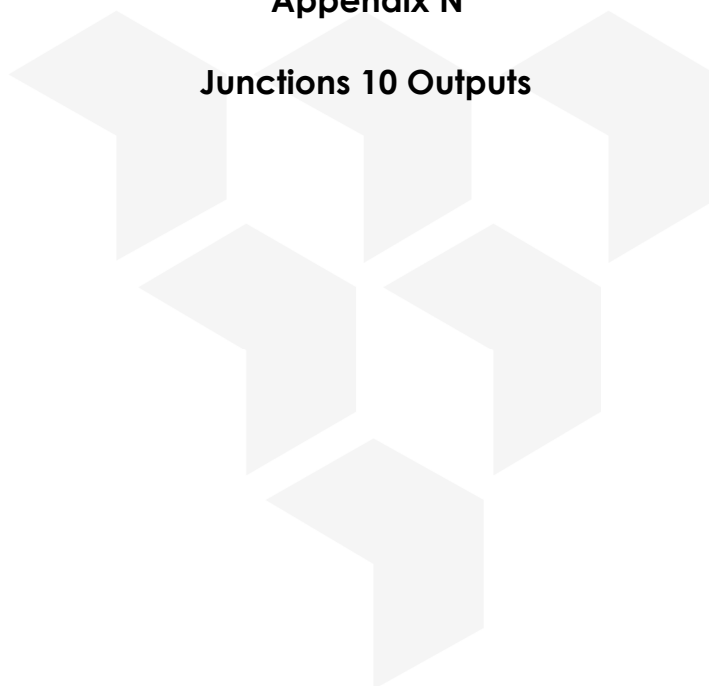


Appendix N

Junctions 10 Outputs



Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.1.1.1905				
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Filename: Junction 0 - Site Access Rev3.j10

Path: \\gc-did-fs01\CAD\2023\8230679\6)_Transport\1)_Planning\1)_Traffic Analysis\Models

Report generation date: 16/10/2024 09:00:32

»Base, AM

»Base, PM

»Future + Committed, AM

»Future + Committed, PM

»Future + Committed + Development, AM

»Future + Committed + Development, PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
Base				
Stream B-C	0.0	0.00	0.0	0.00
Stream B-A	0.0	0.00	0.0	0.00
Stream C-AB	0.0	0.00	0.0	0.00
Future + Committed				
Stream B-C	0.0	0.00	0.0	0.00
Stream B-A	0.0	0.00	0.0	0.00
Stream C-AB	0.0	0.00	0.0	0.00
Future + Committed + Development				
Stream B-C	0.2	0.14	0.1	0.06
Stream B-A	0.0	0.01	0.0	0.01
Stream C-AB	0.1	0.08	0.1	0.10

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

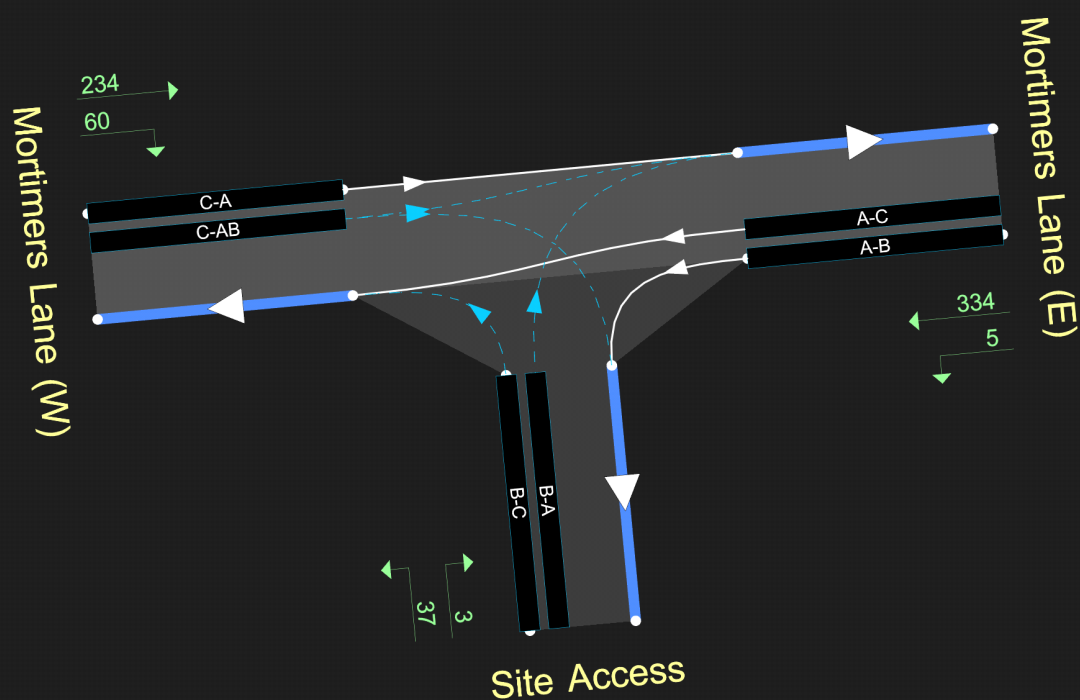
File summary

File Description

Title	Site Access / Mortimers Lane
Location	Mortimers Lane, Fair Oak
Site number	0
Date	16/10/2024
Version	2
Status	Proposed
Identifier	
Client	Bloor Homes Ltd
Jobnumber	8230679
Enumerator	UK\ADavey
Description	New ghost-island junction serving the site from Mortimers Lane.

Units

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



Flows show original traffic demand (Veh/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Mortimers Lane (E)		Major
B	Site Access		Minor
C	Mortimers Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Mortimers Lane (W)	7.00		✓	3.00	250.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
Site Access	One lane plus flare	10.00	7.00	4.00	2.80	2.80	✓	1.00	98	87

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	623	0.109	0.274	0.173	0.392
B-C	764	0.112	0.283	-	-
C-B	781	0.290	0.290	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	200	100.000
Site Access		ONE HOUR	✓	0	100.000
Mortimers Lane (W)		ONE HOUR	✓	379	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	From			
	Mortimers Lane (E)	0	0	200
	Site Access	0	0	0
	Mortimers Lane (W)	379	0	0

Proportions

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	From			
	Mortimers Lane (E)	0.00	0.00	1.00
	Site Access	0.33	0.33	0.33
	Mortimers Lane (W)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	From			
	Mortimers Lane (E)	0	0	6
	Site Access	0	0	0
	Mortimers Lane (W)	5	0	0

Average PCU Per Veh

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	From			
	Mortimers Lane (E)	1.000	1.000	1.060
	Site Access	1.000	1.000	1.000
	Mortimers Lane (W)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	Mortimers Lane (E)	151	160
	Site Access	0	0
	Mortimers Lane (W)	285	300
08:00-08:15	Mortimers Lane (E)	180	191
	Site Access	0	0
	Mortimers Lane (W)	341	358
08:15-08:30	Mortimers Lane (E)	220	233
	Site Access	0	0
	Mortimers Lane (W)	417	438
08:30-08:45	Mortimers Lane (E)	220	233
	Site Access	0	0
	Mortimers Lane (W)	417	438
08:45-09:00	Mortimers Lane (E)	180	191
	Site Access	0	0
	Mortimers Lane (W)	341	358
09:00-09:15	Mortimers Lane (E)	151	160
	Site Access	0	0
	Mortimers Lane (W)	285	300

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					348	522
A-B					0	0
A-C					184	275

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	719	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1470	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	0	0			0				
A-C	151	38			151				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	710	0.000	0	0.0	0.0	0.000	A
B-A	0	0	509	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1452	0.000	0	0.0	0.0	0.000	A
C-A	341	85			341				
A-B	0	0			0				
A-C	180	45			180				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	698	0.000	0	0.0	0.0	0.000	A
B-A	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1427	0.000	0	0.0	0.0	0.000	A
C-A	417	104			417				
A-B	0	0			0				
A-C	220	55			220				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	698	0.000	0	0.0	0.0	0.000	A
B-A	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1427	0.000	0	0.0	0.0	0.000	A
C-A	417	104			417				
A-B	0	0			0				
A-C	220	55			220				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	710	0.000	0	0.0	0.0	0.000	A
B-A	0	0	509	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1452	0.000	0	0.0	0.0	0.000	A
C-A	341	85			341				
A-B	0	0			0				
A-C	180	45			180				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	719	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1470	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	0	0			0				
A-C	151	38			151				

Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	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	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	332	100.000
Site Access		ONE HOUR	✓	0	100.000
Mortimers Lane (W)		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0	0	332
	Site Access	0	0	0
	Mortimers Lane (W)	233	0	0

Proportions

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0.00	0.00	1.00
	Site Access	0.33	0.33	0.33
	Mortimers Lane (W)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0	0	3
	Site Access	0	0	0
	Mortimers Lane (W)	4	0	0

Average PCU Per Veh

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
From				
	Mortimers Lane (E)	1.000	1.000	1.030
	Site Access	1.000	1.000	1.000
	Mortimers Lane (W)	1.039	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	Mortimers Lane (E)	250	257
	Site Access	0	0
	Mortimers Lane (W)	175	182
17:00-17:15	Mortimers Lane (E)	298	307
	Site Access	0	0
	Mortimers Lane (W)	209	218
17:15-17:30	Mortimers Lane (E)	366	377
	Site Access	0	0
	Mortimers Lane (W)	257	266
17:30-17:45	Mortimers Lane (E)	366	377
	Site Access	0	0
	Mortimers Lane (W)	257	266
17:45-18:00	Mortimers Lane (E)	298	307
	Site Access	0	0
	Mortimers Lane (W)	209	218
18:00-18:15	Mortimers Lane (E)	250	257
	Site Access	0	0
	Mortimers Lane (W)	175	182

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					214	321
A-B					0	0
A-C					305	457

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1414	0.000	0	0.0	0.0	0.000	A
C-A	175	44			175				
A-B	0	0			0				
A-C	250	62			250				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	677	0.000	0	0.0	0.0	0.000	A
B-A	0	0	501	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1385	0.000	0	0.0	0.0	0.000	A
C-A	209	52			209				
A-B	0	0			0				
A-C	298	75			298				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	657	0.000	0	0.0	0.0	0.000	A
B-A	0	0	474	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1345	0.000	0	0.0	0.0	0.000	A
C-A	257	64			257				
A-B	0	0			0				
A-C	366	91			366				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	657	0.000	0	0.0	0.0	0.000	A
B-A	0	0	474	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1345	0.000	0	0.0	0.0	0.000	A
C-A	257	64			257				
A-B	0	0			0				
A-C	366	91			366				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	677	0.000	0	0.0	0.0	0.000	A
B-A	0	0	501	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1385	0.000	0	0.0	0.0	0.000	A
C-A	209	52			209				
A-B	0	0			0				
A-C	298	75			298				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	521	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1414	0.000	0	0.0	0.0	0.000	A
C-A	175	44			175				
A-B	0	0			0				
A-C	250	62			250				

Future + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	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	Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	201	100.000
Site Access		ONE HOUR	✓	0	100.000
Mortimers Lane (W)		ONE HOUR	✓	381	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0	0	201
	Site Access	0	0	0
	Mortimers Lane (W)	381	0	0

Proportions

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0.00	0.00	1.00
	Site Access	0.33	0.33	0.33
	Mortimers Lane (W)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0	0	6
	Site Access	0	0	0
	Mortimers Lane (W)	5	0	0

Average PCU Per Veh

	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
From				
	Mortimers Lane (E)	1.000	1.000	1.060
	Site Access	1.000	1.000	1.000
	Mortimers Lane (W)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	Mortimers Lane (E)	151	160
	Site Access	0	0
	Mortimers Lane (W)	287	301
08:00-08:15	Mortimers Lane (E)	181	191
	Site Access	0	0
	Mortimers Lane (W)	343	360
08:15-08:30	Mortimers Lane (E)	221	235
	Site Access	0	0
	Mortimers Lane (W)	419	440
08:30-08:45	Mortimers Lane (E)	221	235
	Site Access	0	0
	Mortimers Lane (W)	419	440
08:45-09:00	Mortimers Lane (E)	181	191
	Site Access	0	0
	Mortimers Lane (W)	343	360
09:00-09:15	Mortimers Lane (E)	151	160
	Site Access	0	0
	Mortimers Lane (W)	287	301

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					350	524
A-B					0	0
A-C					184	277

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	719	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1470	0.000	0	0.0	0.0	0.000	A
C-A	287	72			287				
A-B	0	0			0				
A-C	151	38			151				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	710	0.000	0	0.0	0.0	0.000	A
B-A	0	0	508	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1452	0.000	0	0.0	0.0	0.000	A
C-A	343	86			343				
A-B	0	0			0				
A-C	181	45			181				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	698	0.000	0	0.0	0.0	0.000	A
B-A	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1427	0.000	0	0.0	0.0	0.000	A
C-A	419	105			419				
A-B	0	0			0				
A-C	221	55			221				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	698	0.000	0	0.0	0.0	0.000	A
B-A	0	0	483	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1427	0.000	0	0.0	0.0	0.000	A
C-A	419	105			419				
A-B	0	0			0				
A-C	221	55			221				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	710	0.000	0	0.0	0.0	0.000	A
B-A	0	0	508	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1452	0.000	0	0.0	0.0	0.000	A
C-A	343	86			343				
A-B	0	0			0				
A-C	181	45			181				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	719	0.000	0	0.0	0.0	0.000	A
B-A	0	0	527	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1470	0.000	0	0.0	0.0	0.000	A
C-A	287	72			287				
A-B	0	0			0				
A-C	151	38			151				

Future + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	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	Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	334	100.000
Site Access		ONE HOUR	✓	0	100.000
Mortimers Lane (W)		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	0	0	334
	Site Access	0	0	0
	Mortimers Lane (W)	234	0	0

Proportions

	To			
From		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	0.00	0.00	1.00
	Site Access	0.33	0.33	0.33
	Mortimers Lane (W)	1.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	0	0	3
	Site Access	0	0	0
	Mortimers Lane (W)	4	0	0

Average PCU Per Veh

	To			
From		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	1.000	1.000	1.030
	Site Access	1.000	1.000	1.000
	Mortimers Lane (W)	1.038	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	Mortimers Lane (E)	251	259
	Site Access	0	0
	Mortimers Lane (W)	176	183
17:00-17:15	Mortimers Lane (E)	300	309
	Site Access	0	0
	Mortimers Lane (W)	210	218
17:15-17:30	Mortimers Lane (E)	368	379
	Site Access	0	0
	Mortimers Lane (W)	258	268
17:30-17:45	Mortimers Lane (E)	368	379
	Site Access	0	0
	Mortimers Lane (W)	258	268
17:45-18:00	Mortimers Lane (E)	300	309
	Site Access	0	0
	Mortimers Lane (W)	210	218
18:00-18:15	Mortimers Lane (E)	251	259
	Site Access	0	0
	Mortimers Lane (W)	176	183

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					215	322
A-B					0	0
A-C					306	460

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	520	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1413	0.000	0	0.0	0.0	0.000	A
C-A	176	44			176				
A-B	0	0			0				
A-C	251	63			251				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	676	0.000	0	0.0	0.0	0.000	A
B-A	0	0	500	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1384	0.000	0	0.0	0.0	0.000	A
C-A	210	53			210				
A-B	0	0			0				
A-C	300	75			300				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	657	0.000	0	0.0	0.0	0.000	A
B-A	0	0	473	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1343	0.000	0	0.0	0.0	0.000	A
C-A	258	64			258				
A-B	0	0			0				
A-C	368	92			368				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	657	0.000	0	0.0	0.0	0.000	A
B-A	0	0	473	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1343	0.000	0	0.0	0.0	0.000	A
C-A	258	64			258				
A-B	0	0			0				
A-C	368	92			368				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	676	0.000	0	0.0	0.0	0.000	A
B-A	0	0	500	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1384	0.000	0	0.0	0.0	0.000	A
C-A	210	53			210				
A-B	0	0			0				
A-C	300	75			300				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	0	691	0.000	0	0.0	0.0	0.000	A
B-A	0	0	520	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1413	0.000	0	0.0	0.0	0.000	A
C-A	176	44			176				
A-B	0	0			0				
A-C	251	63			251				

Future + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		1.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.12	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	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	203	100.000
Site Access		ONE HOUR	✓	90	100.000
Mortimers Lane (W)		ONE HOUR	✓	432	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	0	2	201
	Site Access	4	0	86
	Mortimers Lane (W)	381	51	0

Proportions

From	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	0.00	0.01	0.99
	Site Access	0.04	0.00	0.96
	Mortimers Lane (W)	0.88	0.12	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	0	0	6
	Site Access	0	0	0
	Mortimers Lane (W)	5	0	0

Average PCU Per Veh

From	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	1.000	1.000	1.060
	Site Access	1.000	1.000	1.000
	Mortimers Lane (W)	1.050	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	Mortimers Lane (E)	153	162
	Site Access	68	68
	Mortimers Lane (W)	325	340
08:00-08:15	Mortimers Lane (E)	182	193
	Site Access	81	81
	Mortimers Lane (W)	388	405
08:15-08:30	Mortimers Lane (E)	224	237
	Site Access	99	99
	Mortimers Lane (W)	476	497
08:30-08:45	Mortimers Lane (E)	224	237
	Site Access	99	99
	Mortimers Lane (W)	476	497
08:45-09:00	Mortimers Lane (E)	182	193
	Site Access	81	81
	Mortimers Lane (W)	388	405
09:00-09:15	Mortimers Lane (E)	153	162
	Site Access	68	68
	Mortimers Lane (W)	325	340

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	6.20	0.2	A	79	118
B-A	0.01	8.49	0.0	A	4	6
C-AB	0.08	5.48	0.1	A	47	70
C-A					350	524
A-B					2	3
A-C					184	277

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	696	0.093	64	0.0	0.1	5.694	A
B-A	3	0.75	477	0.006	3	0.0	0.0	7.590	A
C-AB	38	10	734	0.052	38	0.0	0.1	5.169	A
C-A	287	72			287				
A-B	2	0.38			2				
A-C	151	38			151				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	19	687	0.112	77	0.1	0.1	5.900	A
B-A	4	0.90	457	0.008	4	0.0	0.0	7.944	A
C-AB	46	11	725	0.063	46	0.1	0.1	5.297	A
C-A	343	86			343				
A-B	2	0.45			2				
A-C	181	45			181				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	675	0.140	95	0.1	0.2	6.199	A
B-A	4	1	428	0.010	4	0.0	0.0	8.491	A
C-AB	56	14	713	0.079	56	0.1	0.1	5.482	A
C-A	419	105			419				
A-B	2	0.55			2				
A-C	221	55			221				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	675	0.140	95	0.2	0.2	6.202	A
B-A	4	1	428	0.010	4	0.0	0.0	8.491	A
C-AB	56	14	713	0.079	56	0.1	0.1	5.482	A
C-A	419	105			419				
A-B	2	0.55			2				
A-C	221	55			221				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	19	687	0.112	77	0.2	0.1	5.906	A
B-A	4	0.90	457	0.008	4	0.0	0.0	7.945	A
C-AB	46	11	725	0.063	46	0.1	0.1	5.298	A
C-A	343	86			343				
A-B	2	0.45			2				
A-C	181	45			181				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	696	0.093	65	0.1	0.1	5.704	A
B-A	3	0.75	477	0.006	3	0.0	0.0	7.592	A
C-AB	38	10	734	0.052	38	0.1	0.1	5.172	A
C-A	287	72			287				
A-B	2	0.38			2				
A-C	151	38			151				

Future + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	339	100.000
Site Access		ONE HOUR	✓	40	100.000
Mortimers Lane (W)		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	0	5	334
	Site Access	3	0	37
	Mortimers Lane (W)	234	60	0

Proportions

From	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	0.00	0.01	0.99
	Site Access	0.08	0.00	0.93
	Mortimers Lane (W)	0.80	0.20	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	0	0	3
	Site Access	0	0	0
	Mortimers Lane (W)	4	0	0

Average PCU Per Veh

From	To			
		Mortimers Lane (E)	Site Access	Mortimers Lane (W)
	Mortimers Lane (E)	1.000	1.000	1.030
	Site Access	1.000	1.000	1.000
	Mortimers Lane (W)	1.038	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	Mortimers Lane (E)	255	263
	Site Access	30	30
	Mortimers Lane (W)	221	228
17:00-17:15	Mortimers Lane (E)	305	314
	Site Access	36	36
	Mortimers Lane (W)	264	272
17:15-17:30	Mortimers Lane (E)	373	384
	Site Access	44	44
	Mortimers Lane (W)	324	334
17:30-17:45	Mortimers Lane (E)	373	384
	Site Access	44	44
	Mortimers Lane (W)	324	334
17:45-18:00	Mortimers Lane (E)	305	314
	Site Access	36	36
	Mortimers Lane (W)	264	272
18:00-18:15	Mortimers Lane (E)	255	263
	Site Access	30	30
	Mortimers Lane (W)	221	228

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.06	6.05	0.1	A	34	51
B-A	0.01	8.72	0.0	A	3	4
C-AB	0.10	5.96	0.1	A	55	83
C-A					215	322
A-B					5	7
A-C					306	460

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	669	0.042	28	0.0	0.0	5.611	A
B-A	2	0.56	469	0.005	2	0.0	0.0	7.719	A
C-AB	45	11	705	0.064	45	0.0	0.1	5.449	A
C-A	176	44			176				
A-B	4	0.94			4				
A-C	251	63			251				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	655	0.051	33	0.0	0.1	5.789	A
B-A	3	0.67	447	0.006	3	0.0	0.0	8.109	A
C-AB	54	13	690	0.078	54	0.1	0.1	5.655	A
C-A	210	53			210				
A-B	4	1			4				
A-C	300	75			300				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	636	0.064	41	0.1	0.1	6.051	A
B-A	3	0.83	416	0.008	3	0.0	0.0	8.715	A
C-AB	66	17	670	0.099	66	0.1	0.1	5.959	A
C-A	258	64			258				
A-B	6	1			6				
A-C	368	92			368				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	10	636	0.064	41	0.1	0.1	6.051	A
B-A	3	0.83	416	0.008	3	0.0	0.0	8.716	A
C-AB	66	17	670	0.099	66	0.1	0.1	5.959	A
C-A	258	64			258				
A-B	6	1			6				
A-C	368	92			368				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	655	0.051	33	0.1	0.1	5.792	A
B-A	3	0.67	447	0.006	3	0.0	0.0	8.111	A
C-AB	54	13	690	0.078	54	0.1	0.1	5.658	A
C-A	210	53			210				
A-B	4	1			4				
A-C	300	75			300				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	7	669	0.042	28	0.1	0.0	5.616	A
B-A	2	0.56	468	0.005	2	0.0	0.0	7.721	A
C-AB	45	11	705	0.064	45	0.1	0.1	5.456	A
C-A	176	44			176				
A-B	4	0.94			4				
A-C	251	63			251				

Junctions 10			
PICADY 10 - Priority Intersection Module			
Version: 10.1.1.1905			
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Filename: Junction 1 - Winchester Road - Mortimers Lane Rev3.j10

Path: \\gc-did-fs01\CAD\2023\8230679\6)_Transport\1)_Planning\1)_Traffic Analysis\Models

Report generation date: 16/10/2024 09:04:46

»Base, AM

»Base, PM

»Future + Committed, AM

»Future + Committed, PM

»Future + Committed + Development, AM

»Future + Committed + Development, PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
Base				
Stream B-AC	1.1	0.54	1.8	0.65
Stream C-AB	2.2	0.63	1.4	0.51
Future + Committed				
Stream B-AC	1.4	0.58	2.5	0.73
Stream C-AB	3.5	0.72	1.7	0.55
Future + Committed + Development				
Stream B-AC	2.9	0.76	4.5	0.84
Stream C-AB	6.1	0.83	2.6	0.66

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

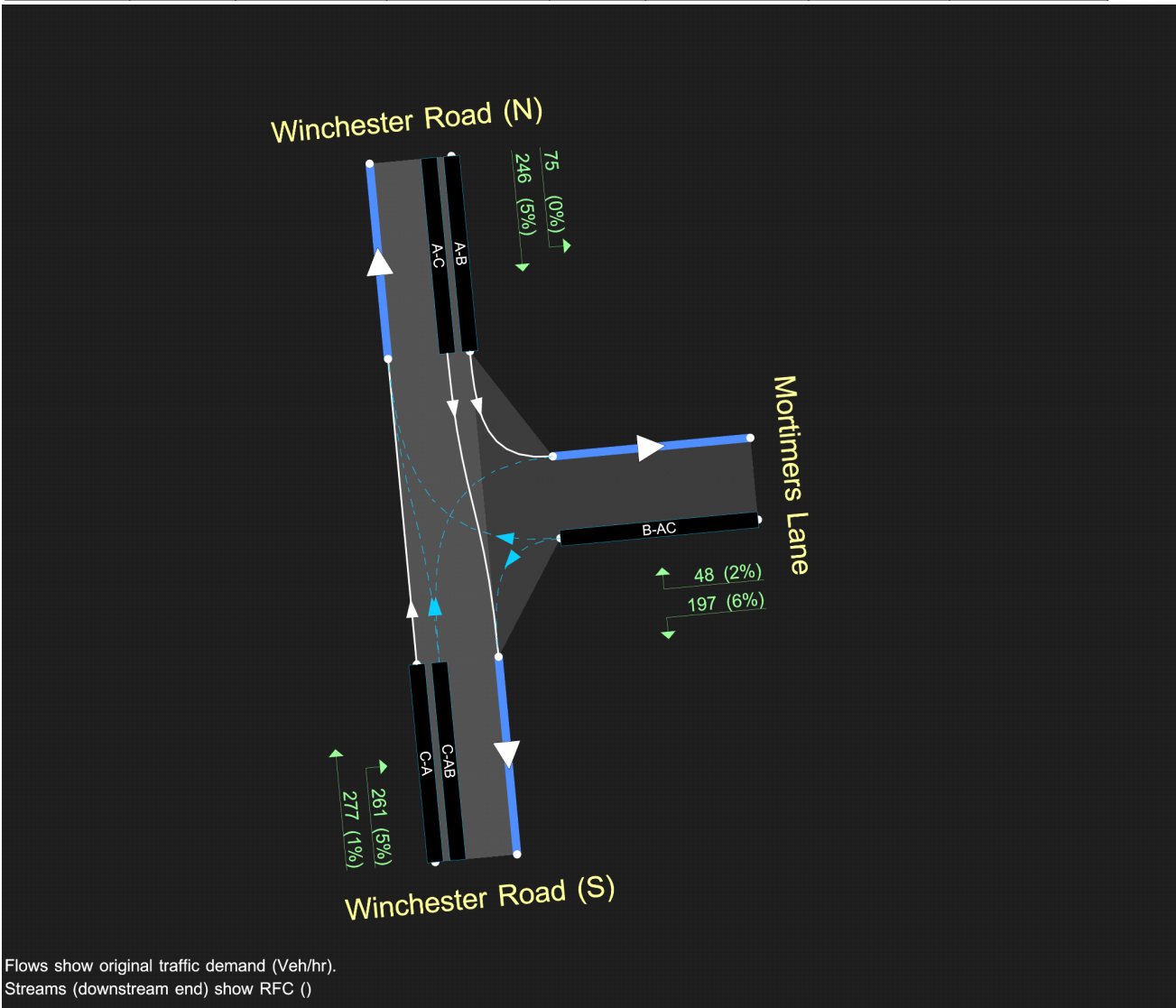
File summary

File Description

Title	Winchester Road / Mortimers Lane
Location	Fair Oak
Site number	1
Date	06/08/2024
Version	0
Status	Existing
Identifier	
Client	Bloor Homes Ltd
Jobnumber	8230679
Enumerator	UK\ADavey
Description	Mortimers Lane existing T-junction with Winchester Road (B3354)

Units

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



Analysis Options

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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		8.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.29	A

Arms

Arms

Arm	Name	Description	Arm type
A	Winchester Road (N)		Major
B	Mortimers Lane		Minor
C	Winchester Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Winchester Road (S)	6.30			162.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
Mortimers Lane	One lane	4.00	65	29

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	564	0.102	0.258	0.162	0.368
B-C	706	0.106	0.269	-	-
C-B	668	0.255	0.255	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Winchester Road (N)		ONE HOUR	✓	321	100.000
Mortimers Lane		ONE HOUR	✓	245	100.000
Winchester Road (S)		ONE HOUR	✓	538	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	From			
	Winchester Road (N)	0	75	246
	Mortimers Lane	48	0	197
	Winchester Road (S)	277	261	0

Proportions

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	From			
	Winchester Road (N)	0.00	0.23	0.77
	Mortimers Lane	0.20	0.00	0.80
	Winchester Road (S)	0.51	0.49	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	From			
	Winchester Road (N)	0	0	5
	Mortimers Lane	2	0	6
	Winchester Road (S)	1	5	0

Average PCU Per Veh

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	From			
	Winchester Road (N)	1.000	1.000	1.049
	Mortimers Lane	1.021	1.000	1.056
	Winchester Road (S)	1.011	1.046	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	Winchester Road (N)	242	251
	Mortimers Lane	184	193
	Winchester Road (S)	405	416
08:00-08:15	Winchester Road (N)	289	299
	Mortimers Lane	220	231
	Winchester Road (S)	484	497
08:15-08:30	Winchester Road (N)	353	367
	Mortimers Lane	270	283
	Winchester Road (S)	592	609
08:30-08:45	Winchester Road (N)	353	367
	Mortimers Lane	270	283
	Winchester Road (S)	592	609
08:45-09:00	Winchester Road (N)	289	299
	Mortimers Lane	220	231
	Winchester Road (S)	484	497
09:00-09:15	Winchester Road (N)	242	251
	Mortimers Lane	184	193
	Winchester Road (S)	405	416

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	15.48	1.1	C	225	337
C-AB	0.63	13.09	2.2	B	373	559
C-A					121	182
A-B					69	103
A-C					226	339

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	552	0.334	182	0.0	0.5	9.690	A
C-AB	277	69	718	0.386	274	0.0	0.8	8.076	A
C-A	128	32			128				
A-B	56	14			56				
A-C	185	46			185				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	220	55	532	0.414	219	0.5	0.7	11.491	B
C-AB	356	89	736	0.484	354	0.8	1.2	9.456	A
C-A	128	32			128				
A-B	67	17			67				
A-C	221	55			221				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	270	67	503	0.537	268	0.7	1.1	15.240	C
C-AB	482	121	761	0.634	478	1.2	2.2	12.758	B
C-A	110	28			110				
A-B	83	21			83				
A-C	271	68			271				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	270	67	502	0.537	270	1.1	1.1	15.484	C
C-AB	484	121	762	0.635	484	2.2	2.2	13.089	B
C-A	108	27			108				
A-B	83	21			83				
A-C	271	68			271				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	220	55	531	0.415	222	1.1	0.7	11.700	B
C-AB	358	89	738	0.485	362	2.2	1.2	9.705	A
C-A	126	31			126				
A-B	67	17			67				
A-C	221	55			221				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	184	46	552	0.334	185	0.7	0.5	9.852	A
C-AB	278	70	719	0.387	280	1.2	0.8	8.237	A
C-A	127	32			127				
A-B	56	14			56				
A-C	185	46			185				

Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		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
D2	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Winchester Road (N)		ONE HOUR	✓	500	100.000
Mortimers Lane		ONE HOUR	✓	271	100.000
Winchester Road (S)		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
From	Winchester Road (N)	0	92	408
	Mortimers Lane	70	0	201
	Winchester Road (S)	269	198	0

Proportions

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
From	Winchester Road (N)	0.00	0.18	0.82
	Mortimers Lane	0.26	0.00	0.74
	Winchester Road (S)	0.58	0.42	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
From	Winchester Road (N)	0	1	2
	Mortimers Lane	0	0	2
	Winchester Road (S)	2	1	0

Average PCU Per Veh

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
From	Winchester Road (N)	1.000	1.011	1.025
	Mortimers Lane	1.000	1.000	1.025
	Winchester Road (S)	1.019	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	Winchester Road (N)	376	385
	Mortimers Lane	204	208
	Winchester Road (S)	352	357
17:00-17:15	Winchester Road (N)	449	459
	Mortimers Lane	244	248
	Winchester Road (S)	420	426
17:15-17:30	Winchester Road (N)	551	563
	Mortimers Lane	298	304
	Winchester Road (S)	514	522
17:30-17:45	Winchester Road (N)	551	563
	Mortimers Lane	298	304
	Winchester Road (S)	514	522
17:45-18:00	Winchester Road (N)	449	459
	Mortimers Lane	244	248
	Winchester Road (S)	420	426
18:00-18:15	Winchester Road (N)	376	385
	Mortimers Lane	204	208
	Winchester Road (S)	352	357

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.65	22.32	1.8	C	249	373
C-AB	0.51	10.08	1.4	B	283	425
C-A					145	218
A-B					84	127
A-C					374	562

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	204	51	525	0.389	202	0.0	0.6	11.043	B
C-AB	210	52	702	0.299	207	0.0	0.5	7.264	A
C-A	142	36			142				
A-B	69	17			69				
A-C	307	77			307				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	498	0.489	242	0.6	0.9	14.006	B
C-AB	270	68	713	0.379	269	0.5	0.8	8.126	A
C-A	149	37			149				
A-B	83	21			83				
A-C	367	92			367				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	298	75	459	0.650	295	0.9	1.7	21.514	C
C-AB	369	92	729	0.506	367	0.8	1.4	9.953	A
C-A	145	36			145				
A-B	101	25			101				
A-C	449	112			449				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	298	75	459	0.650	298	1.7	1.8	22.322	C
C-AB	370	92	730	0.507	370	1.4	1.4	10.082	B
C-A	144	36			144				
A-B	101	25			101				
A-C	449	112			449				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	244	61	498	0.490	247	1.8	1.0	14.535	B
C-AB	271	68	714	0.380	274	1.4	0.8	8.255	A
C-A	148	37			148				
A-B	83	21			83				
A-C	367	92			367				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	204	51	525	0.389	205	1.0	0.6	11.323	B
C-AB	210	53	703	0.300	212	0.8	0.6	7.365	A
C-A	141	35			141				
A-B	69	17			69				
A-C	307	77			307				

Future + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		9.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.82	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	Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Winchester Road (N)		ONE HOUR	✓	332	100.000
Mortimers Lane		ONE HOUR	✓	256	100.000
Winchester Road (S)		ONE HOUR	✓	651	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
From	Winchester Road (N)	0	80	252
	Mortimers Lane	52	0	204
	Winchester Road (S)	381	270	0

Proportions

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
From	Winchester Road (N)	0.00	0.24	0.76
	Mortimers Lane	0.20	0.00	0.80
	Winchester Road (S)	0.59	0.41	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
From	Winchester Road (N)	0	0	5
	Mortimers Lane	2	0	5
	Winchester Road (S)	1	4	0

Average PCU Per Veh

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
From	Winchester Road (N)	1.000	1.000	1.048
	Mortimers Lane	1.019	1.000	1.054
	Winchester Road (S)	1.008	1.044	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	Winchester Road (N)	250	259
	Mortimers Lane	193	202
	Winchester Road (S)	490	501
08:00-08:15	Winchester Road (N)	298	309
	Mortimers Lane	230	241
	Winchester Road (S)	585	599
08:15-08:30	Winchester Road (N)	366	379
	Mortimers Lane	282	295
	Winchester Road (S)	717	733
08:30-08:45	Winchester Road (N)	366	379
	Mortimers Lane	282	295
	Winchester Road (S)	717	733
08:45-09:00	Winchester Road (N)	298	309
	Mortimers Lane	230	241
	Winchester Road (S)	585	599
09:00-09:15	Winchester Road (N)	250	259
	Mortimers Lane	193	202
	Winchester Road (S)	490	501

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.58	17.66	1.4	C	235	352
C-AB	0.72	15.43	3.5	C	452	678
C-A					145	218
A-B					73	110
A-C					231	347

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	543	0.355	191	0.0	0.5	10.147	B
C-AB	324	81	770	0.420	320	0.0	1.0	7.963	A
C-A	166	42			166				
A-B	60	15			60				
A-C	190	47			190				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	520	0.442	229	0.5	0.8	12.324	B
C-AB	427	107	799	0.535	425	1.0	1.5	9.658	A
C-A	158	40			158				
A-B	72	18			72				
A-C	227	57			227				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	282	70	486	0.580	280	0.8	1.3	17.238	C
C-AB	599	150	840	0.714	592	1.5	3.3	14.620	B
C-A	117	29			117				
A-B	88	22			88				
A-C	277	69			277				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	282	70	485	0.581	282	1.3	1.4	17.661	C
C-AB	603	151	843	0.716	603	3.3	3.5	15.434	C
C-A	113	28			113				
A-B	88	22			88				
A-C	277	69			277				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	230	58	519	0.443	232	1.4	0.8	12.645	B
C-AB	431	108	803	0.537	439	3.5	1.7	10.134	B
C-A	154	38			154				
A-B	72	18			72				
A-C	227	57			227				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	193	48	542	0.355	194	0.8	0.6	10.353	B
C-AB	326	82	772	0.422	329	1.7	1.0	8.185	A
C-A	164	41			164				
A-B	60	15			60				
A-C	190	47			190				

Future + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		9.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.02	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	Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Winchester Road (N)		ONE HOUR	✓	579	100.000
Mortimers Lane		ONE HOUR	✓	284	100.000
Winchester Road (S)		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	From Winchester Road (N)	0	94	485
	From Mortimers Lane	75	0	209
	From Winchester Road (S)	288	201	0

Proportions

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	From Winchester Road (N)	0.00	0.16	0.84
	From Mortimers Lane	0.26	0.00	0.74
	From Winchester Road (S)	0.59	0.41	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	From Winchester Road (N)	0	1	2
	From Mortimers Lane	0	0	2
	From Winchester Road (S)	2	1	0

Average PCU Per Veh

	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	From Winchester Road (N)	1.000	1.011	1.021
	From Mortimers Lane	1.000	1.000	1.024
	From Winchester Road (S)	1.017	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	Winchester Road (N)	436	444
	Mortimers Lane	214	218
	Winchester Road (S)	368	373
17:00-17:15	Winchester Road (N)	521	530
	Mortimers Lane	255	260
	Winchester Road (S)	440	446
17:15-17:30	Winchester Road (N)	637	650
	Mortimers Lane	313	318
	Winchester Road (S)	538	546
17:30-17:45	Winchester Road (N)	637	650
	Mortimers Lane	313	318
	Winchester Road (S)	538	546
17:45-18:00	Winchester Road (N)	521	530
	Mortimers Lane	255	260
	Winchester Road (S)	440	446
18:00-18:15	Winchester Road (N)	436	444
	Mortimers Lane	214	218
	Winchester Road (S)	368	373

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.73	30.29	2.5	D	261	391
C-AB	0.55	11.00	1.7	B	301	451
C-A					148	222
A-B					86	129
A-C					445	668

