Junctions 9

ARCADY 9 - Roundabout Module

Filename: ARCADY-A27-Church Lane Roundabout-No ID.j9
Path: J:\13250-13499\13265 - Havant Borough Council\Docs\CR Docs\Reports\Traffic Models\Roundabouts
Report generation date: 10/09/2019 10:03:02

Summary of junction performance

	PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	A27 Eastern R/a - 2036 Do Something			
1 - A27 Off Slip	0.3	6.32	0.21	A
2 - Havant Rd	2.9	9.42	0.73	A
3 - Church Lane	0.1	12.61	0.10	B
5 - Emsworth Rd	94.7	156.46	1.09	F

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	Havant Borough Council
Location	A27/A259 R/a-Eastern R/a
Site number	
Date	14/08/2019
Version	
Status	(new file)
Identifier	
Client	HBC
Jobnumber	13265
Enumerator	CAMPBELLREITH\HaidehH
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	A27 Eastern R/a	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 Do Something	PM Peak	ONE HOUR	17:00	18:30	15

A27 Eastern R/a - 2036 Do Something, PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Havant Rd - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A27 Slip/Havant Rd/Church Lane	Standard Roundabout		1, 2, 3, 4, 5	96.78	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 Off Slip	
2	Havant Rd	
3	Church Lane	
4	A27 On slip	
5	Emsworth Rd	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 Off Slip	6.10	7.10	10.0	19.0	40.0	27.0	
2 - Havant Rd	3.70	6.70	42.0	13.0	40.0	27.0	
3 - Church Lane	3.10	6.20	4.0	12.0	40.0	46.0	
4 - A27 On slip							✓
5 - Emsworth Rd	5.00	7.40	12.0	15.0	40.0	49.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A27 Off Slip	0.723	2094
2 - Havant Rd	0.663	1831
3 - Church Lane	0.496	1103
4 - A27 On slip		
5 - Emsworth Rd	0.636	1797

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

Traffic Demand

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A27 Off Slip		✓	153	100.000
2 - Havant Rd		✓	1024	100.000
3 - Church Lane		✓	30	100.000
4 - A27 On slip				
5 - Emsworth Rd		✓	1773	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A27 Off Slip	2 - Havant Rd	3 - Church Lane	4 - A27 On slip	5 - Emsworth Rd
From	1 - A27 Off Slip	0	0	10	0	143
	2 - Havant Rd	0	0	10	928	86
	3 - Church Lane	0	10	0	10	10
	4 - A27 On slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5 - Emsworth Rd	0	1515	10	248	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A27 Off Slip	2 - Havant Rd	3 - Church Lane	4 - A27 On slip	5 - Emsworth Rd
From	1 - A27 Off Slip	10	10	10	10	10
	2 - Havant Rd	10	10	10	10	10
	3 - Church Lane	10	10	10	10	10
	4 - A27 On slip	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only
	5 - Emsworth Rd	10	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A27 Off Slip	0.21	6.32	0.3	A
2 - Havant Rd	0.73	9.42	2.9	A
3 - Church Lane	0.10	12.61	0.1	B
4 - A27 On slip				
5 - Emsworth Rd	1.09	156.46	94.7	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Off Slip	115	1330	1133	0.102	115	0.1	3.888	A
2 - Havant Rd	771	307	1628	0.474	767	1.0	4.580	A
3 - Church Lane	23	1052	581	0.039	22	0.0	7.087	A
4 - A27 On slip		187						
5 - Emsworth Rd	1335	7	1793	0.745	1322	3.1	8.220	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Off Slip	138	1585	948	0.145	137	0.2	4.881	A
2 - Havant Rd	921	367	1588	0.580	919	1.5	5.896	A
3 - Church Lane	27	1258	479	0.056	27	0.1	8.767	A
4 - A27 On slip		223						
5 - Emsworth Rd	1594	9	1792	0.890	1576	7.6	17.059	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Off Slip	168	1780	807	0.209	168	0.3	6.191	A
2 - Havant Rd	1127	425	1549	0.728	1122	2.8	9.157	A
3 - Church Lane	33	1516	351	0.094	33	0.1	12.441	B
4 - A27 On slip		273						
5 - Emsworth Rd	1952	11	1790	1.090	1769	53.3	71.948	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Off Slip	168	1798	794	0.212	168	0.3	6.324	A
2 - Havant Rd	1127	428	1547	0.729	1127	2.9	9.415	A
3 - Church Lane	33	1524	347	0.095	33	0.1	12.611	B
4 - A27 On slip		274						
5 - Emsworth Rd	1952	11	1790	1.090	1787	94.7	156.459	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Off Slip	138	1780	807	0.170	138	0.2	5.917	A
2 - Havant Rd	921	396	1569	0.587	926	1.6	6.207	A
3 - Church Lane	27	1293	461	0.058	27	0.1	9.126	A
4 - A27 On slip		225						
5 - Emsworth Rd	1594	9	1792	0.890	1771	50.4	149.489	F

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 Off Slip	115	1530	988	0.117	116	0.1	4.543	A
2 - Havant Rd	771	337	1608	0.480	773	1.0	4.757	A
3 - Church Lane	23	1087	564	0.040	23	0.0	7.319	A
4 - A27 On slip		188						
5 - Emsworth Rd	1335	8	1793	0.745	1523	3.4	26.318	D

Junctions 9

ARCADY 9 - Roundabout Module

Filename: ARCADY-A27-Emsworth Rd R-a-ID 26.j9
Path: J:\13250-13499\13265 - Havant Borough Council\Docs\CR Docs\Reports\Traffic Models\Roundabouts
Report generation date: 10/09/2019 10:03:34

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A27/Emsworth Rd R/a - 2036 Do Something			
2 - Emsworth Rd South	0.3	4.56	0.24	A
3 - A27 Off-Slip	4.3	10.58	0.81	B
4 - Emsworth Rd North	30.5	222.25	1.12	F

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	Havant Bourough Council
Location	A27/Emsworth R/a
Site number	-
Date	14/08/2019
Version	
Status	(new file)
Identifier	
Client	HBC
Jobnumber	13265
Enumerator	CAMPBELLREITH\HaidehH
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	A27/Emsworth Rd R/a	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 Do Something	PM	ONE HOUR	17:00	18:30	15

A27/Emsworth Rd R/a - 2036 Do Something , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	53.98	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 On Slip	
2	Emsworth Rd South	
3	A27 Off-Slip	
4	Emsworth Rd North	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - A27 On Slip							✓
2 - Emsworth Rd South	3.79	3.79	0.0	12.2	35.0	48.0	
3 - A27 Off-Slip	6.07	7.47	4.0	24.5	35.0	38.0	
4 - Emsworth Rd North	4.20	4.20	0.0	24.0	35.0	49.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A27 On Slip		
2 - Emsworth Rd South	0.489	1041
3 - A27 Off-Slip	0.707	2001
4 - Emsworth Rd North	0.532	1199

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A27 On Slip				
2 - Emsworth Rd South		✓	229	100.000
3 - A27 Off-Slip		✓	1348	100.000
4 - Emsworth Rd North		✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A27 On Slip	2 - Emsworth Rd South	3 - A27 Off-Slip	4 - Emsworth Rd North
From	1 - A27 On Slip	Exit-only	Exit-only	Exit-only	Exit-only
	2 - Emsworth Rd South	2	0	0	227
	3 - A27 Off-Slip	0	1348	0	0
	4 - Emsworth Rd North	0	415	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A27 On Slip	2 - Emsworth Rd South	3 - A27 Off-Slip	4 - Emsworth Rd North
From	1 - A27 On Slip	Exit-only	Exit-only	Exit-only	Exit-only
	2 - Emsworth Rd South	0	0	0	0
	3 - A27 Off-Slip	0	0	0	0
	4 - Emsworth Rd North	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A27 On Slip				
2 - Emsworth Rd South	0.24	4.56	0.3	A
3 - A27 Off-Slip	0.81	10.58	4.3	B
4 - Emsworth Rd North	1.12	222.25	30.5	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip		1319						
2 - Emsworth Rd South	172	0	1041	0.166	172	0.2	4.139	A
3 - A27 Off-Slip	1015	172	1880	0.540	1010	1.2	4.119	A
4 - Emsworth Rd North	312	1012	661	0.473	309	0.9	10.141	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip		1578						
2 - Emsworth Rd South	206	0	1041	0.198	206	0.2	4.310	A
3 - A27 Off-Slip	1212	206	1856	0.653	1209	1.9	5.545	A
4 - Emsworth Rd North	373	1211	555	0.673	369	1.9	18.968	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip		1870						
2 - Emsworth Rd South	252	0	1041	0.242	252	0.3	4.562	A
3 - A27 Off-Slip	1484	252	1823	0.814	1475	4.1	10.086	B
4 - Emsworth Rd North	457	1477	413	1.107	395	17.4	109.737	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip		1888						
2 - Emsworth Rd South	252	0	1041	0.242	252	0.3	4.564	A
3 - A27 Off-Slip	1484	252	1823	0.814	1484	4.3	10.576	B
4 - Emsworth Rd North	457	1486	408	1.120	404	30.5	222.246	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip		1706						
2 - Emsworth Rd South	206	0	1041	0.198	206	0.2	4.316	A
3 - A27 Off-Slip	1212	206	1855	0.653	1221	1.9	5.759	A
4 - Emsworth Rd North	373	1223	548	0.681	485	2.5	94.649	F

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A27 On Slip		1336						
2 - Emsworth Rd South	172	0	1041	0.166	173	0.2	4.147	A
3 - A27 Off-Slip	1015	173	1879	0.540	1018	1.2	4.195	A
4 - Emsworth Rd North	312	1019	657	0.476	319	0.9	10.841	B

Junctions 9

ARCADY 9 - Roundabout Module

Filename: ARCADY-North Street-Emsworth Rd A259-ID 62.j9
Path: J:\13250-13499\13265 - Havant Borough Council\Docs\CR Docs\Reports\Traffic Models\Roundabouts
Report generation date: 10/09/2019 10:04:22

Summary of junction performance

	PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	North Street/A259 - 2036 Do Something			
1 - North Street	1.1	6.16	0.50	A
2 - A259E	1.5	5.67	0.58	A
3 - High Street	0.0	4.83	0.03	A
4 - A259 West	1.0	5.01	0.49	A

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

File summary

File Description

Title	Havant Borough Council
Location	Emsworth Rd R/a
Site number	
Date	14/08/2019
Version	
Status	(new file)
Identifier	
Client	HBC
Jobnumber	13265
Enumerator	CAMPBELLREITH\HaidehH
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	North Street/A259	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 Do Something	PM Peak	ONE HOUR	17:00	18:30	15

North Street/A259 - 2036 Do Something , PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Emsworth Rd R/a	Standard Roundabout		1, 2, 3, 4	5.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	North Street	
2	A259E	
3	High Street	
4	A259 West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - North Street	3.90	8.10	13.3	33.8	29.0	45.0	
2 - A259E	3.45	7.82	29.2	62.5	29.0	49.0	
3 - High Street	3.80	7.30	15.0	10.0	29.0	38.0	
4 - A259 West	4.10	7.80	24.0	18.1	29.0	35.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - North Street	0.660	1756
2 - A259E	0.685	1877
3 - High Street	0.619	1624
4 - A259 West	0.703	1948

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

Traffic Demand

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - North Street		✓	578	100.000
2 - A259E		✓	892	100.000
3 - High Street		✓	26	100.000
4 - A259 West		✓	684	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - North Street	2 - A259E	3 - High Street	4 - A259 West
From	1 - North Street	0	330	3	245
	2 - A259E	498	0	0	394
	3 - High Street	3	22	0	1
	4 - A259 West	50	622	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - North Street	2 - A259E	3 - High Street	4 - A259 West
From	1 - North Street	10	10	10	10
	2 - A259E	10	10	10	10
	3 - High Street	10	10	10	10
	4 - A259 West	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - North Street	0.50	6.16	1.1	A
2 - A259E	0.58	5.67	1.5	A
3 - High Street	0.03	4.83	0.0	A
4 - A259 West	0.49	5.01	1.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Street	435	492	1431	0.304	433	0.5	3.960	A
2 - A259E	672	195	1743	0.385	669	0.7	3.676	A
3 - High Street	20	852	1096	0.018	19	0.0	3.678	A
4 - A259 West	515	392	1673	0.308	513	0.5	3.409	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Street	520	589	1367	0.380	519	0.7	4.663	A
2 - A259E	802	233	1717	0.467	801	1.0	4.317	A
3 - High Street	23	1021	991	0.024	23	0.0	4.090	A
4 - A259 West	615	470	1618	0.380	614	0.7	3.941	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Street	636	721	1280	0.497	635	1.1	6.120	A
2 - A259E	982	286	1681	0.584	980	1.5	5.628	A
3 - High Street	29	1249	850	0.034	29	0.0	4.819	A
4 - A259 West	753	575	1544	0.488	752	1.0	4.985	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Street	636	722	1279	0.497	636	1.1	6.157	A
2 - A259E	982	286	1681	0.584	982	1.5	5.667	A
3 - High Street	29	1252	848	0.034	29	0.0	4.830	A
4 - A259 West	753	576	1544	0.488	753	1.0	5.009	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Street	520	591	1366	0.380	521	0.7	4.695	A
2 - A259E	802	234	1716	0.467	804	1.0	4.353	A
3 - High Street	23	1025	989	0.024	23	0.0	4.103	A
4 - A259 West	615	471	1617	0.380	616	0.7	3.964	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - North Street	435	495	1430	0.304	436	0.5	3.988	A
2 - A259E	672	196	1742	0.385	673	0.7	3.704	A
3 - High Street	20	857	1093	0.018	20	0.0	3.689	A
4 - A259 West	515	394	1671	0.308	516	0.5	3.431	A

