 Ahead	20.00	5.0 %		
12/1 (Site Entrance Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Proposed Weekday AM Dev' (FG4: 'Proposed Dev AM Weekday', Plan 1: 'AM')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	5	6
Duration	19	4	7	10	7	20
Change Point	0	29	38	57	70	79

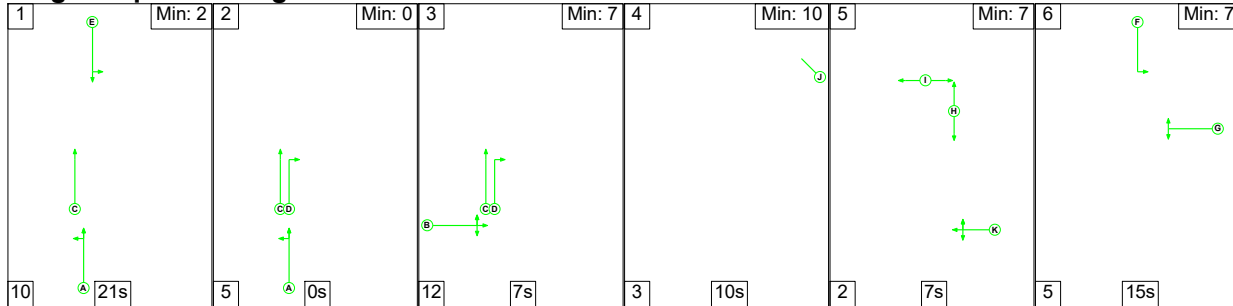
Signal Timings Diagram

Network Layout Diagram

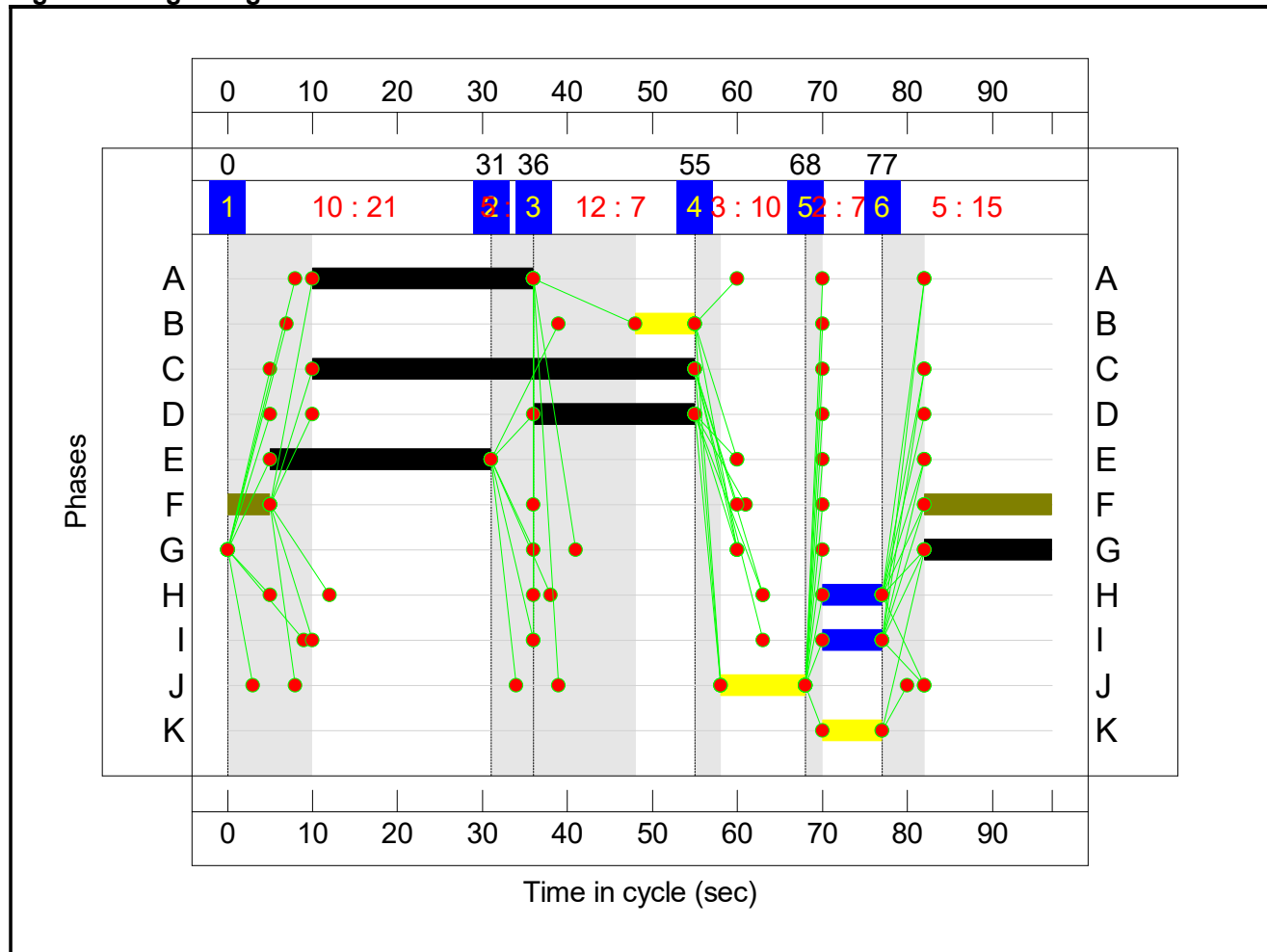


Network Results

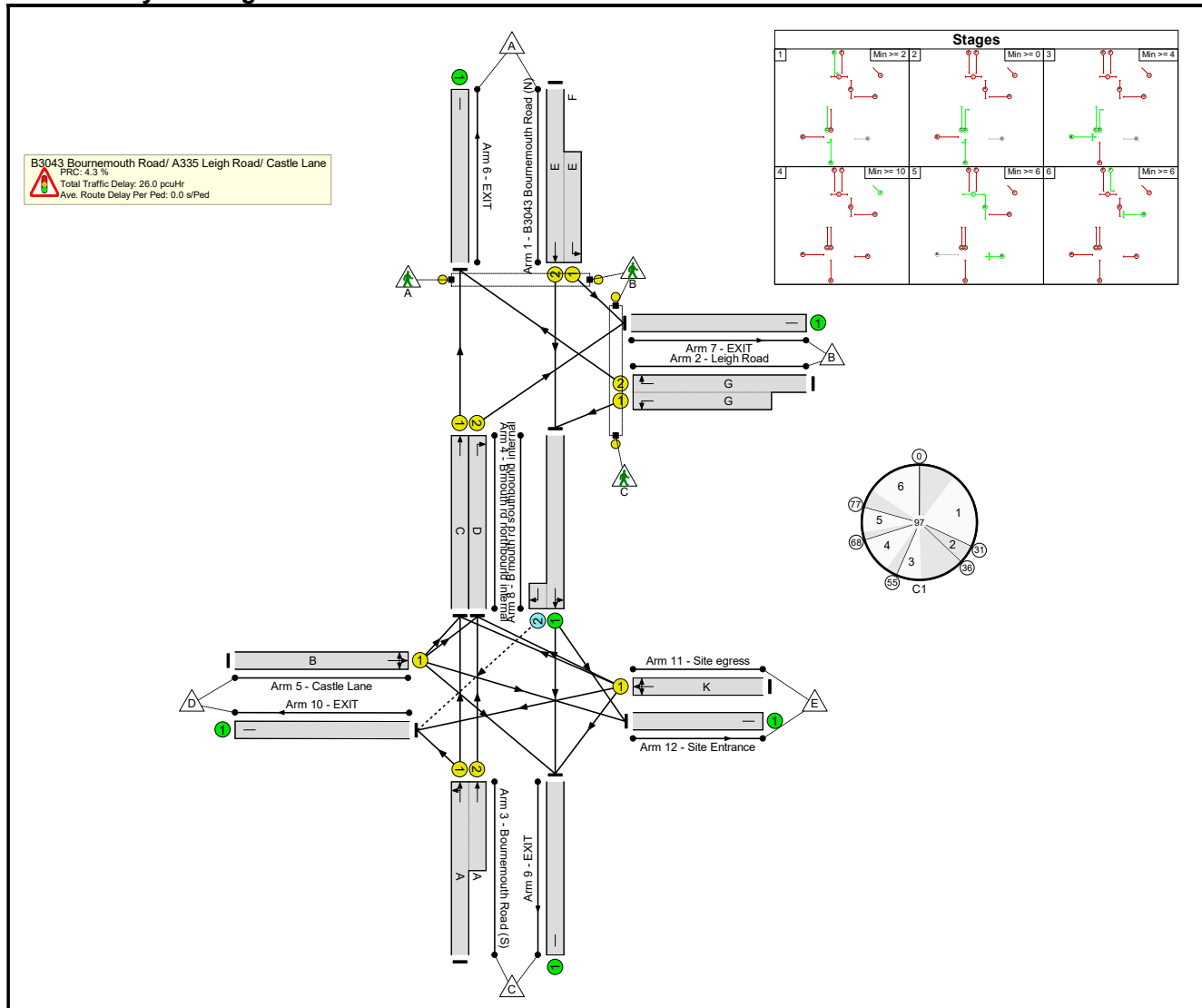
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	U	N/A	N/A	E	F	1	24:49	25	425	2085:1751	450+167	68.8 : 68.8%
2/2+2/1	Leigh Road Right Left	U	N/A	N/A	G		1	20	-	488	1943:1655	392+164	87.7 : 87.7%
3/1+3/2	Bournemouth Road (S) Ahead Left	U	N/A	N/A	A		1	28	-	615	1899:2045	447+269	85.9 : 85.9%
4/1	B'mouth rd northbound internal Ahead	U	N/A	N/A	C		1	47	-	420	1905	879	47.8%
4/2	B'mouth rd northbound internal Right	U	N/A	N/A	D		1	23	-	283	1859	429	66.0%
5/1	Castle Lane Left Right Ahead	U	N/A	N/A	B		1	7	-	112	1680	129	86.7%
6/1	EXIT	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
7/1	EXIT	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
8/1+8/2	B'mouth rd southbound internal Ahead Right Left	U+O	N/A	N/A	-		-	-	-	454	1985:1671	1851+112	23.1 : 23.1%
9/1	EXIT	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
10/1	EXIT	U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%
11/1	Site egress Right Left Ahead	U	N/A	N/A	K		1	7	-	37	1570	121	30.6%
12/1	Site Entrance	U	N/A	N/A	-		-	-	-	36	Inf	Inf	0.0%
Ped Link: P1	Pedestrian crossing Leigh Rd	-	N/A	-	H		1	7	-	0	-	4846	0.0%