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	507	0.422	211	0.0	0.7	12.070	B
C-AB	219	55	698	0.314	217	0.0	0.6	7.461	A
C-A	149	37			149				
A-B	71	18			71				
A-C	365	91			365				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	475	0.537	254	0.7	1.1	16.121	C
C-AB	286	71	709	0.403	284	0.6	0.9	8.481	A
C-A	154	38			154				
A-B	85	21			85				
A-C	436	109			436				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	78	430	0.727	308	1.1	2.4	28.208	D
C-AB	395	99	726	0.545	392	0.9	1.6	10.809	B
C-A	143	36			143				
A-B	103	26			103				
A-C	534	133			534				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	313	78	430	0.728	312	2.4	2.5	30.286	D
C-AB	397	99	727	0.545	396	1.6	1.7	11.005	B
C-A	142	35			142				
A-B	103	26			103				
A-C	534	133			534				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	255	64	475	0.538	261	2.5	1.2	17.190	C
C-AB	287	72	711	0.404	290	1.7	0.9	8.656	A
C-A	153	38			153				
A-B	85	21			85				
A-C	436	109			436				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	506	0.423	216	1.2	0.7	12.479	B
C-AB	221	55	699	0.315	222	0.9	0.6	7.579	A
C-A	148	37			148				
A-B	71	18			71				
A-C	365	91			365				

Future + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		18.01	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.01	C

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	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Winchester Road (N)		ONE HOUR	✓	338	100.000
Mortimers Lane		ONE HOUR	✓	336	100.000
Winchester Road (S)		ONE HOUR	✓	693	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	Winchester Road (N)	0	86	252
	Mortimers Lane	61	0	275
	Winchester Road (S)	381	312	0

Proportions

From	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	Winchester Road (N)	0.00	0.25	0.75
	Mortimers Lane	0.18	0.00	0.82
	Winchester Road (S)	0.55	0.45	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	Winchester Road (N)	0	0	5
	Mortimers Lane	2	0	4
	Winchester Road (S)	1	4	0

Average PCU Per Veh

From	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	Winchester Road (N)	1.000	1.000	1.048
	Mortimers Lane	1.016	1.000	1.040
	Winchester Road (S)	1.008	1.038	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	Winchester Road (N)	254	263
	Mortimers Lane	253	262
	Winchester Road (S)	522	533
08:00-08:15	Winchester Road (N)	304	315
	Mortimers Lane	302	313
	Winchester Road (S)	623	636
08:15-08:30	Winchester Road (N)	372	385
	Mortimers Lane	370	383
	Winchester Road (S)	763	780
08:30-08:45	Winchester Road (N)	372	385
	Mortimers Lane	370	383
	Winchester Road (S)	763	780
08:45-09:00	Winchester Road (N)	304	315
	Mortimers Lane	302	313
	Winchester Road (S)	623	636
09:00-09:15	Winchester Road (N)	254	263
	Mortimers Lane	253	262
	Winchester Road (S)	522	533

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.76	29.96	2.9	D	308	462
C-AB	0.83	25.50	6.1	D	523	785
C-A					113	169
A-B					79	118
A-C					231	347

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	63	551	0.459	250	0.0	0.8	11.838	B
C-AB	374	93	772	0.484	369	0.0	1.2	8.872	A
C-A	148	37			148				
A-B	65	16			65				
A-C	190	47			190				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	526	0.574	300	0.8	1.3	15.779	C
C-AB	493	123	801	0.616	490	1.2	2.1	11.608	B
C-A	130	32			130				
A-B	77	19			77				
A-C	227	57			227				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	370	92	490	0.755	364	1.3	2.8	27.411	D
C-AB	693	173	842	0.823	679	2.1	5.6	21.915	C
C-A	70	18			70				
A-B	95	24			95				
A-C	277	69			277				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	370	92	488	0.759	369	2.8	2.9	29.963	D
C-AB	701	175	847	0.828	699	5.6	6.1	25.501	D
C-A	62	16			62				
A-B	95	24			95				
A-C	277	69			277				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	302	76	524	0.577	308	2.9	1.4	17.117	C
C-AB	501	125	808	0.620	517	6.1	2.3	13.113	B
C-A	122	30			122				
A-B	77	19			77				
A-C	227	57			227				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	253	63	549	0.460	255	1.4	0.9	12.321	B
C-AB	377	94	775	0.487	381	2.3	1.3	9.277	A
C-A	145	36			145				
A-B	65	16			65				
A-C	190	47			190				

Future + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		14.87	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.87	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
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Winchester Road (N)		ONE HOUR	✓	593	100.000
Mortimers Lane		ONE HOUR	✓	318	100.000
Winchester Road (S)		ONE HOUR	✓	528	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	Winchester Road (N)	0	108	485
	Mortimers Lane	84	0	234
	Winchester Road (S)	288	240	0

Proportions

From	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	Winchester Road (N)	0.00	0.18	0.82
	Mortimers Lane	0.26	0.00	0.74
	Winchester Road (S)	0.55	0.45	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	Winchester Road (N)	0	1	2
	Mortimers Lane	0	0	2
	Winchester Road (S)	2	1	0

Average PCU Per Veh

From	To			
		Winchester Road (N)	Mortimers Lane	Winchester Road (S)
	Winchester Road (N)	1.000	1.009	1.021
	Mortimers Lane	1.000	1.000	1.021
	Winchester Road (S)	1.017	1.008	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	Winchester Road (N)	446	455
	Mortimers Lane	239	243
	Winchester Road (S)	398	403
17:00-17:15	Winchester Road (N)	533	543
	Mortimers Lane	286	290
	Winchester Road (S)	475	481
17:15-17:30	Winchester Road (N)	653	665
	Mortimers Lane	350	356
	Winchester Road (S)	581	589
17:30-17:45	Winchester Road (N)	653	665
	Mortimers Lane	350	356
	Winchester Road (S)	581	589
17:45-18:00	Winchester Road (N)	533	543
	Mortimers Lane	286	290
	Winchester Road (S)	475	481
18:00-18:15	Winchester Road (N)	446	455
	Mortimers Lane	239	243
	Winchester Road (S)	398	403

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.84	49.29	4.5	E	292	438
C-AB	0.66	14.67	2.6	B	360	540
C-A					124	186
A-B					99	149
A-C					445	668

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	239	60	501	0.478	236	0.0	0.9	13.423	B
C-AB	262	66	697	0.376	259	0.0	0.8	8.196	A
C-A	135	34			135				
A-B	81	20			81				
A-C	365	91			365				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	286	71	467	0.612	283	0.9	1.5	19.313	C
C-AB	342	85	708	0.483	340	0.8	1.2	9.804	A
C-A	133	33			133				
A-B	97	24			97				
A-C	436	109			436				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	88	418	0.837	340	1.5	4.0	41.434	E
C-AB	474	118	724	0.654	469	1.2	2.5	14.104	B
C-A	108	27			108				
A-B	119	30			119				
A-C	534	133			534				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	350	88	418	0.839	348	4.0	4.5	49.289	E
C-AB	476	119	726	0.656	476	2.5	2.6	14.668	B
C-A	105	26			105				
A-B	119	30			119				
A-C	534	133			534				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	286	71	466	0.613	297	4.5	1.7	22.514	C
C-AB	344	86	710	0.485	349	2.6	1.3	10.193	B
C-A	131	33			131				
A-B	97	24			97				
A-C	436	109			436				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	239	60	500	0.479	242	1.7	0.9	14.129	B
C-AB	264	66	698	0.378	266	1.3	0.8	8.395	A
C-A	134	33			134				
A-B	81	20			81				
A-C	365	91			365				

Junctions 10				
PICADY 10 - Priority Intersection Module				
Version: 10.1.1.1905				
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Filename: Junction 14 - Knowle Lane - Mortimers Lane Rev3.j10

Path: \\gc-did-fs01\CAD\2023\8230679\6)_Transport\1)_Planning\1)_Traffic Analysis\Models

Report generation date: 16/10/2024 09:08:42

- »Base, AM
- »Base, PM
- »Future + Committed, AM
- »Future + Committed, PM
- »Future + Committed + Development, AM
- »Future + Committed + Development, PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
Base				
Stream B-C	0.2	0.15	0.1	0.11
Stream B-A	0.3	0.25	0.1	0.13
Stream C-AB	0.1	0.13	0.1	0.07
Future + Committed				
Stream B-C	0.2	0.17	0.2	0.13
Stream B-A	0.4	0.26	0.2	0.13
Stream C-AB	0.2	0.15	0.1	0.08
Future + Committed + Development				
Stream B-C	0.2	0.18	0.2	0.14
Stream B-A	0.4	0.29	0.2	0.15
Stream C-AB	0.2	0.16	0.1	0.08

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

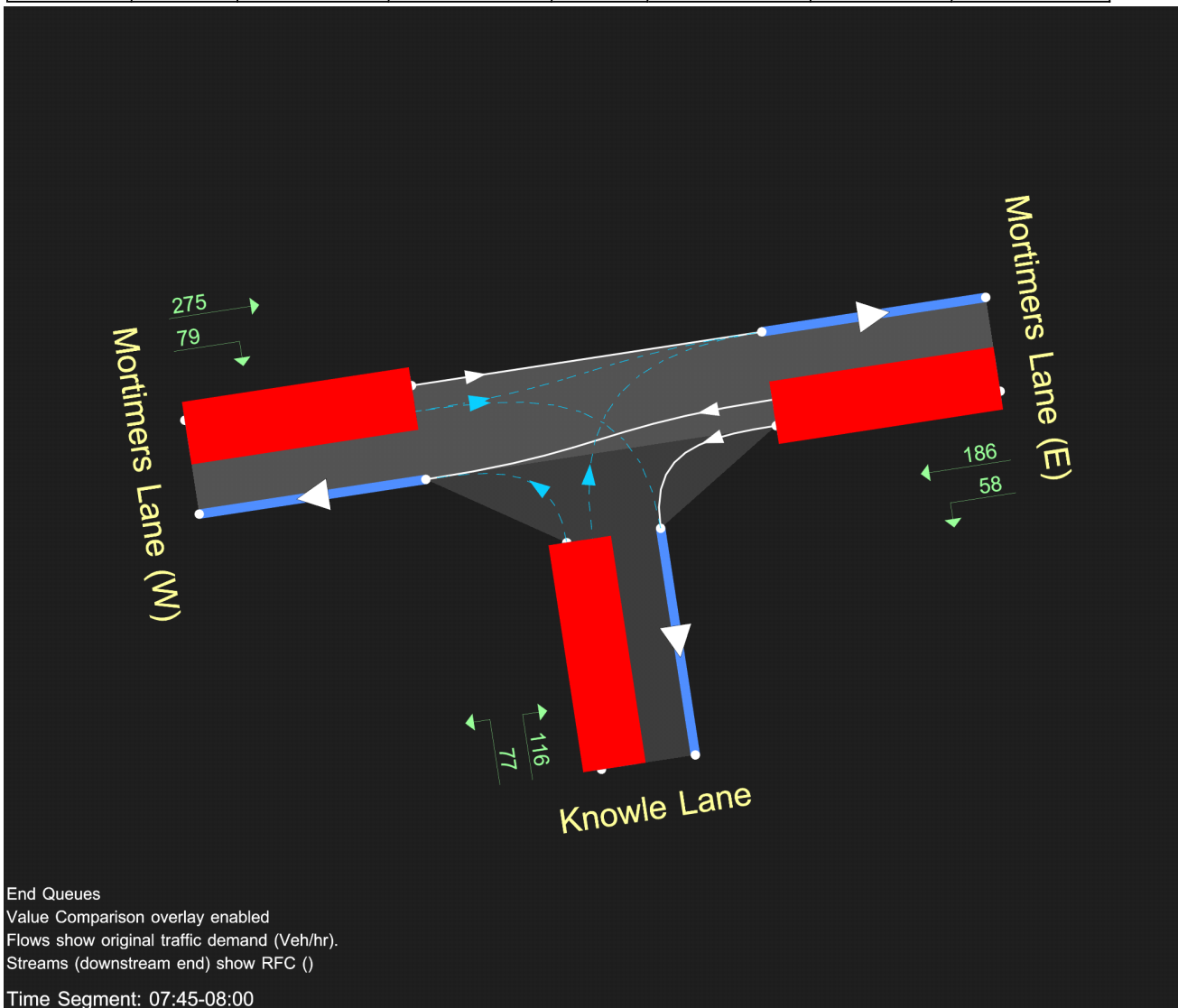
File summary

File Description

Title	Knowle Lane / Mortimers Lane
Location	Mortimers Lane, Fair Oak
Site number	14
Date	06/08/2024
Version	0
Status	Existing
Identifier	
Client	Bloor Homes Ltd
Jobnumber	8230679
Enumerator	UK\ADavey
Description	Knowle Lane existing T-junction with Mortimers Lane

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Knowle Lane / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		2.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.78	A

Arms

Arms

Arm	Name	Description	Arm type
A	Mortimers Lane (E)		Major
B	Knowle Lane		Minor
C	Mortimers Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
Mortimers Lane (W)	6.30		✓	3.00	250.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
Knowle Lane	One lane plus flare	10.00	7.80	4.70	3.40	3.20	✓	1.00	250	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	712	0.128	0.324	0.204	0.462
B-C	746	0.113	0.285	-	-
C-B	781	0.299	0.299	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	244	100.000
Knowle Lane		ONE HOUR	✓	193	100.000
Mortimers Lane (W)		ONE HOUR	✓	354	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	From			
	Mortimers Lane (E)	0	58	186
	Knowle Lane	116	0	77
	Mortimers Lane (W)	275	79	0

Proportions

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	From			
	Mortimers Lane (E)	0.00	0.24	0.76
	Knowle Lane	0.60	0.00	0.40
	Mortimers Lane (W)	0.78	0.22	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	From			
	Mortimers Lane (E)	0	7	3
	Knowle Lane	4	0	10
	Mortimers Lane (W)	2	3	0

Average PCU Per Veh

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	From			
	Mortimers Lane (E)	1.000	1.069	1.027
	Knowle Lane	1.043	1.000	1.104
	Mortimers Lane (W)	1.022	1.025	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	Mortimers Lane (E)	184	190
	Knowle Lane	145	155
	Mortimers Lane (W)	267	273
08:00-08:15	Mortimers Lane (E)	219	227
	Knowle Lane	174	185
	Mortimers Lane (W)	318	325
08:15-08:30	Mortimers Lane (E)	269	279
	Knowle Lane	212	227
	Mortimers Lane (W)	390	399
08:30-08:45	Mortimers Lane (E)	269	279
	Knowle Lane	212	227
	Mortimers Lane (W)	390	399
08:45-09:00	Mortimers Lane (E)	219	227
	Knowle Lane	174	185
	Mortimers Lane (W)	318	325
09:00-09:15	Mortimers Lane (E)	184	190
	Knowle Lane	145	155
	Mortimers Lane (W)	267	273

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.15	7.49	0.2	A	71	106
B-A	0.25	9.52	0.3	A	106	160
C-AB	0.13	6.05	0.1	A	73	109
C-A					252	378
A-B					53	80
A-C					171	256

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	607	0.096	58	0.0	0.1	6.551	A
B-A	87	22	563	0.155	87	0.0	0.2	7.542	A
C-AB	59	15	707	0.084	59	0.0	0.1	5.557	A
C-A	207	52			207				
A-B	44	11			44				
A-C	140	35			140				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	590	0.117	69	0.1	0.1	6.903	A
B-A	104	26	539	0.193	104	0.2	0.2	8.265	A
C-AB	71	18	696	0.102	71	0.1	0.1	5.759	A
C-A	247	62			247				
A-B	52	13			52				
A-C	167	42			167				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	565	0.150	85	0.1	0.2	7.485	A
B-A	128	32	506	0.252	127	0.2	0.3	9.499	A
C-AB	87	22	682	0.128	87	0.1	0.1	6.052	A
C-A	303	76			303				
A-B	64	16			64				
A-C	205	51			205				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	565	0.150	85	0.2	0.2	7.492	A
B-A	128	32	506	0.252	128	0.3	0.3	9.519	A
C-AB	87	22	682	0.128	87	0.1	0.1	6.054	A
C-A	303	76			303				
A-B	64	16			64				
A-C	205	51			205				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	590	0.117	69	0.2	0.1	6.915	A
B-A	104	26	539	0.193	105	0.3	0.2	8.290	A
C-AB	71	18	696	0.102	71	0.1	0.1	5.763	A
C-A	247	62			247				
A-B	52	13			52				
A-C	167	42			167				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	606	0.096	58	0.1	0.1	6.566	A
B-A	87	22	563	0.155	88	0.2	0.2	7.575	A
C-AB	59	15	707	0.084	60	0.1	0.1	5.565	A
C-A	207	52			207				
A-B	44	11			44				
A-C	140	35			140				

Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Knowle Lane / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		1.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.57	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	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	346	100.000
Knowle Lane		ONE HOUR	✓	125	100.000
Mortimers Lane (W)		ONE HOUR	✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0	78	268
	Knowle Lane	57	0	68
	Mortimers Lane (W)	212	42	0

Proportions

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0.00	0.23	0.77
	Knowle Lane	0.46	0.00	0.54
	Mortimers Lane (W)	0.83	0.17	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0	0	1
	Knowle Lane	2	0	0
	Mortimers Lane (W)	2	2	0

Average PCU Per Veh

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	1.000	1.000	1.015
	Knowle Lane	1.018	1.000	1.000
	Mortimers Lane (W)	1.019	1.024	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	Mortimers Lane (E)	260	263
	Knowle Lane	94	95
	Mortimers Lane (W)	191	195
17:00-17:15	Mortimers Lane (E)	311	315
	Knowle Lane	112	113
	Mortimers Lane (W)	228	233
17:15-17:30	Mortimers Lane (E)	381	385
	Knowle Lane	138	139
	Mortimers Lane (W)	280	285
17:30-17:45	Mortimers Lane (E)	381	385
	Knowle Lane	138	139
	Mortimers Lane (W)	280	285
17:45-18:00	Mortimers Lane (E)	311	315
	Knowle Lane	112	113
	Mortimers Lane (W)	228	233
18:00-18:15	Mortimers Lane (E)	260	263
	Knowle Lane	94	95
	Mortimers Lane (W)	191	195

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.11	6.14	0.1	A	62	94
B-A	0.13	8.25	0.1	A	52	78
C-AB	0.07	5.95	0.1	A	39	58
C-A					195	292
A-B					72	107
A-C					246	369

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51	13	702	0.073	51	0.0	0.1	5.530	A
B-A	43	11	552	0.078	43	0.0	0.1	7.057	A
C-AB	32	8	686	0.046	31	0.0	0.0	5.496	A
C-A	160	40			160				
A-B	59	15			59				
A-C	202	50			202				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	685	0.089	61	0.1	0.1	5.772	A
B-A	51	13	530	0.097	51	0.1	0.1	7.518	A
C-AB	38	9	671	0.056	38	0.0	0.1	5.681	A
C-A	191	48			191				
A-B	70	18			70				
A-C	241	60			241				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	661	0.113	75	0.1	0.1	6.138	A
B-A	63	16	499	0.126	63	0.1	0.1	8.247	A
C-AB	46	12	651	0.071	46	0.1	0.1	5.954	A
C-A	233	58			233				
A-B	86	21			86				
A-C	295	74			295				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	75	19	661	0.113	75	0.1	0.1	6.141	A
B-A	63	16	499	0.126	63	0.1	0.1	8.252	A
C-AB	46	12	651	0.071	46	0.1	0.1	5.954	A
C-A	233	58			233				
A-B	86	21			86				
A-C	295	74			295				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61	15	685	0.089	61	0.1	0.1	5.776	A
B-A	51	13	530	0.097	51	0.1	0.1	7.525	A
C-AB	38	9	671	0.056	38	0.1	0.1	5.684	A
C-A	191	48			191				
A-B	70	18			70				
A-C	241	60			241				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51	13	701	0.073	51	0.1	0.1	5.540	A
B-A	43	11	552	0.078	43	0.1	0.1	7.067	A
C-AB	32	8	686	0.046	32	0.1	0.0	5.501	A
C-A	160	40			160				
A-B	59	15			59				
A-C	202	50			202				

Future + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network

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

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	Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	246	100.000
Knowle Lane		ONE HOUR	✓	204	100.000
Mortimers Lane (W)		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0	60	186
	Knowle Lane	117	0	87
	Mortimers Lane (W)	275	94	0

Proportions

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0.00	0.24	0.76
	Knowle Lane	0.57	0.00	0.43
	Mortimers Lane (W)	0.75	0.25	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0	7	3
	Knowle Lane	4	0	9
	Mortimers Lane (W)	2	2	0

Average PCU Per Veh

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	1.000	1.067	1.027
	Knowle Lane	1.043	1.000	1.092
	Mortimers Lane (W)	1.022	1.021	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	Mortimers Lane (E)	185	192
	Knowle Lane	154	163
	Mortimers Lane (W)	278	284
08:00-08:15	Mortimers Lane (E)	221	229
	Knowle Lane	183	195
	Mortimers Lane (W)	332	339
08:15-08:30	Mortimers Lane (E)	271	281
	Knowle Lane	225	239
	Mortimers Lane (W)	406	415
08:30-08:45	Mortimers Lane (E)	271	281
	Knowle Lane	225	239
	Mortimers Lane (W)	406	415
08:45-09:00	Mortimers Lane (E)	221	229
	Knowle Lane	183	195
	Mortimers Lane (W)	332	339
09:00-09:15	Mortimers Lane (E)	185	192
	Knowle Lane	154	163
	Mortimers Lane (W)	278	284

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.17	7.52	0.2	A	80	120
B-A	0.26	9.89	0.4	A	107	161
C-AB	0.15	6.20	0.2	A	86	130
C-A					252	378
A-B					55	83
A-C					171	256

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	619	0.106	65	0.0	0.1	6.497	A
B-A	88	22	553	0.159	87	0.0	0.2	7.722	A
C-AB	71	18	709	0.100	70	0.0	0.1	5.632	A
C-A	207	52			207				
A-B	45	11			45				
A-C	140	35			140				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	20	601	0.130	78	0.1	0.1	6.877	A
B-A	105	26	528	0.199	105	0.2	0.2	8.507	A
C-AB	85	21	698	0.121	84	0.1	0.1	5.863	A
C-A	247	62			247				
A-B	54	13			54				
A-C	167	42			167				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	24	575	0.167	96	0.1	0.2	7.508	A
B-A	129	32	493	0.261	128	0.2	0.3	9.863	A
C-AB	104	26	684	0.152	104	0.1	0.2	6.199	A
C-A	303	76			303				
A-B	66	17			66				
A-C	205	51			205				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	24	575	0.167	96	0.2	0.2	7.518	A
B-A	129	32	493	0.261	129	0.3	0.4	9.885	A
C-AB	104	26	684	0.152	104	0.2	0.2	6.201	A
C-A	303	76			303				
A-B	66	17			66				
A-C	205	51			205				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	20	601	0.130	78	0.2	0.2	6.890	A
B-A	105	26	528	0.199	106	0.4	0.3	8.534	A
C-AB	85	21	698	0.121	85	0.2	0.1	5.866	A
C-A	247	62			247				
A-B	54	13			54				
A-C	167	42			167				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	618	0.106	66	0.2	0.1	6.519	A
B-A	88	22	553	0.159	88	0.3	0.2	7.757	A
C-AB	71	18	709	0.100	71	0.1	0.1	5.641	A
C-A	207	52			207				
A-B	45	11			45				
A-C	140	35			140				

Future + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Knowle Lane / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		1.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.71	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	Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	347	100.000
Knowle Lane		ONE HOUR	✓	139	100.000
Mortimers Lane (W)		ONE HOUR	✓	259	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0	79	268
	Knowle Lane	59	0	80
	Mortimers Lane (W)	212	47	0

Proportions

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0.00	0.23	0.77
	Knowle Lane	0.42	0.00	0.58
	Mortimers Lane (W)	0.82	0.18	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	0	0	1
	Knowle Lane	2	0	0
	Mortimers Lane (W)	2	2	0

Average PCU Per Veh

	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
From				
	Mortimers Lane (E)	1.000	1.000	1.015
	Knowle Lane	1.017	1.000	1.000
	Mortimers Lane (W)	1.019	1.021	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	Mortimers Lane (E)	261	264
	Knowle Lane	105	105
	Mortimers Lane (W)	195	199
17:00-17:15	Mortimers Lane (E)	312	316
	Knowle Lane	125	126
	Mortimers Lane (W)	233	237
17:15-17:30	Mortimers Lane (E)	382	386
	Knowle Lane	153	154
	Mortimers Lane (W)	285	291
17:30-17:45	Mortimers Lane (E)	382	386
	Knowle Lane	153	154
	Mortimers Lane (W)	285	291
17:45-18:00	Mortimers Lane (E)	312	316
	Knowle Lane	125	126
	Mortimers Lane (W)	233	237
18:00-18:15	Mortimers Lane (E)	261	264
	Knowle Lane	105	105
	Mortimers Lane (W)	195	199

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.13	6.21	0.2	A	73	110
B-A	0.13	8.47	0.2	A	54	81
C-AB	0.08	6.00	0.1	A	43	65
C-A					195	292
A-B					72	109
A-C					246	369

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	709	0.085	60	0.0	0.1	5.542	A
B-A	44	11	544	0.082	44	0.0	0.1	7.197	A
C-AB	35	9	688	0.051	35	0.0	0.1	5.515	A
C-A	160	40			160				
A-B	59	15			59				
A-C	202	50			202				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	692	0.104	72	0.1	0.1	5.806	A
B-A	53	13	521	0.102	53	0.1	0.1	7.682	A
C-AB	42	11	673	0.063	42	0.1	0.1	5.708	A
C-A	191	48			191				
A-B	71	18			71				
A-C	241	60			241				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	667	0.132	88	0.1	0.2	6.210	A
B-A	65	16	490	0.133	65	0.1	0.2	8.462	A
C-AB	52	13	652	0.079	52	0.1	0.1	5.995	A
C-A	233	58			233				
A-B	87	22			87				
A-C	295	74			295				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	667	0.132	88	0.2	0.2	6.214	A
B-A	65	16	490	0.133	65	0.2	0.2	8.467	A
C-AB	52	13	652	0.079	52	0.1	0.1	5.995	A
C-A	233	58			233				
A-B	87	22			87				
A-C	295	74			295				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	692	0.104	72	0.2	0.1	5.813	A
B-A	53	13	521	0.102	53	0.2	0.1	7.691	A
C-AB	42	11	673	0.063	42	0.1	0.1	5.712	A
C-A	191	48			191				
A-B	71	18			71				
A-C	241	60			241				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	709	0.085	60	0.1	0.1	5.551	A
B-A	44	11	544	0.082	45	0.1	0.1	7.211	A
C-AB	35	9	688	0.051	35	0.1	0.1	5.520	A
C-A	160	40			160				
A-B	59	15			59				
A-C	202	50			202				

Future + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Knowle Lane / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		2.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.82	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	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	332	100.000
Knowle Lane		ONE HOUR	✓	207	100.000
Mortimers Lane (W)		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	Mortimers Lane (E)	0	65	267
	Knowle Lane	120	0	87
	Mortimers Lane (W)	323	94	0

Proportions

From	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	Mortimers Lane (E)	0.00	0.20	0.80
	Knowle Lane	0.58	0.00	0.42
	Mortimers Lane (W)	0.77	0.23	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	Mortimers Lane (E)	0	6	2
	Knowle Lane	4	0	9
	Mortimers Lane (W)	2	2	0

Average PCU Per Veh

From	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	Mortimers Lane (E)	1.000	1.062	1.019
	Knowle Lane	1.042	1.000	1.092
	Mortimers Lane (W)	1.019	1.021	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	Mortimers Lane (E)	250	257
	Knowle Lane	156	166
	Mortimers Lane (W)	314	320
08:00-08:15	Mortimers Lane (E)	298	307
	Knowle Lane	186	198
	Mortimers Lane (W)	375	382
08:15-08:30	Mortimers Lane (E)	366	375
	Knowle Lane	228	242
	Mortimers Lane (W)	459	468
08:30-08:45	Mortimers Lane (E)	366	375
	Knowle Lane	228	242
	Mortimers Lane (W)	459	468
08:45-09:00	Mortimers Lane (E)	298	307
	Knowle Lane	186	198
	Mortimers Lane (W)	375	382
09:00-09:15	Mortimers Lane (E)	250	257
	Knowle Lane	156	166
	Mortimers Lane (W)	314	320

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.18	8.05	0.2	A	80	120
B-A	0.29	11.12	0.4	B	110	165
C-AB	0.16	6.51	0.2	A	86	130
C-A					296	444
A-B					60	89
A-C					245	368

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	599	0.109	65	0.0	0.1	6.736	A
B-A	90	23	528	0.171	90	0.0	0.2	8.192	A
C-AB	71	18	690	0.103	70	0.0	0.1	5.804	A
C-A	243	61			243				
A-B	49	12			49				
A-C	201	50			201				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	20	577	0.135	78	0.1	0.2	7.207	A
B-A	108	27	498	0.217	108	0.2	0.3	9.213	A
C-AB	85	21	676	0.125	84	0.1	0.1	6.083	A
C-A	290	73			290				
A-B	58	15			58				
A-C	240	60			240				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	24	544	0.176	96	0.2	0.2	8.030	A
B-A	132	33	456	0.290	132	0.3	0.4	11.088	B
C-AB	104	26	657	0.158	104	0.1	0.2	6.506	A
C-A	355	89			355				
A-B	72	18			72				
A-C	294	73			294				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	96	24	543	0.176	96	0.2	0.2	8.046	A
B-A	132	33	456	0.290	132	0.4	0.4	11.125	B
C-AB	104	26	657	0.158	104	0.2	0.2	6.508	A
C-A	355	89			355				
A-B	72	18			72				
A-C	294	73			294				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	78	20	577	0.136	78	0.2	0.2	7.227	A
B-A	108	27	498	0.217	108	0.4	0.3	9.250	A
C-AB	85	21	676	0.125	85	0.2	0.1	6.089	A
C-A	290	73			290				
A-B	58	15			58				
A-C	240	60			240				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65	16	598	0.109	66	0.2	0.1	6.758	A
B-A	90	23	528	0.171	91	0.3	0.2	8.236	A
C-AB	71	18	690	0.103	71	0.1	0.1	5.813	A
C-A	243	61			243				
A-B	49	12			49				
A-C	201	50			201				

Future + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Knowle Lane / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		1.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
Mortimers Lane (E)		ONE HOUR	✓	384	100.000
Knowle Lane		ONE HOUR	✓	146	100.000
Mortimers Lane (W)		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	Mortimers Lane (E)	0	83	301
	Knowle Lane	66	0	80
	Mortimers Lane (W)	265	47	0

Proportions

From	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	Mortimers Lane (E)	0.00	0.22	0.78
	Knowle Lane	0.45	0.00	0.55
	Mortimers Lane (W)	0.85	0.15	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	Mortimers Lane (E)	0	0	1
	Knowle Lane	2	0	0
	Mortimers Lane (W)	2	2	0

Average PCU Per Veh

From	To			
		Mortimers Lane (E)	Knowle Lane	Mortimers Lane (W)
	Mortimers Lane (E)	1.000	1.000	1.013
	Knowle Lane	1.015	1.000	1.000
	Mortimers Lane (W)	1.015	1.021	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	Mortimers Lane (E)	289	292
	Knowle Lane	110	111
	Mortimers Lane (W)	235	239
17:00-17:15	Mortimers Lane (E)	345	349
	Knowle Lane	131	132
	Mortimers Lane (W)	280	285
17:15-17:30	Mortimers Lane (E)	423	427
	Knowle Lane	161	162
	Mortimers Lane (W)	344	349
17:30-17:45	Mortimers Lane (E)	423	427
	Knowle Lane	161	162
	Mortimers Lane (W)	344	349
17:45-18:00	Mortimers Lane (E)	345	349
	Knowle Lane	131	132
	Mortimers Lane (W)	280	285
18:00-18:15	Mortimers Lane (E)	289	292
	Knowle Lane	110	111
	Mortimers Lane (W)	235	239

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.14	6.46	0.2	A	73	110
B-A	0.15	8.98	0.2	A	61	91
C-AB	0.08	6.12	0.1	A	43	65
C-A					243	365
A-B					76	114
A-C					276	414

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	692	0.087	60	0.0	0.1	5.689	A
B-A	50	12	535	0.093	49	0.0	0.1	7.400	A
C-AB	35	9	680	0.052	35	0.0	0.1	5.585	A
C-A	200	50			200				
A-B	62	16			62				
A-C	227	57			227				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	673	0.107	72	0.1	0.1	5.991	A
B-A	59	15	509	0.116	59	0.1	0.1	7.994	A
C-AB	42	11	663	0.064	42	0.1	0.1	5.798	A
C-A	238	60			238				
A-B	75	19			75				
A-C	271	68			271				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	645	0.137	88	0.1	0.2	6.458	A
B-A	73	18	473	0.153	72	0.1	0.2	8.972	A
C-AB	52	13	640	0.081	52	0.1	0.1	6.116	A
C-A	292	73			292				
A-B	91	23			91				
A-C	331	83			331				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	645	0.137	88	0.2	0.2	6.462	A
B-A	73	18	473	0.153	73	0.2	0.2	8.981	A
C-AB	52	13	640	0.081	52	0.1	0.1	6.116	A
C-A	292	73			292				
A-B	91	23			91				
A-C	331	83			331				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	18	672	0.107	72	0.2	0.1	5.998	A
B-A	59	15	509	0.116	60	0.2	0.1	8.005	A
C-AB	42	11	663	0.064	42	0.1	0.1	5.801	A
C-A	238	60			238				
A-B	75	19			75				
A-C	271	68			271				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	15	692	0.087	60	0.1	0.1	5.701	A
B-A	50	12	535	0.093	50	0.1	0.1	7.418	A
C-AB	35	9	680	0.052	35	0.1	0.1	5.590	A
C-A	200	50			200				
A-B	62	16			62				
A-C	227	57			227				

Junctions 10			
PICADY 10 - Priority Intersection Module			
Version: 10.1.1.1905			
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Filename: Junction 15 - Pembers Farm Avenue - Mortimers Lane Rev3.j10

Path: \\gc-did-fs01\CAD\2023\8230679\6)_Transport\1)_Planning\1)_Traffic Analysis\Models

Report generation date: 16/10/2024 09:15:34

- »Base, AM
- »Base, PM
- »Future + Committed, AM
- »Future + Committed, PM
- »Future + Committed + Development, AM
- »Future + Committed + Development, PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
Base				
Stream B-AC	0.0	0.00	0.0	0.00
Stream C-AB	0.0	0.00	0.0	0.00
Future + Committed				
Stream B-AC	0.2	0.15	0.1	0.07
Stream C-AB	0.1	0.06	0.1	0.08
Future + Committed + Development				
Stream B-AC	0.2	0.16	0.1	0.07
Stream C-AB	0.1	0.06	0.1	0.08

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

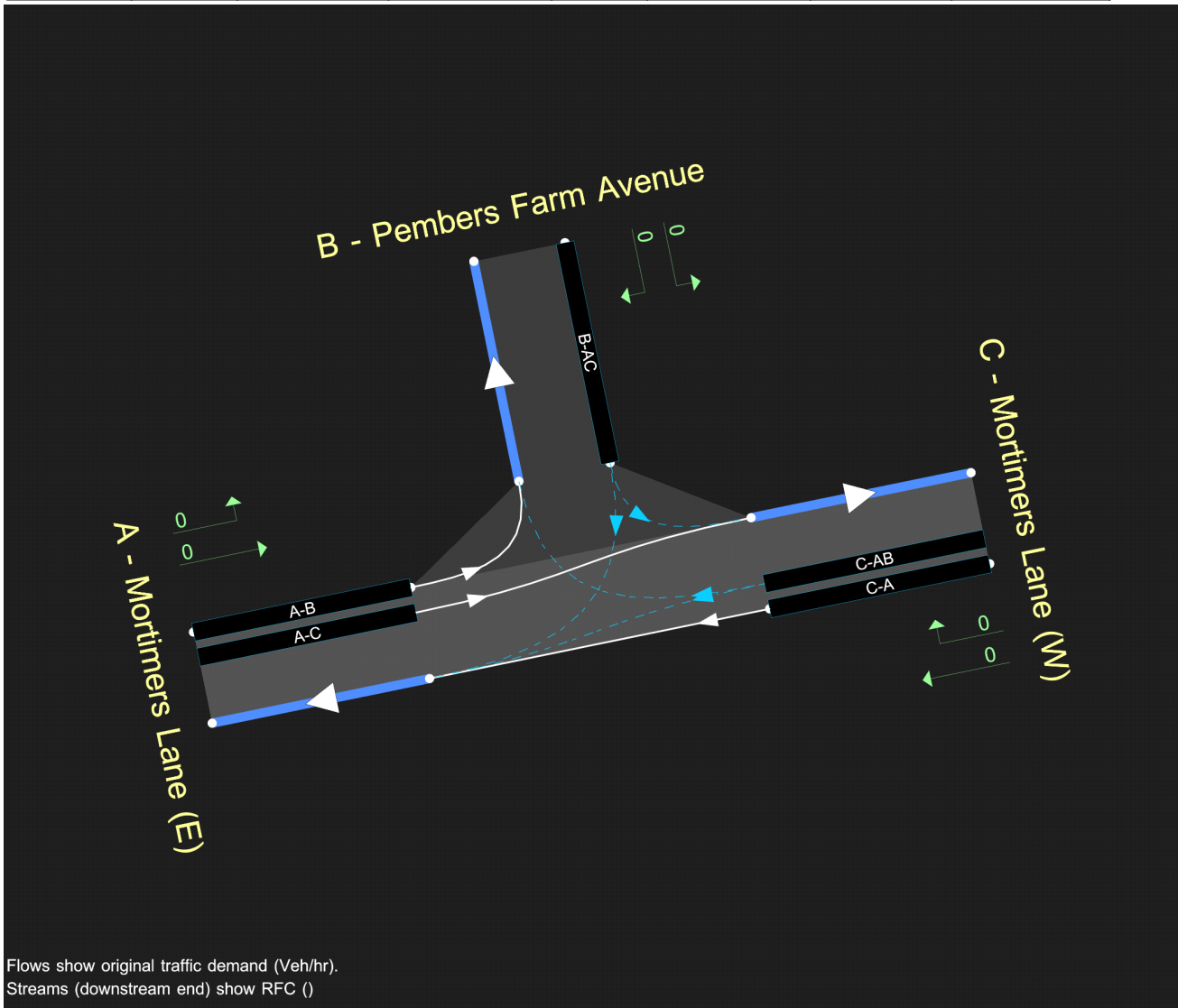
File summary

File Description

Title	Pembers Farm Ave / Mortimers Lane
Location	Mortimers Lane, Fair Oak
Site number	15
Date	06/08/2024
Version	0
Status	Existing
Identifier	
Client	Bloor Homes Ltd
Jobnumber	8230679
Enumerator	UK\ADavey
Description	Pembers Farm Avenue existing T-junction with Mortimers Lane