Basic Results Summary

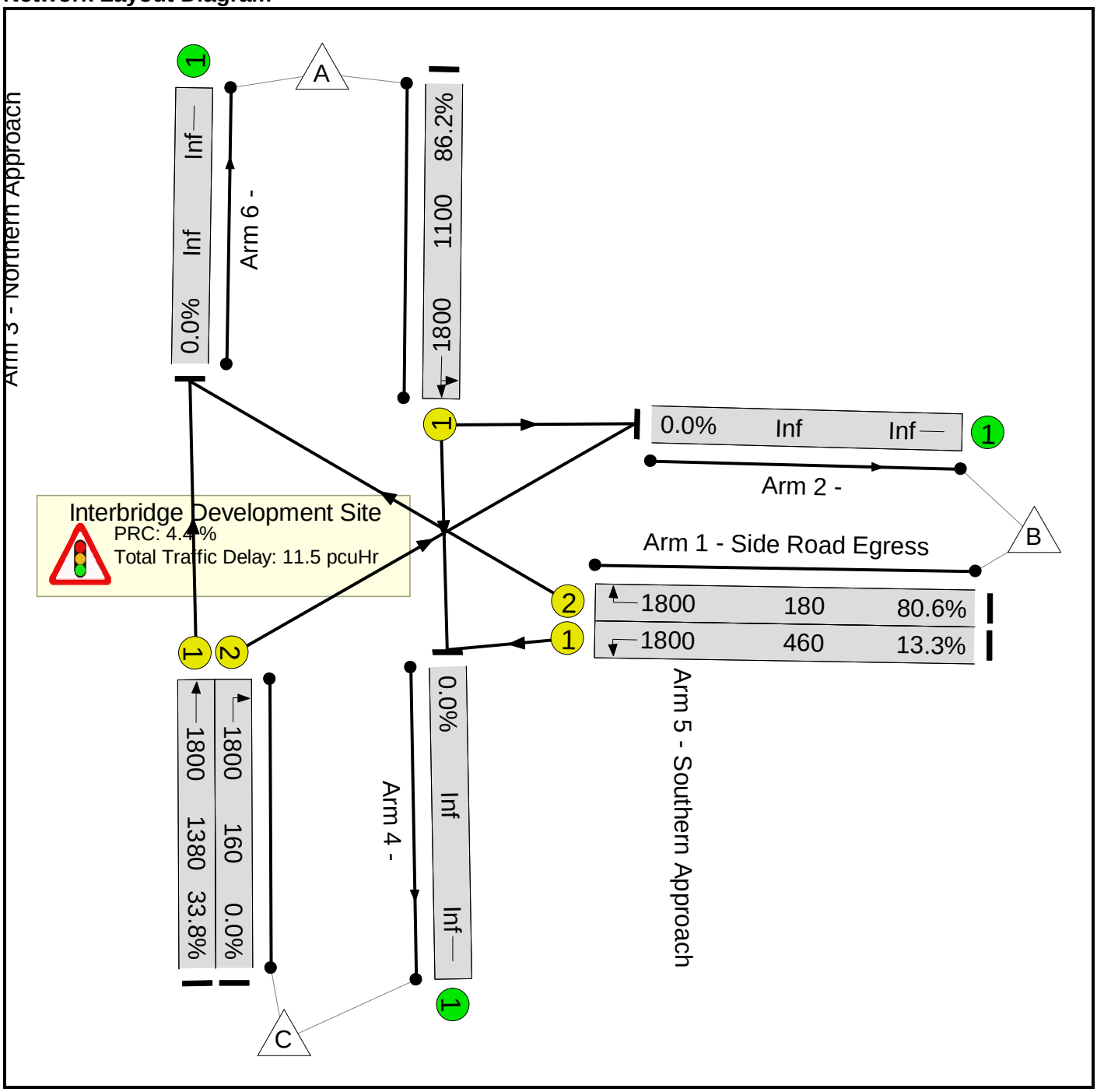
User and Project Details

Project:	**Havant Borough Council**
Title:	**Southleigh Development Site**
Location:	
Client:	HBC
Site Ref(s):	Interbridge Development Site Junction ID 30
Flow Details:	2036 Baseline and Do Min
Additional detail:	
File name:	Interbridge Development Site -ID 30.lsg3x
Author:	Haideh Heydari
Company:	CampbellReigh
Address:	

Basic Results Summary

Scenario 1: 'Scenario 1' (FG1: 'Flow Group 1-AM Peak 2036 Baseline', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**86.2%**	**0**	**0**	**0**	**11.5**	-	-
Interbridge Development Site	-	-	-		-	-	-	-	-	-	**86.2%**	**0**	**0**	**0**	**11.5**	-	-
1/1	Side Road Egress Left	U	E		1	22	-	61	1800	460	13.3%	-	-	-	0.5	30.4	1.2
1/2	Side Road Egress Right	U	D		1	8	-	145	1800	180	80.6%	-	-	-	3.5	86.1	5.4
3/1	Northern Approach Left Ahead	U	A		1	54	-	948	1800	1100	86.2%	-	-	-	6.8	25.8	22.2
5/1	Southern Approach Ahead	U	B		1	68	-	467	1800	1380	33.8%	-	-	-	0.7	5.3	3.9
5/2	Southern Approach Right	U	C		1	7	-	0	1800	160	0.0%	-	-	-	0.0	0.0	0.0

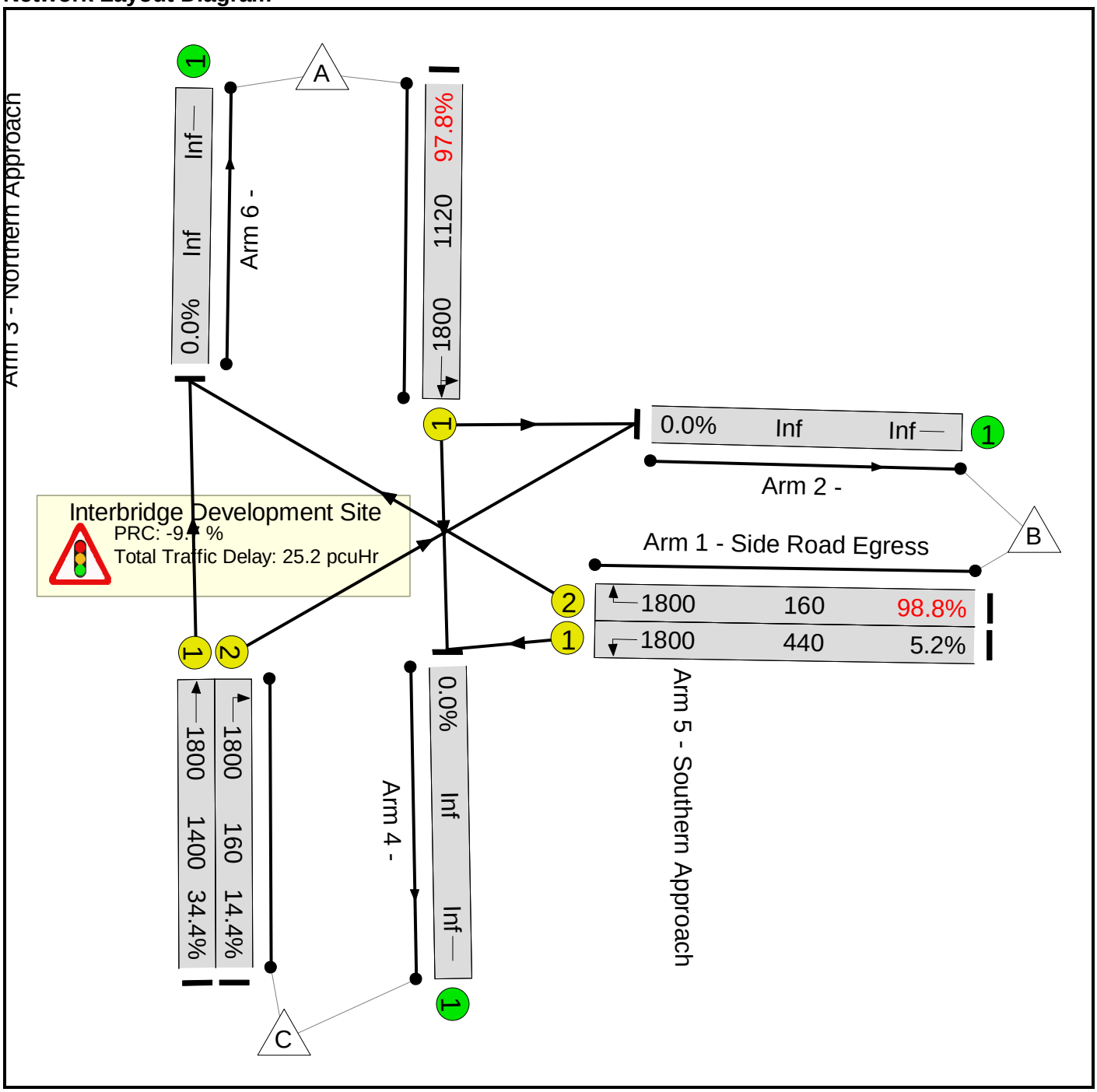
C1 PRC for Signalled Lanes (%): 4.4 Total Delay for Signalled Lanes (pcuHr): 11.45 Cycle Time (s): 90

PRC Over All Lanes (%): 4.4 Total Delay Over All Lanes(pcuHr): 11.45

Basic Results Summary

Scenario 2: 'Scenarion 2' (FG3: 'Flow Group 2-AM Peak-2036 Do Min', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**98.8%**	**0**	**0**	**0**	**25.2**	-	-
Interbridge Development Site	-	-	-		-	-	-	-	-	-	**98.8%**	**0**	**0**	**0**	**25.2**	-	-
1/1	Side Road Egress Left	U	E		1	21	-	23	1800	440	5.2%	-	-	-	0.2	30.4	0.5
1/2	Side Road Egress Right	U	D		1	7	-	158	1800	160	98.8%	-	-	-	7.6	173.2	9.7
3/1	Northern Approach Left Ahead	U	A		1	55	-	1095	1800	1120	97.8%	-	-	-	16.4	54.0	37.6
5/1	Southern Approach Ahead	U	B		1	69	-	482	1800	1400	34.4%	-	-	-	0.7	5.0	3.9
5/2	Southern Approach Right	U	C		1	7	-	23	1800	160	14.4%	-	-	-	0.3	51.0	0.6

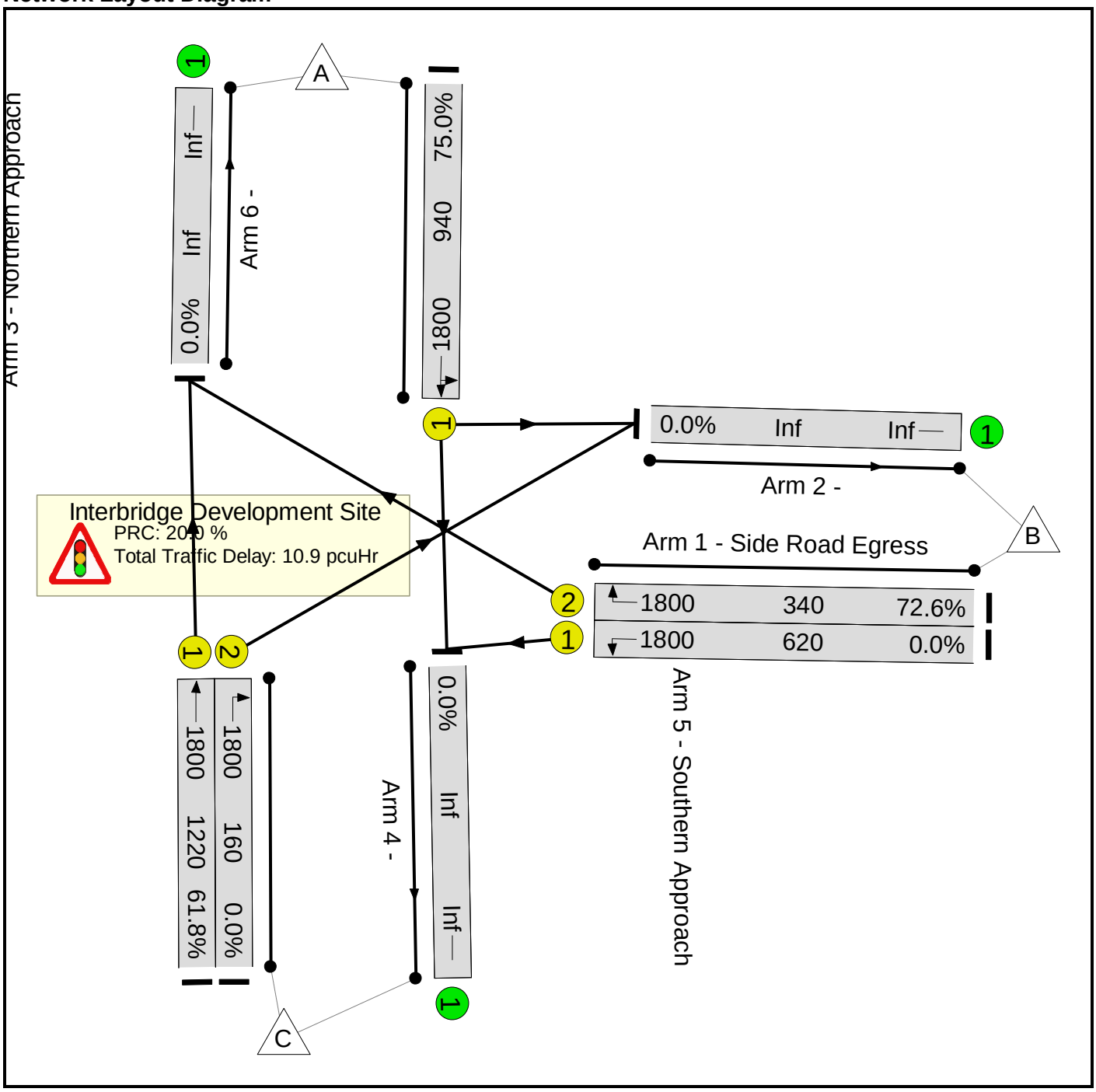
C1 PRC for Signalled Lanes (%): -9.7 Total Delay for Signalled Lanes (pcuHr): 25.22 Cycle Time (s): 90

PRC Over All Lanes (%): -9.7 Total Delay Over All Lanes(pcuHr): 25.22

Basic Results Summary

Scenario 3: 'Scenario 1' (FG2: 'Flow Group 3-PM Peak 2036 Base Line', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**75.0%**	**0**	**0**	**0**	**10.9**	-	-
Interbridge Development Site	-	-	-		-	-	-	-	-	-	**75.0%**	**0**	**0**	**0**	**10.9**	-	-
1/1	Side Road Egress Left	U	E		1	30	-	0	1800	620	0.0%	-	-	-	0.0	0.0	0.0
1/2	Side Road Egress Right	U	D		1	16	-	247	1800	340	72.6%	-	-	-	3.6	53.2	7.1
3/1	Northern Approach Left Ahead	U	A		1	46	-	705	1800	940	75.0%	-	-	-	4.8	24.5	15.2
5/1	Southern Approach Ahead	U	B		1	60	-	754	1800	1220	61.8%	-	-	-	2.5	11.9	11.1
5/2	Southern Approach Right	U	C		1	7	-	0	1800	160	0.0%	-	-	-	0.0	0.0	0.0