Scenario 2: 'Proposed Weekday PM Dev' (FG5: 'Proposed Dev PM Weekday', Plan 2: 'PM')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	5	6
Duration	21	0	7	10	7	15
Change Point	0	31	36	55	68	77

Signal Timings Diagram

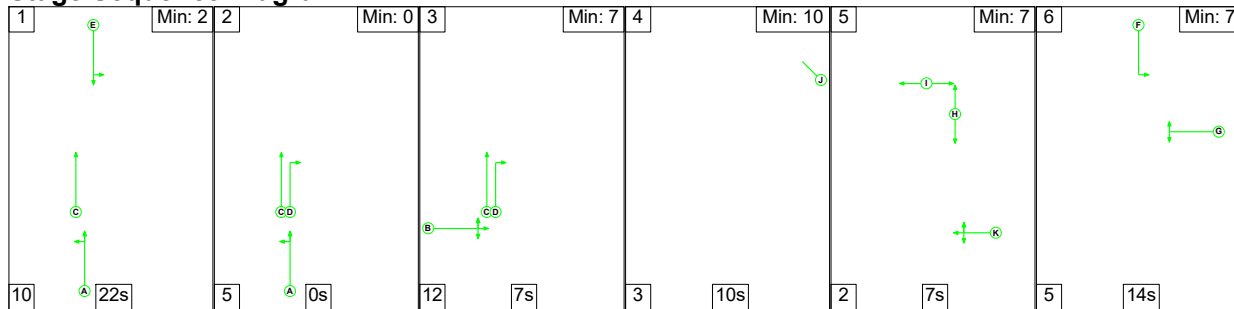
Network Layout Diagram



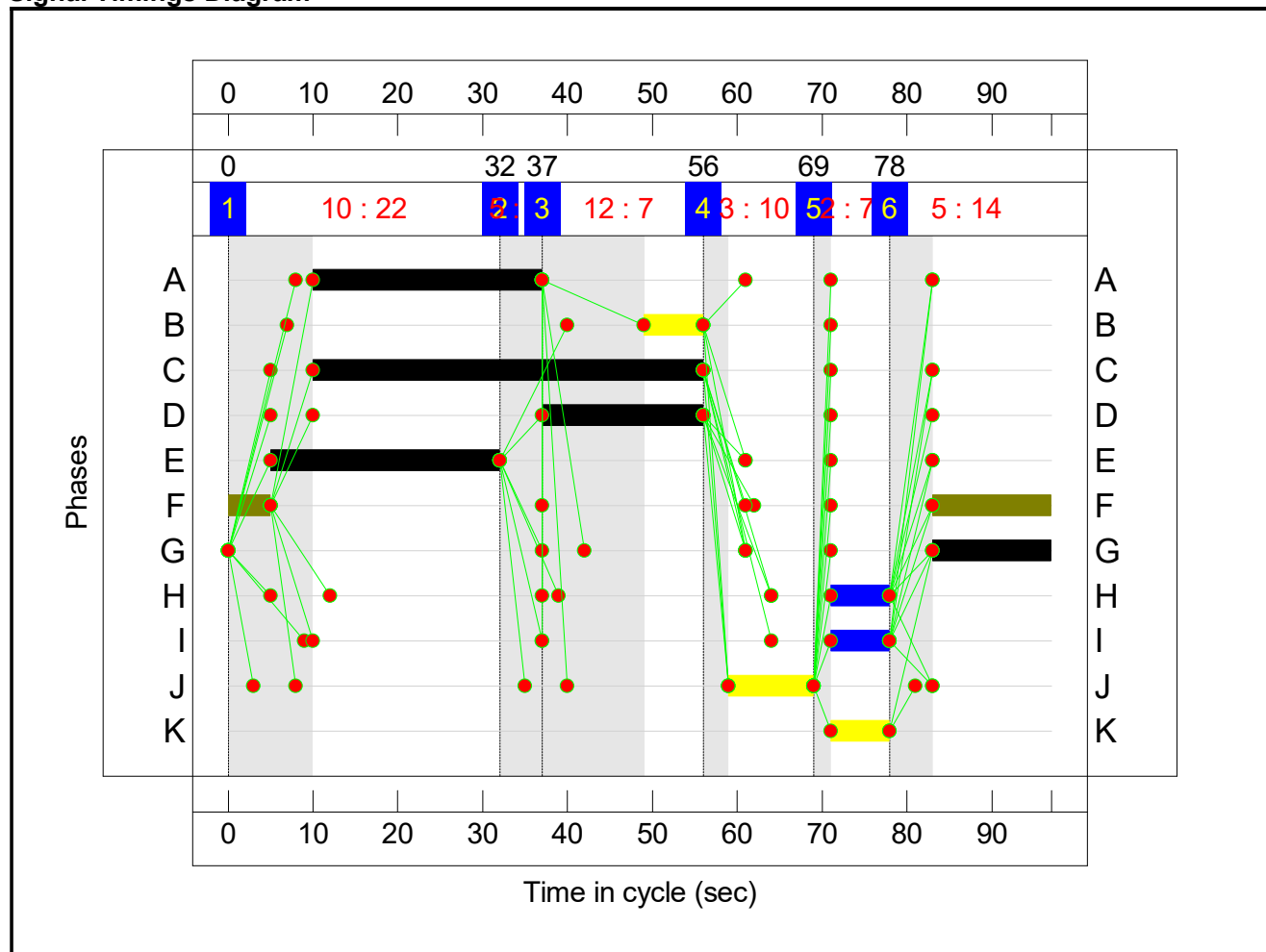
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	U	N/A	N/A	E	F	1	26:46	20	597	2085:1751	489+291	76.5 : 76.5%
2/2+2/1	Leigh Road Right Left	U	N/A	N/A	G		1	15	-	467	1943:1655	320+273	75.5 : 82.4%
3/1+3/2	Bournemouth Road (S) Ahead Left	U	N/A	N/A	A		1	26	-	634	1893:2045	451+284	86.2 : 86.2%
4/1	B'mouth rd northbound internal Ahead	U	N/A	N/A	C		1	45	-	402	1905	903	44.5%
4/2	B'mouth rd northbound internal Right	U	N/A	N/A	D		1	19	-	268	1859	383	69.9%
5/1	Castle Lane Left Right Ahead	U	N/A	N/A	B		1	7	-	58	1682	139	41.8%
6/1	EXIT	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
7/1	EXIT	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
8/1+8/2	B'mouth rd southbound internal Ahead Right Left	U+O	N/A	N/A	-		-	-	-	599	1985:1671	1768+182	30.7 : 30.7%
9/1	EXIT	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
10/1	EXIT	U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%
11/1	Site egress Right Left Ahead	U	N/A	N/A	K		1	7	-	31	1573	130	23.9%
12/1	Site Entrance	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
Ped Link: P1	Pedestrian crossing Leigh Rd	-	N/A	-	H		1	7	-	0	-	5196	0.0%