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Pembers Farm Avenue / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		0.00	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	F

Arms

Arms

Arm	Name	Description	Arm type
A	Mortimers Lane (E)		Major
B	Pembers Farm Avenue		Minor
C	Mortimers Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Mortimers Lane (W)	7.00		✓	3.00	169.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Pembers Farm Avenue	One lane	3.63	250	181

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	700	0.122	0.308	0.194	0.440
B-C	784	0.115	0.291	-	-
C-B	730	0.271	0.271	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Mortimers Lane (E)		ONE HOUR	✓	0	100.000
B - Pembers Farm Avenue		ONE HOUR	✓	0	100.000
C - Mortimers Lane (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	0	0
	B - Pembers Farm Avenue	0	0	0
	C - Mortimers Lane (W)	0	0	0

Proportions

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0.33	0.33	0.33
	B - Pembers Farm Avenue	0.33	0.33	0.33
	C - Mortimers Lane (W)	0.33	0.33	0.33

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	0	0
	B - Pembers Farm Avenue	0	0	0
	C - Mortimers Lane (W)	0	0	0

Average PCU Per Veh

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	1.000	1.000	1.000
	B - Pembers Farm Avenue	1.000	1.000	1.000
	C - Mortimers Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0
08:00-08:15	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0
08:15-08:30	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0
08:30-08:45	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0
08:45-09:00	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0
09:00-09:15	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Pemblers Farm Avenue / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		0.00	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	F

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	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Mortimers Lane (E)		ONE HOUR	✓	0	100.000
B - Pemblers Farm Avenue		ONE HOUR	✓	0	100.000
C - Mortimers Lane (W)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Mortimers Lane (E)	B - Pemblers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	0	0
	B - Pemblers Farm Avenue	0	0	0
	C - Mortimers Lane (W)	0	0	0

Proportions

From	To			
		A - Mortimers Lane (E)	B - Pemblers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0.33	0.33	0.33
	B - Pemblers Farm Avenue	0.33	0.33	0.33
	C - Mortimers Lane (W)	0.33	0.33	0.33

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	0	0
	B - Pembers Farm Avenue	0	0	0
	C - Mortimers Lane (W)	0	0	0

Average PCU Per Veh

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	1.000	1.000	1.000
	B - Pembers Farm Avenue	1.000	1.000	1.000
	C - Mortimers Lane (W)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0
17:00-17:15	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0
17:15-17:30	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0
17:30-17:45	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0
17:45-18:00	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0
18:00-18:15	A - Mortimers Lane (E)	0	0
	B - Pembers Farm Avenue	0	0
	C - Mortimers Lane (W)	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					0	0
A-C					0	0

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	739	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1461	0.000	0	0.0	0.0	0.000	A
C-A	0	0			0				
A-B	0	0			0				
A-C	0	0			0				

Future + Committed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Pemblers Farm Avenue / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		1.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.12	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	Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Mortimers Lane (E)		ONE HOUR	✓	202	100.000
B - Pemblers Farm Avenue		ONE HOUR	✓	88	100.000
C - Mortimers Lane (W)		ONE HOUR	✓	393	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Mortimers Lane (E)	B - Pemblers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	16	186
	B - Pemblers Farm Avenue	29	0	59
	C - Mortimers Lane (W)	357	36	0

Proportions

From	To			
		A - Mortimers Lane (E)	B - Pemblers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0.00	0.08	0.92
	B - Pemblers Farm Avenue	0.33	0.00	0.67
	C - Mortimers Lane (W)	0.91	0.09	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	0	4
	B - Pembers Farm Avenue	0	0	0
	C - Mortimers Lane (W)	2	0	0

Average PCU Per Veh

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	1.000	1.000	1.043
	B - Pembers Farm Avenue	1.000	1.000	1.000
	C - Mortimers Lane (W)	1.022	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Mortimers Lane (E)	152	158
	B - Pembers Farm Avenue	66	66
	C - Mortimers Lane (W)	296	302
08:00-08:15	A - Mortimers Lane (E)	182	189
	B - Pembers Farm Avenue	79	79
	C - Mortimers Lane (W)	353	360
08:15-08:30	A - Mortimers Lane (E)	222	231
	B - Pembers Farm Avenue	97	97
	C - Mortimers Lane (W)	433	442
08:30-08:45	A - Mortimers Lane (E)	222	231
	B - Pembers Farm Avenue	97	97
	C - Mortimers Lane (W)	433	442
08:45-09:00	A - Mortimers Lane (E)	182	189
	B - Pembers Farm Avenue	79	79
	C - Mortimers Lane (W)	353	360
09:00-09:15	A - Mortimers Lane (E)	152	158
	B - Pembers Farm Avenue	66	66
	C - Mortimers Lane (W)	296	302

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	6.54	0.2	A	81	121
C-AB	0.06	5.73	0.1	A	33	50
C-A					328	491
A-B					15	22
A-C					171	256

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	682	0.097	66	0.0	0.1	5.838	A
C-AB	27	7	688	0.039	27	0.0	0.0	5.448	A
C-A	269	67			269				
A-B	12	3			12				
A-C	140	35			140				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	667	0.119	79	0.1	0.1	6.118	A
C-AB	32	8	679	0.048	32	0.0	0.0	5.564	A
C-A	321	80			321				
A-B	14	4			14				
A-C	167	42			167				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	647	0.150	97	0.1	0.2	6.541	A
C-AB	40	10	668	0.059	40	0.0	0.1	5.730	A
C-A	393	98			393				
A-B	18	4			18				
A-C	205	51			205				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	647	0.150	97	0.2	0.2	6.544	A
C-AB	40	10	668	0.059	40	0.1	0.1	5.730	A
C-A	393	98			393				
A-B	18	4			18				
A-C	205	51			205				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	667	0.119	79	0.2	0.1	6.121	A
C-AB	32	8	679	0.048	32	0.1	0.1	5.567	A
C-A	321	80			321				
A-B	14	4			14				
A-C	167	42			167				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	682	0.097	66	0.1	0.1	5.848	A
C-AB	27	7	688	0.039	27	0.1	0.0	5.453	A
C-A	269	67			269				
A-B	12	3			12				
A-C	140	35			140				

Future + Committed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Pembers Farm Avenue / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	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	Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Mortimers Lane (E)		ONE HOUR	✓	337	100.000
B - Pembers Farm Avenue		ONE HOUR	✓	40	100.000
C - Mortimers Lane (W)		ONE HOUR	✓	270	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	17	320
	B - Pembers Farm Avenue	12	0	28
	C - Mortimers Lane (W)	223	47	0

Proportions

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0.00	0.05	0.95
	B - Pembers Farm Avenue	0.30	0.00	0.70
	C - Mortimers Lane (W)	0.83	0.17	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	0	1
	B - Pembers Farm Avenue	0	0	0
	C - Mortimers Lane (W)	2	0	0

Average PCU Per Veh

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	1.000	1.000	1.013
	B - Pembers Farm Avenue	1.000	1.000	1.000
	C - Mortimers Lane (W)	1.022	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Mortimers Lane (E)	254	257
	B - Pembers Farm Avenue	30	30
	C - Mortimers Lane (W)	203	207
17:00-17:15	A - Mortimers Lane (E)	303	307
	B - Pembers Farm Avenue	36	36
	C - Mortimers Lane (W)	243	247
17:15-17:30	A - Mortimers Lane (E)	371	375
	B - Pembers Farm Avenue	44	44
	C - Mortimers Lane (W)	297	303
17:30-17:45	A - Mortimers Lane (E)	371	375
	B - Pembers Farm Avenue	44	44
	C - Mortimers Lane (W)	297	303
17:45-18:00	A - Mortimers Lane (E)	303	307
	B - Pembers Farm Avenue	36	36
	C - Mortimers Lane (W)	243	247
18:00-18:15	A - Mortimers Lane (E)	254	257
	B - Pembers Farm Avenue	30	30
	C - Mortimers Lane (W)	203	207

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	6.25	0.1	A	37	55
C-AB	0.08	6.24	0.1	A	43	65
C-A					205	307
A-B					16	23
A-C					294	440

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	664	0.045	30	0.0	0.0	5.676	A
C-AB	35	9	661	0.054	35	0.0	0.1	5.752	A
C-A	168	42			168				
A-B	13	3			13				
A-C	241	60			241				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	646	0.056	36	0.0	0.1	5.905	A
C-AB	42	11	647	0.065	42	0.1	0.1	5.948	A
C-A	200	50			200				
A-B	15	4			15				
A-C	288	72			288				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	620	0.071	44	0.1	0.1	6.252	A
C-AB	52	13	629	0.082	52	0.1	0.1	6.238	A
C-A	246	61			246				
A-B	19	5			19				
A-C	352	88			352				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	620	0.071	44	0.1	0.1	6.252	A
C-AB	52	13	629	0.082	52	0.1	0.1	6.238	A
C-A	246	61			246				
A-B	19	5			19				
A-C	352	88			352				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	645	0.056	36	0.1	0.1	5.909	A
C-AB	42	11	647	0.065	42	0.1	0.1	5.952	A
C-A	200	50			200				
A-B	15	4			15				
A-C	288	72			288				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	664	0.045	30	0.1	0.0	5.680	A
C-AB	35	9	661	0.054	35	0.1	0.1	5.756	A
C-A	168	42			168				
A-B	13	3			13				
A-C	241	60			241				

Future + Committed + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Pemblers Farm Avenue / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.99	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
D5	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Mortimers Lane (E)		ONE HOUR	✓	288	100.000
B - Pemblers Farm Avenue		ONE HOUR	✓	88	100.000
C - Mortimers Lane (W)		ONE HOUR	✓	444	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Mortimers Lane (E)	B - Pemblers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	16	272
	B - Pemblers Farm Avenue	29	0	59
	C - Mortimers Lane (W)	408	36	0

Proportions

From	To			
		A - Mortimers Lane (E)	B - Pemblers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0.00	0.06	0.94
	B - Pemblers Farm Avenue	0.33	0.00	0.67
	C - Mortimers Lane (W)	0.92	0.08	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	0	3
	B - Pembers Farm Avenue	0	0	0
	C - Mortimers Lane (W)	2	0	0

Average PCU Per Veh

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	1.000	1.000	1.029
	B - Pembers Farm Avenue	1.000	1.000	1.000
	C - Mortimers Lane (W)	1.020	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Mortimers Lane (E)	217	223
	B - Pembers Farm Avenue	66	66
	C - Mortimers Lane (W)	334	340
08:00-08:15	A - Mortimers Lane (E)	259	266
	B - Pembers Farm Avenue	79	79
	C - Mortimers Lane (W)	399	406
08:15-08:30	A - Mortimers Lane (E)	317	326
	B - Pembers Farm Avenue	97	97
	C - Mortimers Lane (W)	489	498
08:30-08:45	A - Mortimers Lane (E)	317	326
	B - Pembers Farm Avenue	97	97
	C - Mortimers Lane (W)	489	498
08:45-09:00	A - Mortimers Lane (E)	259	266
	B - Pembers Farm Avenue	79	79
	C - Mortimers Lane (W)	399	406
09:00-09:15	A - Mortimers Lane (E)	217	223
	B - Pembers Farm Avenue	66	66
	C - Mortimers Lane (W)	334	340

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.16	6.98	0.2	A	81	121
C-AB	0.06	5.97	0.1	A	33	50
C-A					374	562
A-B					15	22
A-C					250	374

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	659	0.101	66	0.0	0.1	6.064	A
C-AB	27	7	670	0.040	27	0.0	0.0	5.596	A
C-A	307	77			307				
A-B	12	3			12				
A-C	205	51			205				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	640	0.124	79	0.1	0.1	6.417	A
C-AB	32	8	658	0.049	32	0.0	0.1	5.750	A
C-A	367	92			367				
A-B	14	4			14				
A-C	245	61			245				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	613	0.158	97	0.1	0.2	6.977	A
C-AB	40	10	642	0.062	40	0.1	0.1	5.974	A
C-A	449	112			449				
A-B	18	4			18				
A-C	299	75			299				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	97	24	613	0.158	97	0.2	0.2	6.979	A
C-AB	40	10	642	0.062	40	0.1	0.1	5.974	A
C-A	449	112			449				
A-B	18	4			18				
A-C	299	75			299				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	640	0.124	79	0.2	0.1	6.426	A
C-AB	32	8	658	0.049	32	0.1	0.1	5.751	A
C-A	367	92			367				
A-B	14	4			14				
A-C	245	61			245				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	659	0.101	66	0.1	0.1	6.076	A
C-AB	27	7	670	0.040	27	0.1	0.0	5.599	A
C-A	307	77			307				
A-B	12	3			12				
A-C	205	51			205				

Future + Committed + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
15	Pemblers Farm Avenue / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	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
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Mortimers Lane (E)		ONE HOUR	✓	374	100.000
B - Pemblers Farm Avenue		ONE HOUR	✓	40	100.000
C - Mortimers Lane (W)		ONE HOUR	✓	330	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Mortimers Lane (E)	B - Pemblers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	17	357
	B - Pemblers Farm Avenue	12	0	28
	C - Mortimers Lane (W)	283	47	0

Proportions

From	To			
		A - Mortimers Lane (E)	B - Pemblers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0.00	0.05	0.95
	B - Pemblers Farm Avenue	0.30	0.00	0.70
	C - Mortimers Lane (W)	0.86	0.14	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	0	0	1
	B - Pembers Farm Avenue	0	0	0
	C - Mortimers Lane (W)	2	0	0

Average PCU Per Veh

From	To			
		A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
	A - Mortimers Lane (E)	1.000	1.000	1.011
	B - Pembers Farm Avenue	1.000	1.000	1.000
	C - Mortimers Lane (W)	1.018	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Mortimers Lane (E)	282	285
	B - Pembers Farm Avenue	30	30
	C - Mortimers Lane (W)	248	252
17:00-17:15	A - Mortimers Lane (E)	336	340
	B - Pembers Farm Avenue	36	36
	C - Mortimers Lane (W)	297	301
17:15-17:30	A - Mortimers Lane (E)	412	416
	B - Pembers Farm Avenue	44	44
	C - Mortimers Lane (W)	363	369
17:30-17:45	A - Mortimers Lane (E)	412	416
	B - Pembers Farm Avenue	44	44
	C - Mortimers Lane (W)	363	369
17:45-18:00	A - Mortimers Lane (E)	336	340
	B - Pembers Farm Avenue	36	36
	C - Mortimers Lane (W)	297	301
18:00-18:15	A - Mortimers Lane (E)	282	285
	B - Pembers Farm Avenue	30	30
	C - Mortimers Lane (W)	248	252

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	6.45	0.1	A	37	55
C-AB	0.08	6.36	0.1	A	43	65
C-A					260	390
A-B					16	23
A-C					328	491

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	652	0.046	30	0.0	0.0	5.785	A
C-AB	35	9	653	0.054	35	0.0	0.1	5.823	A
C-A	213	53			213				
A-B	13	3			13				
A-C	269	67			269				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	631	0.057	36	0.0	0.1	6.048	A
C-AB	42	11	638	0.066	42	0.1	0.1	6.038	A
C-A	254	64			254				
A-B	15	4			15				
A-C	321	80			321				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	602	0.073	44	0.1	0.1	6.454	A
C-AB	52	13	618	0.084	52	0.1	0.1	6.360	A
C-A	312	78			312				
A-B	19	5			19				
A-C	393	98			393				

17:30 - 17:45

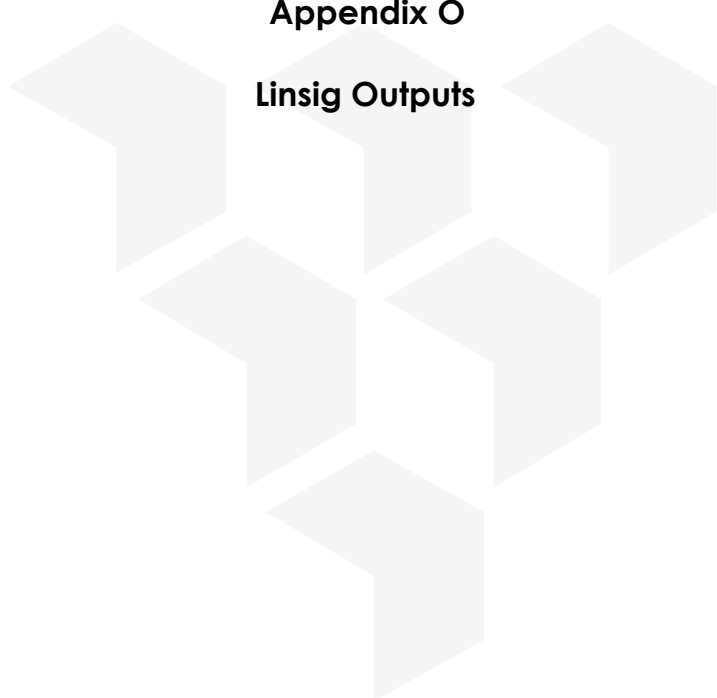
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	602	0.073	44	0.1	0.1	6.455	A
C-AB	52	13	618	0.084	52	0.1	0.1	6.360	A
C-A	312	78			312				
A-B	19	5			19				
A-C	393	98			393				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	36	9	631	0.057	36	0.1	0.1	6.052	A
C-AB	42	11	638	0.066	42	0.1	0.1	6.040	A
C-A	254	64			254				
A-B	15	4			15				
A-C	321	80			321				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	30	8	652	0.046	30	0.1	0.0	5.789	A
C-AB	35	9	653	0.054	35	0.1	0.1	5.828	A
C-A	213	53			213				
A-B	13	3			13				
A-C	269	67			269				



Appendix O

Linsig Outputs

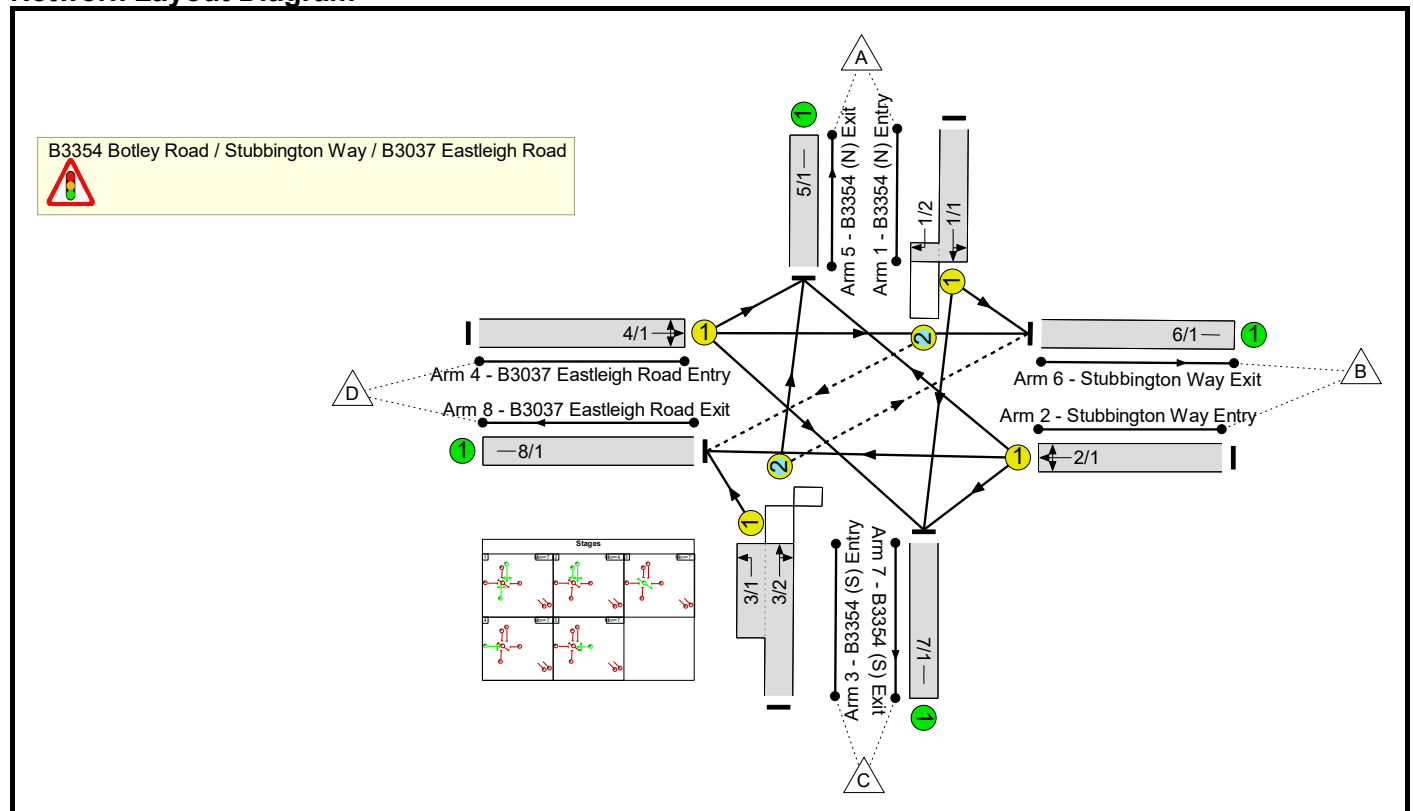
Full Input Data And Results

Full Input Data And Results

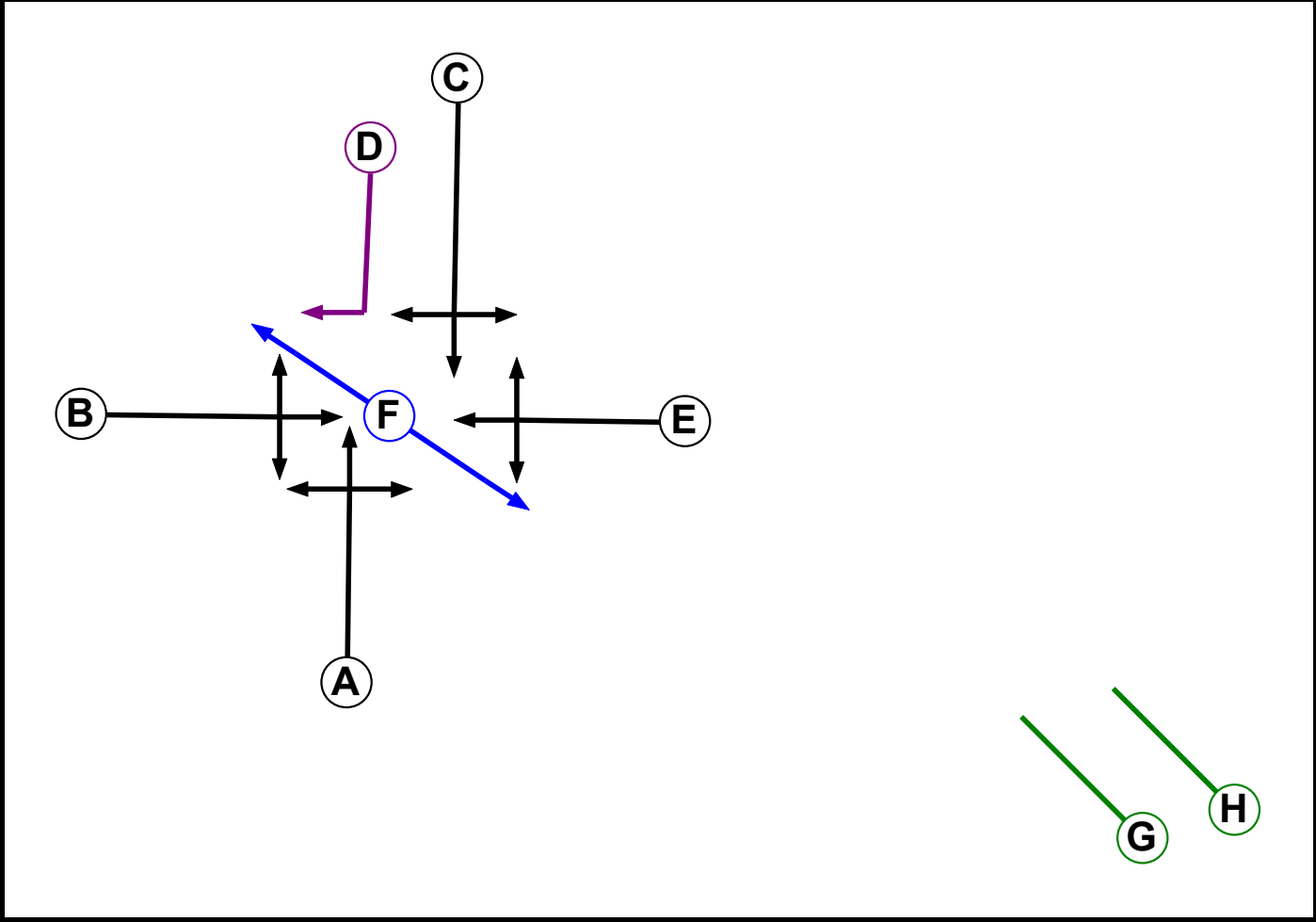
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	B3354 Stubbington Way Junction - Mitigation Rev3.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	Ind. Arrow	C	4	4
E	Traffic		7	7
F	Pedestrian		7	7
G	Dummy R/A		7	7
H	Dummy R/A		7	7

Full Input Data And Results

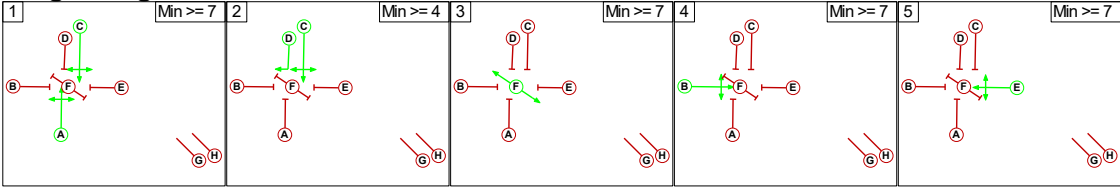
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		7	-	6	7	9	3	3
	B	7		7	7	7	9	3	3
	C	-	7		-	7	9	3	3
	D	6	7	-		7	9	3	3
	E	7	7	7	7		9	3	3
	F	0	0	0	0	0		3	3
	G	2	2	2	2	2	2		3
	H	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		6	9	7	7
	2	6		9	7	7
	3	2	X		2	2
	4	7	7	9		7
	5	7	7	9	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B3354 (N) Entry)	8/1 (Right)	1439	0	3/2	1.09	To 5/1 (Ahead)	3.00	-	0.50	3	3.00
				3/1	1.09	All					
3/2 (B3354 (S) Entry)	6/1 (Right)	1439	0	1/1	1.09	All	3.00	1.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road												
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 (B3354 (N) Entry)	U	C	2	3	60.0	Geom	-	3.36	0.00	Y	Arm 6 Left	17.00
											Arm 7 Ahead	Inf
1/2 (B3354 (N) Entry)	O	C D	2	3	1.0	Geom	-	3.10	0.00	Y	Arm 8 Right	Inf
2/1 (Stubbington Way Entry)	U	E	2	3	60.0	Geom	-	2.57	0.00	Y	Arm 5 Right	14.00
											Arm 7 Left	8.00
											Arm 8 Ahead	Inf
3/1 (B3354 (S) Entry)	U	A	2	3	5.0	Geom	-	2.90	0.00	Y	Arm 8 Left	10.00
3/2 (B3354 (S) Entry)	O	A	2	3	60.0	Geom	-	2.90	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
4/1 (B3037 Eastleigh Road Entry)	U	B	2	3	60.0	Geom	-	3.68	0.00	Y	Arm 5 Left	9.00
											Arm 6 Ahead	Inf
											Arm 7 Right	43.00
5/1 (B3354 (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Stubbington Way Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B3354 (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B3037 Eastleigh Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base AM'	08:00	09:00	01:00	
2: 'Base PM'	17:00	18:00	01:00	
3: 'Future + Committed AM'	08:00	09:00	01:00	
4: 'Future + Committed PM'	17:00	18:00	01:00	
5: 'Future + Committed + Development AM'	08:00	09:00	01:00	
6: 'Future + Committed + Development PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	350	80	464
	B	43	0	30	37	110
	C	367	9	0	245	621
	D	54	18	276	0	348
	Tot.	464	61	656	362	1543

Traffic Lane Flows

Lane	Scenario 1: Base AM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	464(In) 384(Out)
1/2 (short)	80
2/1	110
3/1 (short)	245
3/2 (with short)	621(In) 376(Out)
4/1	348
5/1	464
6/1	61
7/1	656
8/1	362

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	8.9 %	1936	1936
				Arm 7 Ahead	Inf	91.1 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	39.1 %		
2/1 (Stubbington Way Entry)	2.57	0.00	Y	Arm 7 Left	8.00	27.3 %	1713	1713
				Arm 8 Ahead	Inf	33.6 %		
3/1 (B3354 (S) Entry)	2.90	0.00	Y	Arm 8 Left	10.00	100.0 %	1657	1657
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	97.6 %	2038	2038
				Arm 6 Right	10.00	2.4 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	15.5 %	1882	1882
				Arm 6 Ahead	Inf	5.2 %		
				Arm 7 Right	43.00	79.3 %		
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 2: 'Base PM' (FG2: 'Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	408	123	561
	B	20	0	17	45	82
	C	386	24	0	320	730
	D	58	33	232	0	323
	Tot.	464	87	657	488	1696

Traffic Lane Flows

Lane	Scenario 2: Base PM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	561(In) 438(Out)
1/2 (short)	123
2/1	82
3/1 (short)	320
3/2 (with short)	730(In) 410(Out)
4/1	323
5/1	464
6/1	87
7/1	657
8/1	488

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	6.8 %	1939	1939
				Arm 7 Ahead	Inf	93.2 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	24.4 %		
2/1 (Stubbington Way Entry)	2.57	0.00	Y	Arm 7 Left	8.00	20.7 %	1758	1758
				Arm 8 Ahead	Inf	54.9 %		
3/1 (B3354 (S) Entry)	2.90	0.00	Y	Arm 8 Left	10.00	100.0 %	1657	1657
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	94.1 %	2027	2027
				Arm 6 Right	10.00	5.9 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	18.0 %	1880	1880
				Arm 6 Ahead	Inf	10.2 %		
				Arm 7 Right	43.00	71.8 %		
5/1 (B3354 (N) Exit Lane 1)			Infinite Saturation Flow				Inf	Inf
6/1 (Stubbington Way Exit Lane 1)			Infinite Saturation Flow				Inf	Inf
7/1 (B3354 (S) Exit Lane 1)			Infinite Saturation Flow				Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)			Infinite Saturation Flow				Inf	Inf

Scenario 3: 'Future + Committed AM' (FG3: 'Future + Committed AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	356	87	477
	B	43	0	30	37	110
	C	471	9	0	349	829
	D	69	18	276	0	363
	Tot.	583	61	662	473	1779

Traffic Lane Flows

Lane	Scenario 3: Future + Committed AM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	477(In) 390(Out)
1/2 (short)	87
2/1	110
3/1 (short)	349
3/2 (with short)	829(In) 480(Out)
4/1	363
5/1	583
6/1	61
7/1	662
8/1	473

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	8.7 %	1936	1936
				Arm 7 Ahead	Inf	91.3 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	39.1 %		
2/1 (Stubbington Way Entry)	2.57	0.00	Y	Arm 7 Left	8.00	27.3 %	1713	1713
				Arm 8 Ahead	Inf	33.6 %		
3/1 (B3354 (S) Entry)	2.90	0.00	Y	Arm 8 Left	10.00	100.0 %	1657	1657
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	98.1 %	2039	2039
				Arm 6 Right	10.00	1.9 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	19.0 %	1874	1874
				Arm 6 Ahead	Inf	5.0 %		
				Arm 7 Right	43.00	76.0 %		
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 4: 'Future + Committed PM' (FG4: 'Future + Committed PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	485	131	646
	B	20	0	17	45	82
	C	405	24	0	339	768
	D	138	33	232	0	403
	Tot.	563	87	734	515	1899

Traffic Lane Flows

Lane	Scenario 4: Future + Committed PM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	646(In) 515(Out)
1/2 (short)	131
2/1	82
3/1 (short)	339
3/2 (with short)	768(In) 429(Out)
4/1	403
5/1	563
6/1	87
7/1	734
8/1	515

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	5.8 %	1941	1941
				Arm 7 Ahead	Inf	94.2 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	24.4 %		
2/1 (Stubbington Way Entry)	2.57	0.00	Y	Arm 7 Left	8.00	20.7 %	1758	1758
				Arm 8 Ahead	Inf	54.9 %		
3/1 (B3354 (S) Entry)	2.90	0.00	Y	Arm 8 Left	10.00	100.0 %	1657	1657
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	94.4 %	2028	2028
				Arm 6 Right	10.00	5.6 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	34.2 %	1841	1841
				Arm 6 Ahead	Inf	8.2 %		
				Arm 7 Right	43.00	57.6 %		
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 5: 'Future + Committed + Development AM' (FG5: 'Future + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	34	386	129	549
	B	43	0	30	37	110
	C	488	9	0	349	846
	D	94	18	276	0	388
	Tot.	625	61	692	515	1893

Traffic Lane Flows

Lane	Scenario 5: Future + Committed + Development AM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	549(In) 420(Out)
1/2 (short)	129
2/1	110
3/1 (short)	349
3/2 (with short)	846(In) 497(Out)
4/1	388
5/1	625
6/1	61
7/1	692
8/1	515

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	8.1 %	1937	1937
				Arm 7 Ahead	Inf	91.9 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	39.1 %		
2/1 (Stubbington Way Entry)	2.57	0.00	Y	Arm 7 Left	8.00	27.3 %	1713	1713
				Arm 8 Ahead	Inf	33.6 %		
3/1 (B3354 (S) Entry)	2.90	0.00	Y	Arm 8 Left	10.00	100.0 %	1657	1657
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	98.2 %	2039	2039
				Arm 6 Right	10.00	1.8 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	24.2 %	1862	1862
				Arm 6 Ahead	Inf	4.6 %		
				Arm 7 Right	43.00	71.1 %		
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 6: 'Future + Committed + Development PM' (FG6: 'Future + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	30	487	153	670
	B	20	0	17	45	82
	C	409	24	0	339	772
	D	173	33	232	0	438
	Tot.	602	87	736	537	1962

Traffic Lane Flows

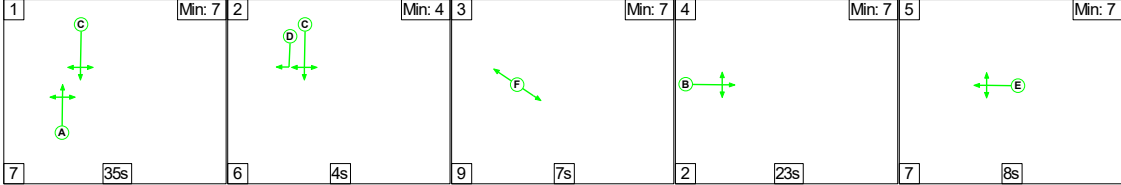
Lane	Scenario 6: Future + Committed + Development PM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	670(In) 517(Out)
1/2 (short)	153
2/1	82
3/1 (short)	339
3/2 (with short)	772(In) 433(Out)
4/1	438
5/1	602
6/1	87
7/1	736
8/1	537

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	5.8 %	1941	1941
				Arm 7 Ahead	Inf	94.2 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	24.4 %	1758	1758
2/1 (Stubbington Way Entry)	2.57	0.00	Y	Arm 7 Left	8.00	20.7 %		
				Arm 8 Ahead	Inf	54.9 %		
3/1 (B3354 (S) Entry)	2.90	0.00	Y	Arm 8 Left	10.00	100.0 %	1657	1657
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	94.5 %	2028	2028
				Arm 6 Right	10.00	5.5 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	39.5 %	1829	1829
				Arm 6 Ahead	Inf	7.5 %		
				Arm 7 Right	43.00	53.0 %		
5/1 (B3354 (N) Exit Lane 1)			Infinite Saturation Flow				Inf	Inf
6/1 (Stubbington Way Exit Lane 1)			Infinite Saturation Flow				Inf	Inf
7/1 (B3354 (S) Exit Lane 1)			Infinite Saturation Flow				Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)			Infinite Saturation Flow				Inf	Inf

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

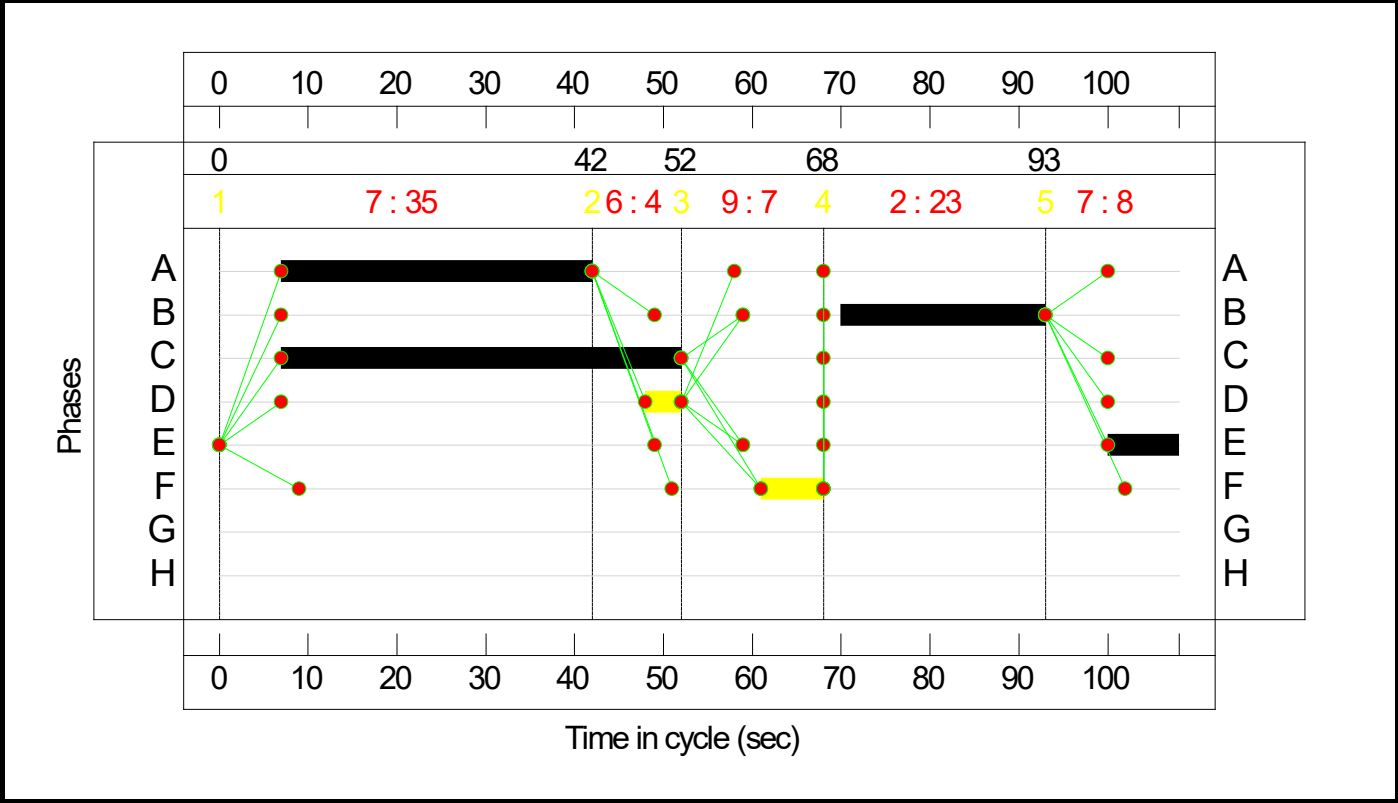
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	35	4	7	23	8
Change Point	0	42	52	68	93