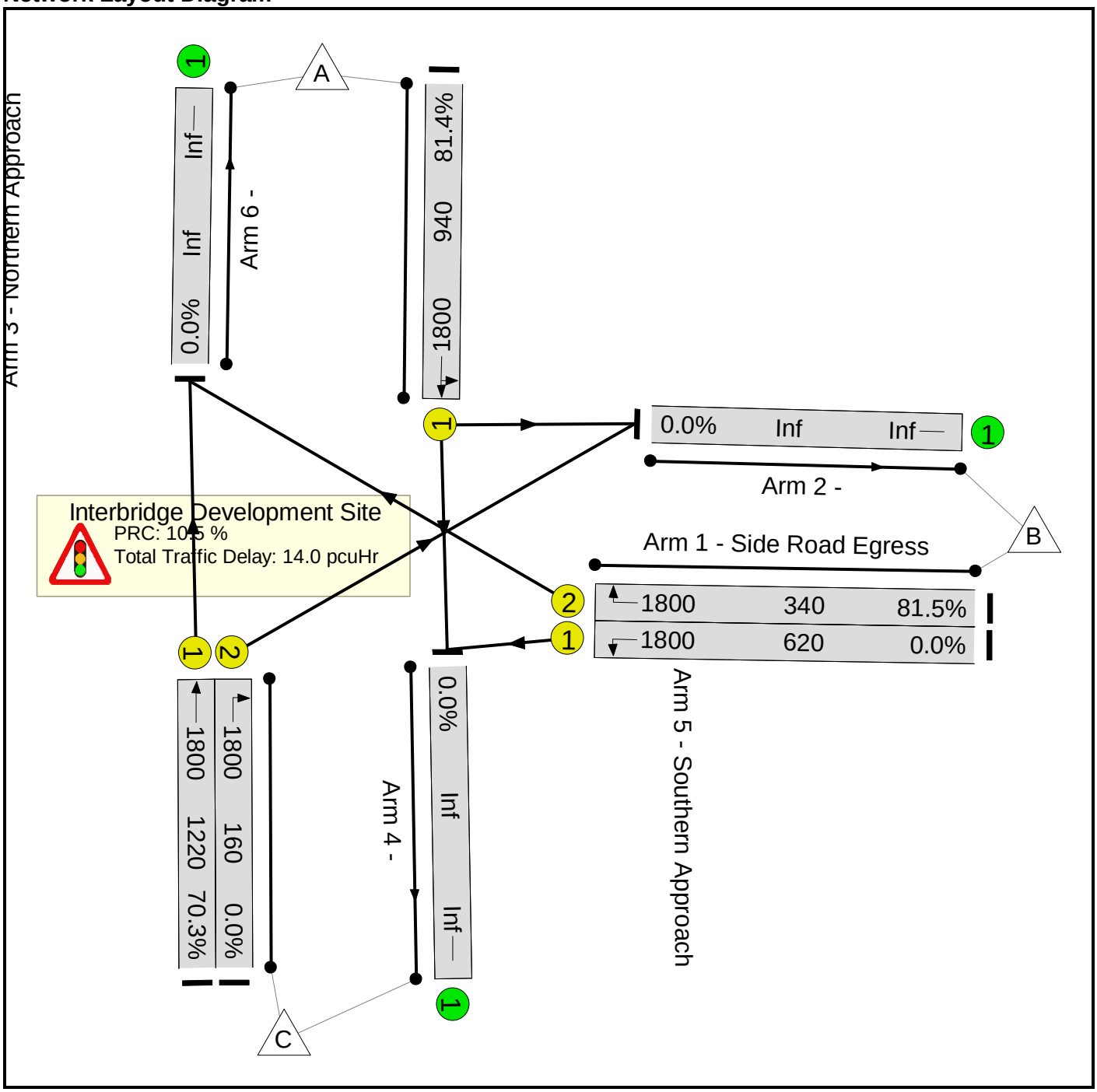
C1 PRC for Signalled Lanes (%): 20.0 Total Delay for Signalled Lanes (pcuHr): 10.93 Cycle Time (s): 90

PRC Over All Lanes (%): 20.0 Total Delay Over All Lanes(pcuHr): 10.93

Basic Results Summary

Scenario 4: 'Scenarion 2' (FG4: 'Flow Group 4-PM Peak 2036 Do Min', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**81.5%**	**0**	**0**	**0**	**14.0**	-	-
Interbridge Development Site	-	-	-		-	-	-	-	-	-	**81.5%**	**0**	**0**	**0**	**14.0**	-	-
1/1	Side Road Egress Left	U	E		1	30	-	0	1800	620	0.0%	-	-	-	0.0	0.0	0.0
1/2	Side Road Egress Right	U	D		1	16	-	277	1800	340	81.5%	-	-	-	4.8	61.8	8.7
3/1	Northern Approach Left Ahead	U	A		1	46	-	765	1800	940	81.4%	-	-	-	5.9	27.9	17.9
5/1	Southern Approach Ahead	U	B		1	60	-	858	1800	1220	70.3%	-	-	-	3.3	13.9	14.3
5/2	Southern Approach Right	U	C		1	7	-	0	1800	160	0.0%	-	-	-	0.0	0.0	0.0

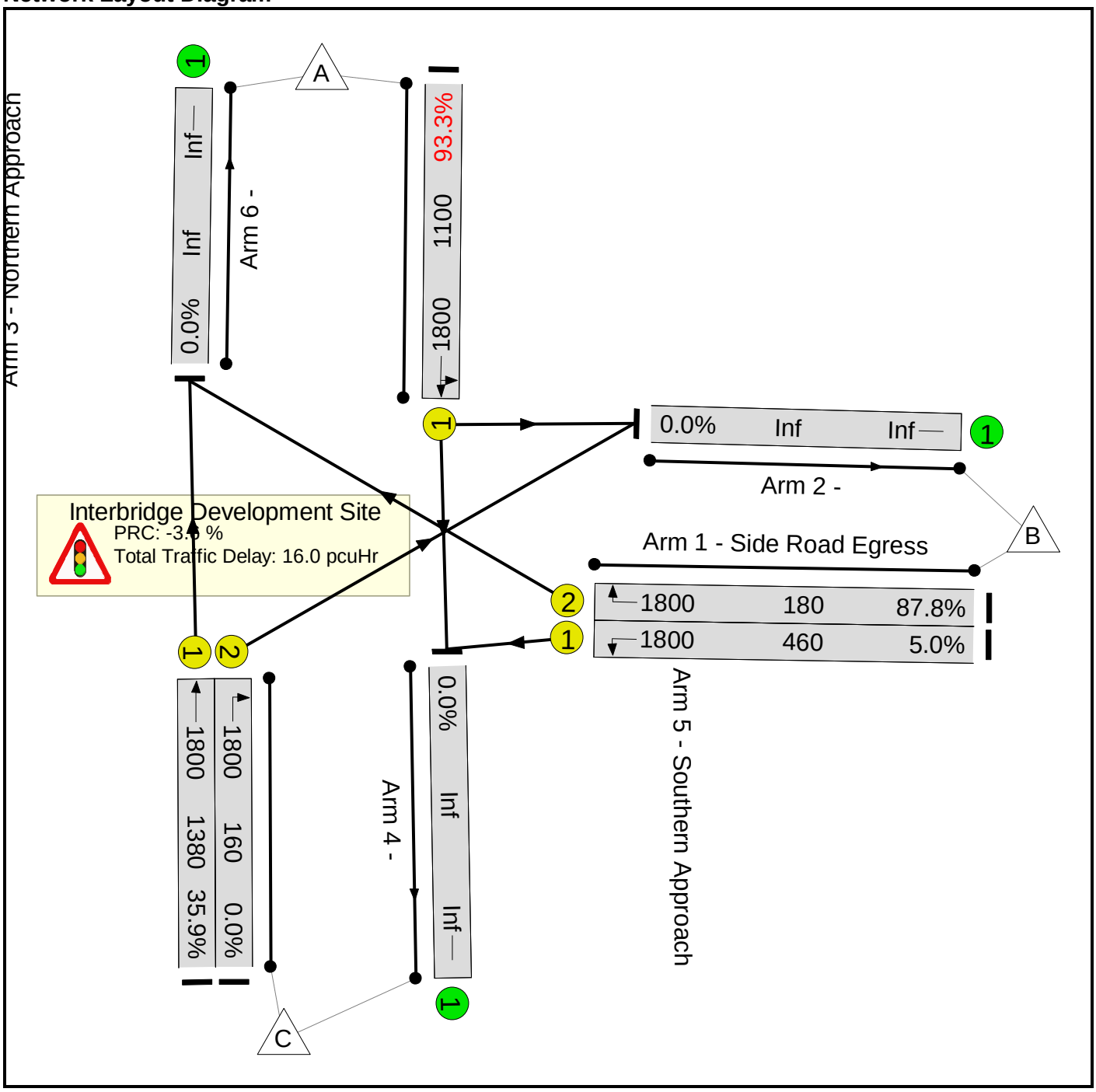
C1 PRC for Signalled Lanes (%): 10.5 Total Delay for Signalled Lanes (pcuHr): 13.99 Cycle Time (s): 90

PRC Over All Lanes (%): 10.5 Total Delay Over All Lanes(pcuHr): 13.99

Basic Results Summary

Scenario 5: 'Scenario 3' (FG5: 'Flow Group 5-AM Peak Do Something ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**93.3%**	**0**	**0**	**0**	**16.0**	-	-
Interbridge Development Site	-	-	-		-	-	-	-	-	-	**93.3%**	**0**	**0**	**0**	**16.0**	-	-
1/1	Side Road Egress Left	U	E		1	22	-	23	1800	460	5.0%	-	-	-	0.2	29.4	0.5
1/2	Side Road Egress Right	U	D		1	8	-	158	1800	180	87.8%	-	-	-	4.6	104.9	6.7
3/1	Northern Approach Left Ahead	U	A		1	54	-	1026	1800	1100	93.3%	-	-	-	10.5	36.8	29.1
5/1	Southern Approach Ahead	U	B		1	68	-	496	1800	1380	35.9%	-	-	-	0.7	5.4	4.1
5/2	Southern Approach Right	U	C		1	7	-	0	1800	160	0.0%	-	-	-	0.0	0.0	0.0

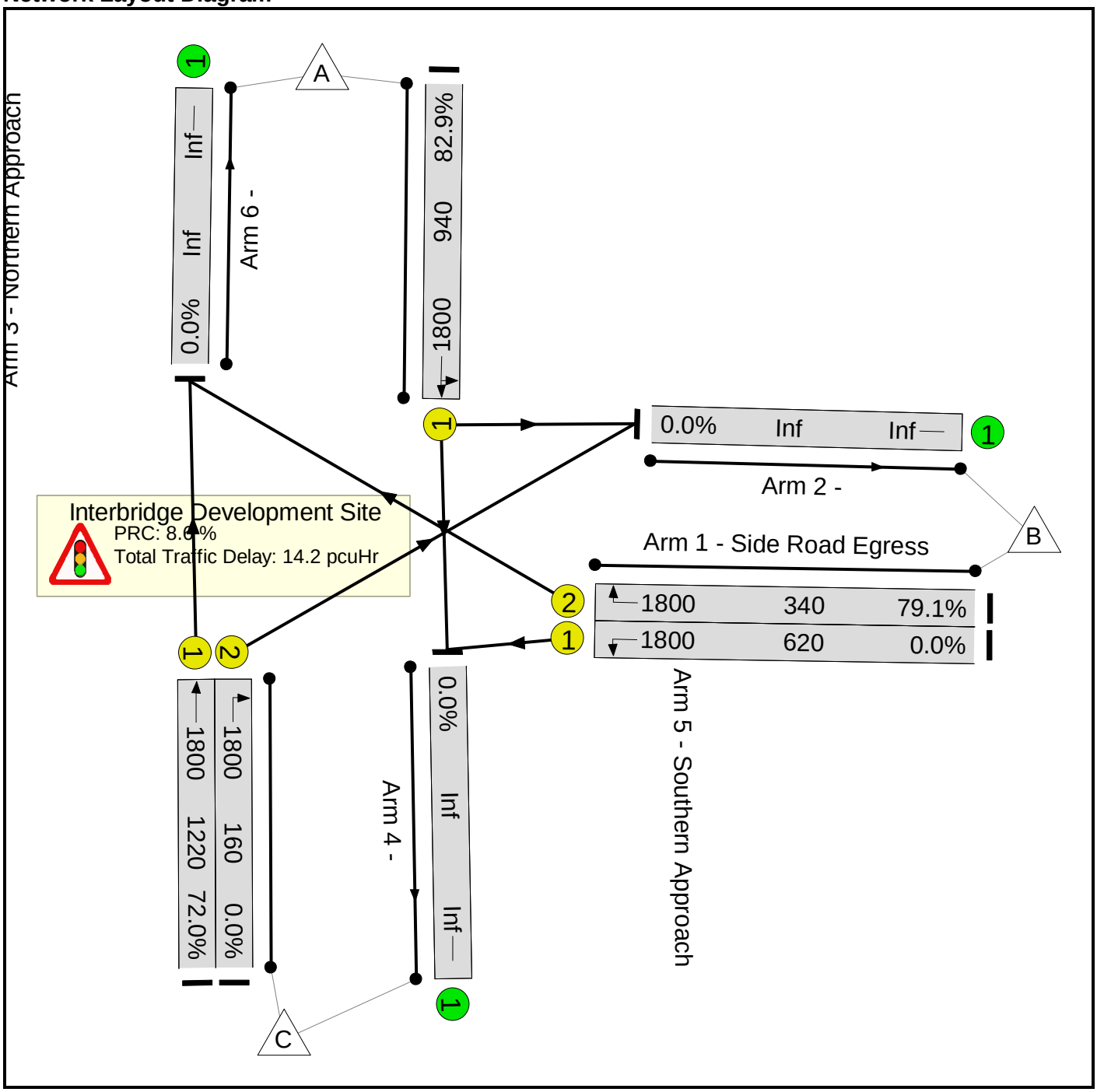
C1 PRC for Signalled Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 16.02 Cycle Time (s): 90

PRC Over All Lanes (%): -3.6 Total Delay Over All Lanes(pcuHr): 16.02

Basic Results Summary

Scenario 6: 'Scenarion 3' (FG6: 'Flow Group 6-PM Peak Do Something ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**82.9%**	**0**	**0**	**0**	**14.2**	-	-
Interbridge Development Site	-	-	-		-	-	-	-	-	-	**82.9%**	**0**	**0**	**0**	**14.2**	-	-
1/1	Side Road Egress Left	U	E		1	30	-	0	1800	620	0.0%	-	-	-	0.0	0.0	0.0
1/2	Side Road Egress Right	U	D		1	16	-	269	1800	340	79.1%	-	-	-	4.4	58.9	8.2
3/1	Northern Approach Left Ahead	U	A		1	46	-	779	1800	940	82.9%	-	-	-	6.3	29.0	18.6
5/1	Southern Approach Ahead	U	B		1	60	-	879	1800	1220	72.0%	-	-	-	3.5	14.4	15.0
5/2	Southern Approach Right	U	C		1	7	-	0	1800	160	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 14.18 Cycle Time (s): 90

PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 14.18

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: PICCADY-Barton Rd-Horndean Rd-Emsworth Com-ID31.j9
Path: J:\13250-13499\13265 - Havant Borough Council\Docs\CR Docs\Reports\Traffic Models\Priority Junctions
Report generation date: 10/09/2019 10:00:47

Summary of junction performance

	PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	Barton Rd /Horndean Rd - 2036 DoSomething			
Stream B-C	6.6	469.72	1.17	F
Stream B-AD	45.6	320.50	1.19	F
Stream A-D	0.0	7.71	0.02	A
Stream D-A	8.9	858.95	1.38	F
Stream D-BC	85.3	718.55	1.43	F
Stream C-B	0.9	20.75	0.46	C

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

File summary

File Description

Title	Havant Brough Council
Location	Barton Rd/Horndean Rd/Emsworth Com Rd
Site number	
Date	14/08/2019
Version	
Status	(new file)
Identifier	
Client	HBC
Jobnumber	13265
Enumerator	CAMPBELLREITH\HaidehH
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Barton Rd /Horndean Rd	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 DoSomething	PM Peak	ONE HOUR	08:00	09:30	15