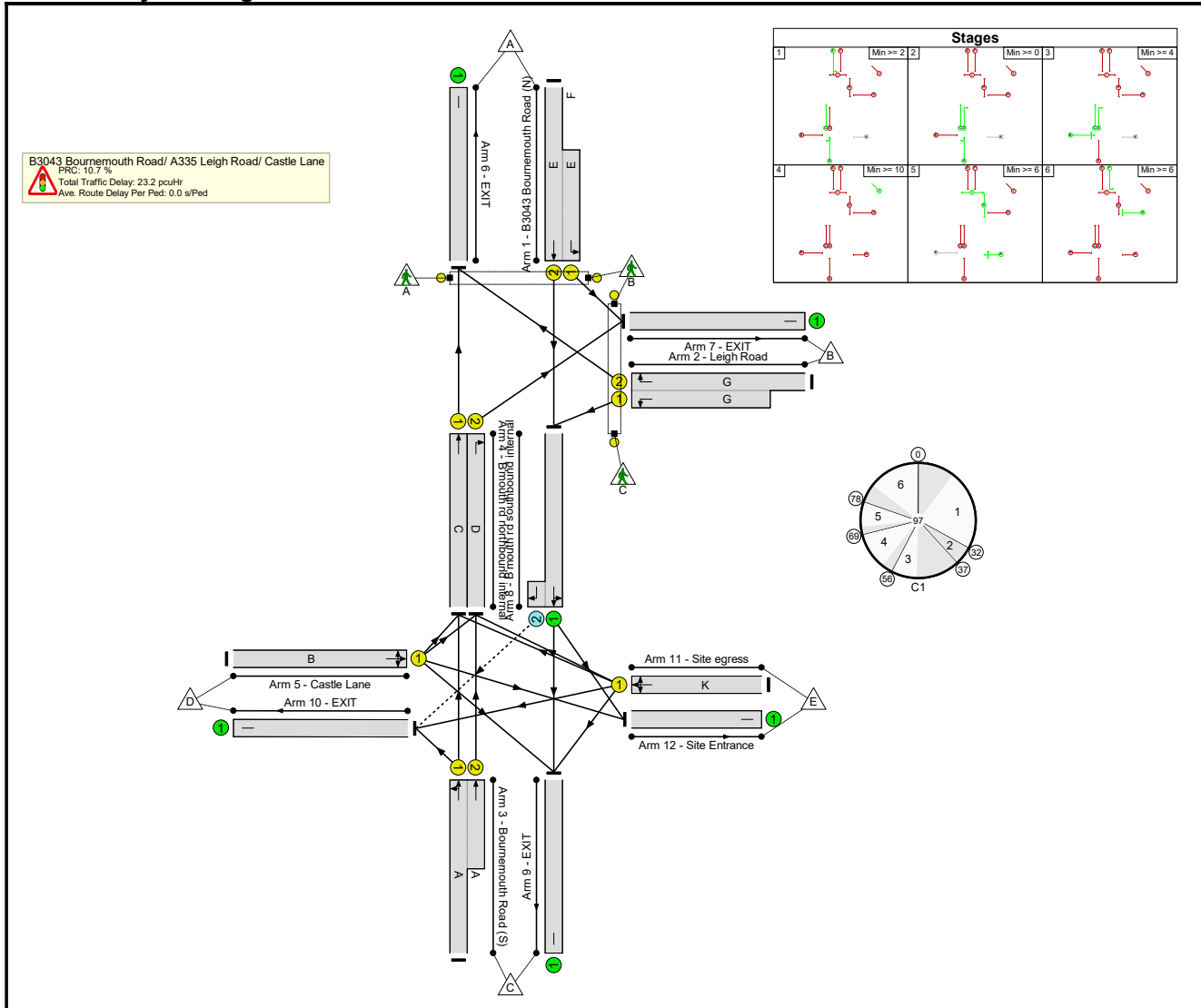
Ped Link: P2	Pedestrian crossing Bournemouth Rd	-	N/A	-	I		1	7	-	0	-	5196	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	18	38	0	17.4	8.6	0.0	26.0	-	-	-	-
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	18	38	0	17.4	8.6	0.0	26.0	-	-	-	-
1/2+1/1	597	597	-	-	-	4.1	1.6	-	5.7	34.5	8.8	1.6	10.4
2/2+2/1	467	467	-	-	-	5.0	1.8	-	6.8	52.7	6.2	1.8	8.0
3/1+3/2	634	634	-	-	-	5.4	3.0	-	8.4	47.8	10.8	3.0	13.8
4/1	402	402	-	-	-	0.3	0.4	-	0.7	6.5	0.7	0.4	1.1
4/2	268	268	-	-	-	1.4	1.1	-	2.5	33.8	7.1	1.1	8.3
5/1	58	58	-	-	-	0.7	0.4	-	1.0	64.4	1.5	0.4	1.8
6/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	599	599	18	38	0	0.0	0.2	-	0.3	1.6	7.8	0.2	8.0
9/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	31	31	-	-	-	0.4	0.2	-	0.5	59.9	0.8	0.2	0.9
12/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1 PRC for Signalled Lanes (%): 4.3 Total Delay for Signalled Lanes (pcuHr): 25.77 Cycle Time (s): 97 PRC Over All Lanes (%): 4.3 Total Delay Over All Lanes(pcuHr): 26.02													