Signal Timings Diagram



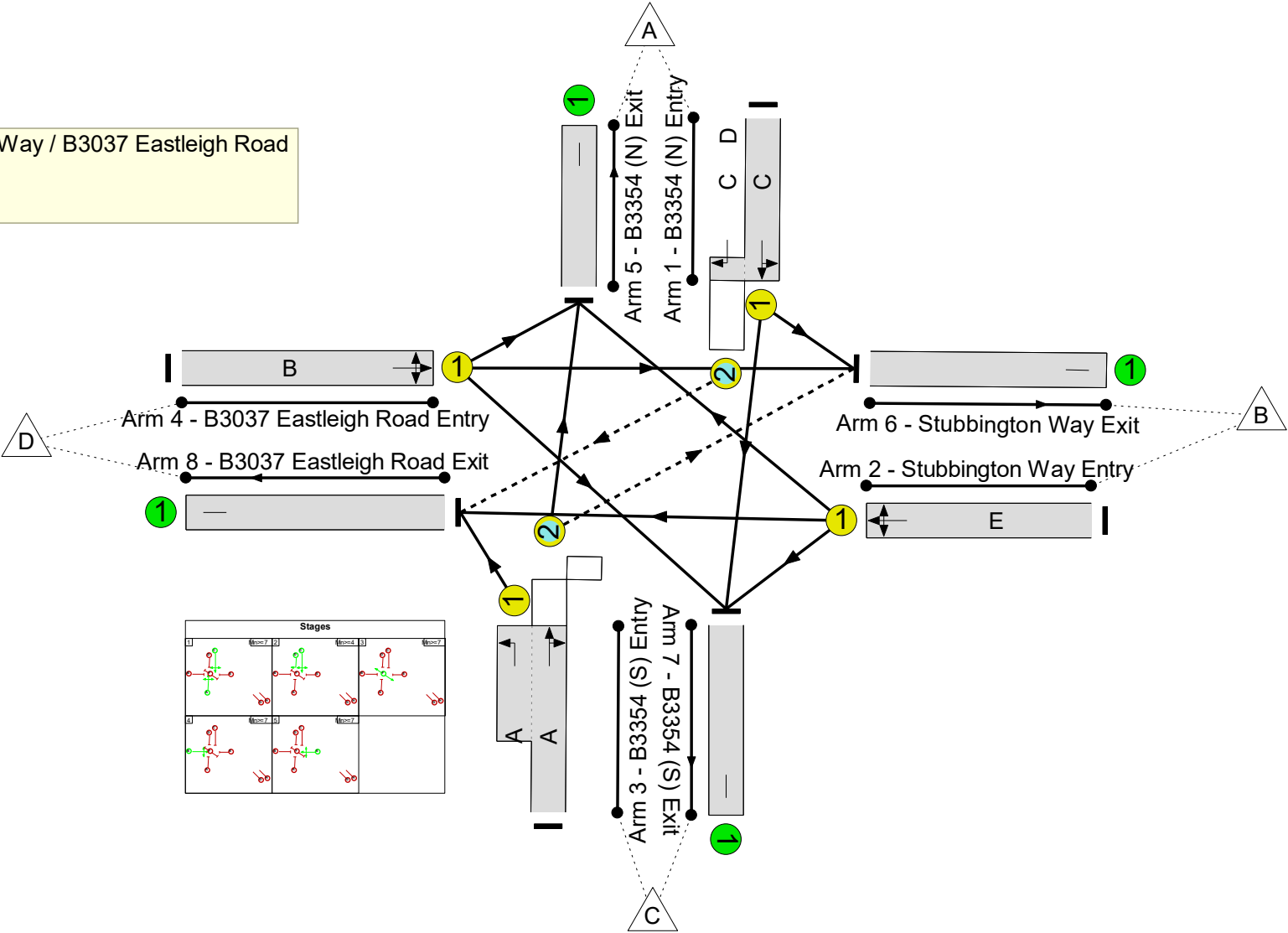
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: 7.6 %

Total Traffic Delay: 21.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	45	4	464	1936:1925	685+143	56.0 : 56.0%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	8	-	110	1713	143	77.1%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	35	-	621	2038:1657	449+293	83.6 : 83.6%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	23	-	348	1882	418	83.2%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%

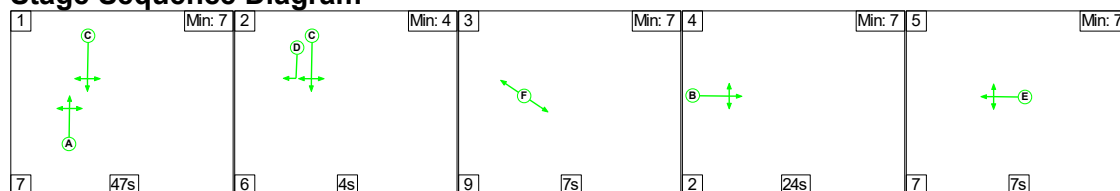
Full Input Data And Results

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	-	-	67	20	2	13.7	7.0	0.4	21.0	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	67	20	2	13.7	7.0	0.4	21.0	-	-	-	-
1/1+1/2	464	464	58	20	2	3.0	0.6	0.4	4.0	31.2	10.2	0.6	10.9
2/1	110	110	-	-	-	1.5	1.5	-	3.0	98.7	3.2	1.5	4.7
3/2+3/1	621	621	9	0	0	5.3	2.5	0.0	7.8	45.3	13.5	2.5	15.9
4/1	348	348	-	-	-	3.9	2.3	-	6.2	64.1	10.0	2.3	12.3
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 7.6 Total Delay for Signalled Lanes (pcuHr): 21.05				PRC Over All Lanes (%): 7.6 Total Delay Over All Lanes(pcuHr): 21.05				Cycle Time (s): 108					

Full Input Data And Results

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

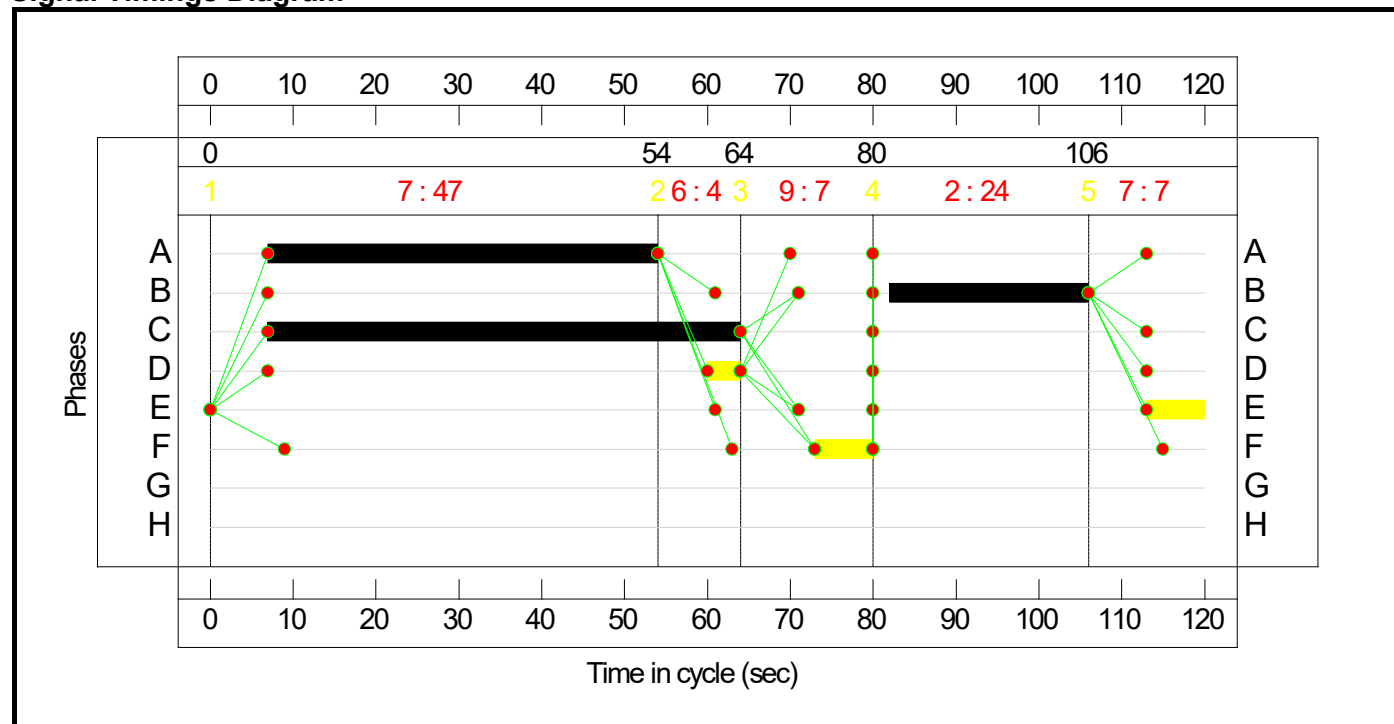
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	47	4	7	24	7
Change Point	0	54	64	80	106

Signal Timings Diagram



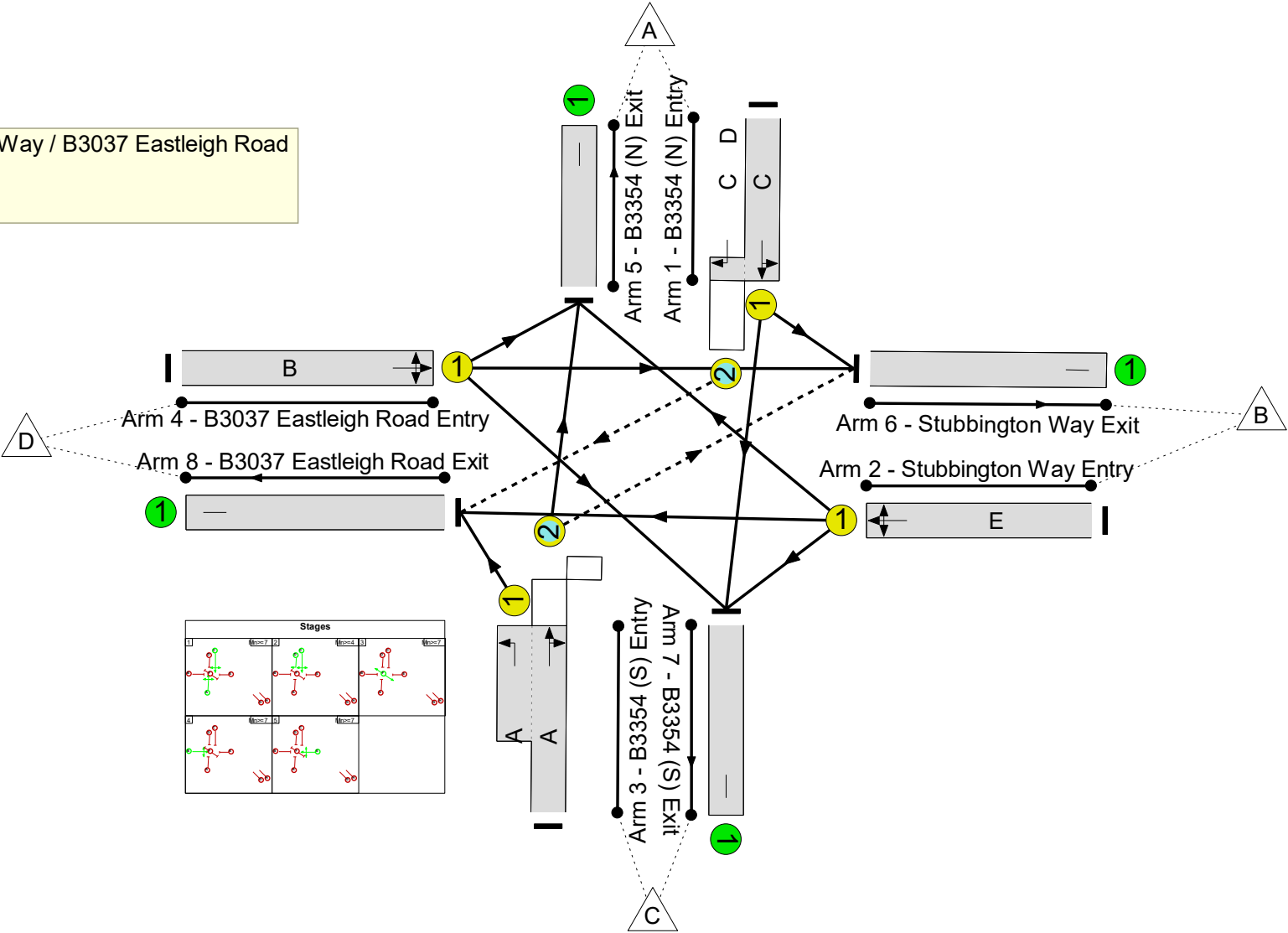
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: 6.9 %

Total Traffic Delay: 22.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	57	4	561	1939:1925	629+177	69.7 : 69.7%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	82	1758	117	70.0%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	47	-	730	2027:1657	487+380	84.2 : 84.2%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	24	-	323	1880	392	82.5%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%

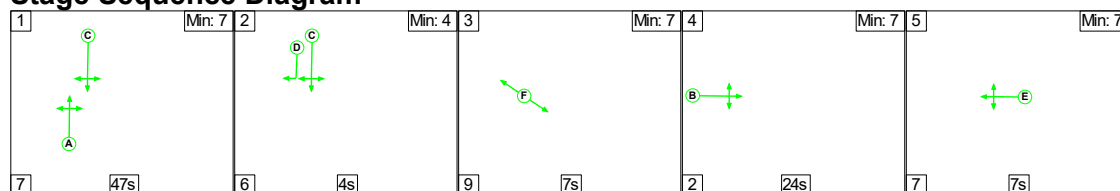
Full Input Data And Results

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	-	-	94	50	3	14.8	7.0	0.9	22.7	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	94	50	3	14.8	7.0	0.9	22.7	-	-	-	-
1/1+1/2	561	561	70	50	3	3.5	1.1	0.8	5.4	34.9	13.1	1.1	14.3
2/1	82	82	-	-	-	1.2	1.1	-	2.3	103.0	2.7	1.1	3.8
3/2+3/1	730	730	24	0	0	6.0	2.6	0.1	8.6	42.6	17.4	2.6	20.0
4/1	323	323	-	-	-	4.1	2.2	-	6.3	70.0	10.2	2.2	12.4
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 6.9 Total Delay for Signalled Lanes (pcuHr): 22.71 Cycle Time (s): 120 PRC Over All Lanes (%): 6.9 Total Delay Over All Lanes(pcuHr): 22.71													

Full Input Data And Results

Scenario 3: 'Future + Committed AM' (FG3: 'Future + Committed AM', Plan 1: 'Network Control Plan 1')

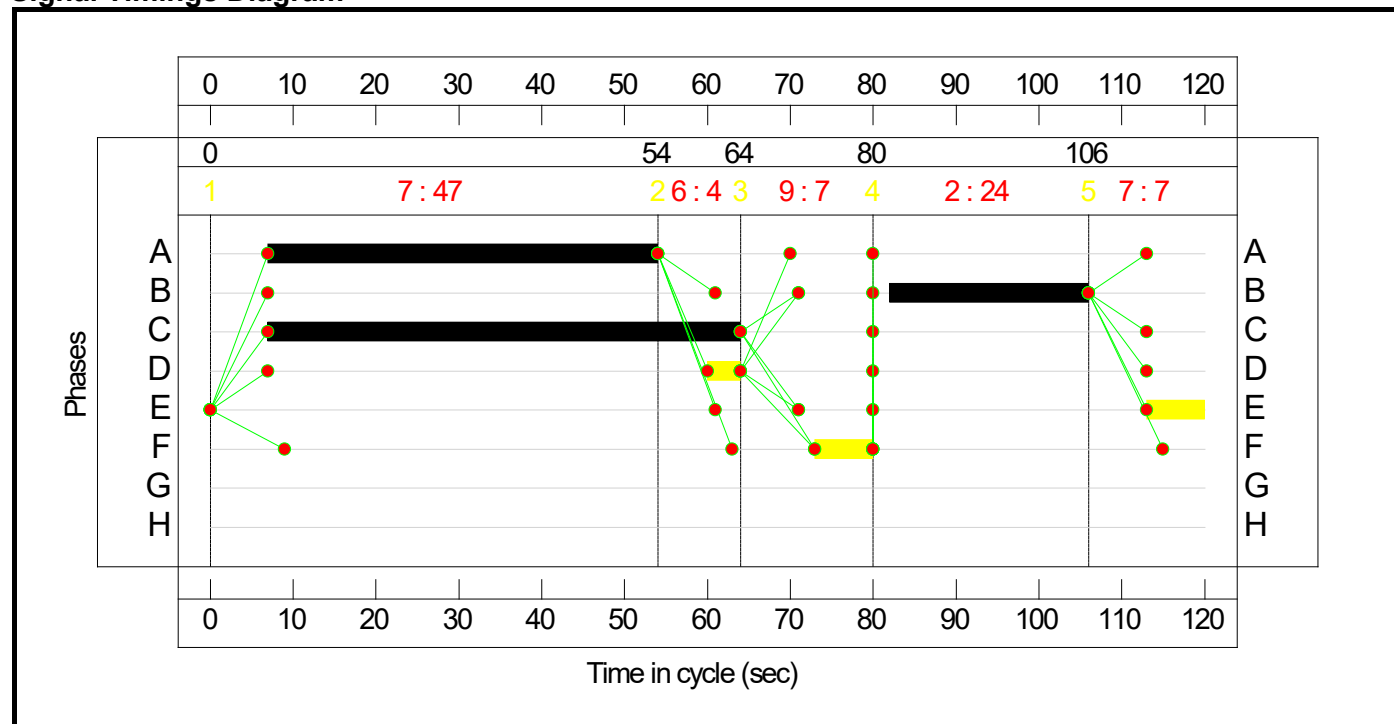
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	47	4	7	24	7
Change Point	0	54	64	80	106

Signal Timings Diagram



Full Input Data And Results

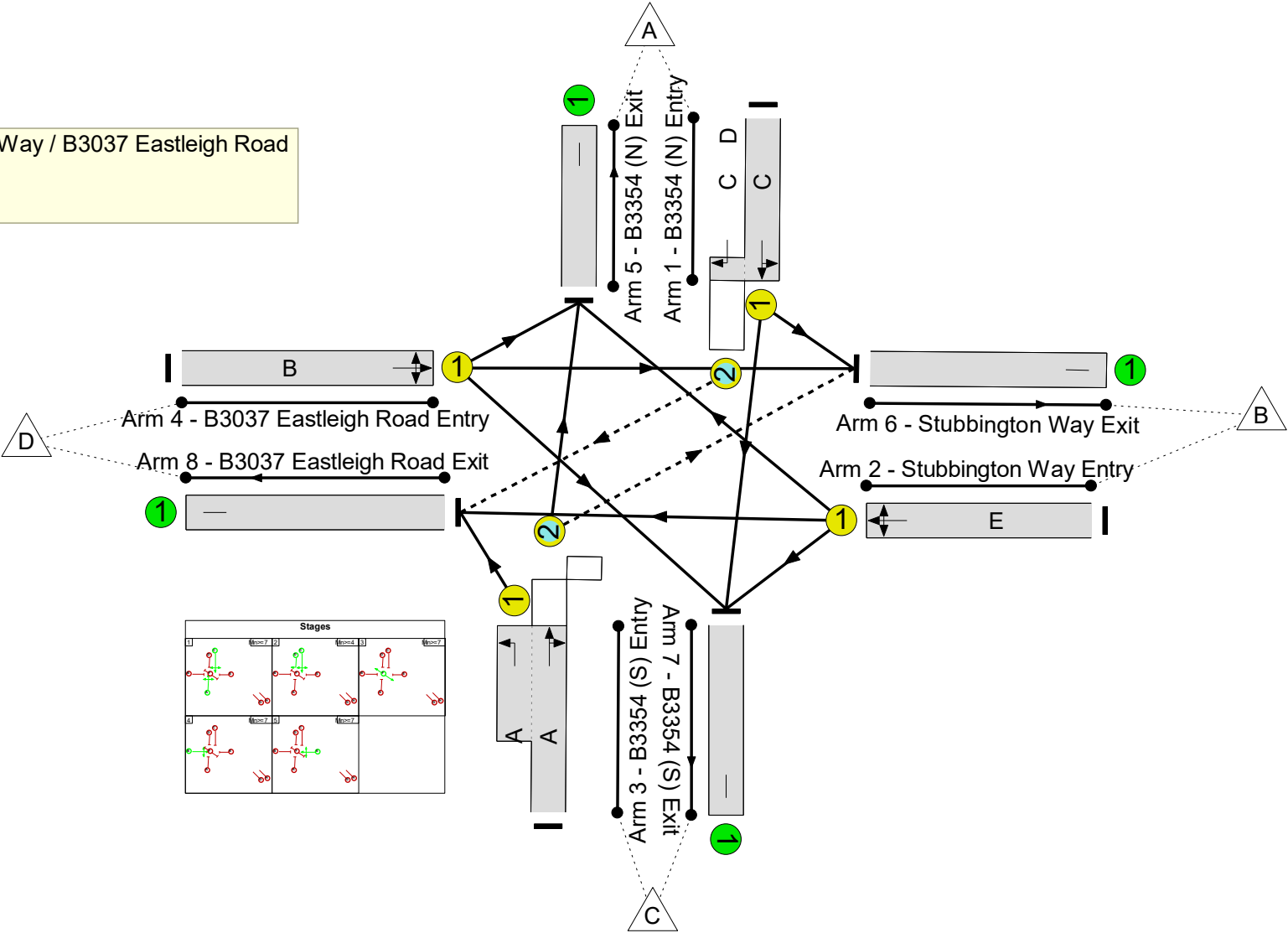
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -7.0 %

Total Traffic Delay: 35.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	96.3%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	96.3%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	57	4	477	1936:1925	604+135	64.6 : 64.6%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	110	1713	114	96.3%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	47	-	829	2039:1657	500+363	96.0 : 96.0%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	24	-	363	1874	390	93.0%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%

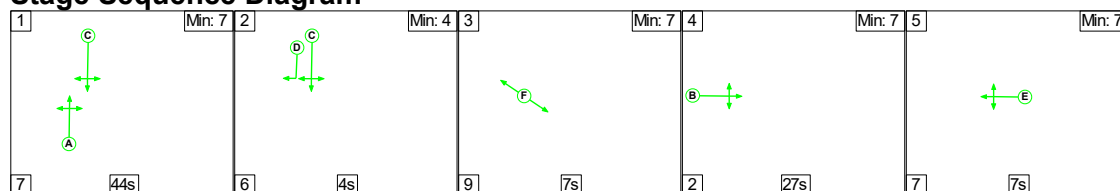
Full Input Data And Results

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	-	-	18	76	2	16.7	18.3	0.7	35.7	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	18	76	2	16.7	18.3	0.7	35.7	-	-	-	-
1/1+1/2	477	477	9	76	2	2.8	0.9	0.7	4.4	33.4	10.5	0.9	11.4
2/1	110	110	-	-	-	1.7	4.3	-	6.0	196.5	3.6	4.3	7.9
3/2+3/1	829	829	9	0	0	7.5	8.2	0.0	15.7	68.2	23.1	8.2	31.3
4/1	363	363	-	-	-	4.7	4.9	-	9.6	95.1	11.8	4.9	16.7
5/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -7.0 Total Delay for Signalled Lanes (pcuHr): 35.72 Cycle Time (s): 120 PRC Over All Lanes (%): -7.0 Total Delay Over All Lanes(pcuHr): 35.72													

Full Input Data And Results

Scenario 4: 'Future + Committed PM' (FG4: 'Future + Committed PM', Plan 1: 'Network Control Plan 1')

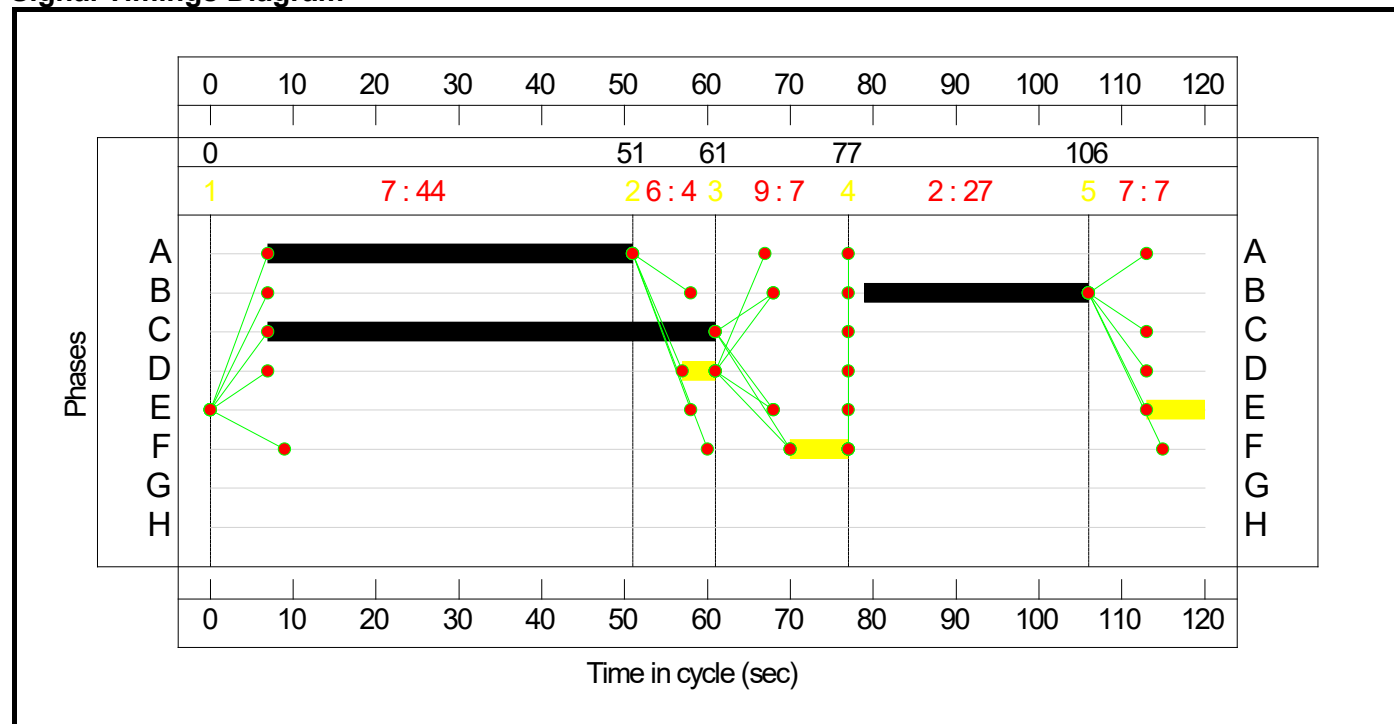
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	44	4	7	27	7
Change Point	0	51	61	77	106

Signal Timings Diagram



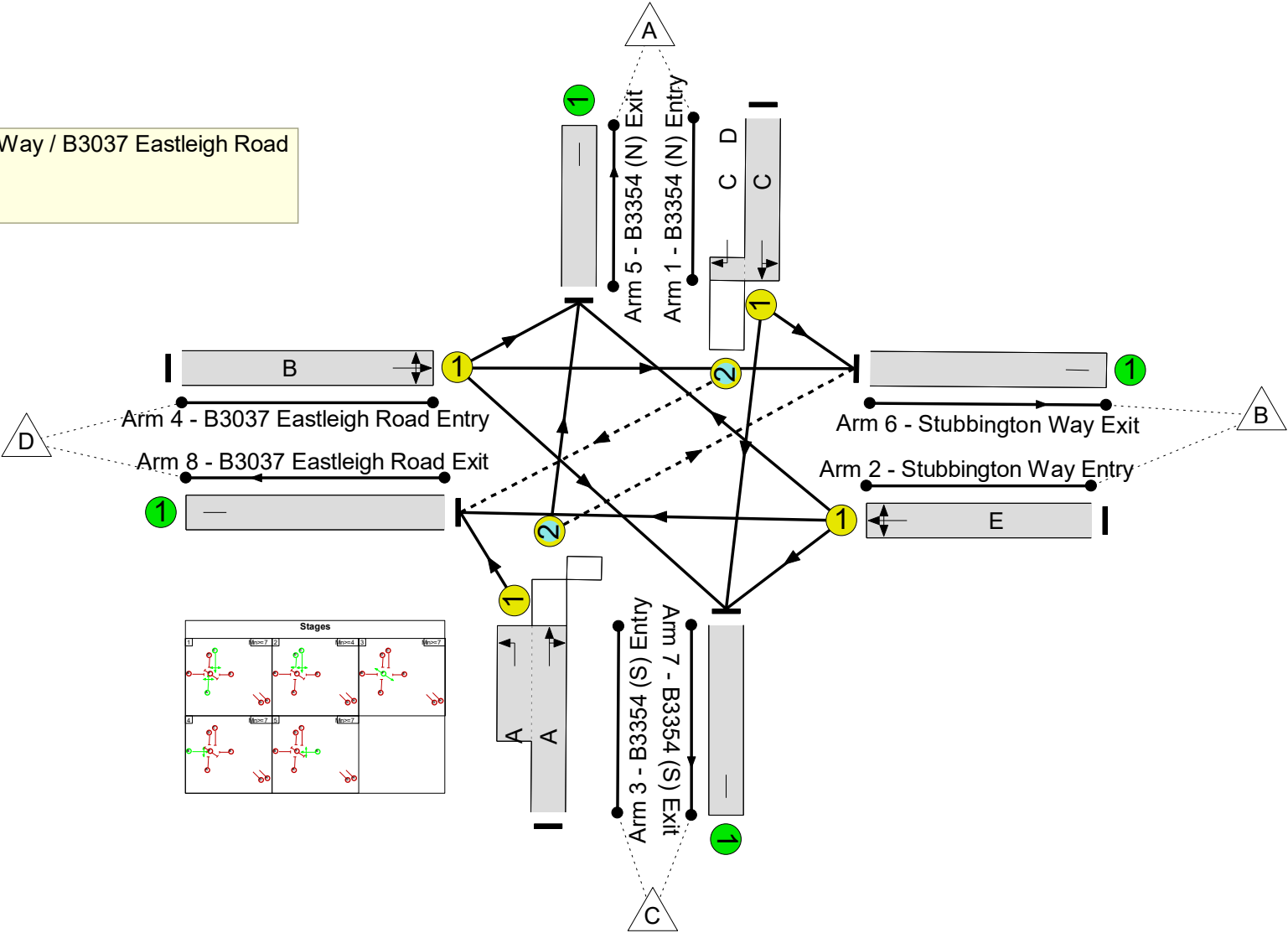
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -4.2 %

Total Traffic Delay: 36.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.8%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	93.8%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	54	4	646	1941:1925	562+143	91.7 : 91.7%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	82	1758	117	70.0%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	44	-	768	2028:1657	459+363	93.4 : 93.4%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	27	-	403	1841	430	93.8%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%

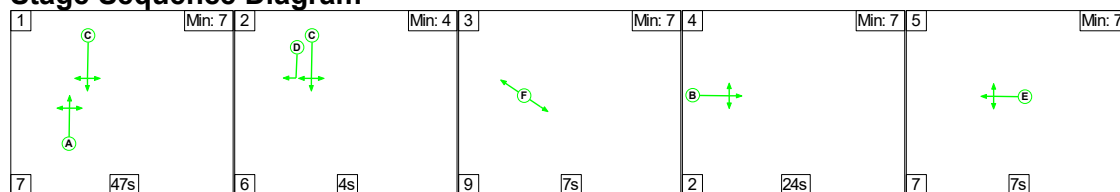
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 5: 'Future + Committed + Development AM' (FG5: 'Future + Committed + Development AM', Plan 1: 'Network Control Plan 1')

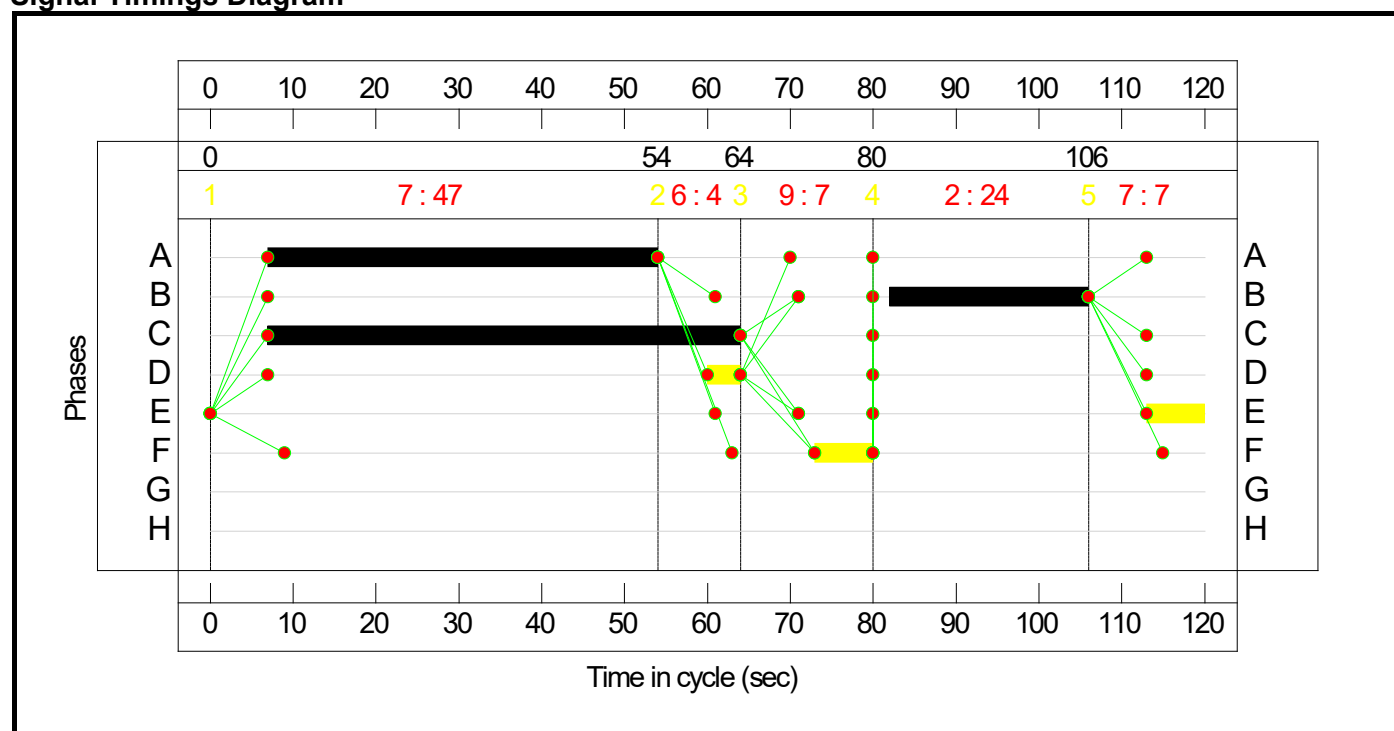
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	47	4	7	24	7
Change Point	0	54	64	80	106

Signal Timings Diagram



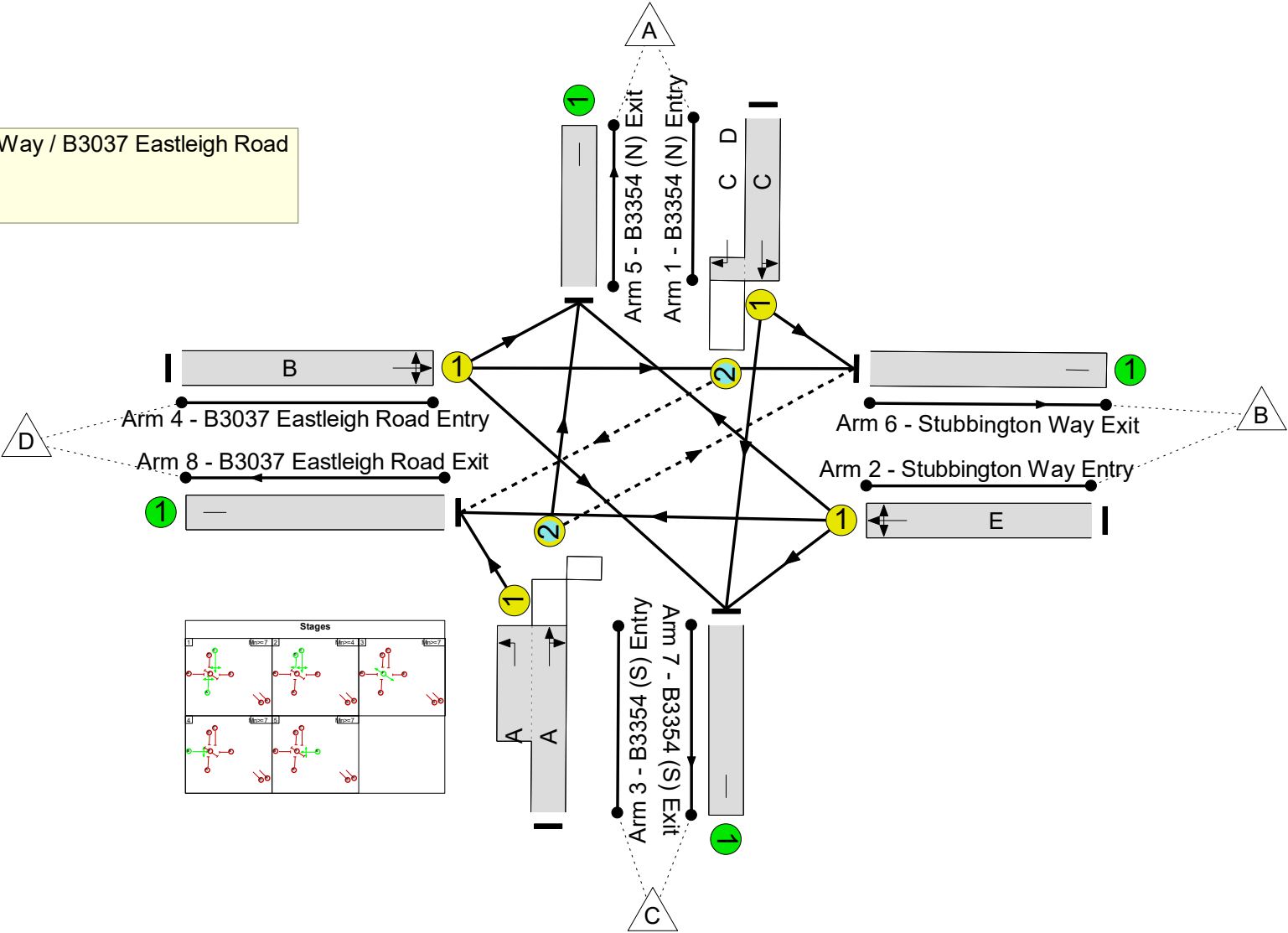
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -11.1 %