Barton Rd /Horndean Rd - 2036 DoSomething , PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barton Rd/Horndean Rd	Right-Left Stagger	Two-way		229.64	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Horndean Rd South		Major
B	Barton Rd		Minor
C	Horndean Rd North		Major
D	Emsworth Common Rd		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Horndean Rd South	11.20	✓	3.20	✓	3.20	130.0		-
C - Horndean Rd North	11.50	✓	3.20	✓	3.20	126.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Barton Rd	One lane plus flare	10.00	9.39	7.00	6.40	6.40		5.00	92	154
D - Emsworth Common Rd	One lane plus flare	10.00	10.00	7.00	6.00	5.50		4.00	66	154

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	720	-	-	-	0.216	0.216	0.216	-	0.216	-	-
1	B-AD	753	0.097	0.246	-	-	-	0.155	0.352	0.155	0.097	0.246
1	B-C	709	0.083	0.209	-	-	-	-	-	-	0.083	0.209
1	C-B	717	0.211	0.211	-	-	-	-	-	-	0.211	0.211
1	D-A	699	-	-	-	0.210	0.083	0.210	-	0.083	-	-
1	D-BC	741	0.155	0.155	0.352	0.246	0.097	0.246	-	0.097	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	966	100.000
B - Barton Rd		✓	531	100.000
C - Horndean Rd North		✓	402	100.000
D - Emsworth Common Rd		✓	509	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Horndean Rd South	B - Barton Rd	C - Horndean Rd North	D - Emsworth Common Rd
From	A - Horndean Rd South	0	841	115	10
	B - Barton Rd	468	0	53	10
	C - Horndean Rd North	223	146	0	33
	D - Emsworth Common Rd	43	364	102	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Horndean Rd South	B - Barton Rd	C - Horndean Rd North	D - Emsworth Common Rd
From	A - Horndean Rd South	10	10	10	10
	B - Barton Rd	10	10	10	10
	C - Horndean Rd North	10	10	10	10
	D - Emsworth Common Rd	10	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	1.17	469.72	6.6	F
B-AD	1.19	320.50	45.6	F
A-B				
A-C				
A-D	0.02	7.71	0.0	A
D-A	1.38	858.95	8.9	F
D-BC	1.43	718.55	85.3	F
C-D				
C-A				
C-B	0.46	20.75	0.9	C

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	477	0.084	40	0.1	9.036	A
B-AD	360	556	0.647	352	1.9	18.805	C
A-B	633			633			
A-C	87			87			
A-D	8	601	0.013	7	0.0	6.675	A
D-A	32	421	0.077	32	0.1	10.174	B
D-BC	351	495	0.708	341	2.4	24.354	C
C-D	25			25			
C-A	168			168			
C-B	110	491	0.224	109	0.3	10.326	B

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	320	0.149	47	0.2	14.476	B
B-AD	430	516	0.833	420	4.4	37.564	E
A-B	756			756			
A-C	103			103			
A-D	9	576	0.016	9	0.0	6.984	A
D-A	39	118	0.328	37	0.5	48.090	E
D-BC	419	446	0.940	398	7.7	63.869	F
C-D	30			30			
C-A	200			200			
C-B	131	445	0.295	131	0.5	12.576	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	50	1.167	41	4.6	285.215	F
B-AD	526	460	1.144	448	24.0	137.042	F
A-B	926			926			
A-C	127			127			
A-D	11	542	0.020	11	0.0	7.461	A
D-A	47	34	1.383	29	5.1	449.379	F
D-BC	513	378	1.359	374	42.4	267.602	F
C-D	36			36			
C-A	246			246			
C-B	161	380	0.423	159	0.8	17.863	C

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	54	1.072	50	6.6	469.724	F
B-AD	526	442	1.191	440	45.6	298.916	F
A-B	926			926			
A-C	127			127			
A-D	11	525	0.021	11	0.0	7.707	A
D-A	47	35	1.334	34	8.4	798.318	F
D-BC	513	359	1.431	358	81.1	608.993	F
C-D	36			36			
C-A	246			246			
C-B	161	350	0.459	160	0.9	20.755	C

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	48	57	0.830	48	6.5	448.134	F
B-AD	430	474	0.906	463	37.3	320.499	F
A-B	756			756			
A-C	103			103			
A-D	9	538	0.017	9	0.0	7.483	A
D-A	39	39	0.985	37	8.9	858.947	F
D-BC	419	403	1.039	402	85.3	718.546	F
C-D	30			30			
C-A	200			200			
C-B	131	378	0.347	132	0.6	16.179	C

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	74	0.536	59	1.8	253.755	F
B-AD	360	511	0.704	493	4.0	159.402	F
A-B	633			633			
A-C	87			87			
A-D	8	568	0.013	8	0.0	7.059	A
D-A	32	45	0.718	40	7.0	725.968	F
D-BC	351	459	0.764	453	59.7	578.268	F
C-D	25			25			
C-A	168			168			
C-B	110	419	0.262	111	0.4	12.885	B

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

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Filename: PICCADY-Barton Rd-IDA1-Eastleigh RD.j9
Path: J:\13250-13499\13265 - Havant Borough Council\Docs\CR Docs\Reports\Traffic Models\Giveways
Report generation date: 10/09/2019 09:51:10

«Barton Rd/ Eastleigh Rd - 2036 DoSomething, PM Peak

Summary of junction performance

	PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	Barton Rd/ Eastleigh Rd - 2036 DoSomething			
Stream B-AC	6.1	109.92	0.90	F
Stream C-B	1.1	18.60	0.50	C

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

File summary

File Description

Title	Havant Borough Council
Location	Eastleigh Rd/Barton Rd
Site number	
Date	14/08/2019
Version	
Status	(new file)
Identifier	
Client	13265
Jobnumber	
Enumerator	CAMPBELLREITH\HaidehH
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Barton Rd/ Eastleigh Rd	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 DoSomething	PM Peak	ONE HOUR	17:00	18:30	15

Barton Rd/ Eastleigh Rd - 2036 DoSomething, PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Barton Rd/Eastleigh Rd	T-Junction	Two-way		13.42	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Barton Rd East		Major
B	Eastleigh Rd		Minor
C	Barton Rd West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Barton Rd West	6.40		✓	3.50	115.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Eastleigh Rd	One lane	3.00	65	55

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	526	0.094	0.238	0.150	0.340
1	B-C	659	0.099	0.251	-	-
1	C-B	731	0.278	0.278	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Barton Rd East		✓	988	100.000
B - Eastleigh Rd		✓	199	100.000
C - Barton Rd West		✓	714	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Barton Rd East	B - Eastleigh Rd	C - Barton Rd West
From	A - Barton Rd East	0	168	820
	B - Eastleigh Rd	66	0	133
	C - Barton Rd West	518	196	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Barton Rd East	B - Eastleigh Rd	C - Barton Rd West
From	A - Barton Rd East	10	10	10
	B - Eastleigh Rd	10	10	10
	C - Barton Rd West	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.90	109.92	6.1	F
C-A				
C-B	0.50	18.60	1.1	C
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	378	0.396	147	0.7	16.923	C
C-A	390			390			
C-B	148	524	0.282	146	0.4	10.422	B
A-B	126			126			
A-C	617			617			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	326	0.548	177	1.3	26.078	D
C-A	466			466			
C-B	176	484	0.364	175	0.6	12.801	B
A-B	151			151			
A-C	737			737			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	245	0.895	204	5.0	79.360	F
C-A	570			570			
C-B	216	428	0.504	214	1.1	18.309	C
A-B	185			185			
A-C	903			903			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	219	244	0.898	214	6.1	109.916	F
C-A	570			570			
C-B	216	428	0.504	216	1.1	18.600	C
A-B	185			185			
A-C	903			903			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	179	325	0.550	198	1.4	34.800	D
C-A	466			466			
C-B	176	484	0.364	178	0.6	13.017	B
A-B	151			151			
A-C	737			737			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	378	0.397	153	0.7	17.790	C
C-A	390			390			
C-B	148	524	0.282	148	0.4	10.561	B
A-B	126			126			
A-C	617			617			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: PICCADY-Havant RD-Selangar Ave-ID 70 - Copy.j9
Path: J:\13250-13499\13265 - Havant Borough Council\Docs\CR Docs\Reports\Traffic Models\Giveways
Report generation date: 10/09/2019 09:54:06

«Havant Rd/Selanger Rd - 2036 BaseLine, AM Peak

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	Havant Rd/Selanger Rd - 2036 BaseLine			
Stream B-AC	58.2	869.72	1.72	F
Stream C-AB	0.0	0.00	0.00	A

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

File summary

File Description

Title	Havant Borough Council
Location	Havant Road/Selanger Rd
Site number	ID 70
Date	20/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	13625
Enumerator	CAMPBELLREITH\HaidehH
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Havant Rd/Selanger Rd	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2036 BaseLine	AM Peak	ONE HOUR	08:00	09:30	15

Havant Rd/Selanger Rd - 2036 BaseLine, AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Havant Rd/Selangar Rd	T-Junction	Two-way		82.54	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A259 West		Major
B	Selangar Rd		Minor
C	A259 Havant Rd		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A259 Havant Rd	6.00			50.0	✓	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)
B - Selangar Rd	One lane	4.60	100	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	651	0.118	0.300	0.188	0.428
1	B-C	797	0.122	0.309	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A259 West		✓	1101	100.000
B - Selangar Rd		✓	231	100.000
C - A259 Havant Rd		✓	1102	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A259 West	B - Selangar Rd	C - A259 Havant Rd
From	A - A259 West	0	445	656
	B - Selangar Rd	231	0	0
	C - A259 Havant Rd	1102	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A259 West	B - Selangar Rd	C - A259 Havant Rd
From	A - A259 West	10	10	10
	B - Selangar Rd	10	10	10
	C - A259 Havant Rd	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.72	869.72	58.2	F
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	307	0.567	169	1.3	27.727	D
C-AB	0	409	0.000	0	0.0	0.000	A
C-A	830			830			
A-B	335			335			
A-C	494			494			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	240	0.866	196	4.3	75.115	F
C-AB	0	372	0.000	0	0.0	0.000	A
C-A	991			991			
A-B	400			400			
A-C	590			590			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	254	148	1.723	146	31.5	483.355	F
C-AB	0	320	0.000	0	0.0	0.000	A
C-A	1213			1213			
A-B	490			490			
A-C	722			722			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	254	148	1.723	147	58.2	869.719	F
C-AB	0	320	0.000	0	0.0	0.000	A
C-A	1213			1213			
A-B	490			490			
A-C	722			722			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	208	240	0.866	235	51.3	754.935	F
C-AB	0	372	0.000	0	0.0	0.000	A
C-A	991			991			
A-B	400			400			
A-C	590			590			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	174	307	0.567	300	19.7	433.671	F
C-AB	0	409	0.000	0	0.0	0.000	A
C-A	830			830			
A-B	335			335			
A-C	494			494			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

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Filename: PICCADY-Horndean Rd-New Brighton-ID 29.j9
Path: J:\13250-13499\13265 - Havant Borough Council\Docs\CR Docs\Reports\Traffic Models\Giveways
Report generation date: 10/09/2019 09:55:11

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	Horndean Rd/New Brighton - 2036 DoSomething			
Stream B-C	1.3	23.20	0.54	C
Stream B-A	124.3	59999940.00	9999999999.00	F
Stream C-AB	375.3	1581.83	1.64	F

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

File summary

File Description

Title	Havant Borough Council
Location	Horndean Rd-New Brighton Rd Jn
Site number	ID 29
Date	20/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	13265
Enumerator	CAMPBELLREITH\HaidehH
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Horndean Rd/New Brighton	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 DoSomething	PM	ONE HOUR	17:00	18:30	15

Horndean Rd/New Brighton - 2036 DoSomething , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Horndean Rd-Victoria Rd	T-Junction	Two-way		3432506.88	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Horndean Rd North		Major
B	New Brighton Rd		Minor
C	Horndean Rd South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Horndean Rd South	6.00			50.0	✓	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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - New Brighton Rd	Two lanes	3.00	3.00	120	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	568	0.103	0.261	0.164	0.373
1	B-C	687	0.105	0.266	-	-
1	C-B	603	0.234	0.234	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd North		✓	745	100.000
B - New Brighton Rd		✓	310	100.000
C - Horndean Rd South		✓	1148	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Horndean Rd North	B - New Brighton Rd	C - Horndean Rd South
From	A - Horndean Rd North	0	161	584
	B - New Brighton Rd	126	0	184
	C - Horndean Rd South	696	452	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Horndean Rd North	B - New Brighton Rd	C - Horndean Rd South
From	A - Horndean Rd North	10	10	10
	B - New Brighton Rd	10	10	10
	C - Horndean Rd South	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.54	23.20	1.3	C
B-A	9999999999.00	59999940.00	124.3	F
C-AB	1.64	1581.83	375.3	F
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	139	499	0.278	137	0.4	10.887	B
B-A	95	227	0.418	92	0.7	59999940.000	F
C-AB	864	854	1.012	786	19.6	51.139	F
C-A	0			0			
A-B	121			121			
A-C	440			440			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	423	0.391	164	0.7	15.259	C
B-A	113	142	0.800	105	2.9	59999940.000	F
C-AB	1032	821	1.258	815	73.8	219.943	F
C-A	0			0			
A-B	145			145			
A-C	525			525			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	373	0.543	200	1.2	22.664	C
B-A	139	0	9999999999.000	0	37.6	59999940.000	F
C-AB	1264	773	1.636	772	196.7	638.789	F
C-A	0			0			
A-B	177			177			
A-C	643			643			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	373	0.543	202	1.3	23.197	C
B-A	139	0	9999999999.000	0	72.2	59999940.000	F
C-AB	1264	773	1.636	773	319.6	1209.664	F
C-A	0			0			
A-B	177			177			
A-C	643			643			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	165	399	0.415	167	0.8	17.230	C
B-A	113	0	9999999999.000	0	100.6	59999940.000	F
C-AB	1032	821	1.258	820	372.5	1499.963	F
C-A	0			0			
A-B	145			145			
A-C	525			525			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	139	418	0.332	140	0.6	14.279	B
B-A	95	0	9999999999.000	0	124.3	59999940.000	F
C-AB	864	854	1.012	853	375.3	1581.833	F
C-A	0			0			
A-B	121			121			
A-C	440			440			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: PICCADY-Horndean Rd-Southleigh Rd-ID60-61.j9
Path: J:\13250-13499\13265 - Havant Borough Council\Docs\CR Docs\Reports\Traffic Models\Priority Junctions
Report generation date: 10/09/2019 10:01:30

Summary of junction performance

	PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	Horndean Rd /Southleigh - 2036 DoSomething			
Stream B-ACD	27.9	474.39	1.31	F
Stream A-BCD	0.0	0.00	0.00	A
Stream D-ABC	8.8	92.38	0.95	F
Stream C-ABD	0.0	0.00	0.00	A

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	Havant Borough Council
Location	Horndean Rd/Southleigh Rd
Site number	
Date	14/08/2019
Version	
Status	(new file)
Identifier	
Client	HBC
Jobnumber	13265
Enumerator	CAMPBELLREITH\HaidehH
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Horndean Rd /Southleigh	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 DoSomething	PM Peak	ONE HOUR	17:00	18:30	15