Scenario 3: 'Proposed Weekend Dev' (FG6: 'Proposed Dev Weekend', Plan 3: 'Weekend')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	3	4	5	6
Duration	22	0	7	10	7	14
Change Point	0	32	37	56	69	78

Signal Timings Diagram

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	N/A	-	-		-	-	-	-	-	-	81.3%
1/2+1/1	B3043 Bournemouth Road (N) Left Ahead	U	N/A	N/A	E	F	1	27:46	19	569	2085:1751	538+162	81.3 : 81.3%
2/2+2/1	Leigh Road Right Left	U	N/A	N/A	G		1	14	-	407	1943:1655	300+256	67.6 : 79.7%
3/1+3/2	Bournemouth Road (S) Ahead Left	U	N/A	N/A	A		1	27	-	593	1892:2045	471+262	80.9 : 80.9%
4/1	B'mouth rd northbound internal Ahead	U	N/A	N/A	C		1	46	-	384	1905	923	41.6%
4/2	B'mouth rd northbound internal Right	U	N/A	N/A	D		1	19	-	232	1859	383	60.5%
5/1	Castle Lane Left Right Ahead	U	N/A	N/A	B		1	7	-	54	1689	139	38.8%
6/1	EXIT	U	N/A	N/A	-		-	-	-	587	Inf	Inf	0.0%
7/1	EXIT	U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
8/1+8/2	B'mouth rd southbound internal Ahead Right Left	U+O	N/A	N/A	-		-	-	-	641	1985:1671	1814+144	32.7 : 32.7%
9/1	EXIT	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
10/1	EXIT	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
11/1	Site egress Right Left Ahead	U	N/A	N/A	K		1	7	-	20	1552	128	15.6%
12/1	Site Entrance	U	N/A	N/A	-		-	-	-	18	Inf	Inf	0.0%
Ped Link: P1	Pedestrian crossing Leigh Rd	-	N/A	-	H		1	7	-	0	-	5196	0.0%

Ped Link: P2	Pedestrian crossing Bournemouth Rd	-	N/A	-	I		1	7	-	0	-	5196	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	17	30	0	16.0	7.3	0.0	23.2	-	-	-	-
B3043 Bournemouth Road/ A335 Leigh Road/ Castle Lane	-	-	17	30	0	16.0	7.3	0.0	23.2	-	-	-	-
1/2+1/1	569	569	-	-	-	4.3	2.1	-	6.4	40.5	11.0	2.1	13.1
2/2+2/1	407	407	-	-	-	4.4	1.3	-	5.8	51.0	5.3	1.3	6.6
3/1+3/2	593	593	-	-	-	4.9	2.1	-	7.0	42.2	9.9	2.1	11.9
4/1	384	384	-	-	-	0.2	0.4	-	0.6	5.4	0.5	0.4	0.8
4/2	232	232	-	-	-	1.2	0.8	-	2.0	30.9	6.1	0.8	6.9
5/1	54	54	-	-	-	0.6	0.3	-	0.9	63.1	1.4	0.3	1.7
6/1	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	641	641	17	30	0	0.0	0.2	-	0.3	1.5	9.5	0.2	9.7
9/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.2	0.1	-	0.3	58.1	0.5	0.1	0.6
12/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
C1	PRC for Signalled Lanes (%): 10.7		PRC Over All Lanes (%): 10.7		Total Delay for Signalled Lanes (pcuHr): 22.95			Total Delay Over All Lanes(pcuHr): 23.22		Cycle Time (s): 97			