Total Traffic Delay: 54.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	57	4	549	1937:1925	428+131	98.2 : 98.2%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	110	1713	114	96.3%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	47	-	846	2039:1657	505+355	98.3 : 98.3%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	24	-	388	1862	388	100.0%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%

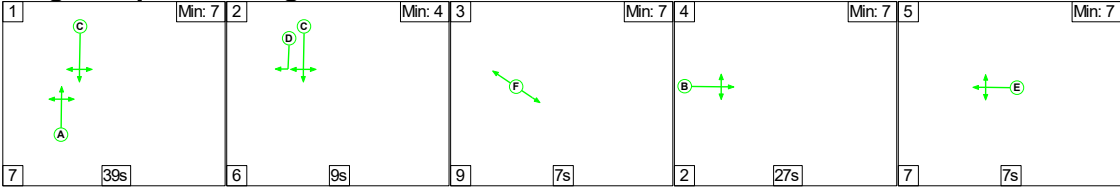
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: 'Future + Committed + Development PM' (FG6: 'Future + Committed + Development PM', Plan 1: 'Network Control Plan 1')

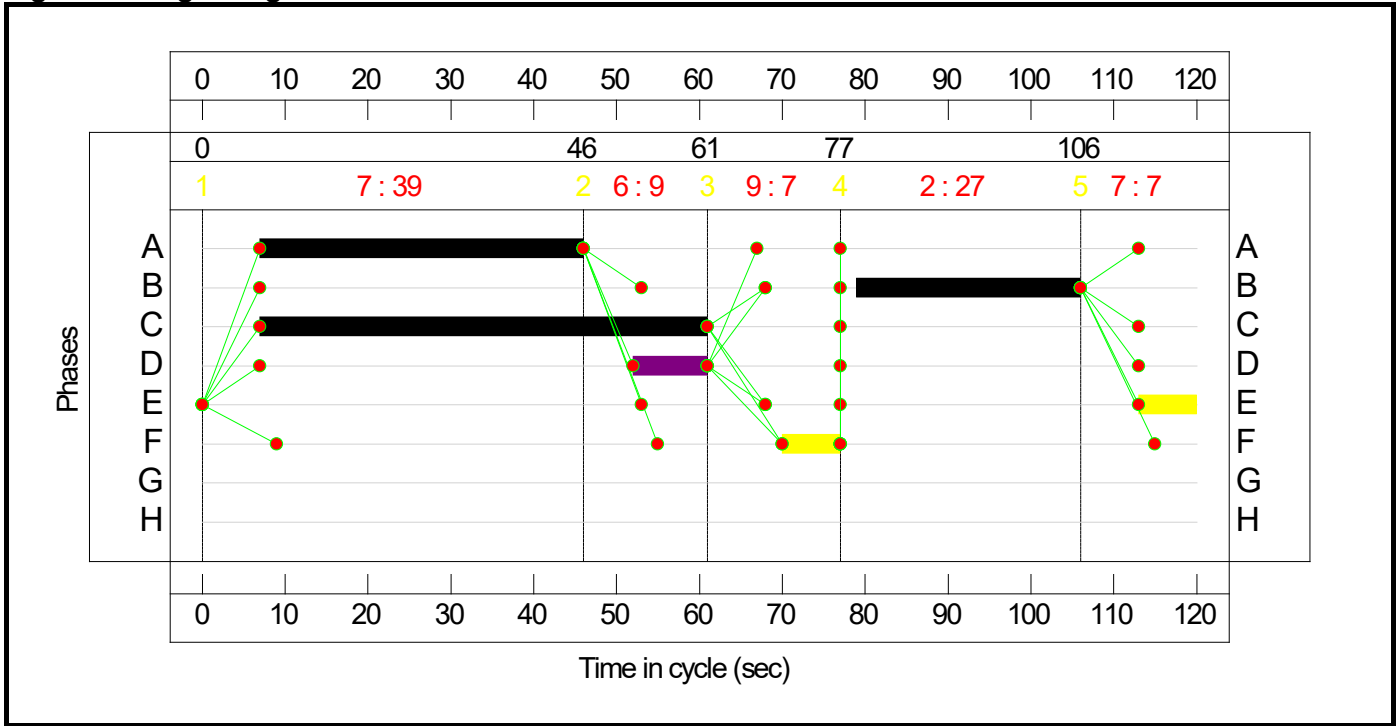
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	39	9	7	27	7
Change Point	0	46	61	77	106

Signal Timings Diagram



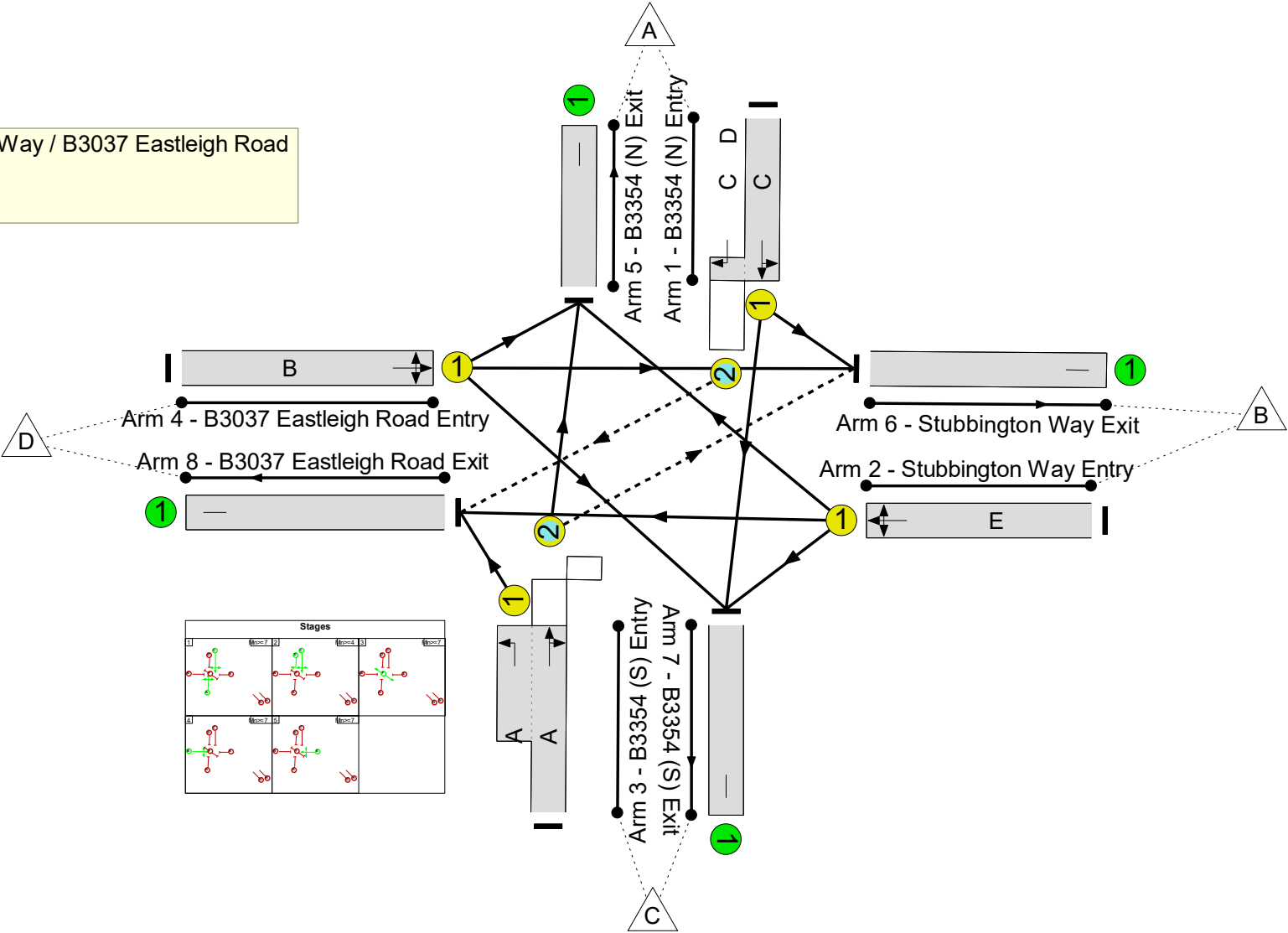
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -15.2 %

Total Traffic Delay: 78.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	103.7%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	103.7%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	54	9	670	1941:1925	505+149	102.3 : 102.3%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	82	1758	117	70.0%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	39	-	772	2028:1657	418+327	103.7 : 103.7%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	27	-	438	1829	427	102.6%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	537	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	-	-	22	138	12	23.4	54.5	0.9	78.7	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	22	138	12	23.4	54.5	0.9	78.7	-	-	-	-
1/1+1/2	670	655	0	138	11	6.2	17.3	0.8	24.3	130.6	22.7	17.3	40.1
2/1	82	82	-	-	-	1.2	1.1	-	2.3	103.0	2.7	1.1	3.8
3/2+3/1	772	744	22	0	1	9.9	22.4	0.1	32.4	151.0	23.6	22.4	46.0
4/1	438	427	-	-	-	6.1	13.6	-	19.7	161.9	15.0	13.6	28.6
5/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -15.2 Total Delay for Signalled Lanes (pcuHr): 78.74 Cycle Time (s): 120 PRC Over All Lanes (%): -15.2 Total Delay Over All Lanes(pcuHr): 78.74													

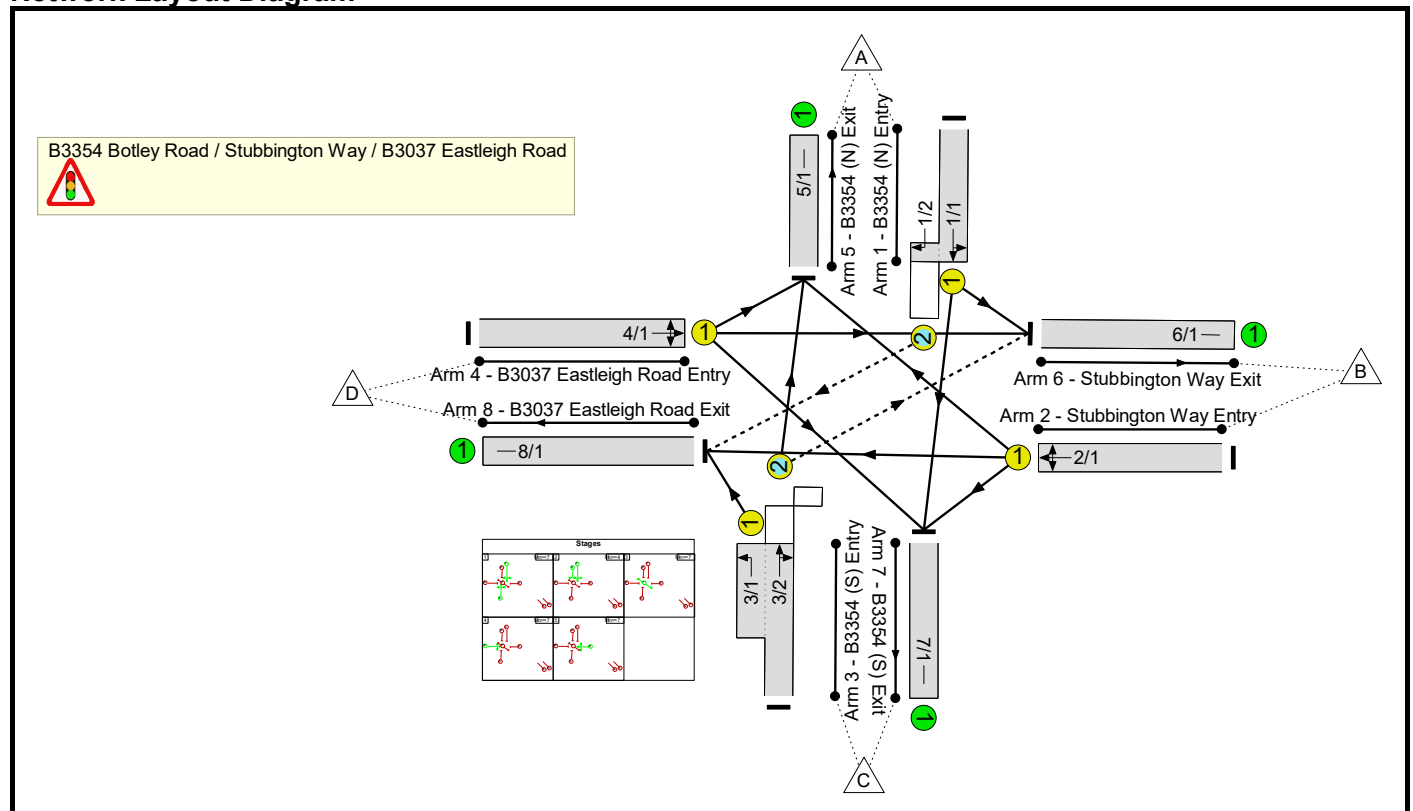
Full Input Data And Results

Full Input Data And Results

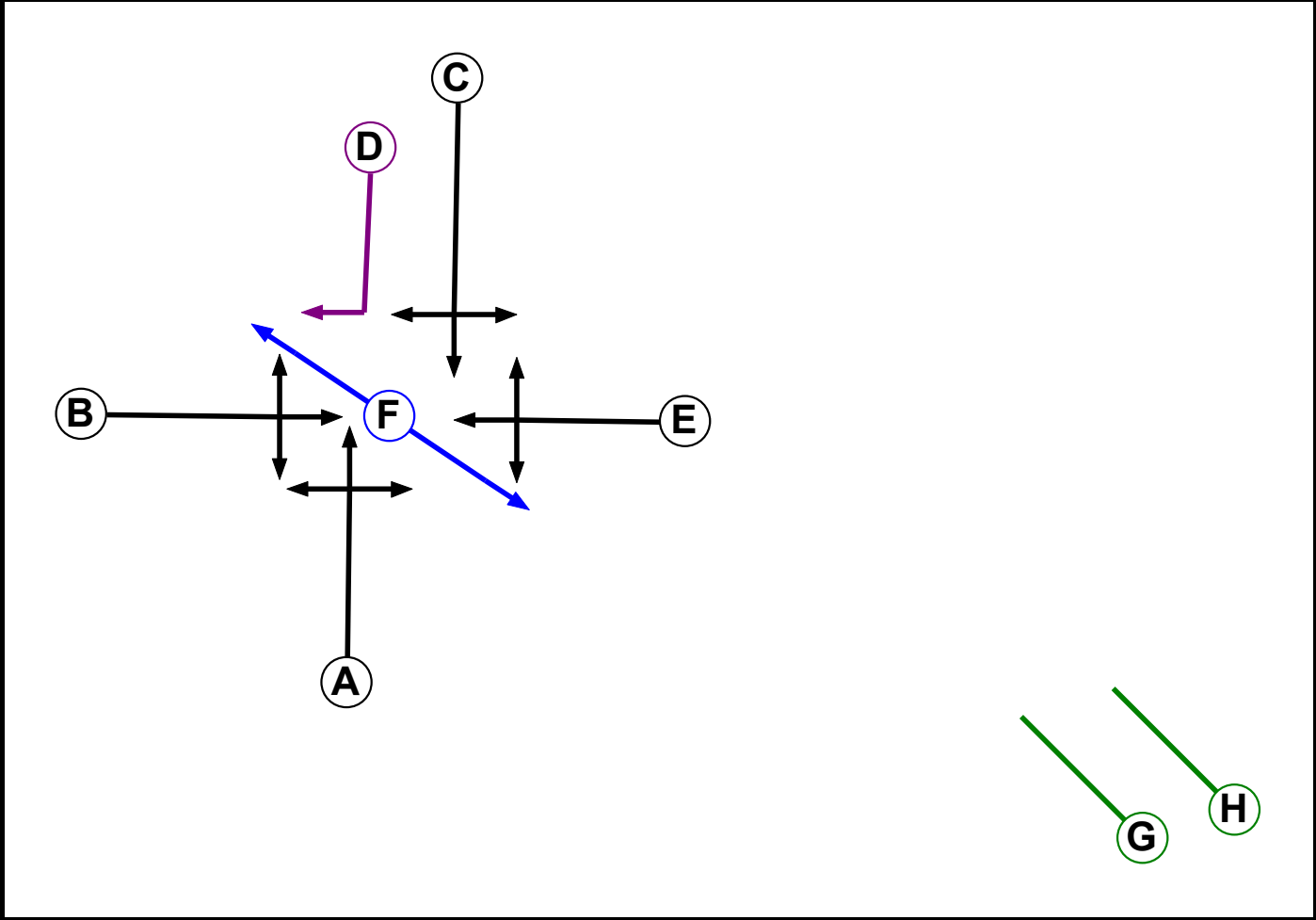
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	B3354 Stubbington Way Junction HCC Mitigation Rev2.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	Ind. Arrow	C	4	4
E	Traffic		7	7
F	Pedestrian		7	7
G	Dummy R/A		7	7
H	Dummy R/A		7	7

Full Input Data And Results

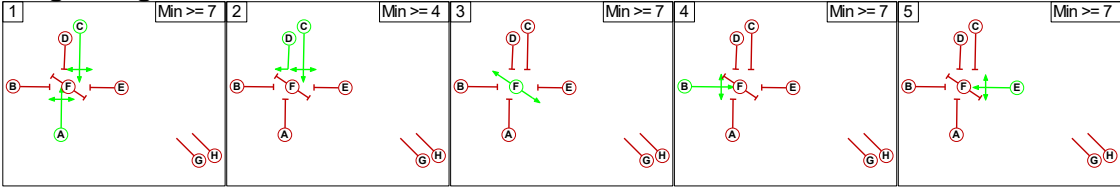
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		7	-	6	7	9	3	3
	B	7		7	7	7	9	3	3
	C	-	7		-	7	9	3	3
	D	6	7	-		7	9	3	3
	E	7	7	7	7		9	3	3
	F	0	0	0	0	0		3	3
	G	2	2	2	2	2	2		3
	H	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		6	9	7	7
	2	6		9	7	7
	3	2	X		2	2
	4	7	7	9		7
	5	7	7	9	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (B3354 (N) Entry)	8/1 (Right)	1439	0	3/2	1.09	To 5/1 (Ahead)	3.00	-	0.50	3	3.00
				3/1	1.09	All					
3/2 (B3354 (S) Entry)	6/1 (Right)	1439	0	1/1	1.09	All	3.00	1.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road												
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 (B3354 (N) Entry)	U	C	2	3	60.0	Geom	-	3.36	0.00	Y	Arm 6 Left	17.00
											Arm 7 Ahead	Inf
1/2 (B3354 (N) Entry)	O	C D	2	3	1.0	Geom	-	3.10	0.00	Y	Arm 8 Right	Inf
2/1 (Stubbington Way Entry)	U	E	2	3	60.0	Geom	-	3.87	0.00	Y	Arm 5 Right	14.00
											Arm 7 Left	9.00
											Arm 8 Ahead	Inf
3/1 (B3354 (S) Entry)	U	A	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 8 Left	12.00
3/2 (B3354 (S) Entry)	O	A	2	3	60.0	Geom	-	2.90	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	10.00
4/1 (B3037 Eastleigh Road Entry)	U	B	2	3	60.0	Geom	-	3.68	0.00	Y	Arm 5 Left	9.00
											Arm 6 Ahead	Inf
											Arm 7 Right	43.00
5/1 (B3354 (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Stubbington Way Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B3354 (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B3037 Eastleigh Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base AM'	08:00	09:00	01:00	
2: 'Base PM'	17:00	18:00	01:00	
3: 'Future + Committed AM'	08:00	09:00	01:00	
4: 'Future + Committed PM'	17:00	18:00	01:00	
5: 'Future + Committed + Development AM'	08:00	09:00	01:00	
6: 'Future + Committed + Development PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	350	80	464
	B	43	0	30	37	110
	C	367	9	0	245	621
	D	54	18	276	0	348
	Tot.	464	61	656	362	1543

Traffic Lane Flows

Lane	Scenario 1: Base AM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	464(In) 384(Out)
1/2 (short)	80
2/1	110
3/1 (short)	245
3/2 (with short)	621(In) 376(Out)
4/1	348
5/1	464
6/1	61
7/1	656
8/1	362

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	8.9 %	1936	1936
				Arm 7 Ahead	Inf	91.1 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	39.1 %		
2/1 (Stubbington Way Entry)	3.87	0.00	Y	Arm 7 Left	9.00	27.3 %	1841	1841
				Arm 8 Ahead	Inf	33.6 %		
3/1 (B3354 (S) Entry)	3.00	0.00	Y	Arm 8 Left	12.00	100.0 %	1702	1702
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	97.6 %	2038	2038
				Arm 6 Right	10.00	2.4 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	15.5 %	1882	1882
				Arm 6 Ahead	Inf	5.2 %		
				Arm 7 Right	43.00	79.3 %		
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 2: 'Base PM' (FG2: 'Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	408	123	561
	B	20	0	17	45	82
	C	386	24	0	320	730
	D	58	33	232	0	323
	Tot.	464	87	657	488	1696

Traffic Lane Flows

Lane	Scenario 2: Base PM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	561(In) 438(Out)
1/2 (short)	123
2/1	82
3/1 (short)	320
3/2 (with short)	730(In) 410(Out)
4/1	323
5/1	464
6/1	87
7/1	657
8/1	488

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	6.8 %	1939	1939
				Arm 7 Ahead	Inf	93.2 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	24.4 %		
2/1 (Stubbington Way Entry)	3.87	0.00	Y	Arm 7 Left	9.00	20.7 %	1887	1887
				Arm 8 Ahead	Inf	54.9 %		
3/1 (B3354 (S) Entry)	3.00	0.00	Y	Arm 8 Left	12.00	100.0 %	1702	1702
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	94.1 %	2027	2027
				Arm 6 Right	10.00	5.9 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	18.0 %	1880	1880
				Arm 6 Ahead	Inf	10.2 %		
				Arm 7 Right	43.00	71.8 %		
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 3: 'Base + Committed AM' (FG3: 'Future + Committed AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	34	356	87	477
	B	43	0	30	37	110
	C	471	9	0	349	829
	D	69	18	276	0	363
	Tot.	583	61	662	473	1779

Traffic Lane Flows

Lane	Scenario 3: Base + Committed AM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	477(In) 390(Out)
1/2 (short)	87
2/1	110
3/1 (short)	349
3/2 (with short)	829(In) 480(Out)
4/1	363
5/1	583
6/1	61
7/1	662
8/1	473

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	8.7 %	1936	1936
				Arm 7 Ahead	Inf	91.3 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	39.1 %		
2/1 (Stubbington Way Entry)	3.87	0.00	Y	Arm 7 Left	9.00	27.3 %	1841	1841
				Arm 8 Ahead	Inf	33.6 %		
3/1 (B3354 (S) Entry)	3.00	0.00	Y	Arm 8 Left	12.00	100.0 %	1702	1702
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	98.1 %	2039	2039
				Arm 6 Right	10.00	1.9 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	19.0 %	1874	1874
				Arm 6 Ahead	Inf	5.0 %		
				Arm 7 Right	43.00	76.0 %		
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 4: 'Base + Committed PM' (FG4: 'Future + Committed PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	485	131	646
	B	20	0	17	45	82
	C	405	24	0	339	768
	D	138	33	232	0	403
	Tot.	563	87	734	515	1899

Traffic Lane Flows

Lane	Scenario 4: Base + Committed PM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	646(In) 515(Out)
1/2 (short)	131
2/1	82
3/1 (short)	339
3/2 (with short)	768(In) 429(Out)
4/1	403
5/1	563
6/1	87
7/1	734
8/1	515

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	5.8 %	1941	1941
				Arm 7 Ahead	Inf	94.2 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	24.4 %		
2/1 (Stubbington Way Entry)	3.87	0.00	Y	Arm 7 Left	9.00	20.7 %	1887	1887
				Arm 8 Ahead	Inf	54.9 %		
3/1 (B3354 (S) Entry)	3.00	0.00	Y	Arm 8 Left	12.00	100.0 %	1702	1702
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	94.4 %	2028	2028
				Arm 6 Right	10.00	5.6 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	34.2 %	1841	1841
				Arm 6 Ahead	Inf	8.2 %		
				Arm 7 Right	43.00	57.6 %		
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 5: 'Base + Committed + Development AM' (FG5: 'Future + Committed + Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	34	386	129	549
	B	43	0	30	37	110
	C	488	9	0	349	846
	D	94	18	276	0	388
	Tot.	625	61	692	515	1893

Traffic Lane Flows

Lane	Scenario 5: Base + Committed + Development AM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	549(In) 420(Out)
1/2 (short)	129
2/1	110
3/1 (short)	349
3/2 (with short)	846(In) 497(Out)
4/1	388
5/1	625
6/1	61
7/1	692
8/1	515

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	8.1 %	1937	1937
				Arm 7 Ahead	Inf	91.9 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
				Arm 5 Right	14.00	39.1 %		
2/1 (Stubbington Way Entry)	3.87	0.00	Y	Arm 7 Left	9.00	27.3 %	1841	1841
				Arm 8 Ahead	Inf	33.6 %		
3/1 (B3354 (S) Entry)	3.00	0.00	Y	Arm 8 Left	12.00	100.0 %	1702	1702
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	98.2 %	2039	2039
				Arm 6 Right	10.00	1.8 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	24.2 %	1862	1862
				Arm 6 Ahead	Inf	4.6 %		
				Arm 7 Right	43.00	71.1 %		
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Scenario 6: 'Base + Committed + Development PM' (FG6: 'Future + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
Origin	A	0	30	487	153	670
	B	20	0	17	45	82
	C	409	24	0	339	772
	D	173	33	232	0	438
	Tot.	602	87	736	537	1962

Traffic Lane Flows

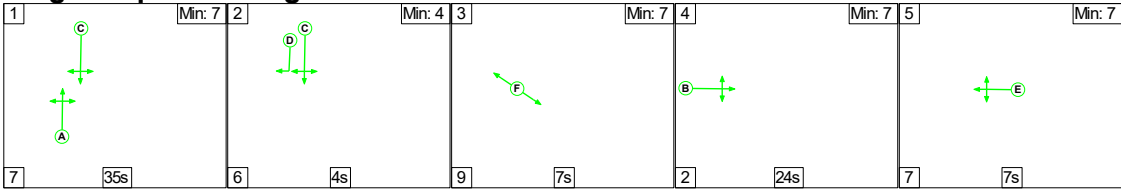
Lane	Scenario 6: Base + Committed + Development PM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1 (with short)	670(In) 517(Out)
1/2 (short)	153
2/1	82
3/1 (short)	339
3/2 (with short)	772(In) 433(Out)
4/1	438
5/1	602
6/1	87
7/1	736
8/1	537

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	3.36	0.00	Y	Arm 6 Left	17.00	5.8 %	1941	1941
				Arm 7 Ahead	Inf	94.2 %		
1/2 (B3354 (N) Entry)	3.10	0.00	Y	Arm 8 Right	Inf	100.0 %	1925	1925
2/1 (Stubbington Way Entry)	3.87	0.00	Y	Arm 5 Right	14.00	24.4 %	1887	1887
				Arm 7 Left	9.00	20.7 %		
				Arm 8 Ahead	Inf	54.9 %		
3/1 (B3354 (S) Entry)	3.00	0.00	Y	Arm 8 Left	12.00	100.0 %	1702	1702
3/2 (B3354 (S) Entry)	2.90	0.00	N	Arm 5 Ahead	Inf	94.5 %	2028	2028
				Arm 6 Right	10.00	5.5 %		
4/1 (B3037 Eastleigh Road Entry)	3.68	0.00	Y	Arm 5 Left	9.00	39.5 %	1829	1829
				Arm 6 Ahead	Inf	7.5 %		
				Arm 7 Right	43.00	53.0 %		
5/1 (B3354 (N) Exit Lane 1)			Infinite Saturation Flow				Inf	Inf
6/1 (Stubbington Way Exit Lane 1)			Infinite Saturation Flow				Inf	Inf
7/1 (B3354 (S) Exit Lane 1)			Infinite Saturation Flow				Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)			Infinite Saturation Flow				Inf	Inf

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

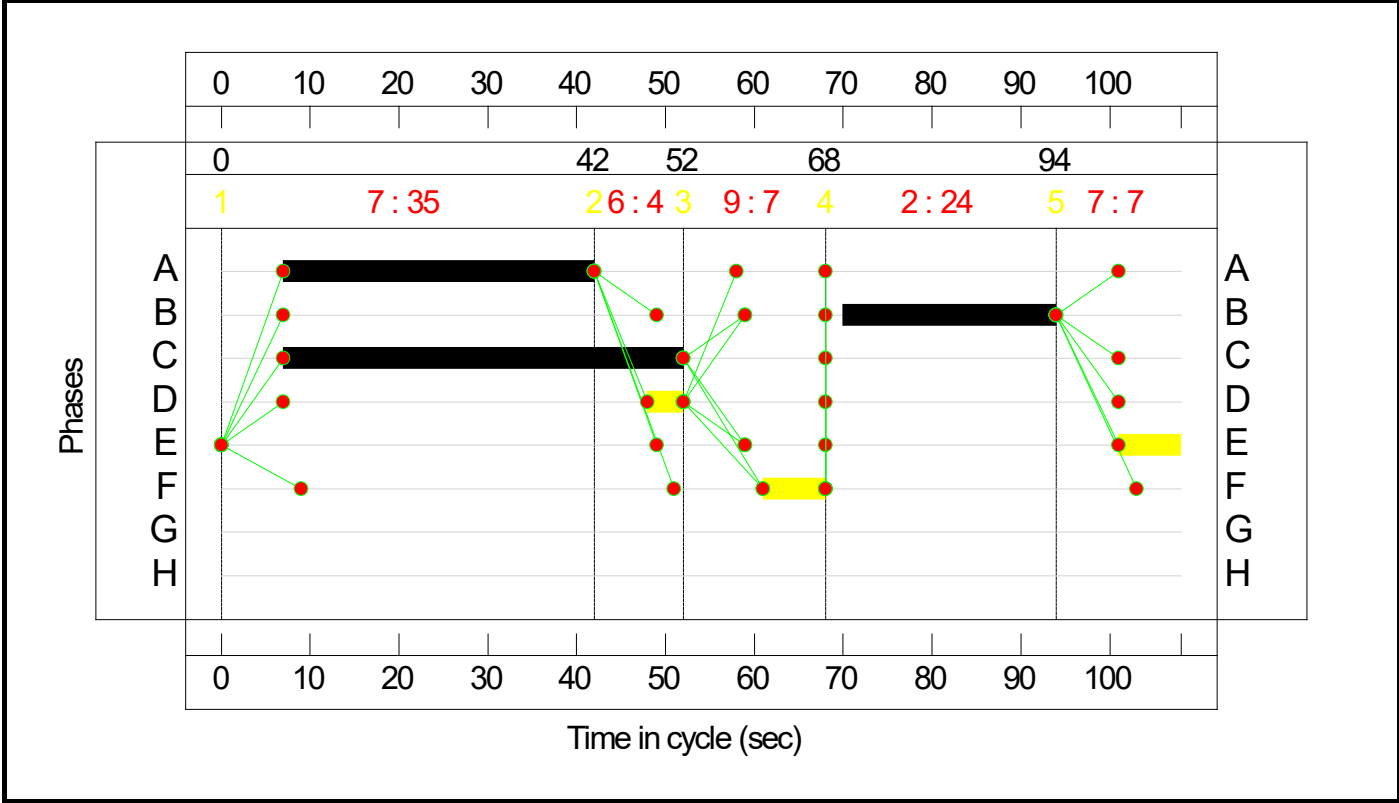
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	35	4	7	24	7
Change Point	0	42	52	68	94

Signal Timings Diagram



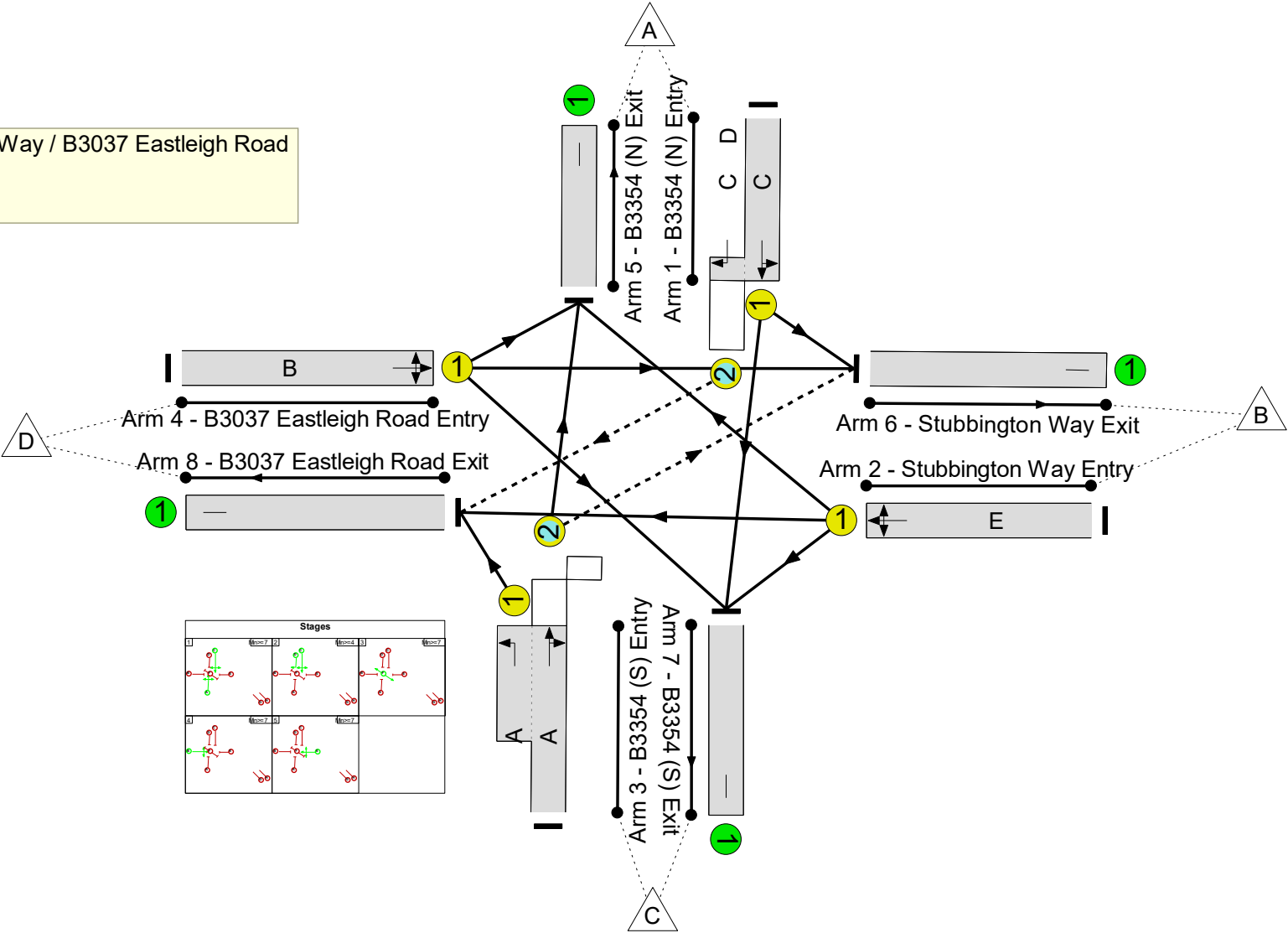
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: 8.4 %

Total Traffic Delay: 20.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	45	4	464	1936:1925	685+143	56.0 : 56.0%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	110	1841	136	80.7%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	35	-	621	2038:1702	453+295	83.0 : 83.0%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	24	-	348	1882	436	79.9%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%

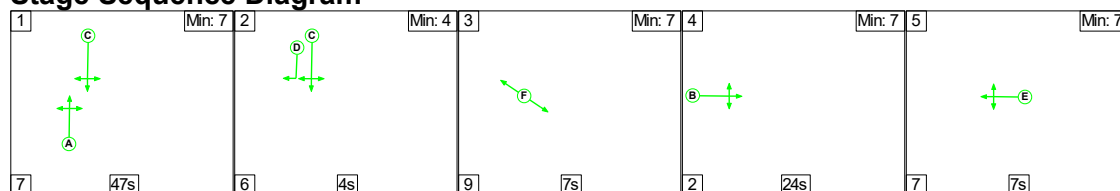
Full Input Data And Results

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	-	-	71	16	2	13.6	6.7	0.4	20.7	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	71	16	2	13.6	6.7	0.4	20.7	-	-	-	-
1/1+1/2	464	464	62	16	2	3.0	0.6	0.4	4.0	31.1	10.2	0.6	10.9
2/1	110	110	-	-	-	1.5	1.8	-	3.3	109.2	3.2	1.8	5.1
3/2+3/1	621	621	9	0	0	5.3	2.4	0.0	7.7	44.7	13.5	2.4	15.8
4/1	348	348	-	-	-	3.8	1.9	-	5.7	58.8	9.8	1.9	11.7
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 8.4 Total Delay for Signalled Lanes (pcuHr): 20.73 Cycle Time (s): 108 PRC Over All Lanes (%): 8.4 Total Delay Over All Lanes(pcuHr): 20.73													