Horndean Rd /Southleigh - 2036 DoSomething , PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Horndean Rd/Southleigh Rd	Right-Left Stagger	Two-way		56.72	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Horndean Rd South		Major
B	Southleigh Rd West		Minor
C	Horndean Rd North		Major
D	Southleigh Rd East		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Horndean Rd South	15.60	✓	3.50	✓	2.20	250.0	✓	6.00
C - Horndean Rd North	6.70			✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Southleigh Rd West	One lane	3.00	45	58
D - Southleigh Rd East	One lane	3.00	86	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	719	-	-	-	0.162	0.162	0.162	-	0.162	-	-
1	B-AD	521	0.092	0.232	-	-	-	0.146	0.332	0.146	0.092	0.232
1	B-C	660	0.098	0.248	-	-	-	-	-	-	0.098	0.248
1	C-B	781	0.294	0.294	-	-	-	-	-	-	0.294	0.294
1	D-A	657	-	-	-	0.148	0.059	0.148	-	0.059	-	-
1	D-BC	573	0.090	0.090	0.204	0.142	0.056	0.142	-	0.056	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Horndean Rd South		✓	823	100.000
B - Southleigh Rd West		✓	189	100.000
C - Horndean Rd North		✓	777	100.000
D - Southleigh Rd East		✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Horndean Rd South	B - Southleigh Rd West	C - Horndean Rd North	D - Southleigh Rd East
From	A - Horndean Rd South	0	208	615	0
	B - Southleigh Rd West	112	0	0	77
	C - Horndean Rd North	566	0	0	211
	D - Southleigh Rd East	68	86	177	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Horndean Rd South	B - Southleigh Rd West	C - Horndean Rd North	D - Southleigh Rd East
From	A - Horndean Rd South	0	0	0	0
	B - Southleigh Rd West	0	0	0	0
	C - Horndean Rd North	0	0	0	0
	D - Southleigh Rd East	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	1.31	474.39	27.9	F
A-BCD	0.00	0.00	0.0	A
A-B				
A-C				
D-ABC	0.95	92.38	8.8	F
C-ABD	0.00	0.00	0.0	A
C-D				
C-A				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	142	276	0.515	138	1.0	25.417	D
A-BCD	0	1202	0.000	0	0.0	0.000	A
A-B	157			157			
A-C	463			463			
D-ABC	249	455	0.548	245	1.2	16.776	C
C-ABD	0	1083	0.000	0	0.0	0.000	A
C-D	159			159			
C-A	426			426			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	170	228	0.745	164	2.4	52.348	F
A-BCD	0	1155	0.000	0	0.0	0.000	A
A-B	187			187			
A-C	553			553			
D-ABC	298	428	0.695	294	2.1	26.080	D
C-ABD	0	987	0.000	0	0.0	0.000	A
C-D	190			190			
C-A	509			509			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	208	162	1.285	156	15.4	245.489	F
A-BCD	0	1089	0.000	0	0.0	0.000	A
A-B	229			229			
A-C	677			677			
D-ABC	364	391	0.932	346	6.7	63.407	F
C-ABD	0	857	0.000	0	0.0	0.000	A
C-D	232			232			
C-A	623			623			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	208	159	1.307	158	27.9	474.386	F
A-BCD	0	1073	0.000	0	0.0	0.000	A
A-B	229			229			
A-C	677			677			
D-ABC	364	385	0.946	356	8.8	92.384	F
C-ABD	0	848	0.000	0	0.0	0.000	A
C-D	232			232			
C-A	623			623			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	170	224	0.760	216	16.4	366.280	F
A-BCD	0	1120	0.000	0	0.0	0.000	A
A-B	187			187			
A-C	553			553			
D-ABC	298	416	0.715	322	2.8	44.294	E
C-ABD	0	973	0.000	0	0.0	0.000	A
C-D	190			190			
C-A	509			509			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	142	275	0.518	203	1.2	82.675	F
A-BCD	0	1180	0.000	0	0.0	0.000	A
A-B	157			157			
A-C	463			463			
D-ABC	249	448	0.557	255	1.3	19.234	C
C-ABD	0	1077	0.000	0	0.0	0.000	A
C-D	159			159			
C-A	426			426			

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: PICCADY-North St-Victoria Rd-ID A4.j9
Path: J:\13250-13499\13265 - Havant Borough Council\Docs\CR Docs\Reports\Traffic Models\Giveways
Report generation date: 10/09/2019 09:55:56

Summary of junction performance

	PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	North Street/Victoria Street - 2036 DoSomething			
Stream B-AC	1.8	18.49	0.63	C
Stream C-AB	0.0	4.72	0.01	A

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

File summary

File Description

Title	Havant Borough Council
Location	B1248
Site number	ID A4
Date	20/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	13265
Enumerator	CAMPBELLREITH\HaidehH
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	North Street/Victoria Street	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 DoSomething	PM Peak	ONE HOUR	17:00	18:30	15

North Street/Victoria Street - 2036 DoSomething , PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	North Street /Victoria Rd	T-Junction	Two-way		4.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	North Street South		Major
B	Victoria Rd		Minor
C	North St North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - North St North	7.30			100.0	✓	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)
B - Victoria Rd	One lane	4.00	50	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	584	0.100	0.254	0.160	0.362
1	B-C	738	0.107	0.270	-	-
1	C-B	632	0.231	0.231	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - North Street South		✓	551	100.000
B - Victoria Rd		✓	328	100.000
C - North St North		✓	579	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - North Street South	B - Victoria Rd	C - North St North
From	A - North Street South	0	0	551
	B - Victoria Rd	0	0	328
	C - North St North	577	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - North Street South	B - Victoria Rd	C - North St North
From	A - North Street South	10	10	10
	B - Victoria Rd	10	10	10
	C - North St North	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.63	18.49	1.8	C
C-AB	0.01	4.72	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	247	626	0.394	244	0.7	10.286	B
C-AB	3	841	0.004	3	0.0	4.725	A
C-A	433			433			
A-B	0			0			
A-C	415			415			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	295	605	0.488	294	1.0	12.677	B
C-AB	4	887	0.005	4	0.0	4.485	A
C-A	516			516			
A-B	0			0			
A-C	495			495			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	361	575	0.628	358	1.8	18.037	C
C-AB	7	953	0.007	7	0.0	4.181	A
C-A	631			631			
A-B	0			0			
A-C	607			607			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	361	575	0.628	361	1.8	18.493	C
C-AB	7	953	0.007	7	0.0	4.183	A
C-A	631			631			
A-B	0			0			
A-C	607			607			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	295	605	0.488	298	1.1	13.025	B
C-AB	4	887	0.005	4	0.0	4.487	A
C-A	516			516			
A-B	0			0			
A-C	495			495			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	247	626	0.394	248	0.7	10.514	B
C-AB	3	841	0.004	3	0.0	4.725	A
C-A	433			433			
A-B	0			0			
A-C	415			415			

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: PICCADY-Southleigh Rd-ID A2-Eastleigh Rd.j9
Path: J:\13250-13499\13265 - Havant Borough Council\Docs\CR Docs\Reports\Traffic Models\Giveways
Report generation date: 10/09/2019 09:56:39

Summary of junction performance

	PM Peak			
	Queue (PCU)	Delay (s)	RFC	LOS
	Southleigh Rd/ Eastleigh Rd - 2036 Do Something			
Stream B-C	0.6	9.12	0.34	A
Stream B-A	0.5	16.11	0.33	C
Stream C-AB	2.4	22.44	0.70	C

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

File summary

File Description

Title	Havant Bourough Council
Location	Eastleigh Rd/South Leigh Rd
Site number	
Date	15/08/2019
Version	
Status	(new file)
Identifier	
Client	HBC
Jobnumber	13265
Enumerator	CAMPBELLREITH\HaidehH
Description	

Units

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

Analysis Options

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

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Southleigh Rd/ Eastleigh Rd	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2036 Do Something	PM Peak	ONE HOUR	17:00	18:30	15

Southleigh Rd/ Eastleigh Rd - 2036 Do Something , PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Eastleigh Rd/Southleigh Rd	T-Junction	Two-way		13.35	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Southleigh Rd SW		Major
B	Eastleigh Rd NE		Minor
C	Southleigh Rd E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Southleigh Rd E	6.10			100.0	✓	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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Eastleigh Rd NE	One lane plus flare	10.00	6.50	4.20	3.50	3.10	✓	1.00	41	67

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	559	0.101	0.256	0.161	0.366
1	B-C	771	0.118	0.298	-	-
1	C-B	632	0.244	0.244	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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

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

Traffic Demand

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Southleigh Rd SW		✓	208	100.000
B - Eastleigh Rd NE		✓	311	100.000
C - Southleigh Rd E		✓	364	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Southleigh Rd SW	B - Eastleigh Rd NE	C - Southleigh Rd E
From	A - Southleigh Rd SW	0	208	0
	B - Eastleigh Rd NE	112	0	199
	C - Southleigh Rd E	0	364	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Southleigh Rd SW	B - Eastleigh Rd NE	C - Southleigh Rd E
From	A - Southleigh Rd SW	10	10	10
	B - Eastleigh Rd NE	10	10	10
	C - Southleigh Rd E	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.34	9.12	0.6	A
B-A	0.33	16.11	0.5	C
C-AB	0.70	22.44	2.4	C
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	710	0.211	149	0.3	7.039	A
B-A	84	438	0.193	83	0.3	11.142	B
C-AB	274	594	0.462	270	0.9	12.116	B
C-A	0			0			
A-B	157			157			
A-C	0			0			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	690	0.259	179	0.4	7.736	A
B-A	101	410	0.246	100	0.4	12.769	B
C-AB	327	586	0.558	326	1.3	15.081	C
C-A	0			0			
A-B	187			187			
A-C	0			0			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	655	0.335	218	0.5	9.064	A
B-A	123	370	0.333	123	0.5	15.924	C
C-AB	401	576	0.696	397	2.3	21.594	C
C-A	0			0			
A-B	229			229			
A-C	0			0			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	653	0.335	219	0.6	9.120	A
B-A	123	369	0.334	123	0.5	16.114	C
C-AB	401	576	0.696	400	2.4	22.439	C
C-A	0			0			
A-B	229			229			
A-C	0			0			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	688	0.260	180	0.4	7.791	A
B-A	101	408	0.247	101	0.4	12.952	B
C-AB	327	586	0.558	331	1.4	15.750	C
C-A	0			0			
A-B	187			187			
A-C	0			0			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	709	0.211	150	0.3	7.095	A
B-A	84	436	0.194	85	0.3	11.297	B
C-AB	274	594	0.462	276	1.0	12.537	B
C-A	0			0			
A-B	157			157			
A-C	0			0			

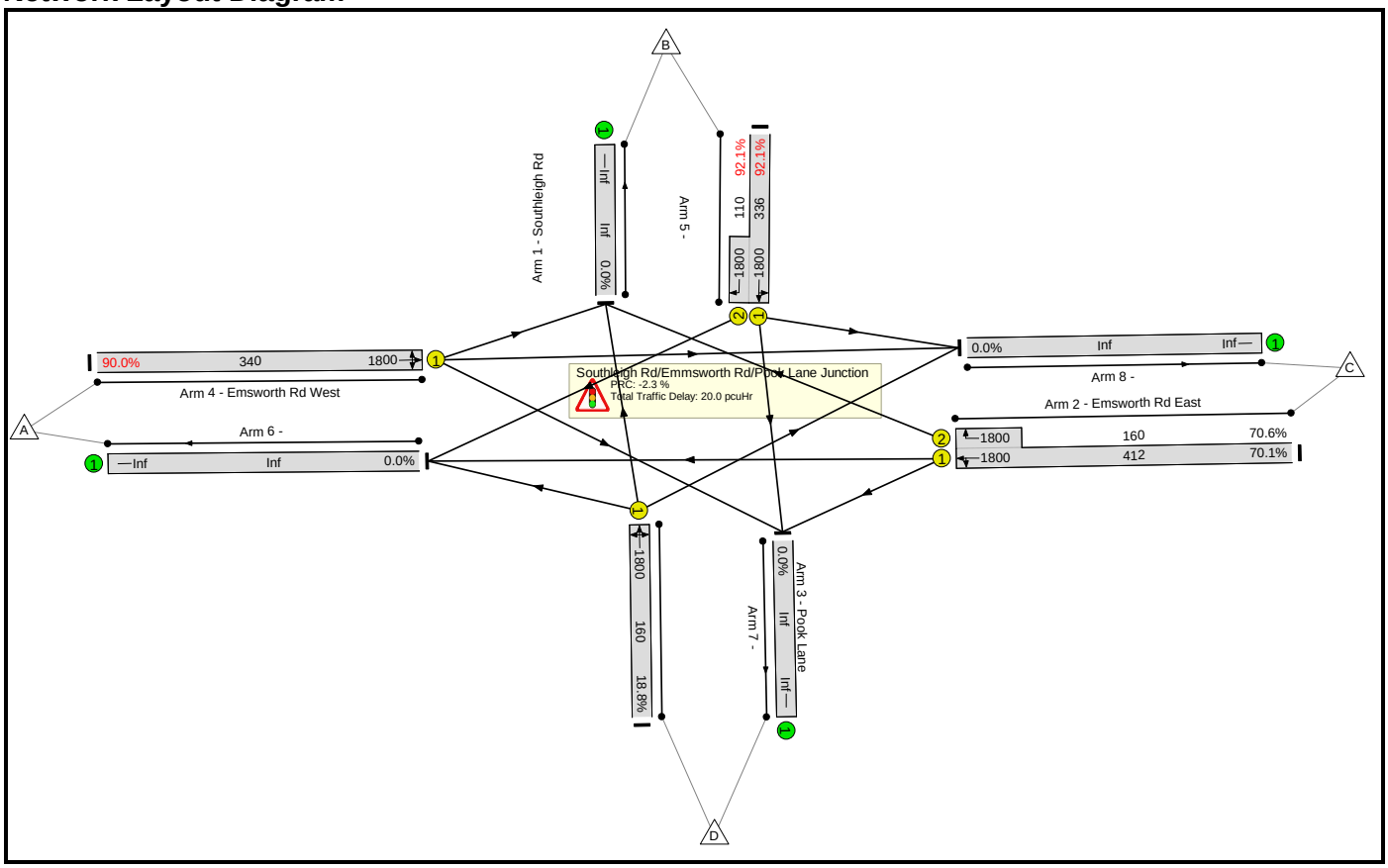
Basic Results Summary

User and Project Details

Project:	**Havant Bourough Council**
Title:	**Southleight Development Site**
Location:	
Client:	HBC
Additional detail:	
File name:	Southleigh Rd -Emsworth Rd-Pook Lane Signal Junction-ID 25.lsg3x
Author:	Haideh Heydari
Company:	CampbellReigh
Address:	

Scenario 1: 'Scenario 1' (FG1: 'Flow Group 1-AM Peak 2036 Base Line ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleight Development Site	-	-	-		-	-	-	-	-	-	**92.1%**	**0**	**0**	**0**	**20.0**	-	-
Southleigh Rd/Emmsworth Rd/Pook Lane Junction	-	-	-		-	-	-	-	-	-	**92.1%**	**0**	**0**	**0**	**20.0**	-	-
1/1+1/2	Southleigh Rd Right Ahead Left	U	B		1	18	-	410	1800:1800	336+110	92.1 : 92.1%	-	-	-	8.4	73.9	12.9
2/1+2/2	Emsworth Rd East Right Ahead Left	U	D C		1	28:7	-	402	1800:1800	412+160	70.1 : 70.6%	-	-	-	4.4	39.4	7.4
3/1	Pook Lane Ahead Left Right	U	E		1	7	-	30	1800	160	18.8%	-	-	-	0.4	51.9	0.8
4/1	Emsworth Rd West Left Right Ahead	U	A		1	16	-	306	1800	340	90.0%	-	-	-	6.7	79.2	11.1

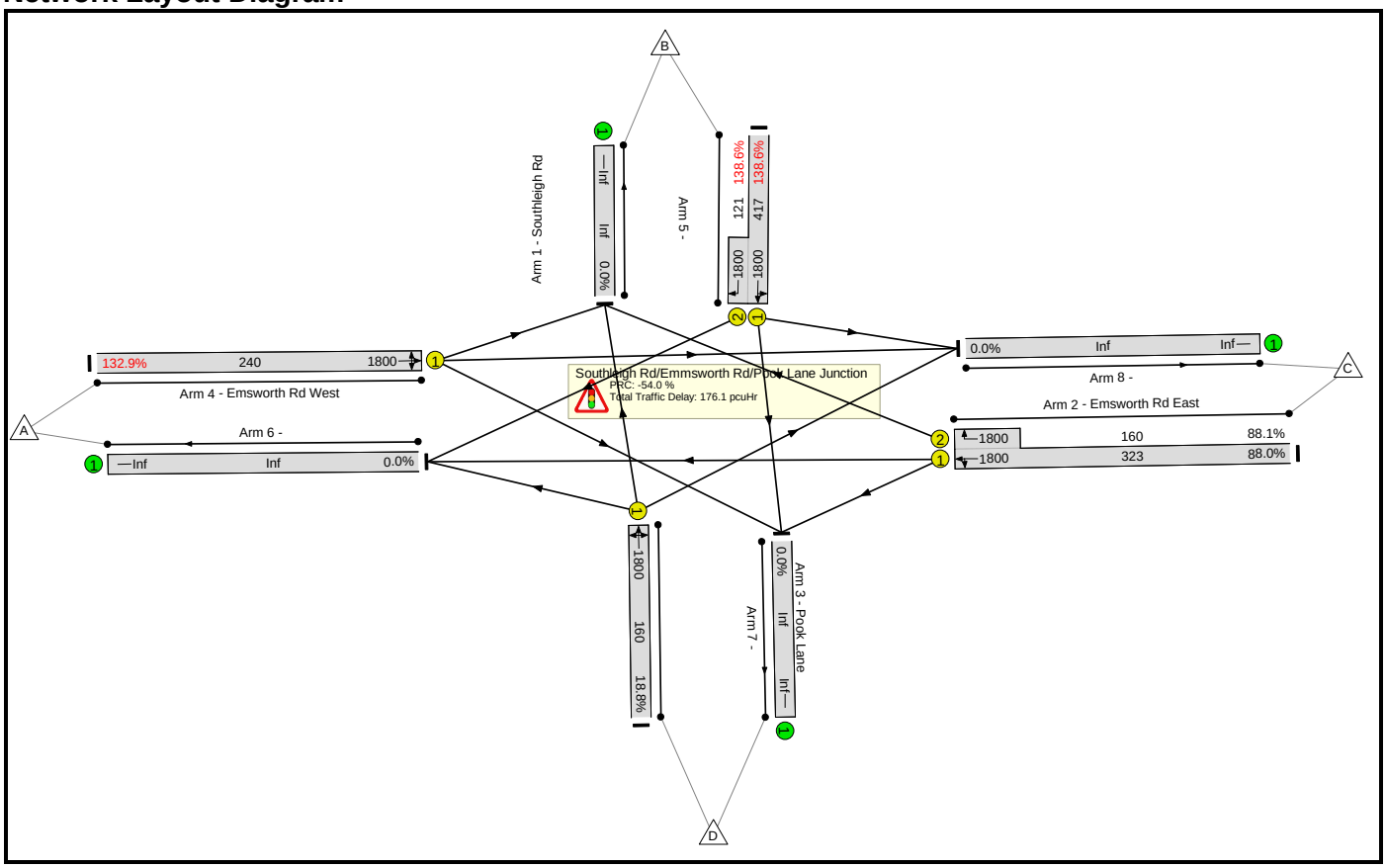
C1 PRC for Signalled Lanes (%): -2.3 Total Delay for Signalled Lanes (pcuHr): 19.98 Cycle Time (s): 90

PRC Over All Lanes (%): -2.3 Total Delay Over All Lanes(pcuHr): 19.98

Basic Results Summary

Scenario 2: ' Scenario 2' (FG2: 'Flow Group 2-AM Peak2036 Do Min ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

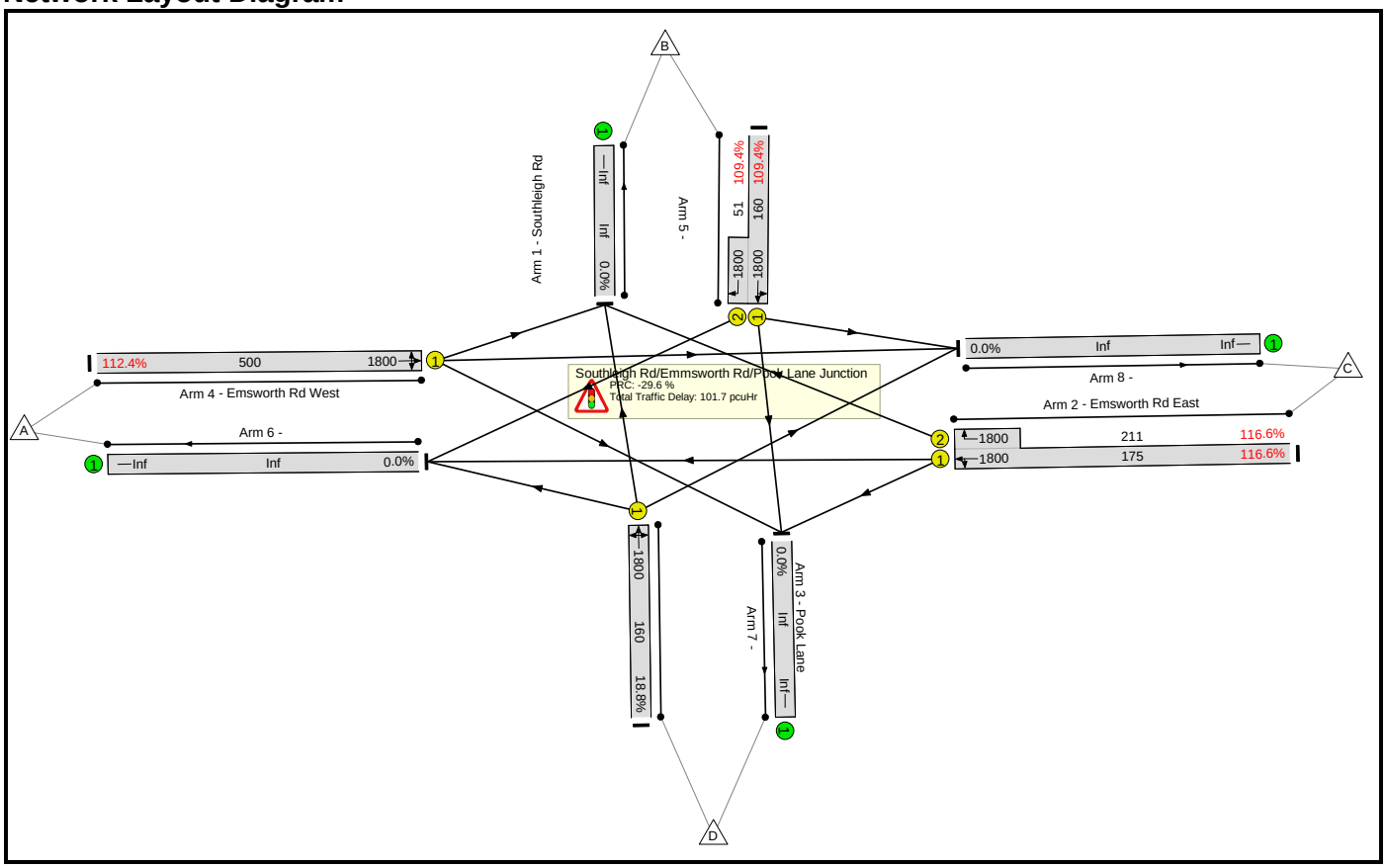
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleight Development Site	-	-	-		-	-	-	-	-	-	**138.6%**	**0**	**0**	**0**	**176.1**	-	-
Southleigh Rd/Emmsworth Rd/Pook Lane Junction	-	-	-		-	-	-	-	-	-	**138.6%**	**0**	**0**	**0**	**176.1**	-	-
1/1+1/2	Southleigh Rd Right Ahead Left	U	B		1	23	-	746	1800:1800	417+121	138.6 : 138.6%	-	-	-	120.0	578.9	129.1
2/1+2/2	Emsworth Rd East Right Ahead Left	U	D C		1	23:7	-	425	1800:1800	323+160	88.0 : 88.1%	-	-	-	7.2	60.8	10.2
3/1	Pook Lane Ahead Left Right	U	E		1	7	-	30	1800	160	18.8%	-	-	-	0.4	51.9	0.8
4/1	Emsworth Rd West Left Right Ahead	U	A		1	11	-	319	1800	240	132.9%	-	-	-	48.5	547.7	51.6

C1 PRC for Signalled Lanes (%): -54.0 Total Delay for Signalled Lanes (pcuHr): 176.10 Cycle Time (s): 90
PRC Over All Lanes (%): -54.0 Total Delay Over All Lanes(pcuHr): 176.10

Basic Results Summary

Scenario 3: ' Scenario 1' (FG3: 'Flow Group 3-PM Peak 2036 Base Line ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleight Development Site	-	-	-		-	-	-	-	-	-	**116.6%**	**0**	**0**	**0**	**101.7**	-	-
Southleigh Rd/Emmsworth Rd/Pook Lane Junction	-	-	-		-	-	-	-	-	-	**116.6%**	**0**	**0**	**0**	**101.7**	-	-
1/1+1/2	Southleigh Rd Right Ahead Left	U	B		1	7	-	231	1800:1800	160+51	109.4 : 109.4%	-	-	-	17.1	266.9	18.8
2/1+2/2	Emsworth Rd East Right Ahead Left	U	D C		1	39:10	-	450	1800:1800	175+211	116.6 : 116.6%	-	-	-	41.3	330.1	44.6
3/1	Pook Lane Ahead Left Right	U	E		1	7	-	30	1800	160	18.8%	-	-	-	0.4	51.9	0.8
4/1	Emsworth Rd West Left Right Ahead	U	A		1	24	-	562	1800	500	112.4%	-	-	-	42.8	274.4	50.6

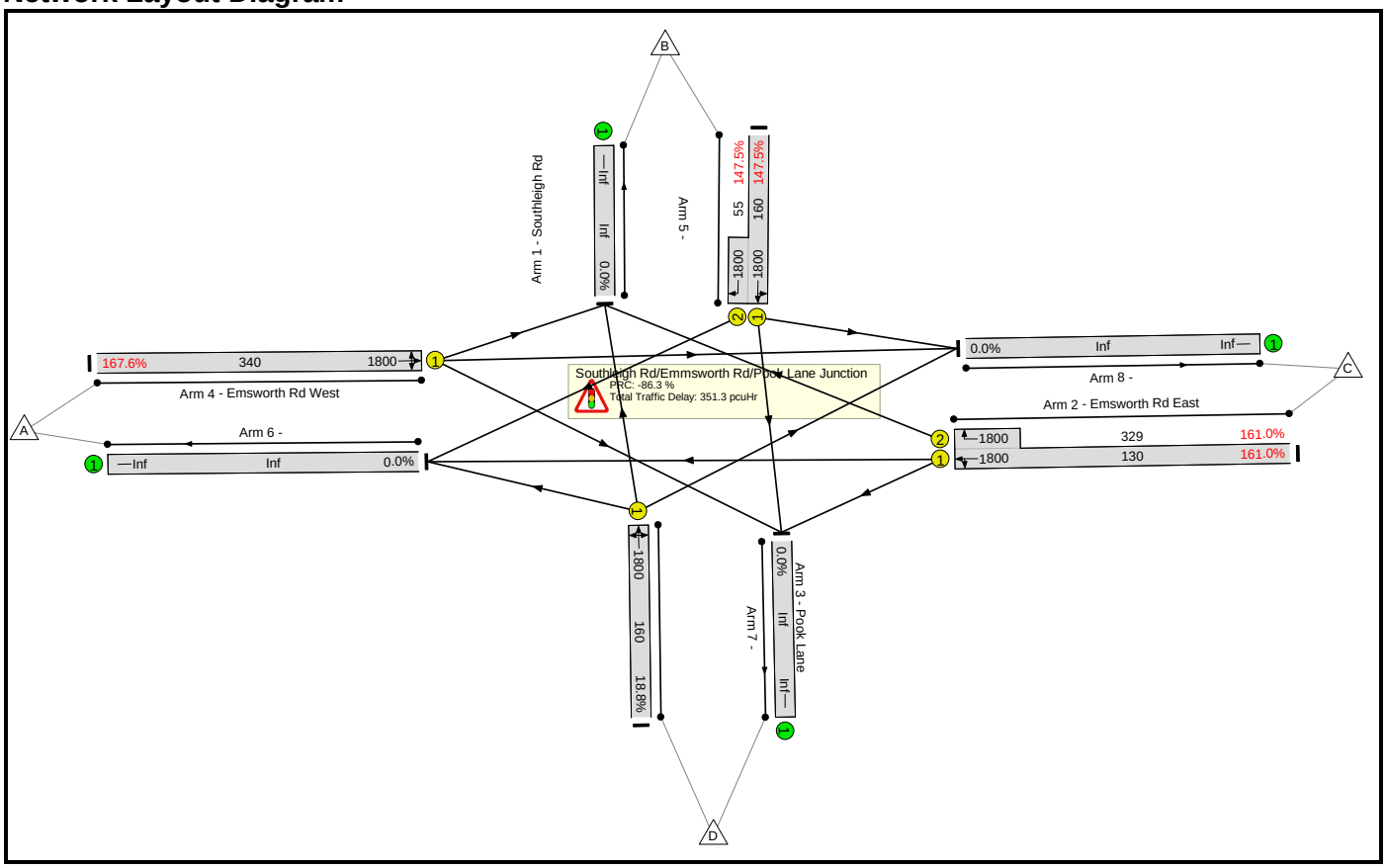
C1 PRC for Signalled Lanes (%): -29.6 Total Delay for Signalled Lanes (pcuHr): 101.66 Cycle Time (s): 90