Full Input Data And Results

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

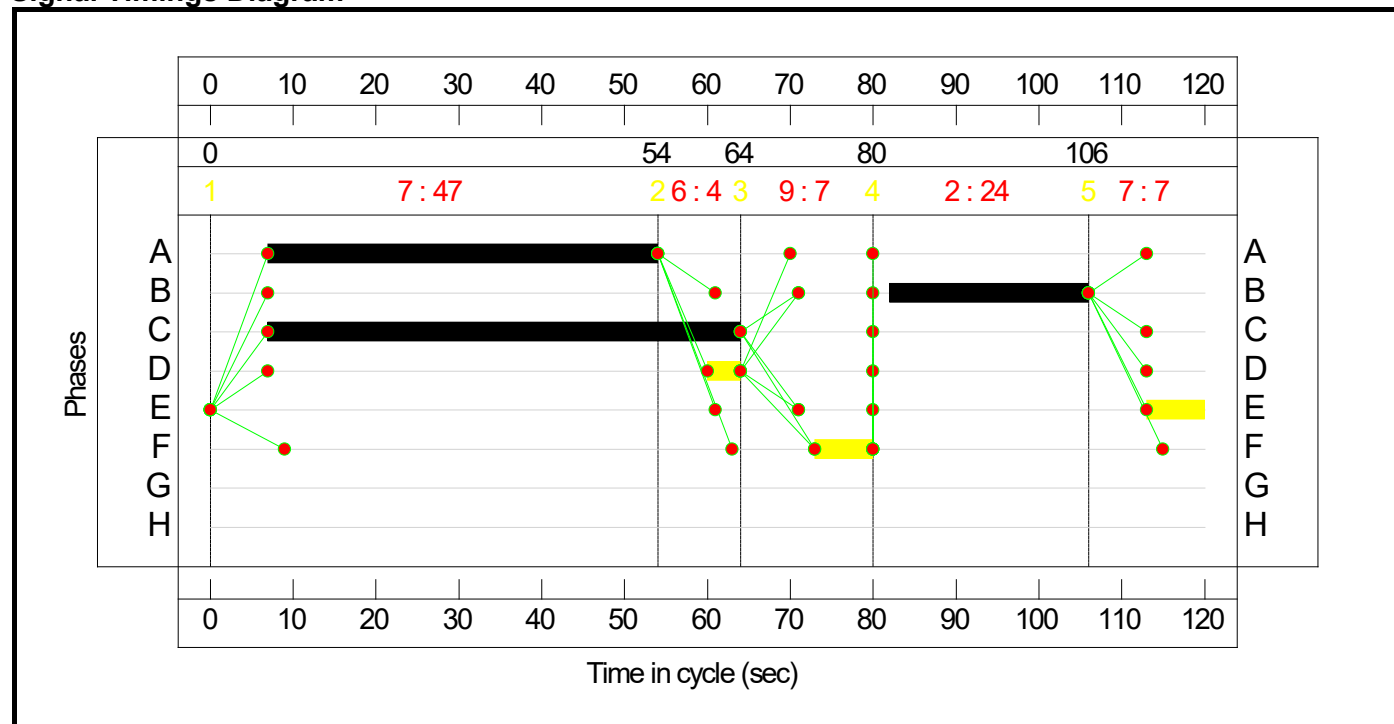
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	47	4	7	24	7
Change Point	0	54	64	80	106

Signal Timings Diagram



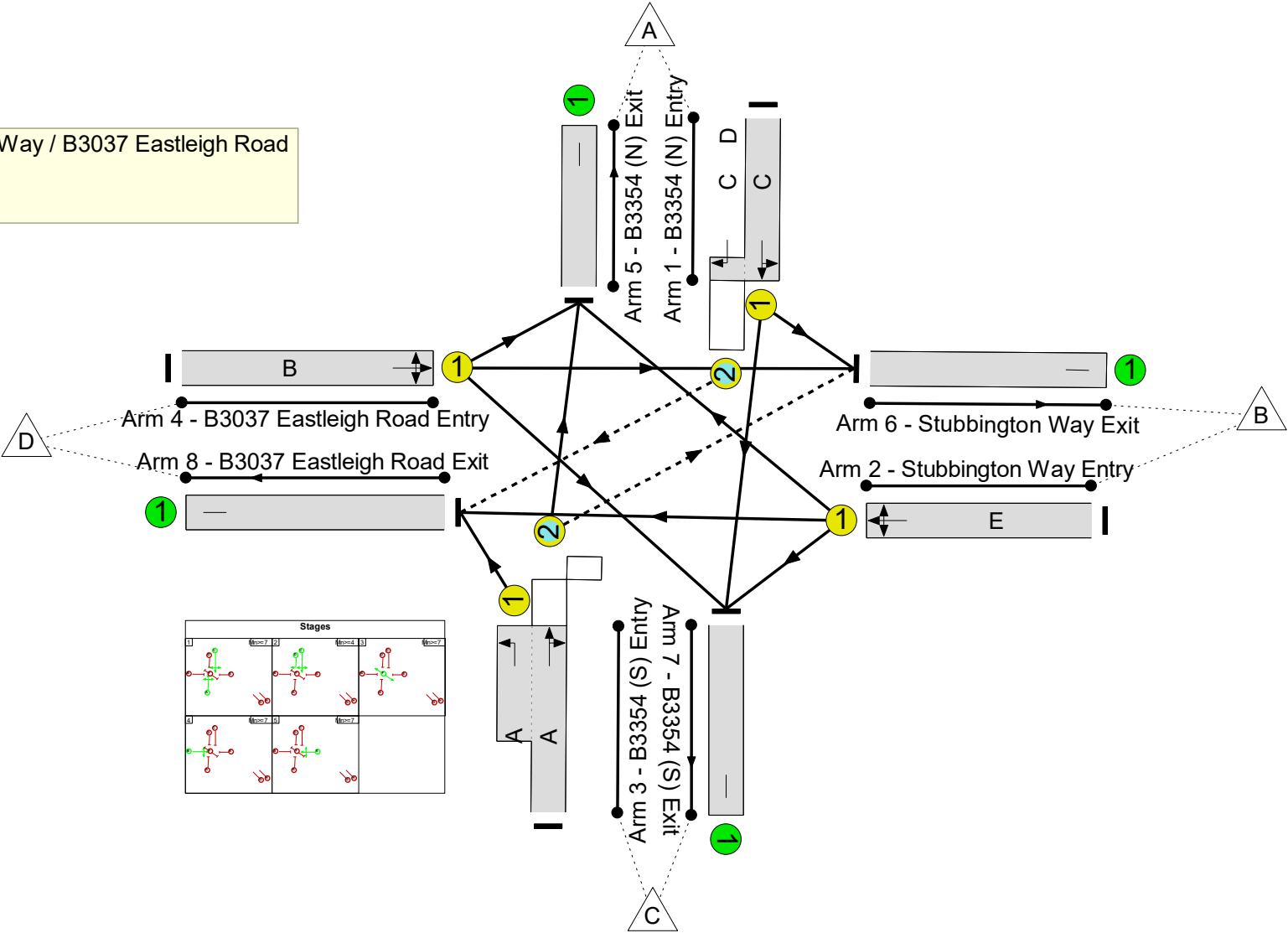
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: 7.9 %

Total Traffic Delay: 22.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	57	4	561	1939:1925	629+177	69.7 : 69.7%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	82	1887	126	65.2%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	47	-	730	2027:1702	491+384	83.4 : 83.4%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	24	-	323	1880	392	82.5%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%

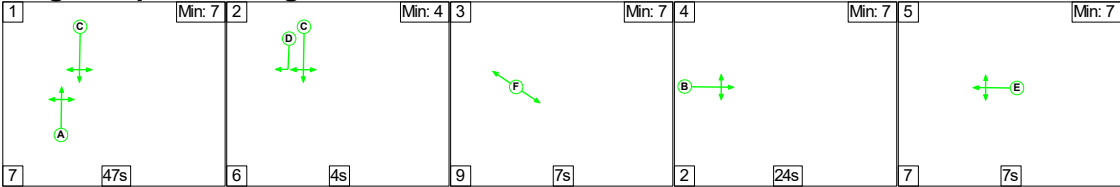
Full Input Data And Results

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	-	-	96	47	3	14.8	6.7	0.9	22.4	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	96	47	3	14.8	6.7	0.9	22.4	-	-	-	-
1/1+1/2	561	561	73	47	3	3.5	1.1	0.8	5.4	34.8	13.1	1.1	14.3
2/1	82	82	-	-	-	1.2	0.9	-	2.1	94.1	2.7	0.9	3.6
3/2+3/1	730	730	24	0	0	6.0	2.4	0.1	8.5	41.9	17.2	2.4	19.6
4/1	323	323	-	-	-	4.1	2.2	-	6.3	70.0	10.2	2.2	12.4
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 22.35 Cycle Time (s): 120 PRC Over All Lanes (%): 7.9 Total Delay Over All Lanes(pcuHr): 22.35													

Full Input Data And Results

Scenario 3: 'Base + Committed AM' (FG3: 'Future + Committed AM', Plan 1: 'Network Control Plan 1')

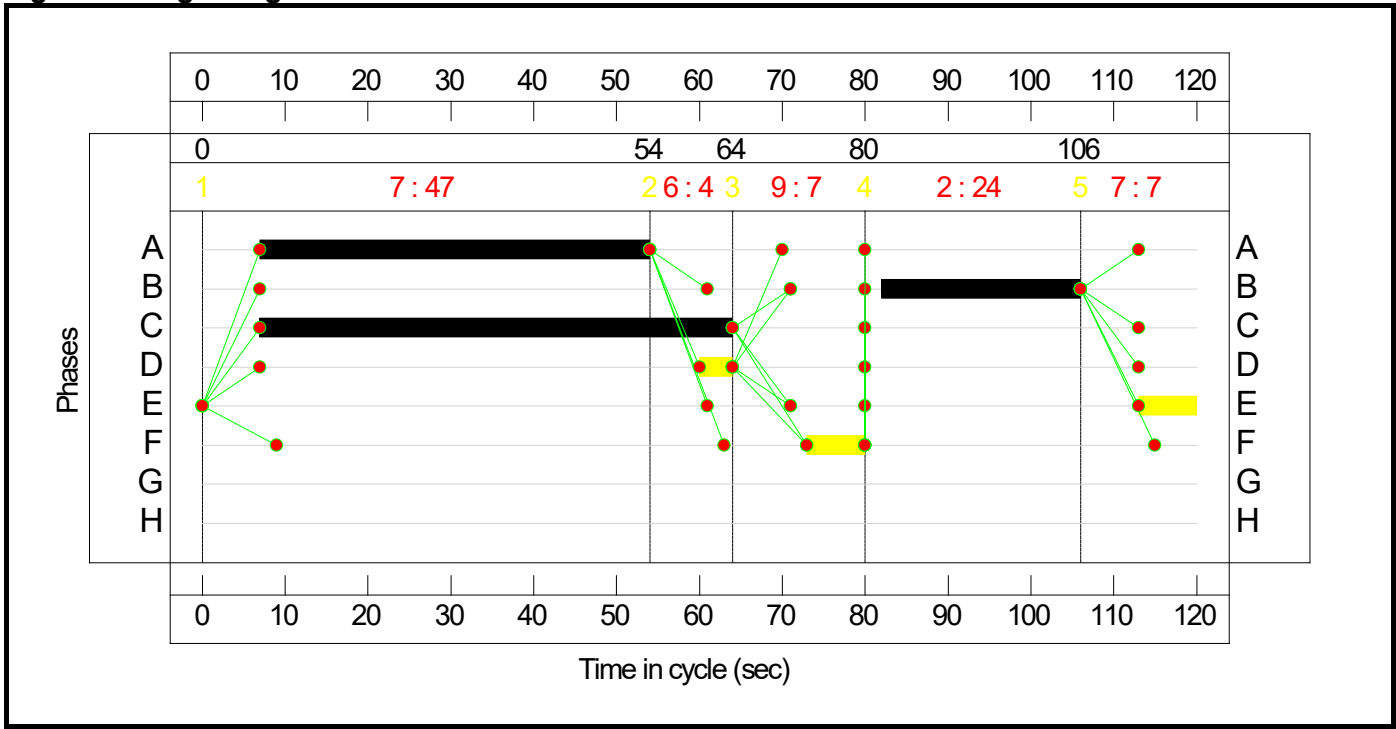
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	47	4	7	24	7
Change Point	0	54	64	80	106

Signal Timings Diagram



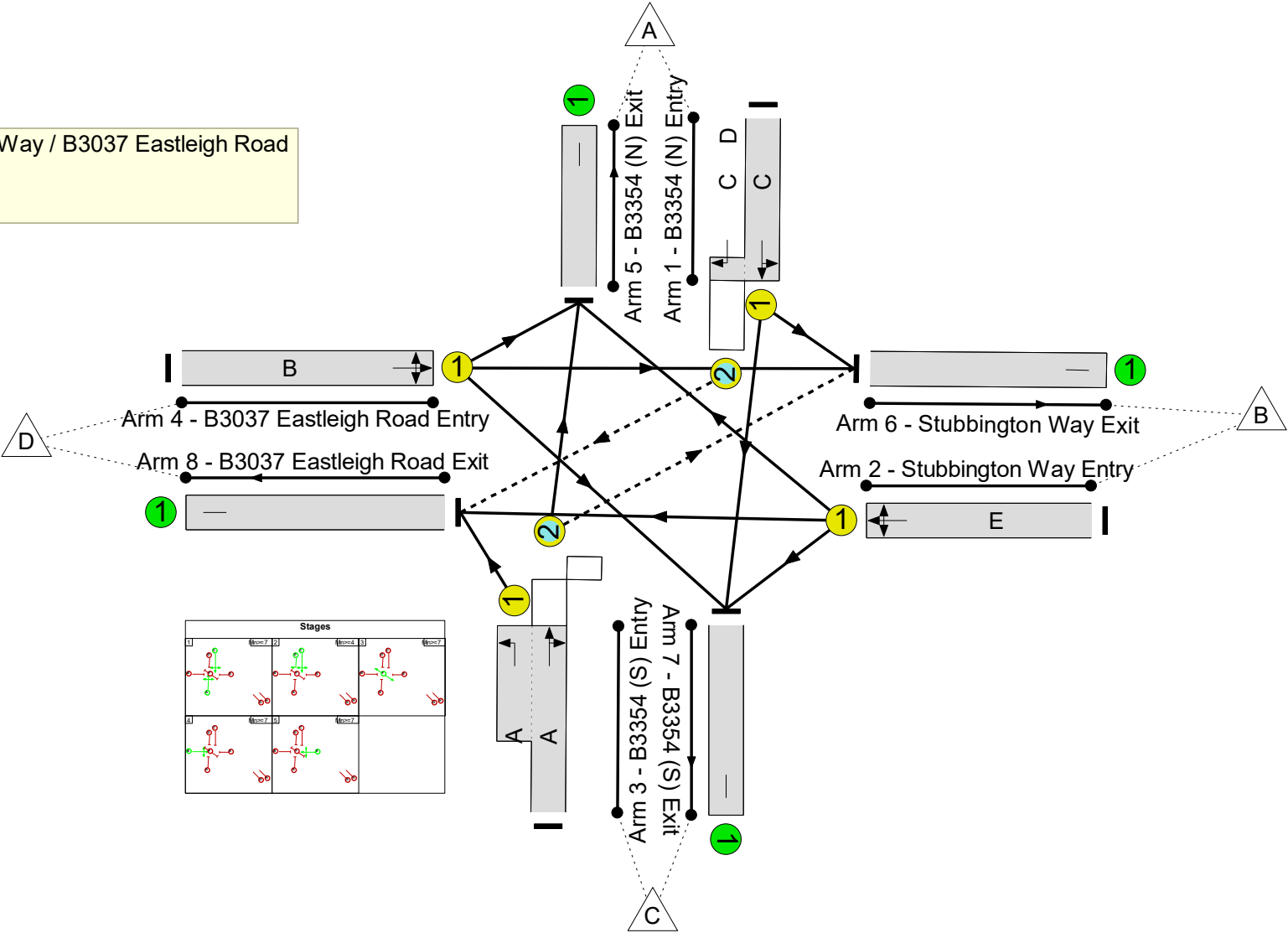
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -5.8 %

Total Traffic Delay: 33.4 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	57	4	477	1936:1925	617+138	63.2 : 63.2%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	110	1841	123	89.6%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	47	-	829	2039:1702	504+367	95.2 : 95.2%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	24	-	363	1874	390	93.0%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%

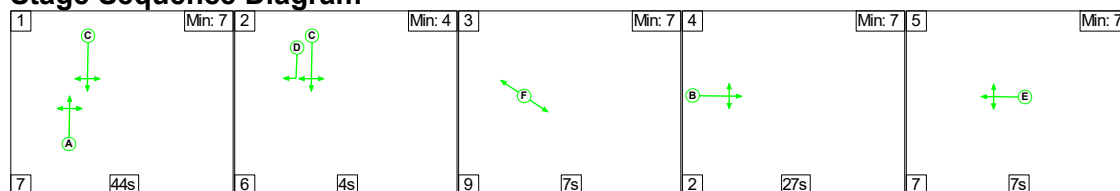
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 4: 'Base + Committed PM' (FG4: 'Future + Committed PM', Plan 1: 'Network Control Plan 1')

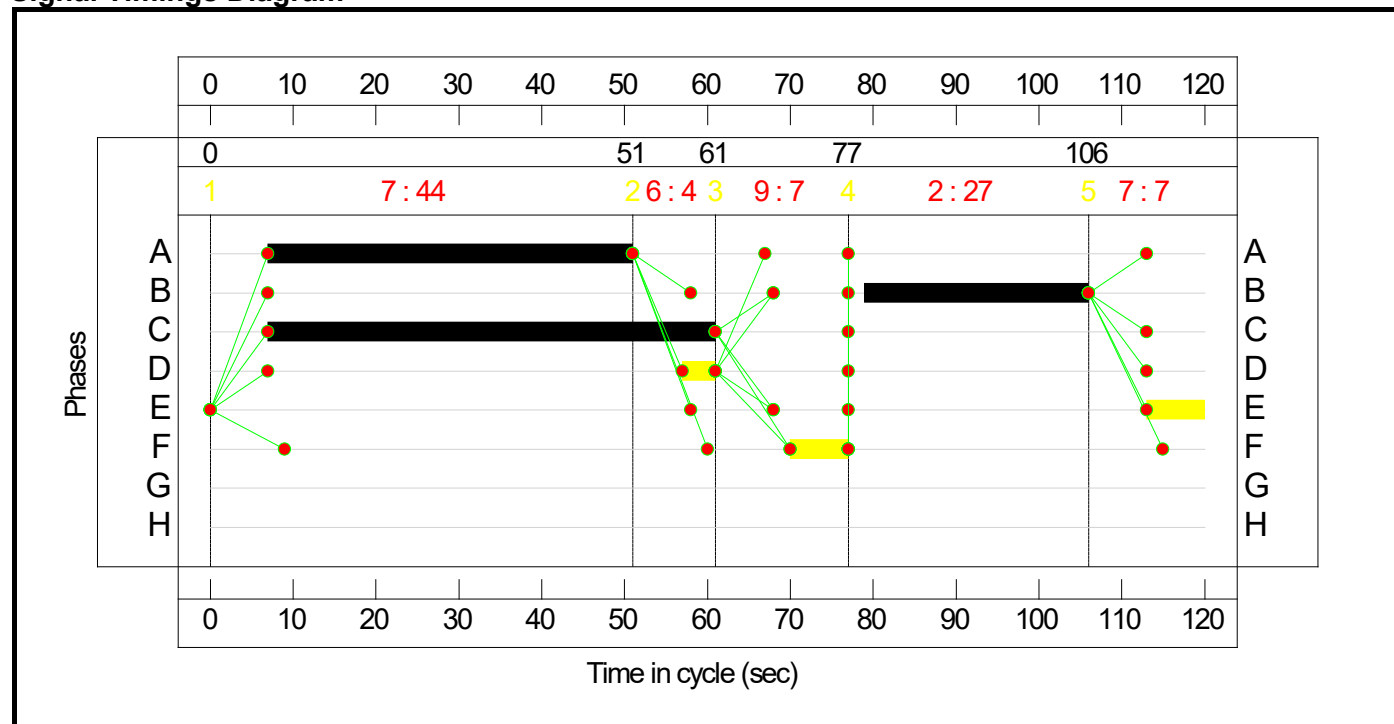
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	44	4	7	27	7
Change Point	0	51	61	77	106

Signal Timings Diagram



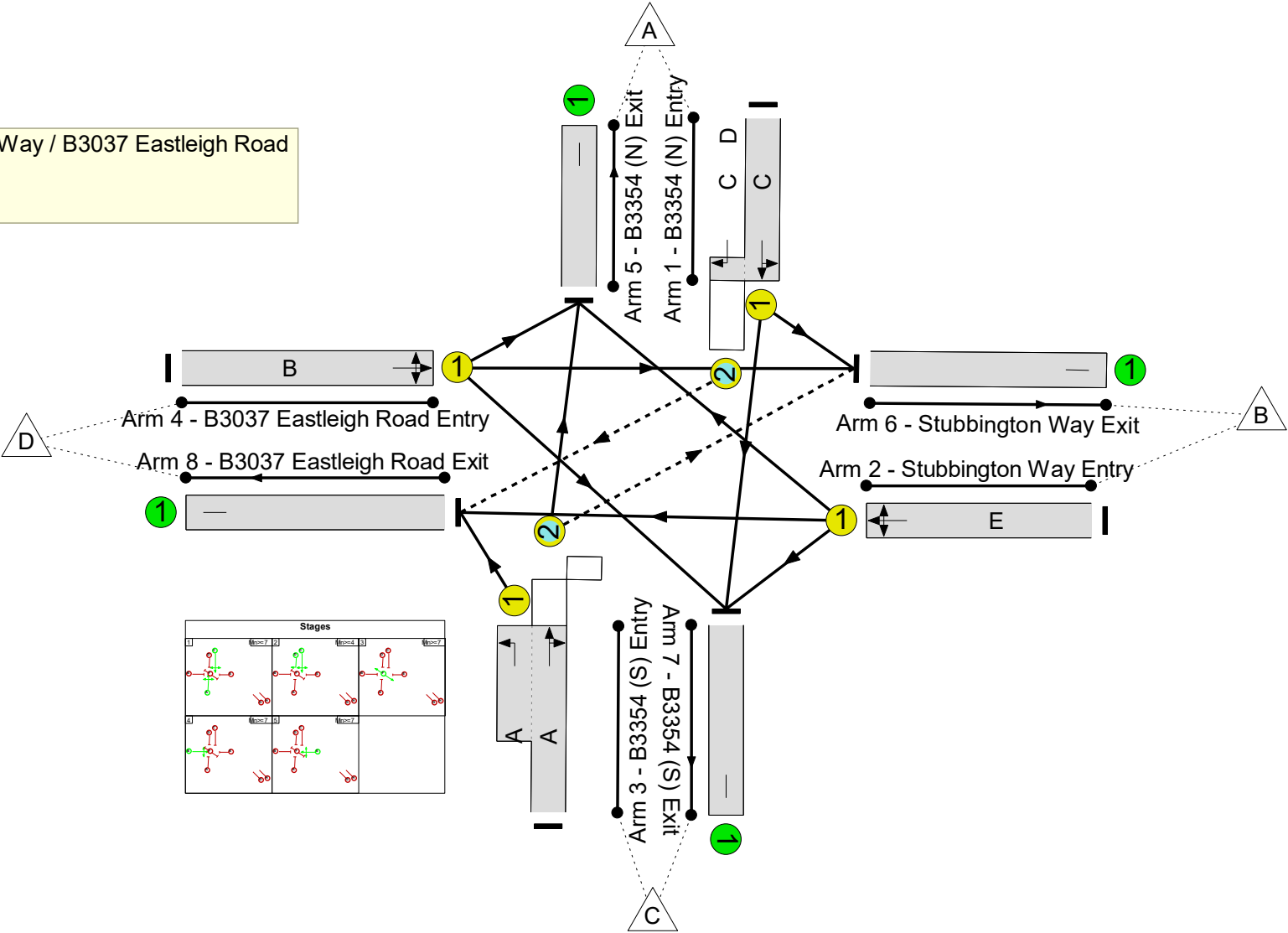
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -4.2 %

Total Traffic Delay: 34.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.8%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	93.8%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	54	4	646	1941:1925	575+146	89.6 : 89.6%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	82	1887	126	65.2%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	44	-	768	2028:1702	463+366	92.6 : 92.6%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	27	-	403	1841	430	93.8%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%

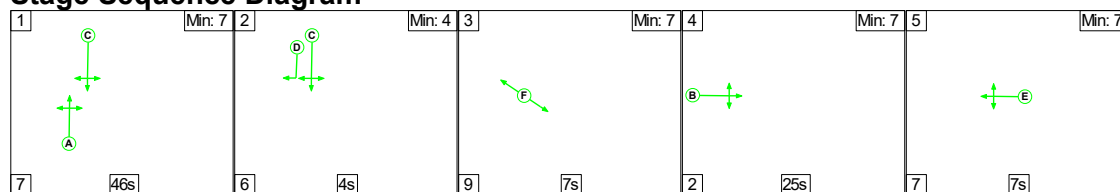
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 5: 'Base + Committed + Development AM' (FG5: 'Future + Committed + Development AM', Plan 1: 'Network Control Plan 1')

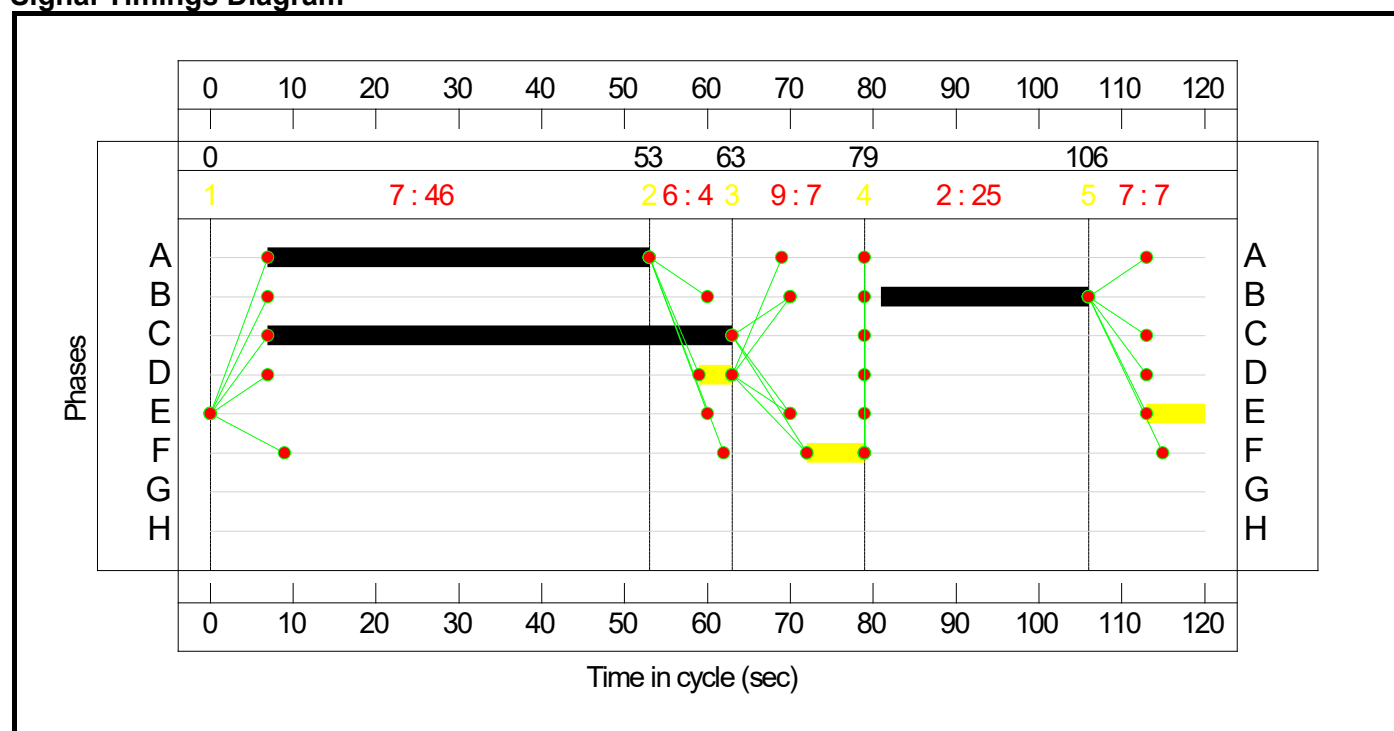
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	46	4	7	25	7
Change Point	0	53	63	79	106

Signal Timings Diagram



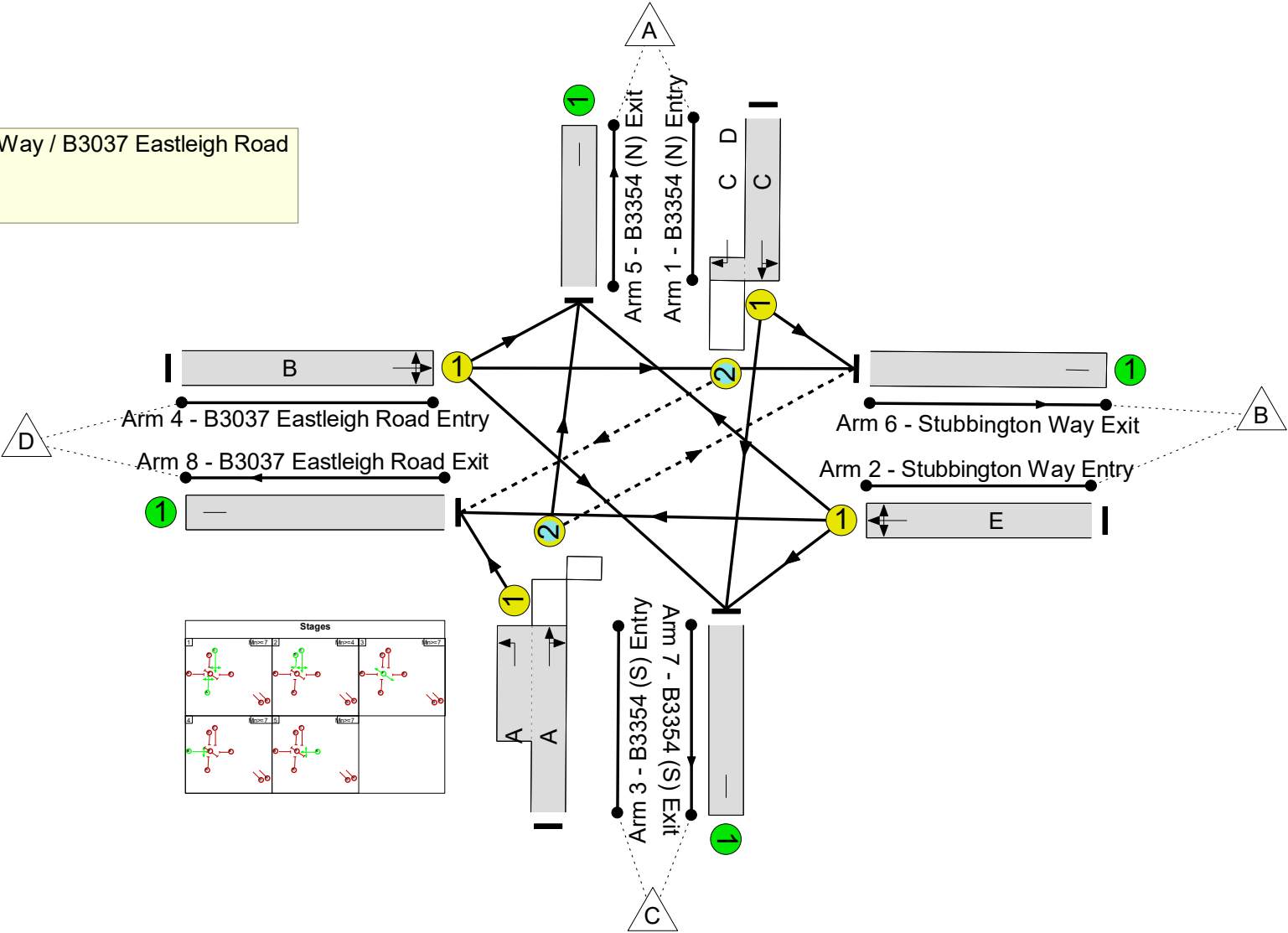
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -10.3 %

Total Traffic Delay: 51.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	99.3%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	99.3%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	56	4	549	1937:1925	428+131	98.2 : 98.2%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	110	1841	123	89.6%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	46	-	846	2039:1702	501+352	99.3 : 99.3%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	25	-	388	1862	403	96.2%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%

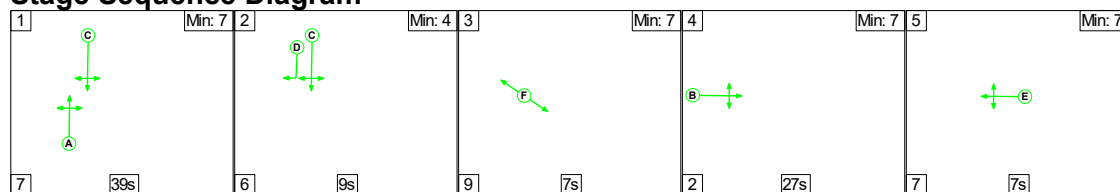
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: 'Base + Committed + Development PM' (FG6: 'Future + Committed + Development PM', Plan 1: 'Network Control Plan 1')

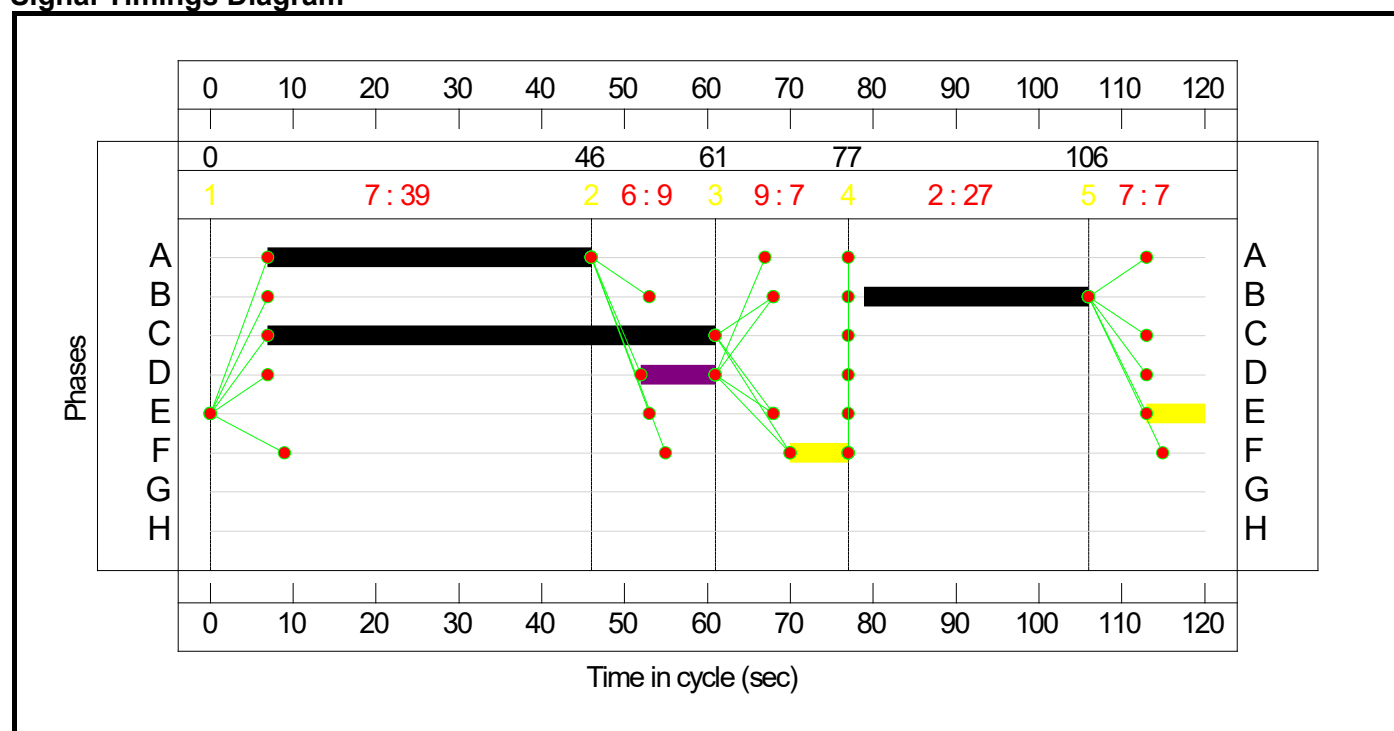
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	39	9	7	27	7
Change Point	0	46	61	77	106

Signal Timings Diagram



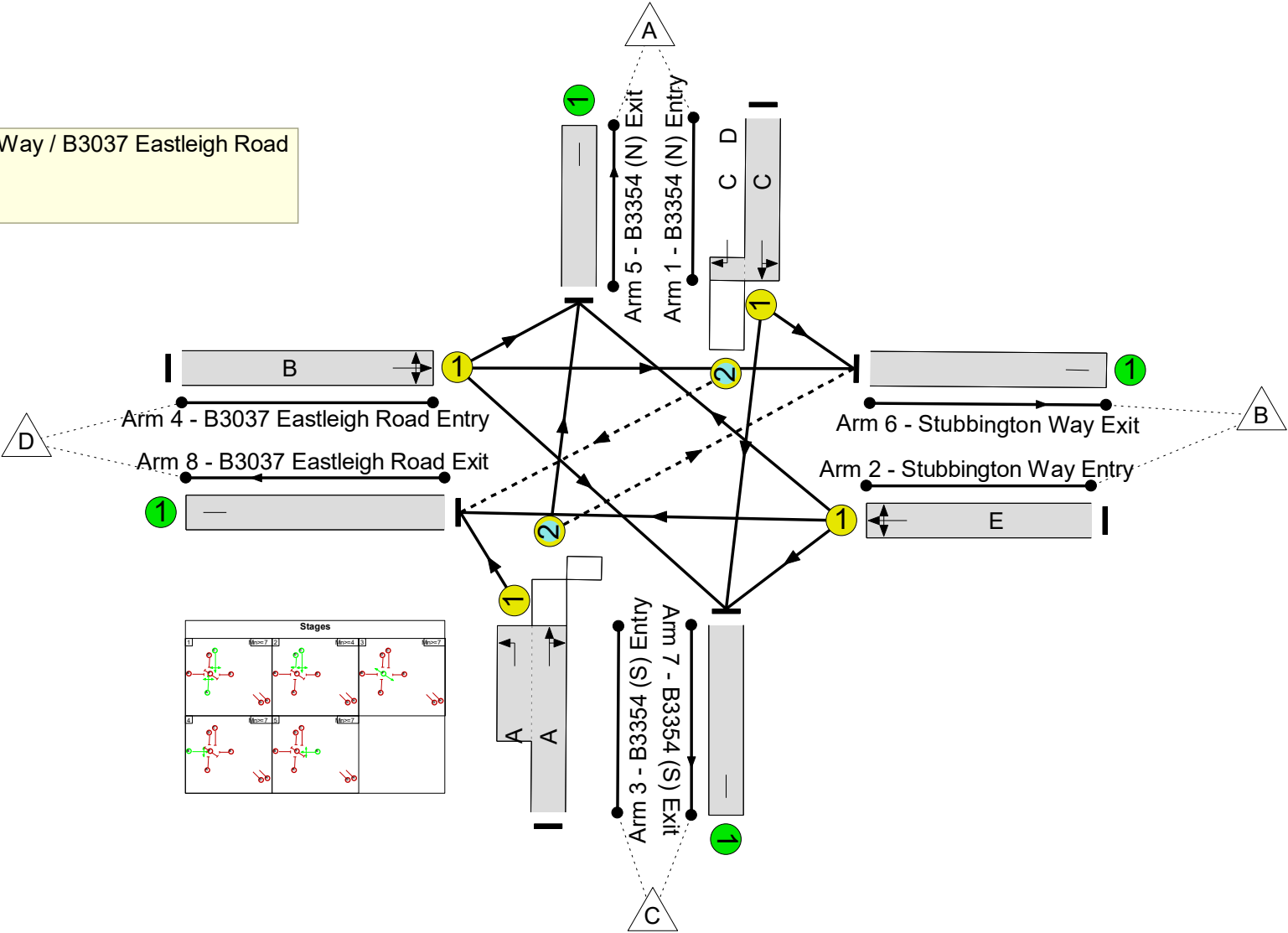
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -14.3 %