PRC Over All Lanes (%): -29.6 Total Delay Over All Lanes(pcuHr): 101.66

Basic Results Summary

Scenario 4: 'Scenario 2' (FG4: 'Flow Group 4-PM Peak 2036 Do Min', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleight Development Site	-	-	-		-	-	-	-	-	-	**167.6%**	**0**	**0**	**0**	**351.3**	-	-
Southleigh Rd/Emmsworth Rd/Pook Lane Junction	-	-	-		-	-	-	-	-	-	**167.6%**	**0**	**0**	**0**	**351.3**	-	-
1/1+1/2	Southleigh Rd Right Ahead Left	U	B		1	7	-	317	1800:1800	160+55	147.5 : 147.5%	-	-	-	59.3	673.2	61.8
2/1+2/2	Emsworth Rd East Right Ahead Left	U	D C		1	39:18	-	739	1800:1800	130+329	161.0 : 161.0%	-	-	-	159.1	775.0	165.9
3/1	Pook Lane Ahead Left Right	U	E		1	7	-	30	1800	160	18.8%	-	-	-	0.4	51.9	0.8
4/1	Emsworth Rd West Left Right Ahead	U	A		1	16	-	570	1800	340	167.6%	-	-	-	132.5	836.7	138.0

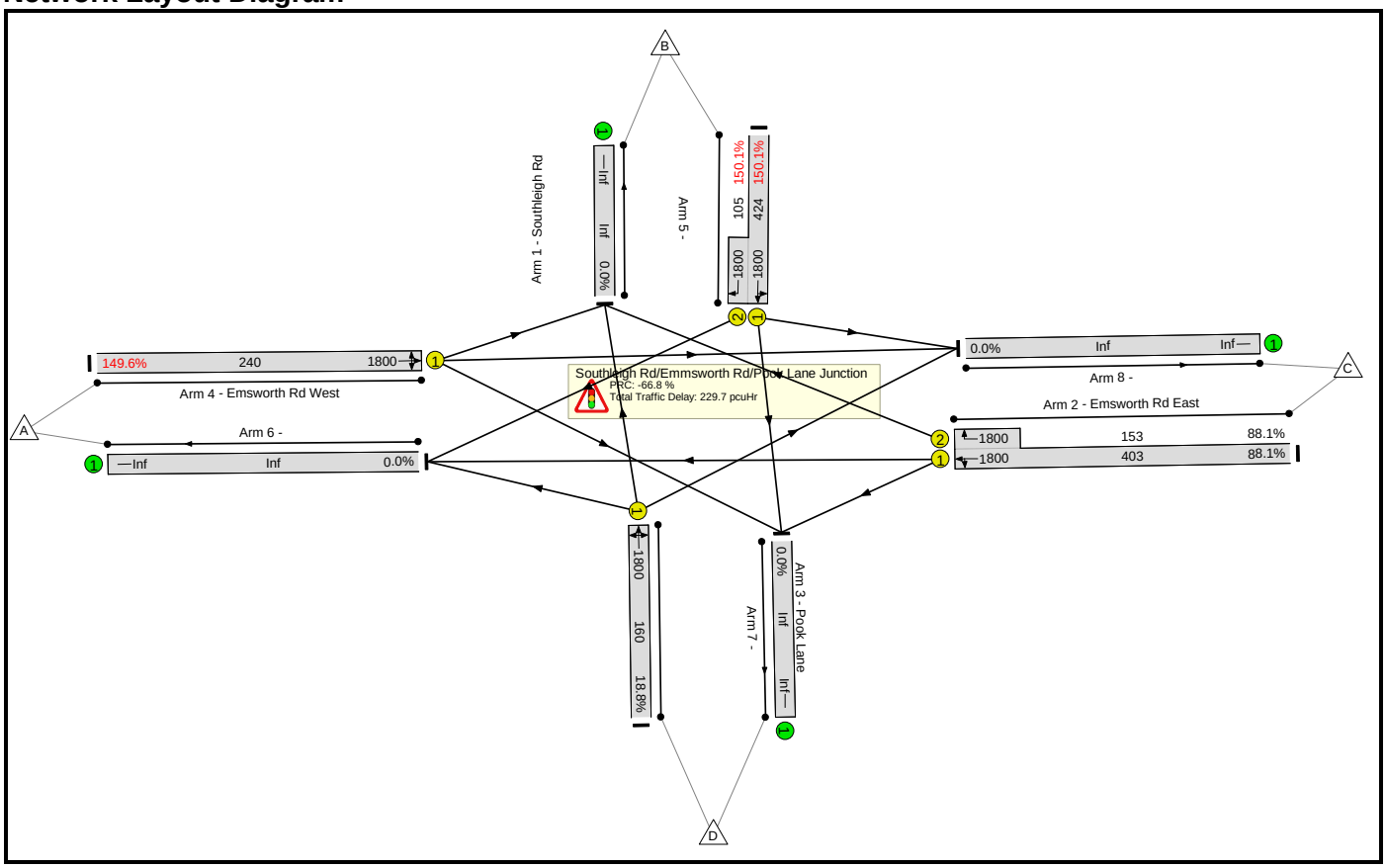
C1 PRC for Signalled Lanes (%): -86.3 Total Delay for Signalled Lanes (pcuHr): 351.28 Cycle Time (s): 90

PRC Over All Lanes (%): -86.3 Total Delay Over All Lanes(pcuHr): 351.28

Basic Results Summary

Scenario 5: 'Scenario 3' (FG5: 'Flow Group 5-AM Peak Do Something ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleight Development Site	-	-	-		-	-	-	-	-	-	**150.1%**	**0**	**0**	**0**	**229.7**	-	-
Southleigh Rd/Emmsworth Rd/Pook Lane Junction	-	-	-		-	-	-	-	-	-	**150.1%**	**0**	**0**	**0**	**229.7**	-	-
1/1+1/2	Southleigh Rd Right Ahead Left	U	B		1	23	-	795	1800:1800	424+105	150.1 : 150.1%	-	-	-	151.0	683.8	160.6
2/1+2/2	Emsworth Rd East Right Ahead Left	U	D C		1	23:7	-	490	1800:1800	403+153	88.1 : 88.1%	-	-	-	7.9	58.0	13.0
3/1	Pook Lane Ahead Left Right	U	E		1	7	-	30	1800	160	18.8%	-	-	-	0.4	51.9	0.8
4/1	Emsworth Rd West Left Right Ahead	U	A		1	11	-	359	1800	240	149.6%	-	-	-	70.4	705.6	73.9

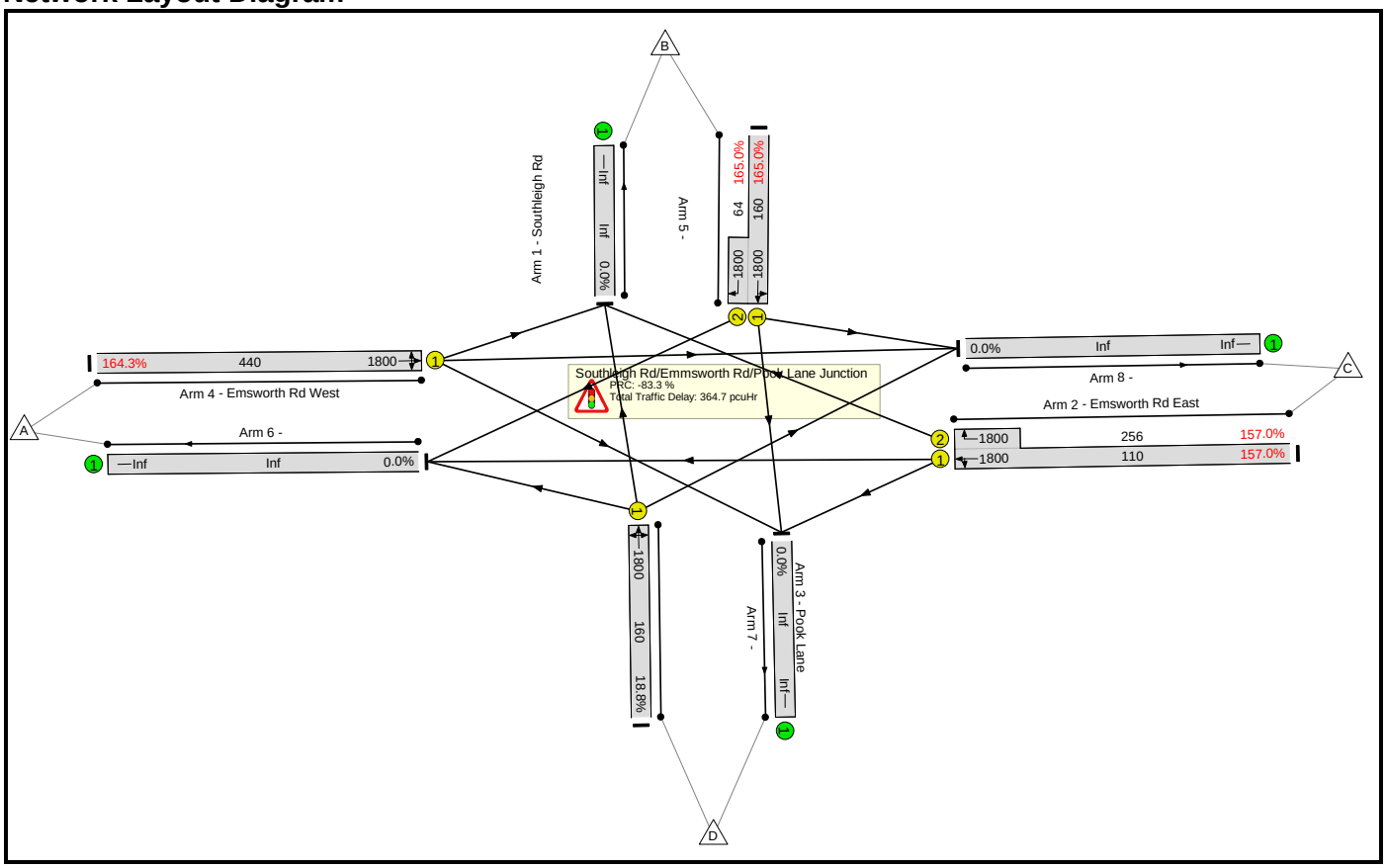
C1 PRC for Signalled Lanes (%): -66.8 Total Delay for Signalled Lanes (pcuHr): 229.71 Cycle Time (s): 90

PRC Over All Lanes (%): -66.8 Total Delay Over All Lanes(pcuHr): 229.71

Basic Results Summary

Scenario 6: 'Scenario 3' (FG6: 'Flow Group 6-PM Peak Do Something ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleight Development Site	-	-	-		-	-	-	-	-	-	**165.0%**	**0**	**0**	**0**	**364.7**	-	-
Southleigh Rd/Emmsworth Rd/Pook Lane Junction	-	-	-		-	-	-	-	-	-	**165.0%**	**0**	**0**	**0**	**364.7**	-	-
1/1+1/2	Southleigh Rd Right Ahead Left	U	B		1	7	-	370	1800:1800	160+64	165.0 : 165.0%	-	-	-	83.0	808.0	85.7
2/1+2/2	Emsworth Rd East Right Ahead Left	U	D C		1	39:13	-	574	1800:1800	110+256	157.0 : 157.0%	-	-	-	119.0	746.2	123.8
3/1	Pook Lane Ahead Left Right	U	E		1	7	-	30	1800	160	18.8%	-	-	-	0.4	51.9	0.8
4/1	Emsworth Rd West Left Right Ahead	U	A		1	21	-	723	1800	440	164.3%	-	-	-	162.3	808.1	169.0

C1 PRC for Signalled Lanes (%): -83.3 Total Delay for Signalled Lanes (pcuHr): 364.74 Cycle Time (s): 90

PRC Over All Lanes (%): -83.3 Total Delay Over All Lanes(pcuHr): 364.74

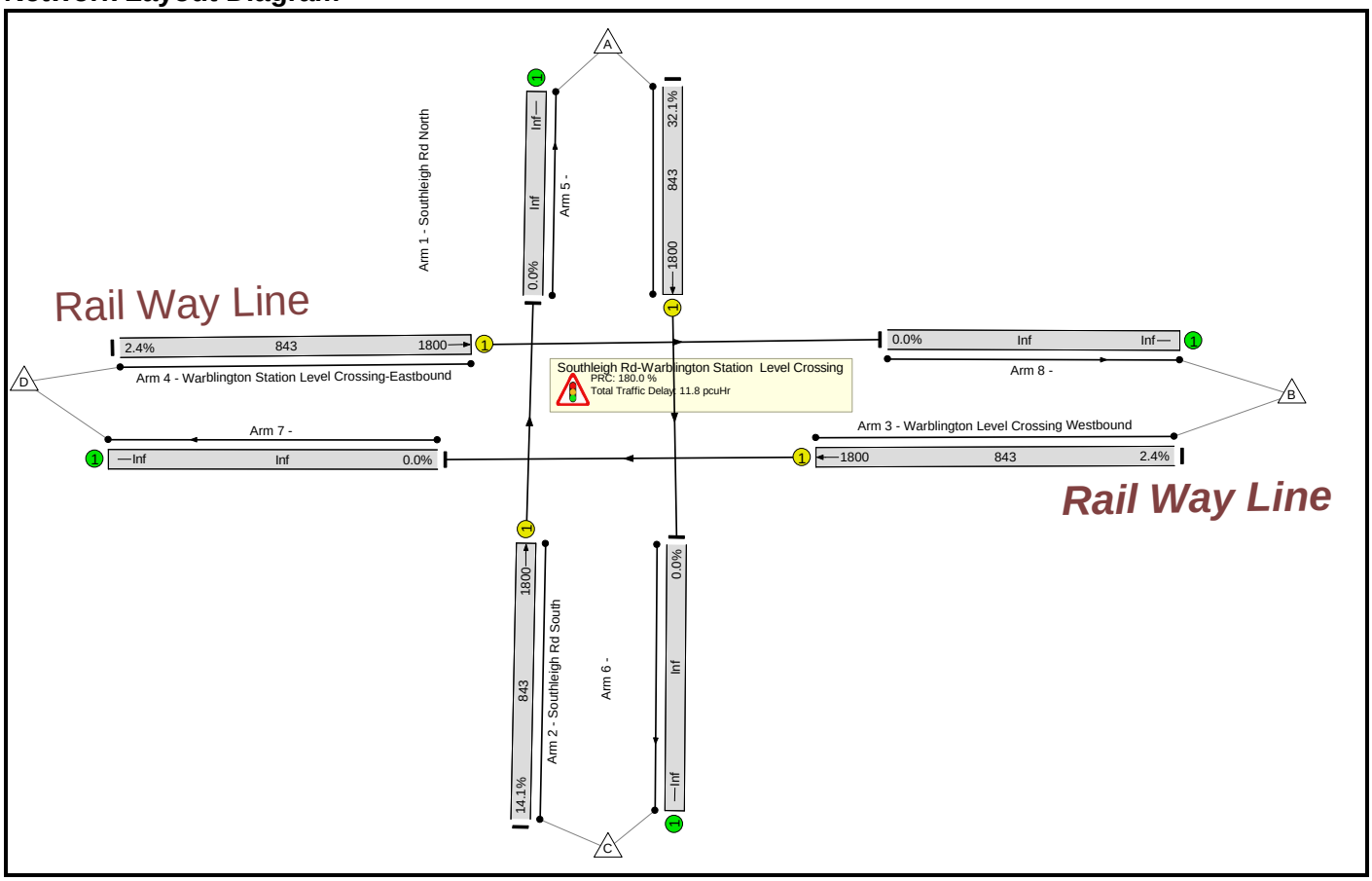
Basic Results Summary

User and Project Details

Project:	**Havant Bourough Council**
Title:	**Southleigh Development Site**
Location:	
Client:	HBC
Additional detail:	
File name:	Warblington Level Crossing-Southleigh Rd Junction-IDA3.lsg3x
Author:	Haideh Heydari
Company:	CampbellReigh
Address:	