Total Traffic Delay: 76.0 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	102.8%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	102.8%
1/1+1/2	B3354 (N) Entry Left Ahead Right	U+O	N/A	N/A	C	D	1	54	9	670	1941:1925	505+149	102.3 : 102.3%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	82	1887	126	65.2%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	39	-	772	2028:1702	421+330	102.8 : 102.8%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	27	-	438	1829	427	102.6%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	537	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	-	-	22	138	12	23.0	52.1	0.9	76.0	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	22	138	12	23.0	52.1	0.9	76.0	-	-	-	-
1/1+1/2	670	655	0	138	11	6.2	17.3	0.8	24.3	130.6	22.7	17.3	40.1
2/1	82	82	-	-	-	1.2	0.9	-	2.1	94.1	2.7	0.9	3.6
3/2+3/1	772	751	22	0	1	9.5	20.2	0.1	29.8	139.2	23.4	20.2	43.6
4/1	438	427	-	-	-	6.1	13.6	-	19.7	161.9	15.0	13.6	28.6
5/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -14.3 Total Delay for Signalled Lanes (pcuHr): 75.99 Cycle Time (s): 120 PRC Over All Lanes (%): -14.3 Total Delay Over All Lanes(pcuHr): 75.99													

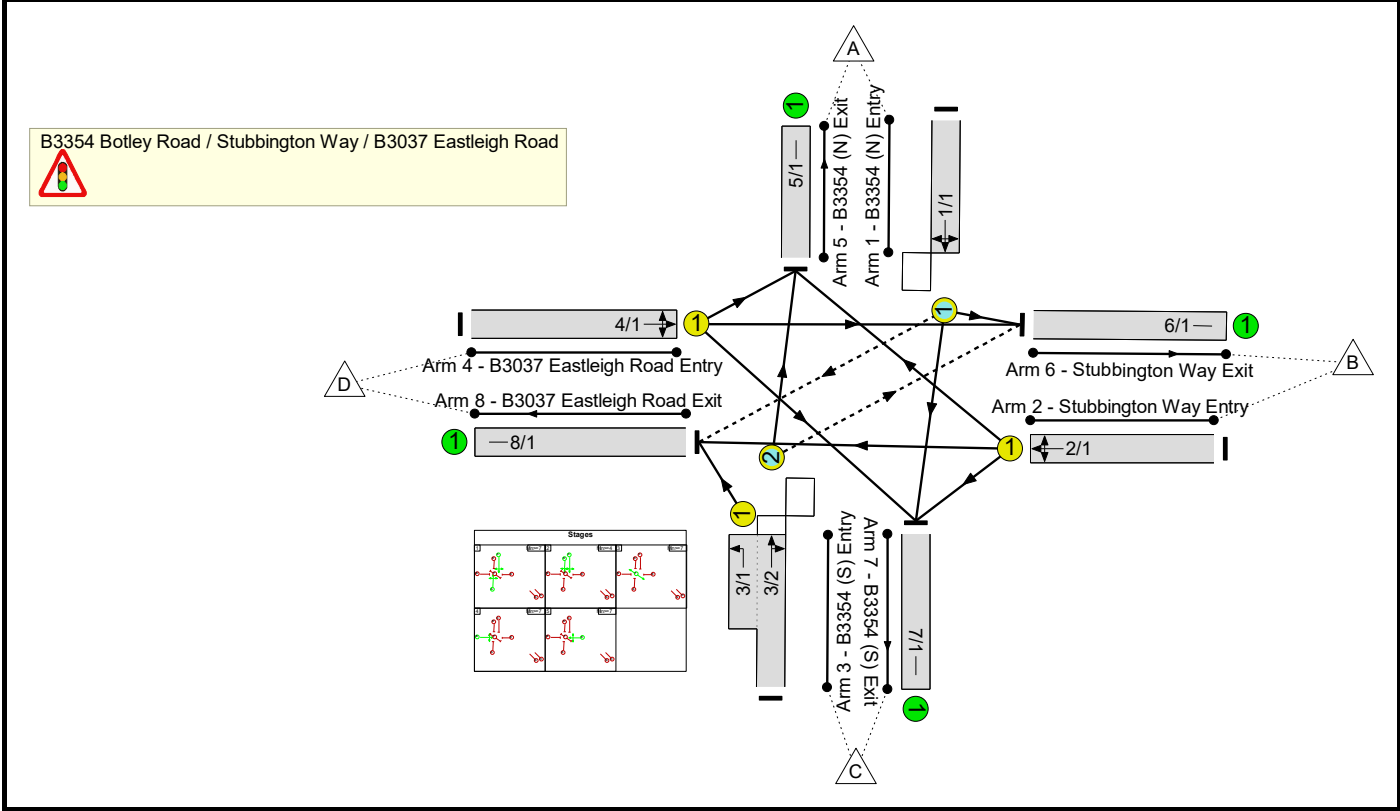
Full Input Data And Results

Full Input Data And Results

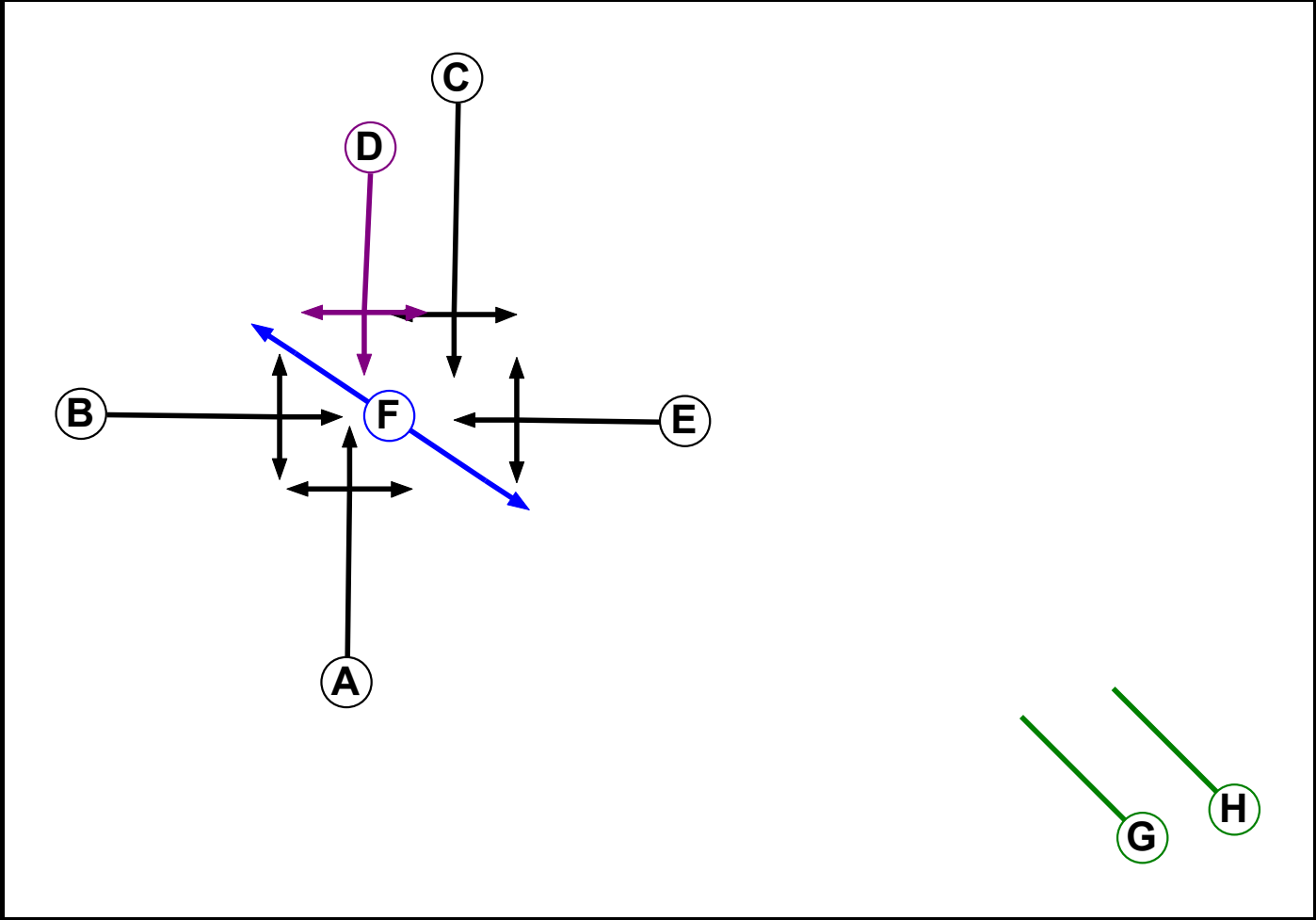
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	B3354 Stubbington Way Junction Rev2.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	Ind. Arrow	C	4	4
E	Traffic		7	7
F	Pedestrian		7	7
G	Dummy R/A		7	7
H	Dummy R/A		7	7

Full Input Data And Results

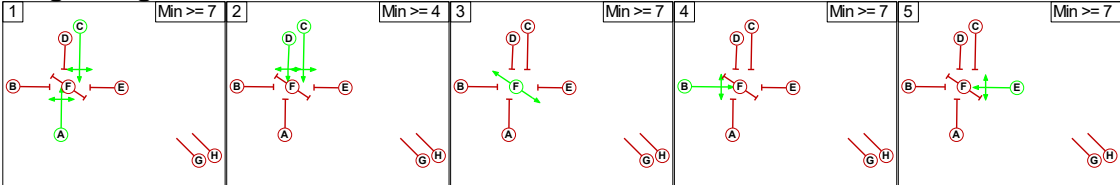
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		7	-	6	7	8	3	3
	B	7		7	7	7	8	3	3
	C	-	7		-	7	8	3	3
	D	6	7	-		7	8	3	3
	E	7	7	7	7		8	3	3
	F	0	0	0	0	0		3	3
	G	2	2	2	2	2	2		3
	H	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage					
		1	2	3	4	5
	1		6	8	7	7
	2	6		8	7	7
	3	2	X		2	2
	4	7	7	8		7
	5	7	7	8	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (B3354 (N) Entry)	8/1 (Right)	1439	0	3/2	1.09	To 5/1 (Ahead)	2.00	2.00	0.50	2	2.00
				3/1	1.09	All					
3/2 (B3354 (S) Entry)	6/1 (Right)	1439	0	1/1	1.09	All	3.00	2.00	0.50	3	3.00

Lane Input Data

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road												
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 (B3354 (N) Entry)	O	C D	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 6 Left Arm 7 Ahead Arm 8 Right	17.00 Inf 17.00
2/1 (Stubbington Way Entry)	U	E	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Right Arm 7 Left Arm 8 Ahead	14.00 9.00 Inf
3/1 (B3354 (S) Entry)	U	A	2	3	5.0	Geom	-	3.10	0.00	Y	Arm 8 Left	12.00
3/2 (B3354 (S) Entry)	O	A	2	3	60.0	Geom	-	3.10	0.00	N	Arm 5 Ahead Arm 6 Right Arm 5 Left	Inf 10.00 9.00
4/1 (B3037 Eastleigh Road Entry)	U	B	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 6 Ahead Arm 7 Right	Inf 43.00
5/1 (B3354 (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Stubbington Way Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B3354 (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B3037 Eastleigh Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base AM'	08:00	09:00	01:00	
2: 'Base PM'	17:00	18:00	01:00	
3: 'Future + Committed AM'	08:00	09:00	01:00	
4: 'Future + Committed PM'	17:00	18:00	01:00	
5: 'Future + Committed + Development AM'	08:00	09:00	01:00	
6: 'Future + Committed + Development PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	34	350	80	464
	B	43	0	30	37	110
	C	367	9	0	245	621
	D	54	18	276	0	348
	Tot.	464	61	656	362	1543

Traffic Lane Flows

Lane	Scenario 1: Base AM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1	464
2/1	110
3/1 (short)	245
3/2 (with short)	621(In) 376(Out)
4/1	348
5/1	464
6/1	61
7/1	656
8/1	362

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	5.00	0.00	Y	Arm 6 Left	17.00	7.3 %	2070	2070
				Arm 7 Ahead	Inf	75.4 %		
				Arm 8 Right	17.00	17.2 %		
2/1 (Stubbington Way Entry)	5.00	0.00	Y	Arm 5 Right	14.00	39.1 %	1945	1945
				Arm 7 Left	9.00	27.3 %		
				Arm 8 Ahead	Inf	33.6 %		
3/1 (B3354 (S) Entry)	3.10	0.00	Y	Arm 8 Left	12.00	100.0 %	1711	1711
3/2 (B3354 (S) Entry)	3.10	0.00	N	Arm 5 Ahead	Inf	97.6 %	2058	2058
				Arm 6 Right	10.00	2.4 %		
				Arm 5 Left	9.00	15.5 %		
4/1 (B3037 Eastleigh Road Entry)	3.75	0.00	Y	Arm 6 Ahead	Inf	5.2 %	1889	1889
				Arm 7 Right	43.00	79.3 %		
5/1 (B3354 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Stubbington Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B3354 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Base PM' (FG2: 'Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	408	123	561
	B	20	0	17	45	82
	C	386	24	0	320	730
	D	58	33	232	0	323
	Tot.	464	87	657	488	1696

Traffic Lane Flows

Lane	Scenario 2: Base PM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1	561
2/1	82
3/1 (short)	320
3/2 (with short)	730(In) 410(Out)
4/1	323
5/1	464
6/1	87
7/1	657
8/1	488

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	5.00	0.00	Y	Arm 6 Left Arm 7 Ahead Arm 8 Right Arm 5 Right	17.00 Inf 17.00 14.00	5.3 % 72.7 % 21.9 % 24.4 %	2065	2065
2/1 (Stubbington Way Entry)	5.00	0.00	Y	Arm 7 Left Arm 8 Ahead	9.00 Inf	20.7 % 54.9 %	1994	1994
3/1 (B3354 (S) Entry)	3.10	0.00	Y	Arm 8 Left	12.00	100.0 %	1711	1711
3/2 (B3354 (S) Entry)	3.10	0.00	N	Arm 5 Ahead Arm 6 Right Arm 5 Left	Inf 10.00 9.00	94.1 % 5.9 % 18.0 %	2047	2047
4/1 (B3037 Eastleigh Road Entry)	3.75	0.00	Y	Arm 6 Ahead Arm 7 Right	Inf 43.00	10.2 % 71.8 %	1886	1886
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

Scenario 3: 'Future + Committed AM' (FG3: 'Future + Committed AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	34	356	87	477
	B	43	0	30	37	110
	C	471	9	0	349	829
	D	69	18	276	0	363
	Tot.	583	61	662	473	1779

Traffic Lane Flows

Lane	Scenario 3: Future + Committed AM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1	477
2/1	110
3/1 (short)	349
3/2 (with short)	829(In) 480(Out)
4/1	363
5/1	583
6/1	61
7/1	662
8/1	473

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	5.00	0.00	Y	Arm 6 Left	17.00	7.1 %	2069	2069
				Arm 7 Ahead	Inf	74.6 %		
				Arm 8 Right	17.00	18.2 %		
2/1 (Stubbington Way Entry)	5.00	0.00	Y	Arm 5 Right	14.00	39.1 %	1945	1945
				Arm 7 Left	9.00	27.3 %		
				Arm 8 Ahead	Inf	33.6 %		
3/1 (B3354 (S) Entry)	3.10	0.00	Y	Arm 8 Left	12.00	100.0 %	1711	1711
3/2 (B3354 (S) Entry)	3.10	0.00	N	Arm 5 Ahead	Inf	98.1 %	2059	2059
				Arm 6 Right	10.00	1.9 %		
				Arm 5 Left	9.00	19.0 %		
4/1 (B3037 Eastleigh Road Entry)	3.75	0.00	Y	Arm 6 Ahead	Inf	5.0 %	1881	1881
				Arm 7 Right	43.00	76.0 %		
5/1 (B3354 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Stubbington Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B3354 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Future + Committed PM' (FG4: 'Future + Committed PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	485	131	646
	B	20	0	17	45	82
	C	405	24	0	339	768
	D	138	33	232	0	403
	Tot.	563	87	734	515	1899

Traffic Lane Flows

Lane	Scenario 4: Future + Committed PM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1	646
2/1	82
3/1 (short)	339
3/2 (with short)	768(In) 429(Out)
4/1	403
5/1	563
6/1	87
7/1	734
8/1	515

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	5.00	0.00	Y	Arm 6 Left Arm 7 Ahead Arm 8 Right Arm 5 Right	17.00 Inf 17.00 14.00	4.6 % 75.1 % 20.3 % 24.4 %	2069	2069
2/1 (Stubbington Way Entry)	5.00	0.00	Y	Arm 7 Left Arm 8 Ahead	9.00 Inf	20.7 % 54.9 %	1994	1994
3/1 (B3354 (S) Entry)	3.10	0.00	Y	Arm 8 Left	12.00	100.0 %	1711	1711
3/2 (B3354 (S) Entry)	3.10	0.00	N	Arm 5 Ahead Arm 6 Right Arm 5 Left	Inf 10.00 9.00	94.4 % 5.6 % 34.2 %	2048	2048
4/1 (B3037 Eastleigh Road Entry)	3.75	0.00	Y	Arm 6 Ahead Arm 7 Right	Inf 43.00	8.2 % 57.6 %	1847	1847
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results
'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	34	386	129	549
	B	43	0	30	37	110
	C	488	9	0	349	846
	D	94	18	276	0	388
	Tot.	625	61	692	515	1893

Traffic Lane Flows

Lane	Scenario 5: Future + Committed + Development AM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1	549
2/1	110
3/1 (short)	349
3/2 (with short)	846(In) 497(Out)
4/1	388
5/1	625
6/1	61
7/1	692
8/1	515

Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	5.00	0.00	Y	Arm 6 Left	17.00	6.2 %	2061	2061
				Arm 7 Ahead	Inf	70.3 %		
				Arm 8 Right	17.00	23.5 %		
2/1 (Stubbington Way Entry)	5.00	0.00	Y	Arm 5 Right	14.00	39.1 %	1945	1945
				Arm 7 Left	9.00	27.3 %		
				Arm 8 Ahead	Inf	33.6 %		
3/1 (B3354 (S) Entry)	3.10	0.00	Y	Arm 8 Left	12.00	100.0 %	1711	1711
3/2 (B3354 (S) Entry)	3.10	0.00	N	Arm 5 Ahead	Inf	98.2 %	2059	2059
				Arm 6 Right	10.00	1.8 %		
				Arm 5 Left	9.00	24.2 %		
4/1 (B3037 Eastleigh Road Entry)	3.75	0.00	Y	Arm 6 Ahead	Inf	4.6 %	1868	1868
				Arm 7 Right	43.00	71.1 %		
5/1 (B3354 (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Stubbington Way Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B3354 (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Future + Committed + Development PM' (FG6: 'Future + Committed + Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	30	487	153	670
	B	20	0	17	45	82
	C	409	24	0	339	772
	D	173	33	232	0	438
	Tot.	602	87	736	537	1962

Traffic Lane Flows

Lane	Scenario 6: Future + Committed + Development PM
Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	
1/1	670
2/1	82
3/1 (short)	339
3/2 (with short)	772(In) 433(Out)
4/1	438
5/1	602
6/1	87
7/1	736
8/1	537

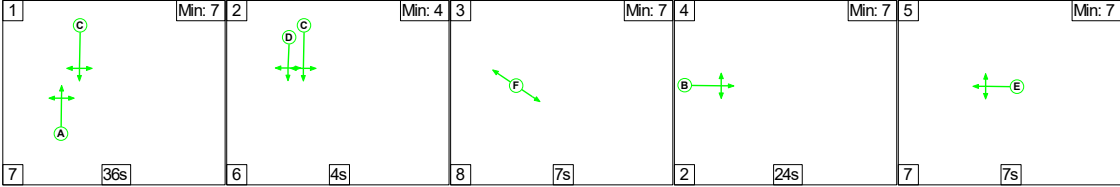
Lane Saturation Flows

Junction: B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road								
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 (B3354 (N) Entry)	5.00	0.00	Y	Arm 6 Left Arm 7 Ahead Arm 8 Right Arm 5 Right	17.00 Inf 17.00 14.00	4.5 % 72.7 % 22.8 % 24.4 %	2065	2065
2/1 (Stubbington Way Entry)	5.00	0.00	Y	Arm 7 Left Arm 8 Ahead	9.00 Inf	20.7 % 54.9 %	1994	1994
3/1 (B3354 (S) Entry)	3.10	0.00	Y	Arm 8 Left	12.00	100.0 %	1711	1711
3/2 (B3354 (S) Entry)	3.10	0.00	N	Arm 5 Ahead Arm 6 Right Arm 5 Left	Inf 10.00 9.00	94.5 % 5.5 % 39.5 %	2048	2048
4/1 (B3037 Eastleigh Road Entry)	3.75	0.00	Y	Arm 6 Ahead Arm 7 Right	Inf 43.00	7.5 % 53.0 %	1835	1835
5/1 (B3354 (N) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
6/1 (Stubbington Way Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
7/1 (B3354 (S) Exit Lane 1)				Infinite Saturation Flow			Inf	Inf
8/1 (B3037 Eastleigh Road Exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Full Input Data And Results

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

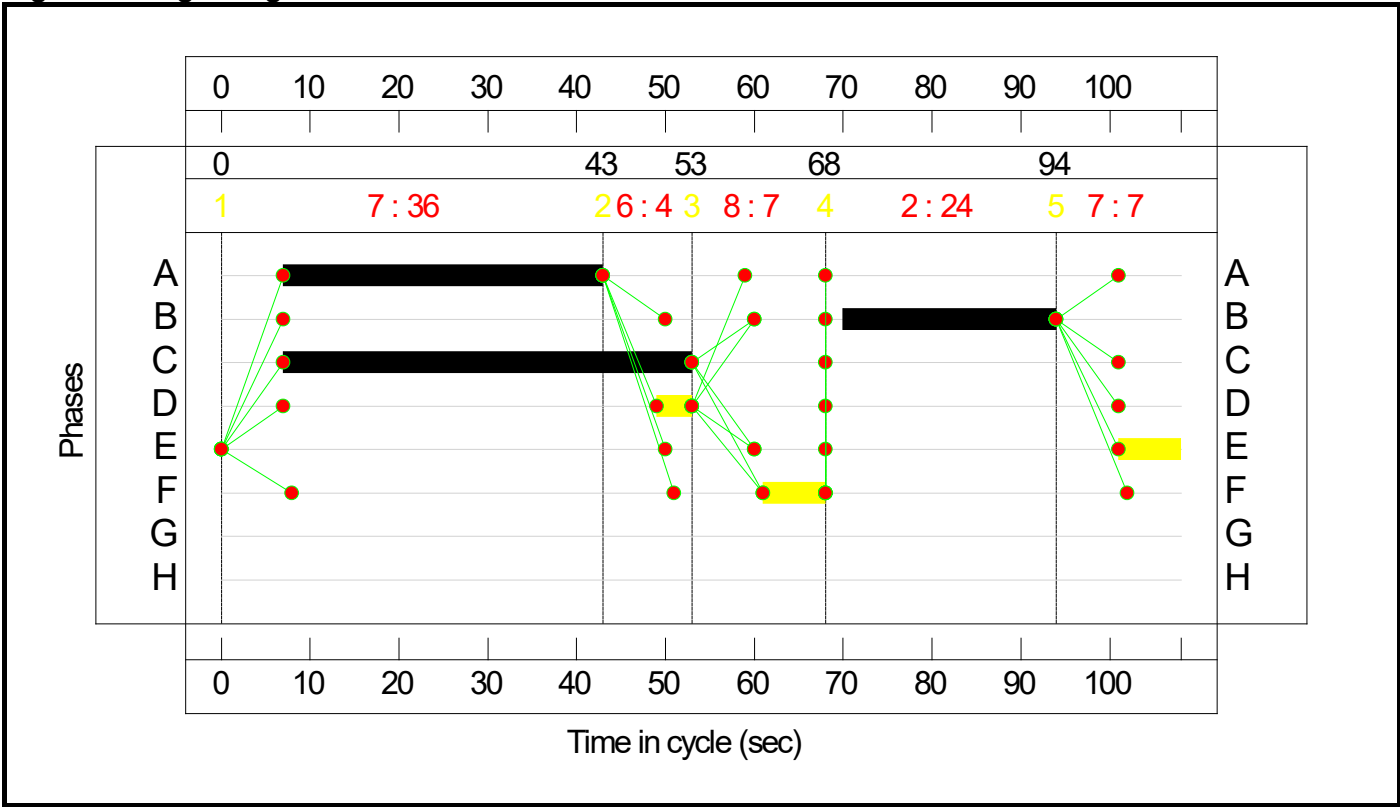
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	36	4	7	24	7
Change Point	0	43	53	68	94

Signal Timings Diagram



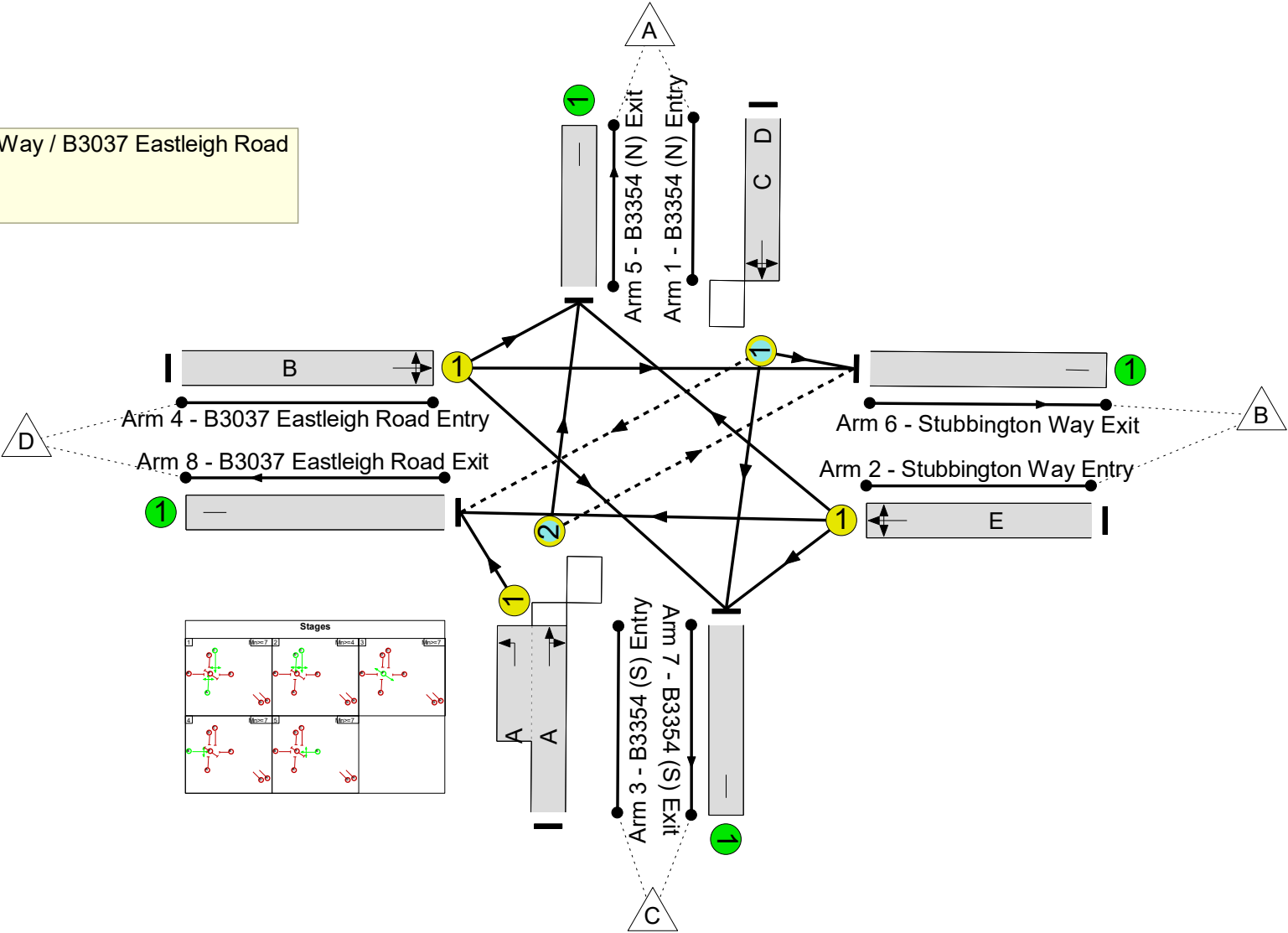
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: 11.5 %

Total Traffic Delay: 20.0 pcuHr



Full Input Data And Results

Network Results

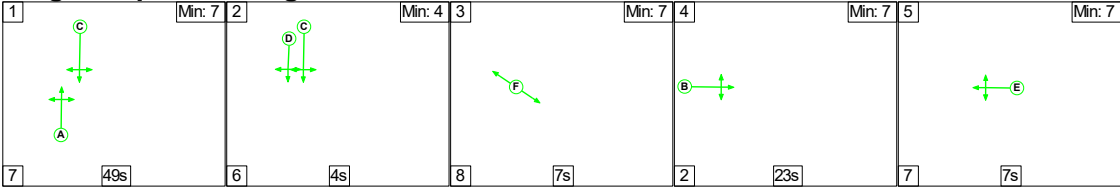
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/1	B3354 (N) Entry Left Ahead Right	O	N/A	N/A	C	D	1	46	4	464	2070	712	65.1%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	110	1945	144	76.3%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	36	-	621	2058:1711	466+304	80.7 : 80.7%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	24	-	348	1889	437	79.6%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	362	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	-	-	82	6	2	13.3	6.3	0.4	20.0	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	82	6	2	13.3	6.3	0.4	20.0	-	-	-	-
1/1	464	464	73	6	1	2.9	0.9	0.4	4.2	32.4	10.1	0.9	11.0
2/1	110	110	-	-	-	1.5	1.5	-	3.0	97.7	3.2	1.5	4.7
3/2+3/1	621	621	9	0	0	5.2	2.0	0.0	7.2	41.9	13.1	2.0	15.2
4/1	348	348	-	-	-	3.8	1.9	-	5.7	58.5	9.8	1.9	11.6
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalised Lanes (%):			11.5	Total Delay for Signalised Lanes (pcuHr):		20.03	Cycle Time (s): 108				
		PRC Over All Lanes (%):			11.5	Total Delay Over All Lanes(pcuHr):		20.03					

Full Input Data And Results
Scenario 2: 'Base PM' (FG2: 'Base PM', Plan 1: 'Network Control Plan 1')

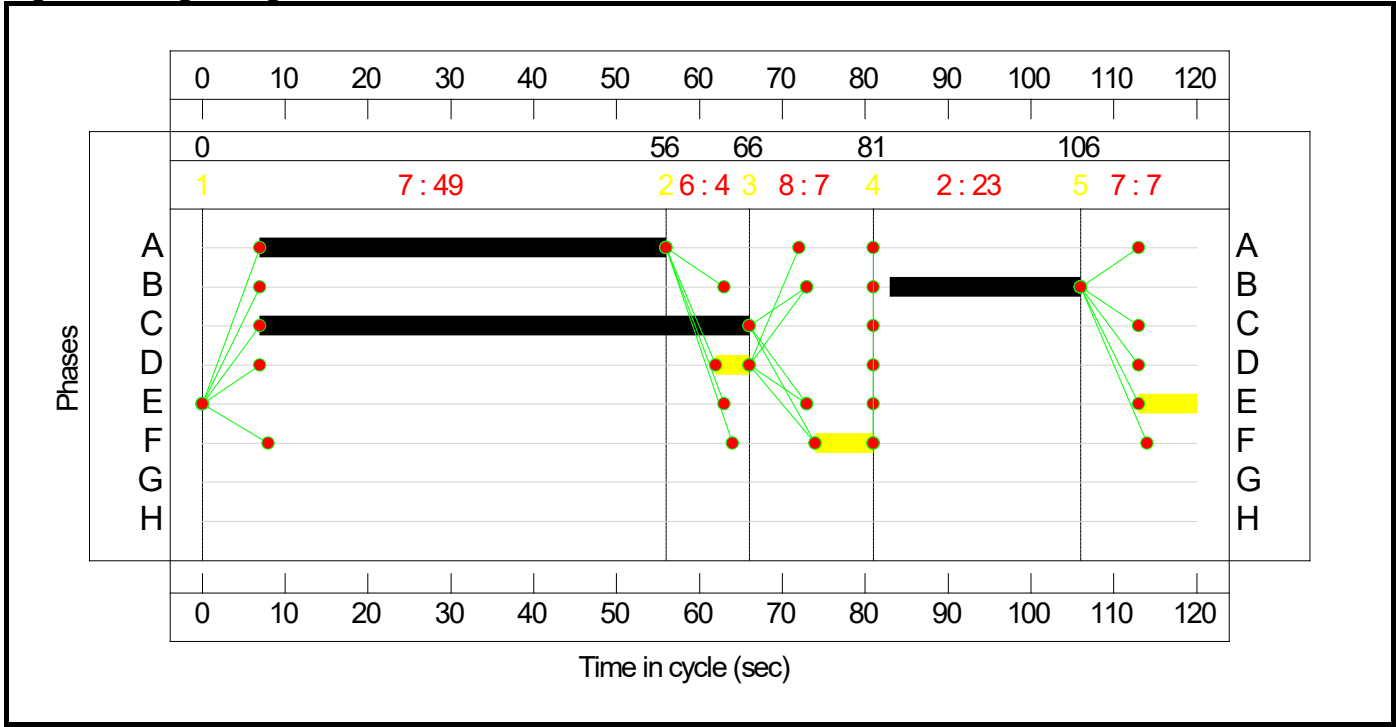
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	49	4	7	23	7
Change Point	0	56	66	81	106

Signal Timings Diagram



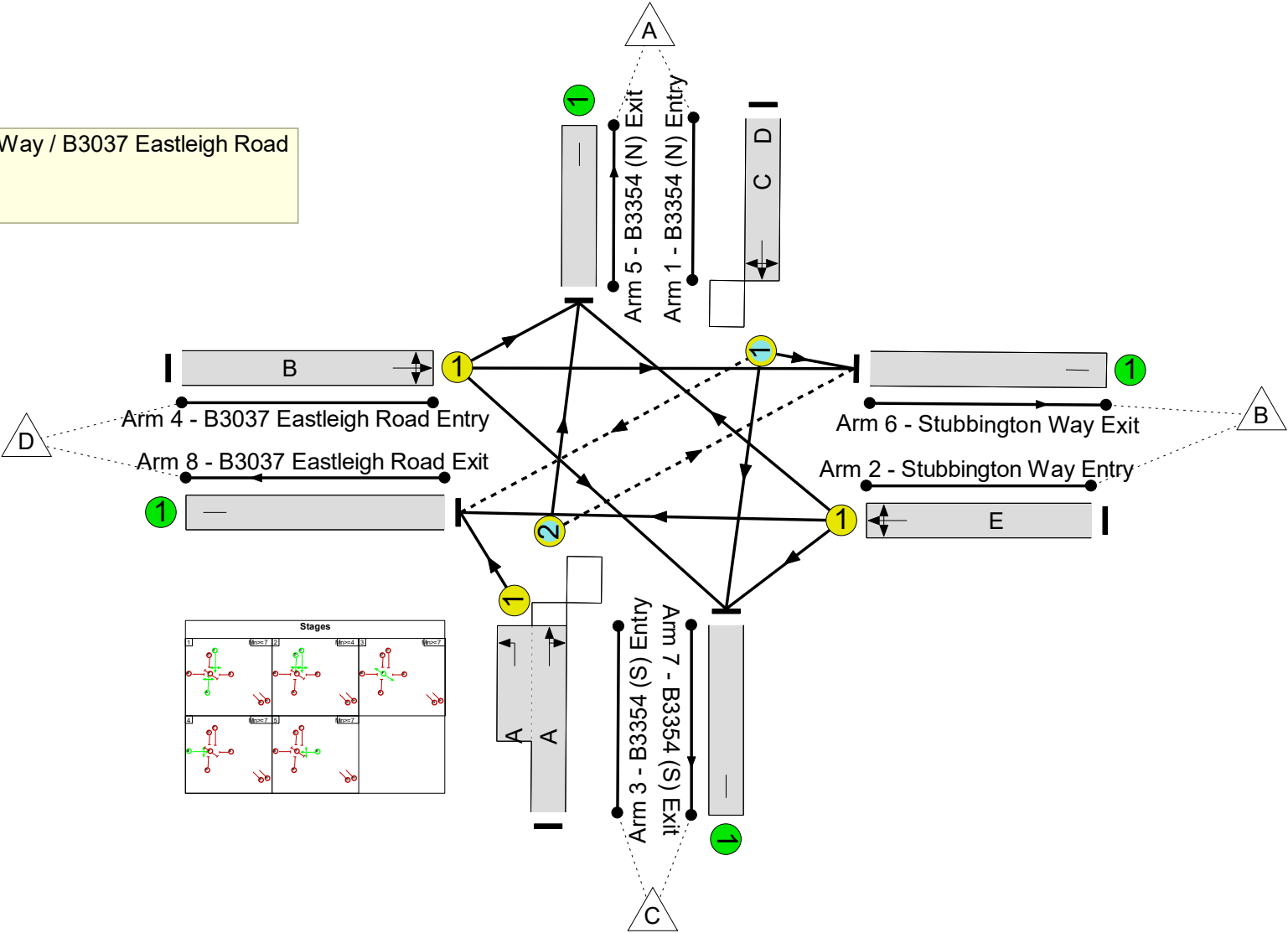
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: 5.1 %

Total Traffic Delay: 23.9 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.6%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	85.6%
1/1	B3354 (N) Entry Left Ahead Right	O	N/A	N/A	C	D	1	59	4	561	2065	669	83.8%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	82	1994	133	61.7%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	49	-	730	2047:1711	512+399	80.1 : 80.1%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	23	-	323	1886	377	85.6%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%

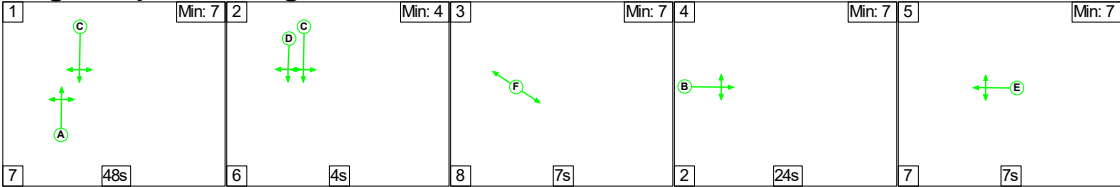
Full Input Data And Results

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	-	-	118	27	2	15.3	7.9	0.6	23.9	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	118	27	2	15.3	7.9	0.6	23.9	-	-	-	-
1/1	561	561	94	27	2	4.3	2.5	0.6	7.3	47.0	17.3	2.5	19.8
2/1	82	82	-	-	-	1.2	0.8	-	2.0	88.8	2.6	0.8	3.4
3/2+3/1	730	730	24	0	0	5.6	2.0	0.0	7.6	37.7	16.6	2.0	18.6
4/1	323	323	-	-	-	4.2	2.7	-	6.9	76.5	10.3	2.7	13.0
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	87	87	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1		PRC for Signalled Lanes (%):		5.1	Total Delay for Signalled Lanes (pcuHr):		23.85		Cycle Time (s): 120				
		PRC Over All Lanes (%):		5.1	Total Delay Over All Lanes(pcuHr):		23.85						

Full Input Data And Results

Scenario 3: 'Future + Committed AM' (FG3: 'Future + Committed AM', Plan 1: 'Network Control Plan 1')

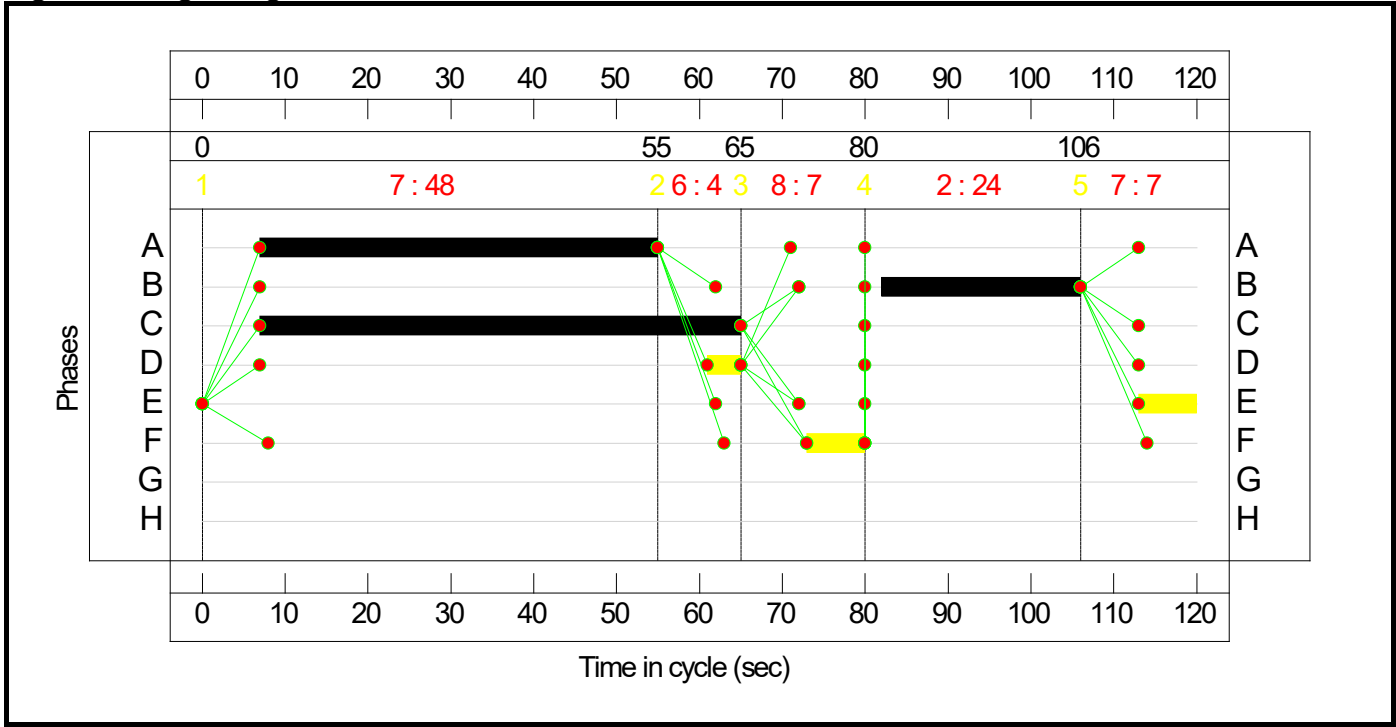
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	48	4	7	24	7
Change Point	0	55	65	80	106

Signal Timings Diagram



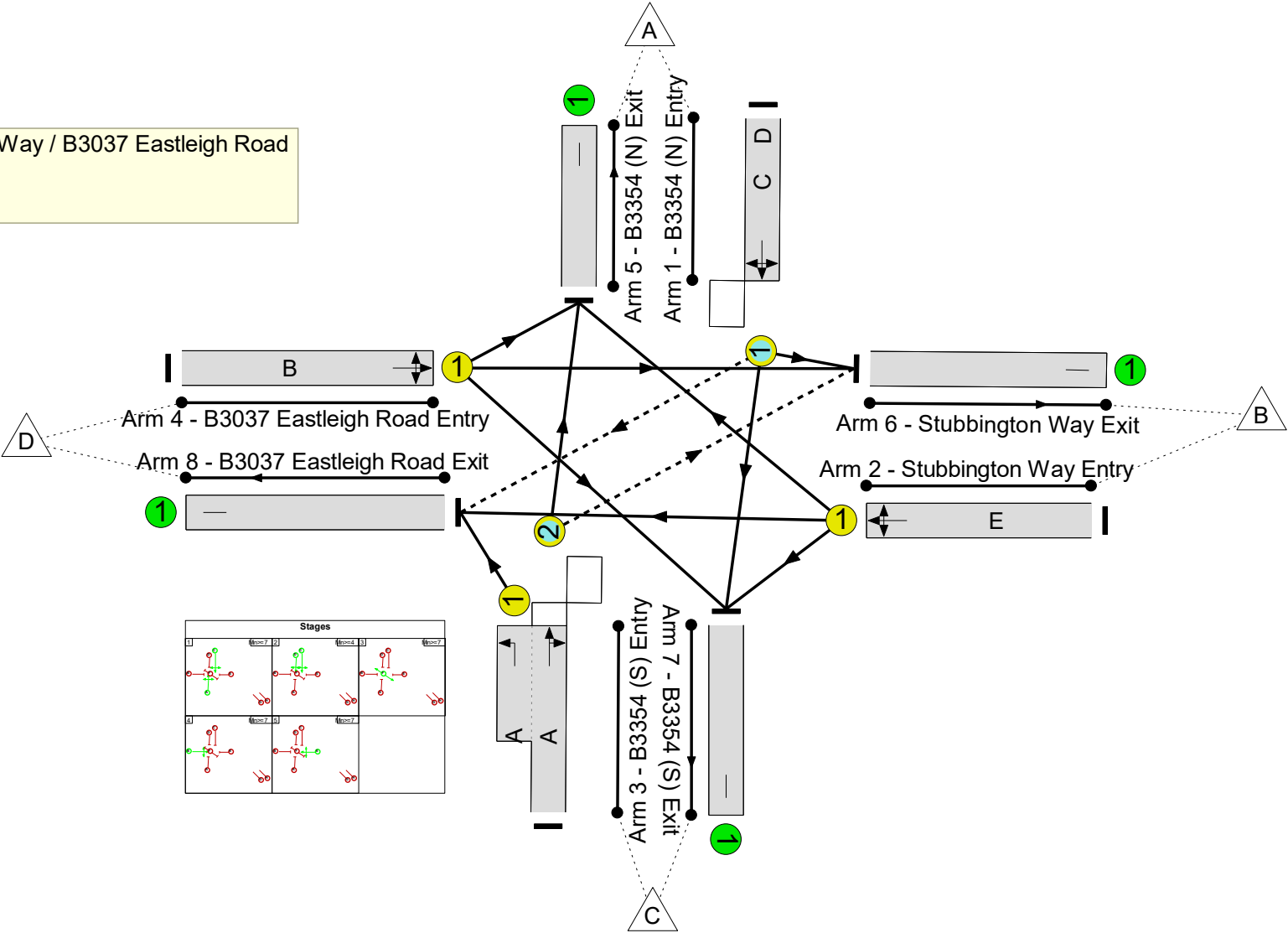
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -3.3 %

Total Traffic Delay: 33.9 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
1/1	B3354 (N) Entry Left Ahead Right	O	N/A	N/A	C	D	1	58	4	477	2069	531	89.9%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	110	1945	130	84.8%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	48	-	829	2059:1711	516+375	93.0 : 93.0%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	24	-	363	1881	392	92.6%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%

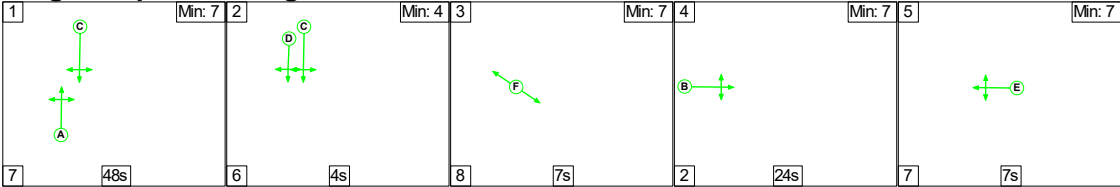
Full Input Data And Results

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	-	-	32	62	2	16.7	16.5	0.7	33.9	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	32	62	2	16.7	16.5	0.7	33.9	-	-	-	-
1/1	477	477	23	62	1	3.1	3.9	0.7	7.7	58.0	10.6	3.9	14.5
2/1	110	110	-	-	-	1.7	2.3	-	4.0	129.8	3.6	2.3	5.9
3/2+3/1	829	829	9	0	0	7.2	5.6	0.0	12.9	55.8	22.4	5.6	28.0
4/1	363	363	-	-	-	4.7	4.7	-	9.4	93.5	11.8	4.7	16.5
5/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	61	61	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -3.3 Total Delay for Signalled Lanes (pcuHr): 33.94 Cycle Time (s): 120 PRC Over All Lanes (%): -3.3 Total Delay Over All Lanes(pcuHr): 33.94													

Full Input Data And Results

Scenario 4: 'Future + Committed PM' (FG4: 'Future + Committed PM', Plan 1: 'Network Control Plan 1')

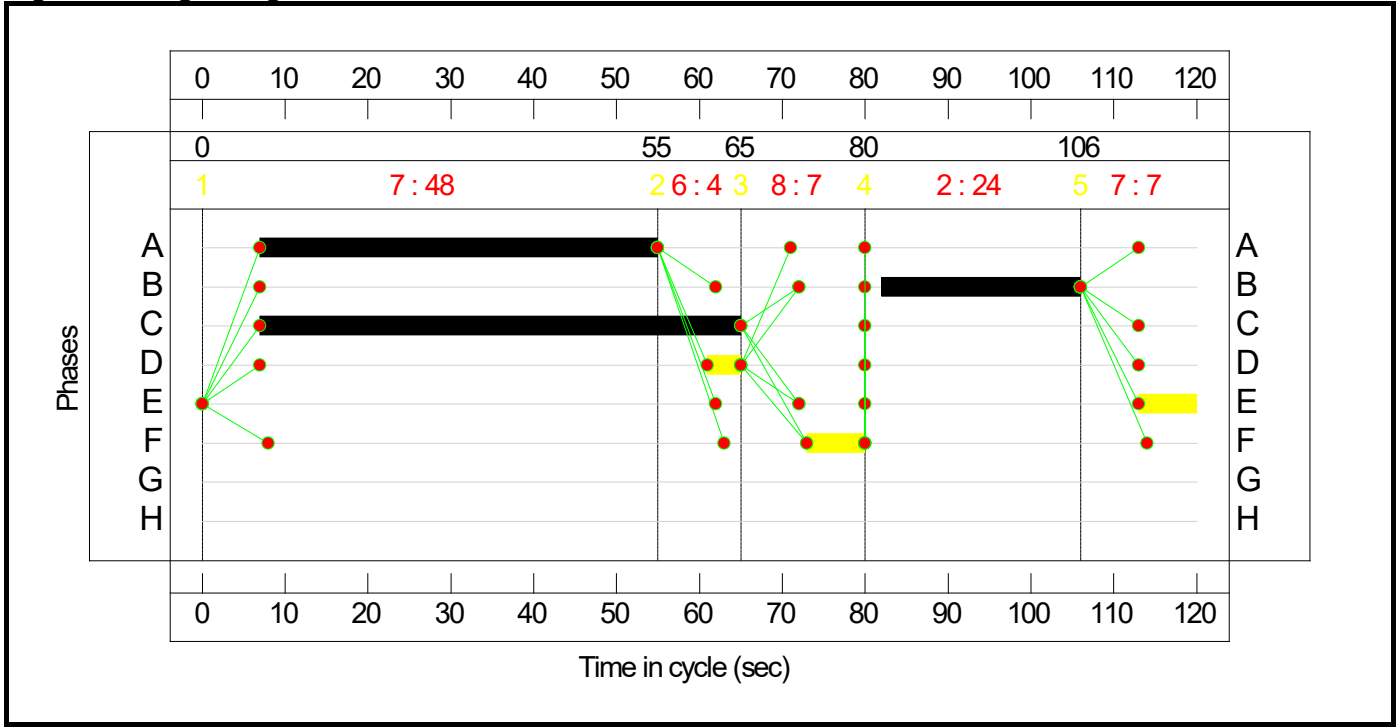
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	48	4	7	24	7
Change Point	0	55	65	80	106

Signal Timings Diagram



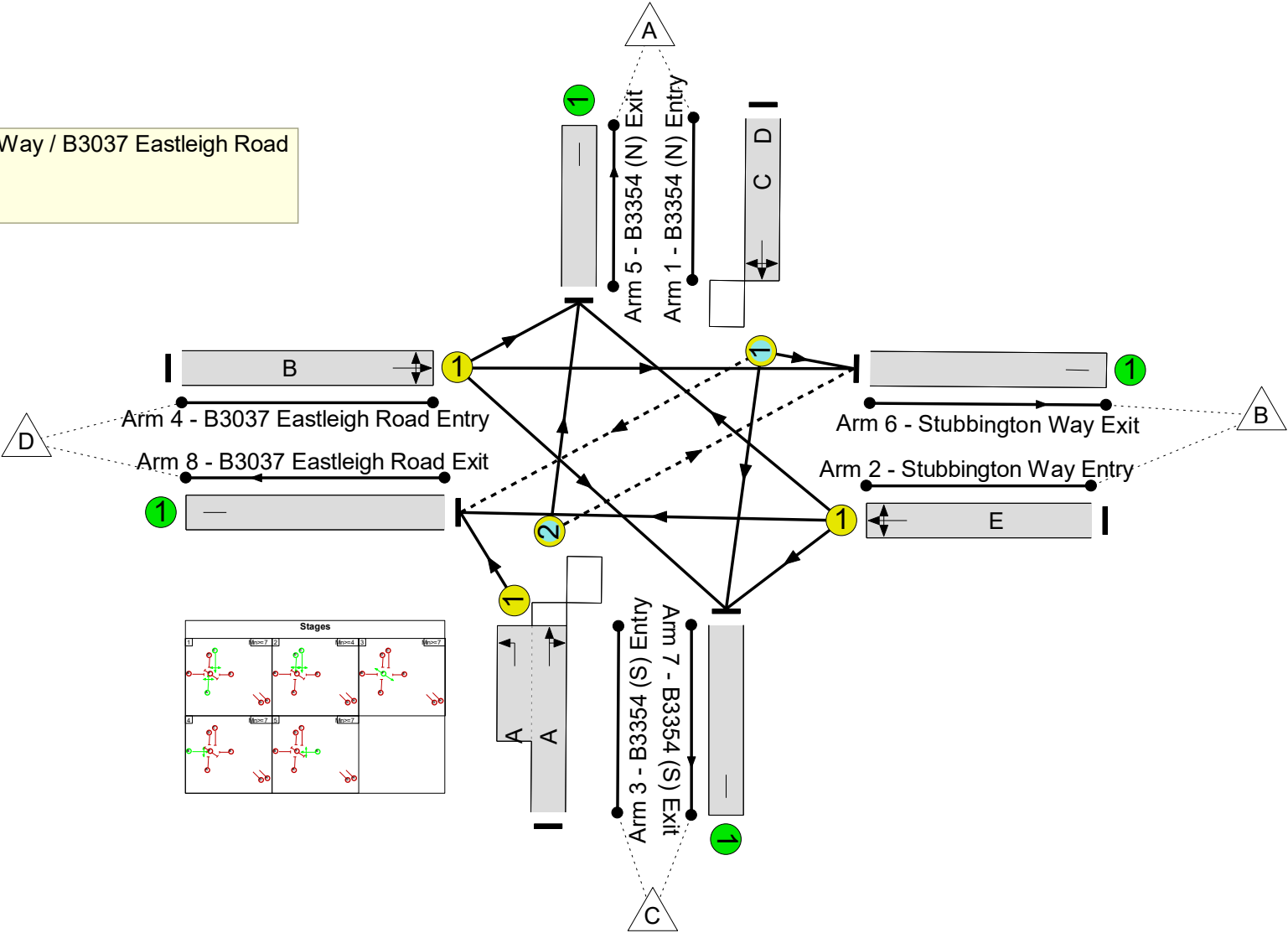
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -18.5 %

Total Traffic Delay: 67.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	106.7%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	106.7%
1/1	B3354 (N) Entry Left Ahead Right	O	N/A	N/A	C	D	1	58	4	646	2069	606	106.7%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	82	1994	133	61.7%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	48	-	768	2048:1711	501+396	85.7 : 85.7%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	24	-	403	1847	385	104.7%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%

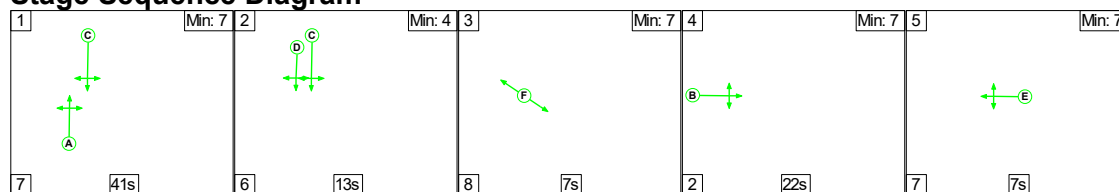
Full Input Data And Results

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	-	-	84	54	9	21.4	45.5	0.6	67.6	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	84	54	9	21.4	45.5	0.6	67.6	-	-	-	-
1/1	646	606	62	54	7	7.8	26.3	0.6	34.7	193.6	22.9	26.3	49.2
2/1	82	82	-	-	-	1.2	0.8	-	2.0	88.8	2.6	0.8	3.4
3/2+3/1	768	768	22	0	2	6.3	2.9	0.0	9.2	43.0	18.7	2.9	21.5
4/1	403	385	-	-	-	6.0	15.6	-	21.6	193.1	14.0	15.6	29.6
5/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	84	84	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -18.5 Total Delay for Signalled Lanes (pcuHr): 67.56 Cycle Time (s): 120 PRC Over All Lanes (%): -18.5 Total Delay Over All Lanes(pcuHr): 67.56													

Full Input Data And Results

Scenario 5: 'Future + Committed + Development AM' (FG5: 'Future + Committed + Development AM', Plan 1: 'Network Control Plan 1')

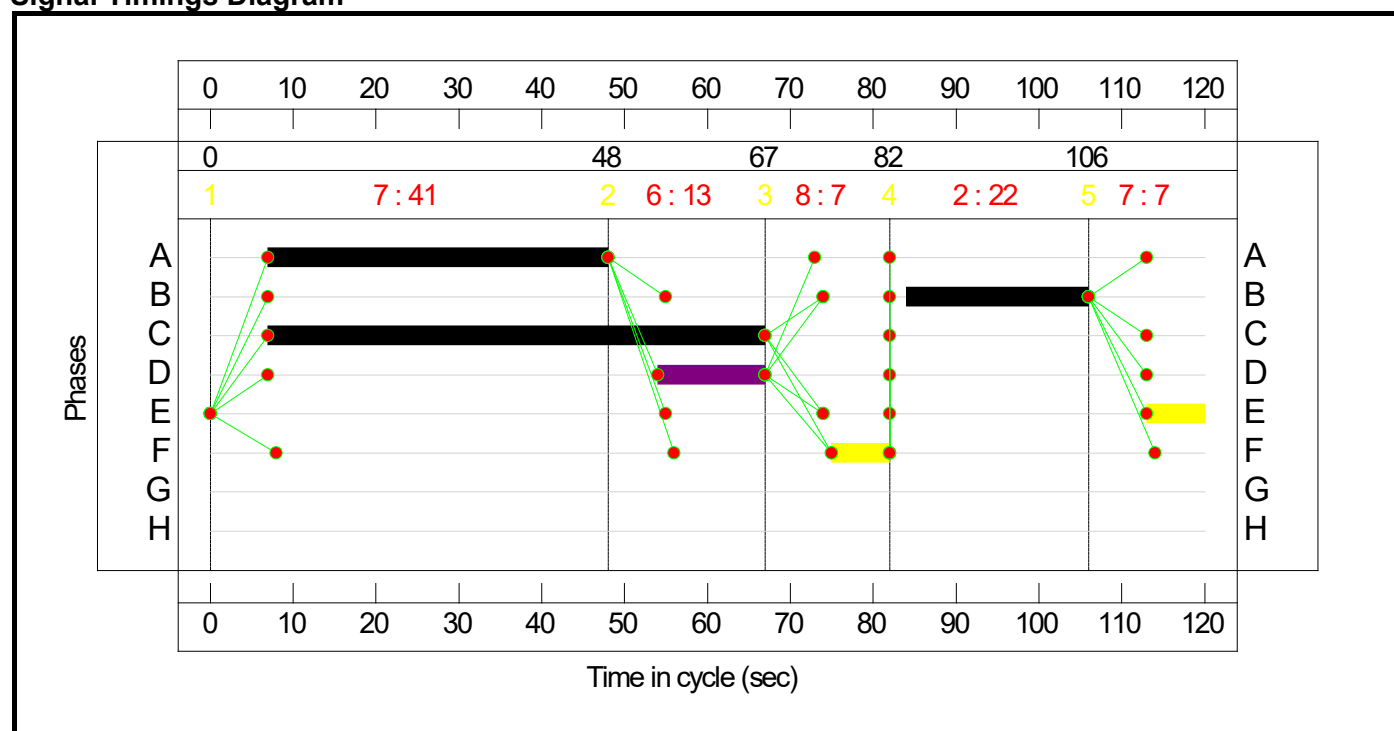
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	41	13	7	22	7
Change Point	0	48	67	82	106

Signal Timings Diagram



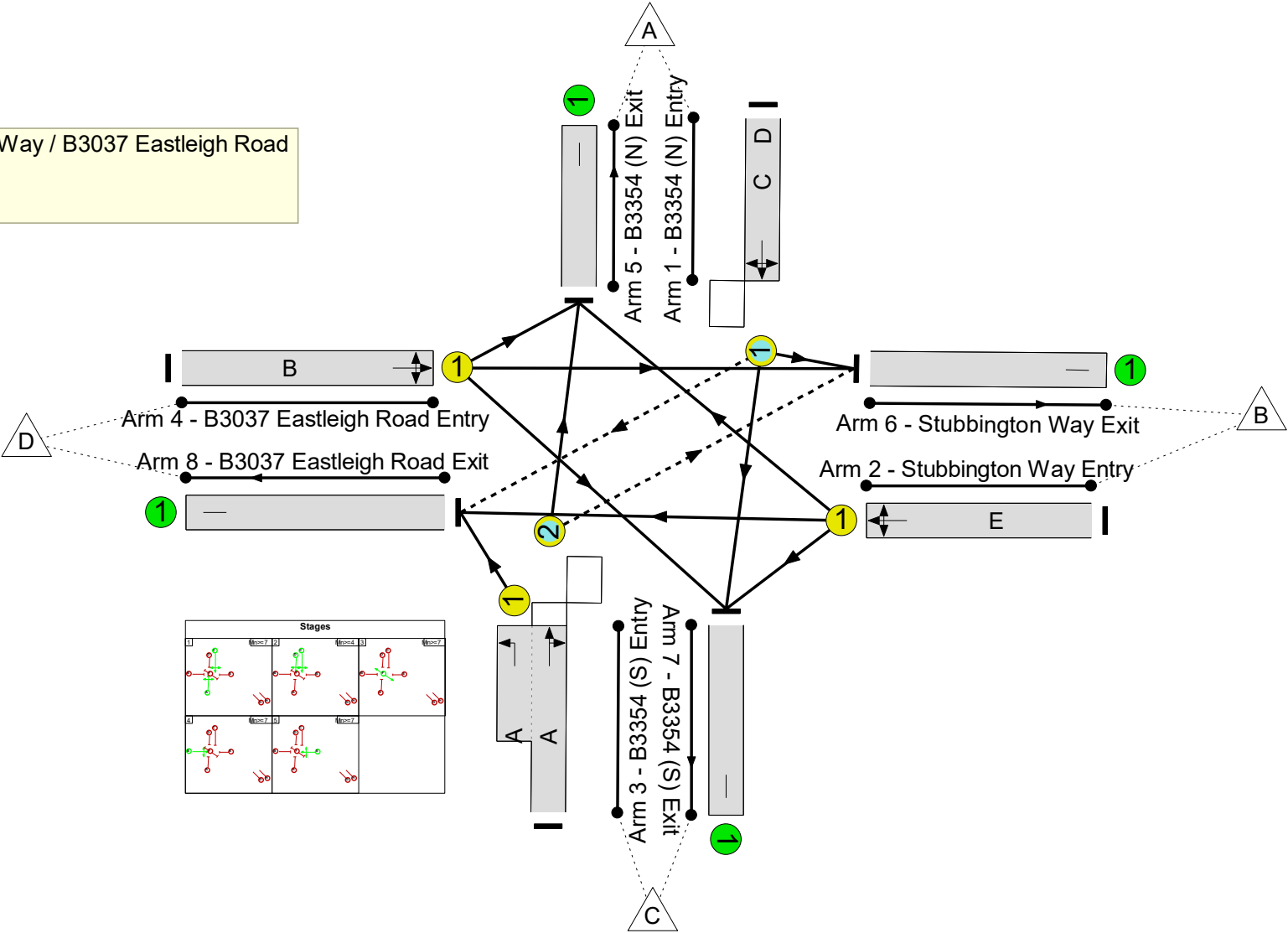
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -20.9 %

Total Traffic Delay: 110.8 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	108.8%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	108.8%
1/1	B3354 (N) Entry Left Ahead Right	O	N/A	N/A	C	D	1	60	13	549	2061	519	105.8%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	110	1945	130	84.8%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	41	-	846	2059:1711	457+321	108.8 : 108.8%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	22	-	388	1868	358	108.4%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	61	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%

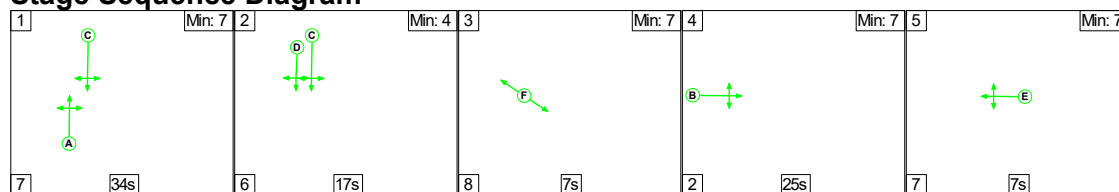
Full Input Data And Results

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	-	-	9	112	8	27.1	83.1	0.6	110.8	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	9	112	8	27.1	83.1	0.6	110.8	-	-	-	-
1/1	549	519	1	112	8	6.2	21.4	0.6	28.2	185.0	19.3	21.4	40.7
2/1	110	110	-	-	-	1.7	2.3	-	4.0	129.8	3.6	2.3	5.9
3/2+3/1	846	778	8	0	0	12.8	39.5	0.0	52.3	222.8	27.9	39.5	67.4
4/1	388	358	-	-	-	6.4	19.9	-	26.3	243.9	13.9	19.9	33.8
5/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	57	57	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -20.9 Total Delay for Signalled Lanes (pcuHr): 110.81 Cycle Time (s): 120 PRC Over All Lanes (%): -20.9 Total Delay Over All Lanes(pcuHr): 110.81													

Full Input Data And Results

Scenario 6: 'Future + Committed + Development PM' (FG6: 'Future + Committed + Development PM', Plan 1: 'Network Control Plan 1')

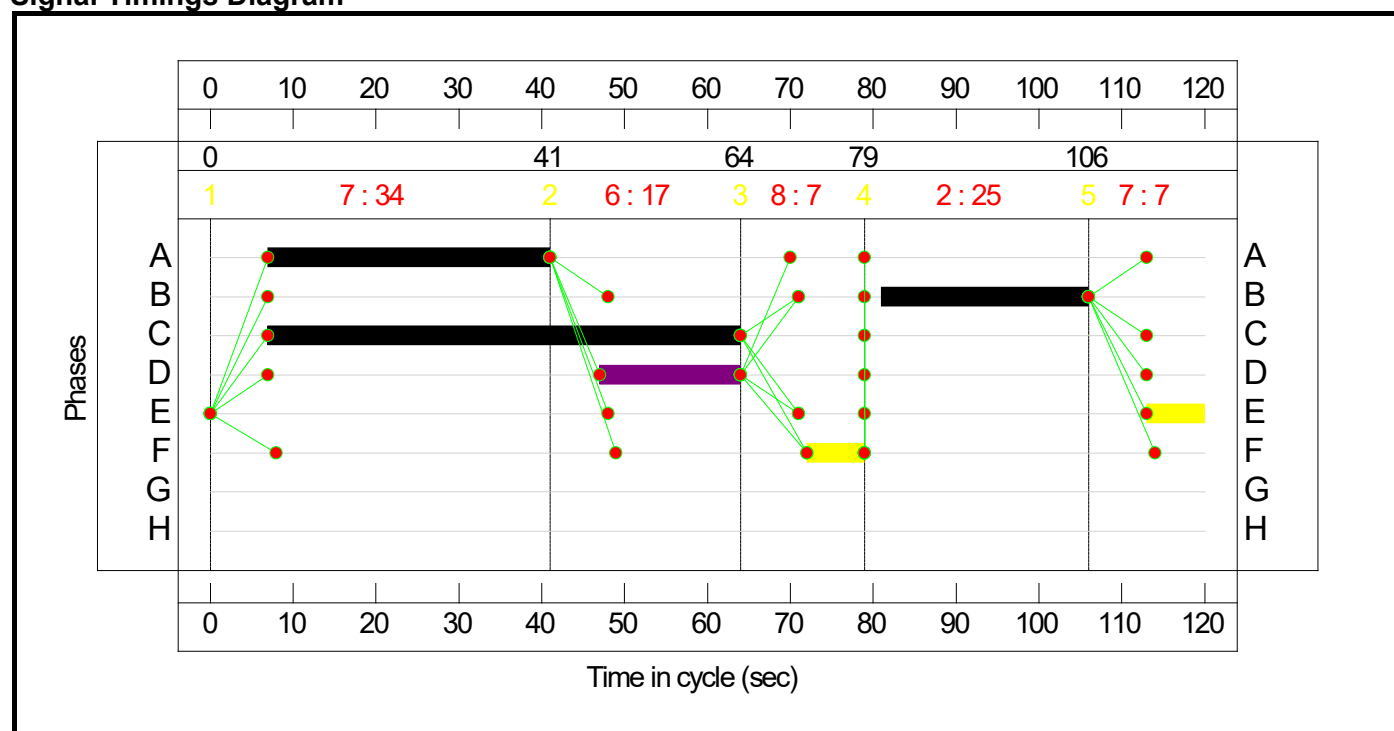
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	34	17	7	25	7
Change Point	0	41	64	79	106

Signal Timings Diagram



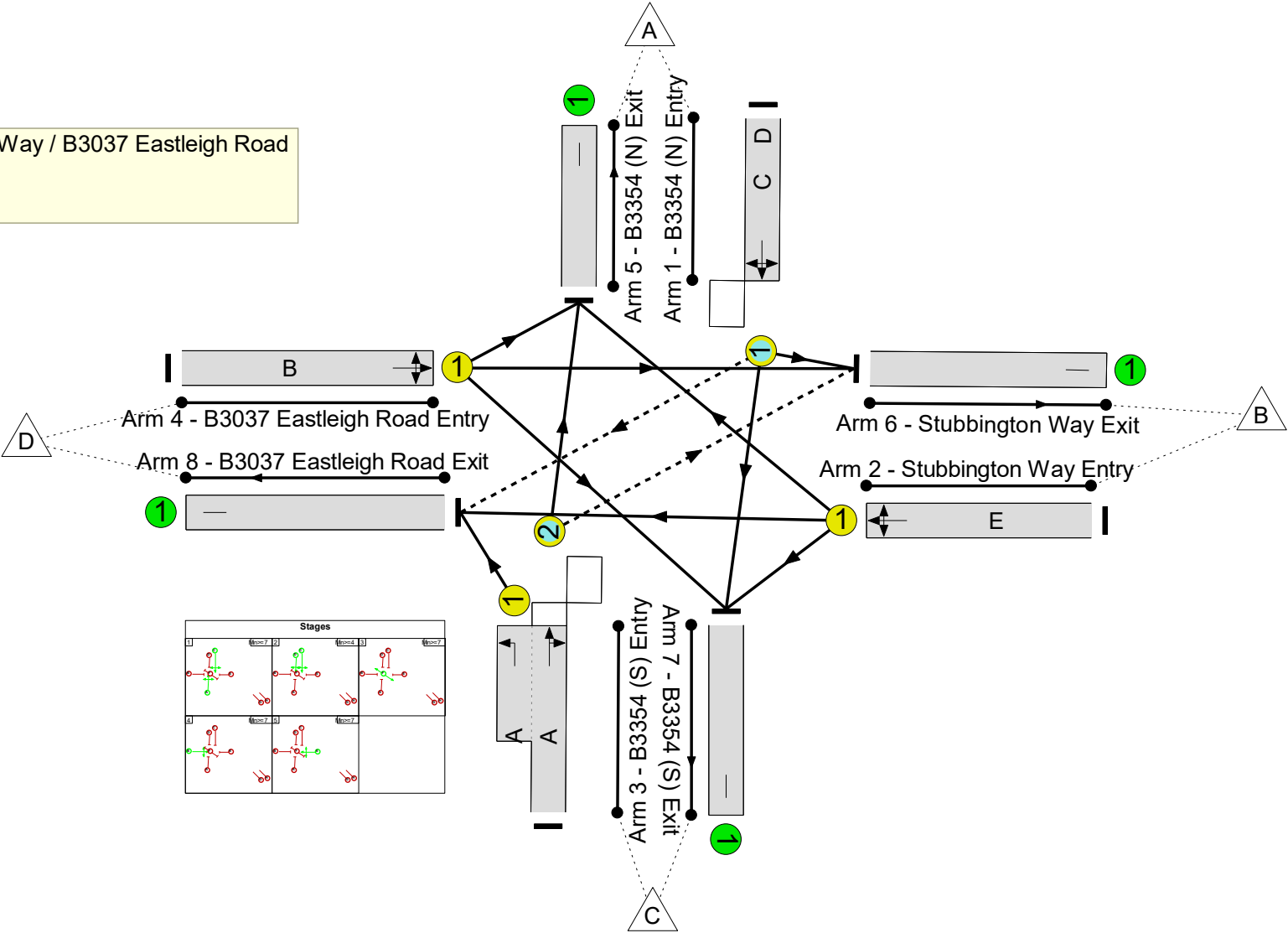
Full Input Data And Results
Network Layout Diagram



B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road

PRC: -26.9 %

Total Traffic Delay: 149.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	114.2%
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	N/A	-	-		-	-	-	-	-	-	114.2%
1/1	B3354 (N) Entry Left Ahead Right	O	N/A	N/A	C	D	1	57	17	670	2065	601	111.5%
2/1	Stubbington Way Entry Right Left Ahead	U	N/A	N/A	E		1	7	-	82	1994	133	61.7%
3/2+3/1	B3354 (S) Entry Ahead Right Left	O+U	N/A	N/A	A		1	34	-	772	2048:1711	379+297	114.2 : 114.2%
4/1	B3037 Eastleigh Road Entry Left Ahead Right	U	N/A	N/A	B		1	25	-	438	1835	398	110.2%
5/1	B3354 (N) Exit	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1	Stubbington Way Exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%
7/1	B3354 (S) Exit	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
8/1	B3037 Eastleigh Road Exit	U	N/A	N/A	-		-	-	-	537	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	-	-	23	127	8	33.1	116.1	0.5	149.7	-	-	-	-
B3354 Botley Road / Stubbington Way / B3037 Eastleigh Road	-	-	23	127	8	33.1	116.1	0.5	149.7	-	-	-	-
1/1	670	601	3	127	8	9.8	38.9	0.5	49.2	264.4	24.6	38.9	63.5
2/1	82	82	-	-	-	1.2	0.8	-	2.0	88.8	2.6	0.8	3.4
3/2+3/1	772	676	21	0	0	14.6	51.8	0.0	66.5	309.9	25.9	51.8	77.7
4/1	438	398	-	-	-	7.3	24.7	-	32.0	263.0	16.0	24.7	40.6
5/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -26.9 Total Delay for Signalled Lanes (pcuHr): 149.69 Cycle Time (s): 120 PRC Over All Lanes (%): -26.9 Total Delay Over All Lanes(pcuHr): 149.69													

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