Scenario 1: 'Scenario 1' (FG1: 'Flow Group 1-AM Peak 2036 Base line', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

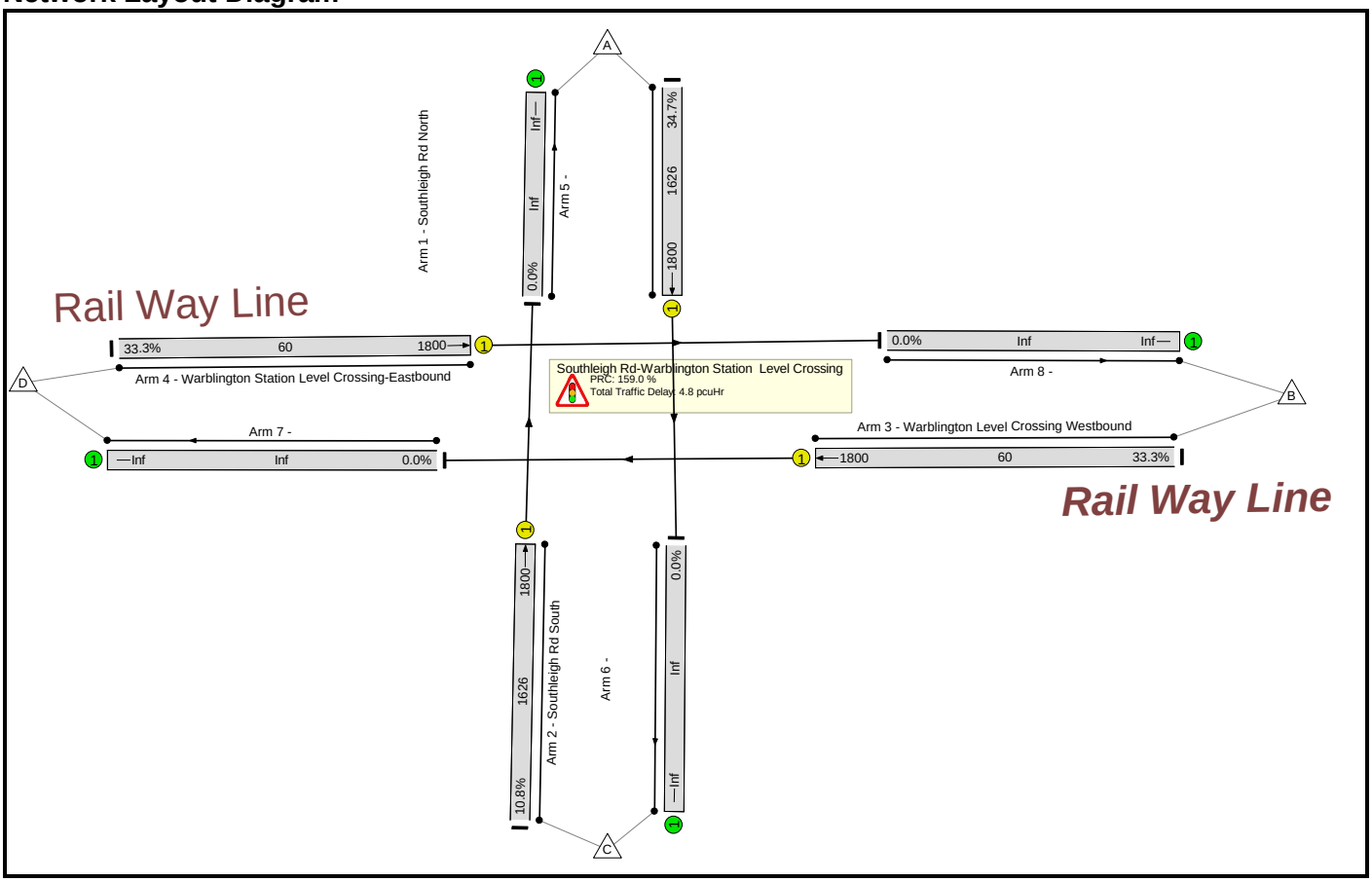
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**32.1%**	**0**	**0**	**0**	**11.8**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**32.1%**	**0**	**0**	**0**	**11.8**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	280	-	271	1800	843	32.1%	-	-	-	7.8	103.0	28.5
2/1	Southleigh Rd South Ahead	U	B		1	280	-	119	1800	843	14.1%	-	-	-	3.1	93.3	11.4
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	280	-	20	1800	843	2.4%	-	-	-	0.5	88.0	1.8
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	280	-	20	1800	843	2.4%	-	-	-	0.5	88.0	1.8

C1 PRC for Signalled Lanes (%): 180.0 Total Delay for Signalled Lanes (pcuHr): 11.81 Cycle Time (s): 600
PRC Over All Lanes (%): 180.0 Total Delay Over All Lanes(pcuHr): 11.81

Basic Results Summary

Scenario 2: ' Scenario 2' (FG3: 'Flow Group 2-AM Peak 2036 DoMin', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

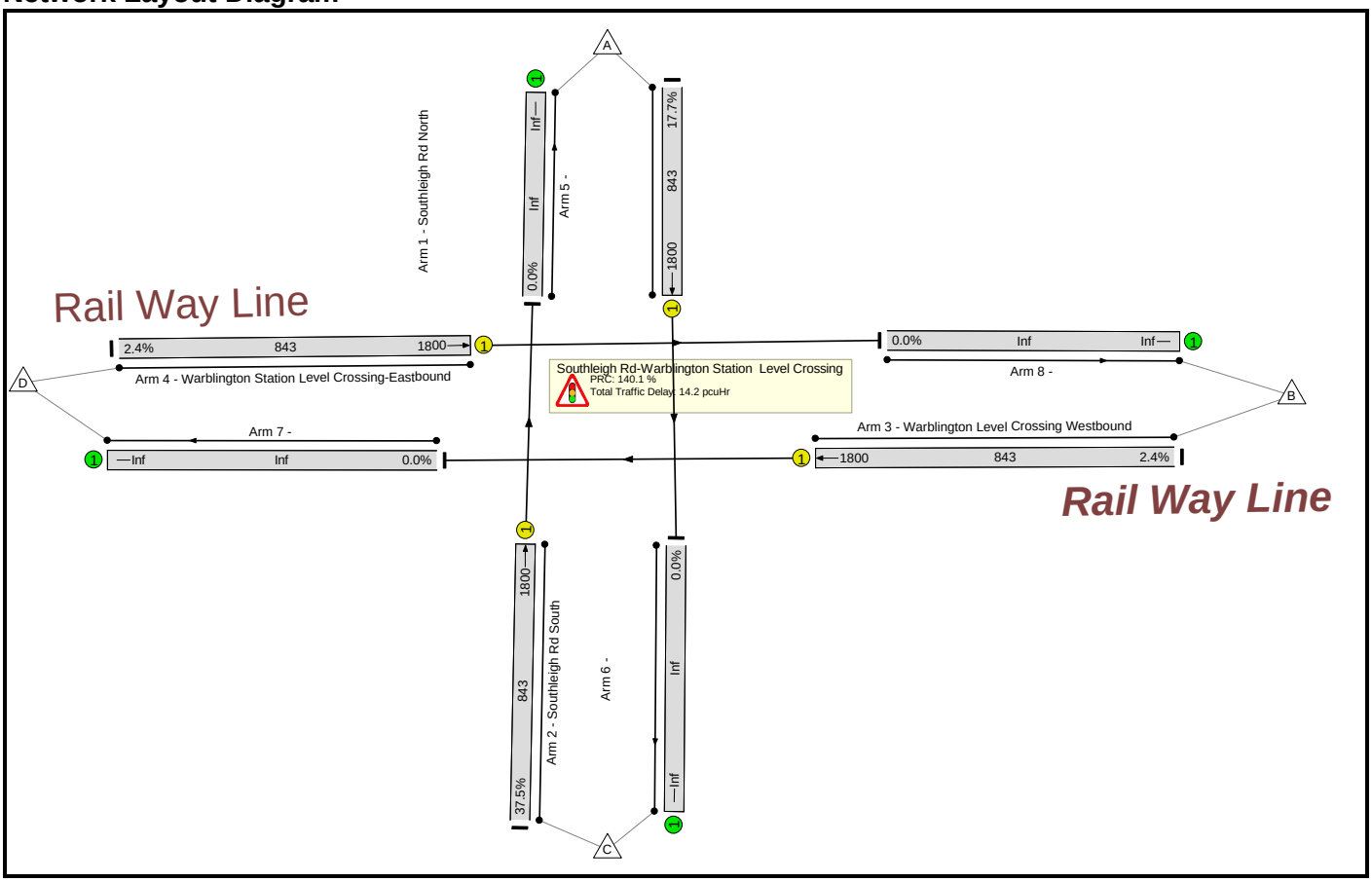
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**34.7%**	**0**	**0**	**0**	**4.8**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**34.7%**	**0**	**0**	**0**	**4.8**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	541	-	565	1800	1626	34.7%	-	-	-	0.9	5.8	13.4
2/1	Southleigh Rd South Ahead	U	B		1	541	-	176	1800	1626	10.8%	-	-	-	0.2	4.3	3.2
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	19	-	20	1800	60	33.3%	-	-	-	1.8	328.0	3.5
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	19	-	20	1800	60	33.3%	-	-	-	1.8	328.0	3.5

C1 PRC for Signalled Lanes (%): 159.0 Total Delay for Signalled Lanes (pcuHr): 4.76 Cycle Time (s): 600
PRC Over All Lanes (%): 159.0 Total Delay Over All Lanes(pcuHr): 4.76

Basic Results Summary

Scenario 3: 'Scenario 1' (FG2: 'Flow Group 3-PM Peak 2036 Baseline', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

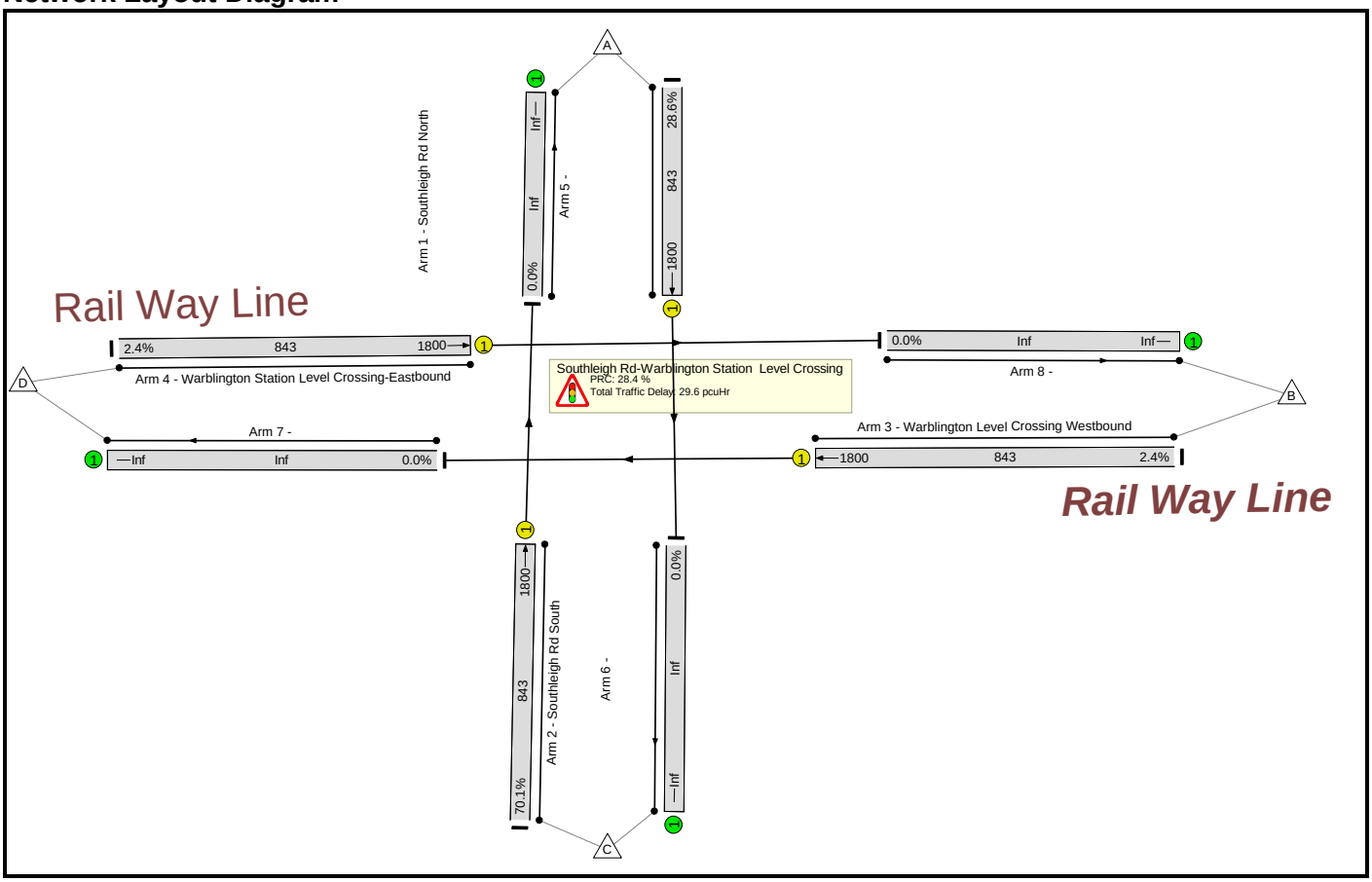
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**37.5%**	**0**	**0**	**0**	**14.2**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**37.5%**	**0**	**0**	**0**	**14.2**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	280	-	149	1800	843	17.7%	-	-	-	3.9	95.0	14.5
2/1	Southleigh Rd South Ahead	U	B		1	280	-	316	1800	843	37.5%	-	-	-	9.3	106.3	34.2
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	280	-	20	1800	843	2.4%	-	-	-	0.5	88.0	1.8
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	280	-	20	1800	843	2.4%	-	-	-	0.5	88.0	1.8

C1 PRC for Signalled Lanes (%): 140.1 Total Delay for Signalled Lanes (pcuHr): 14.24 Cycle Time (s): 600
PRC Over All Lanes (%): 140.1 Total Delay Over All Lanes(pcuHr): 14.24

Basic Results Summary

Scenario 4: 'Scenario 2' (FG4: 'Flow Group 4-PM Peak 2036 DoMin', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

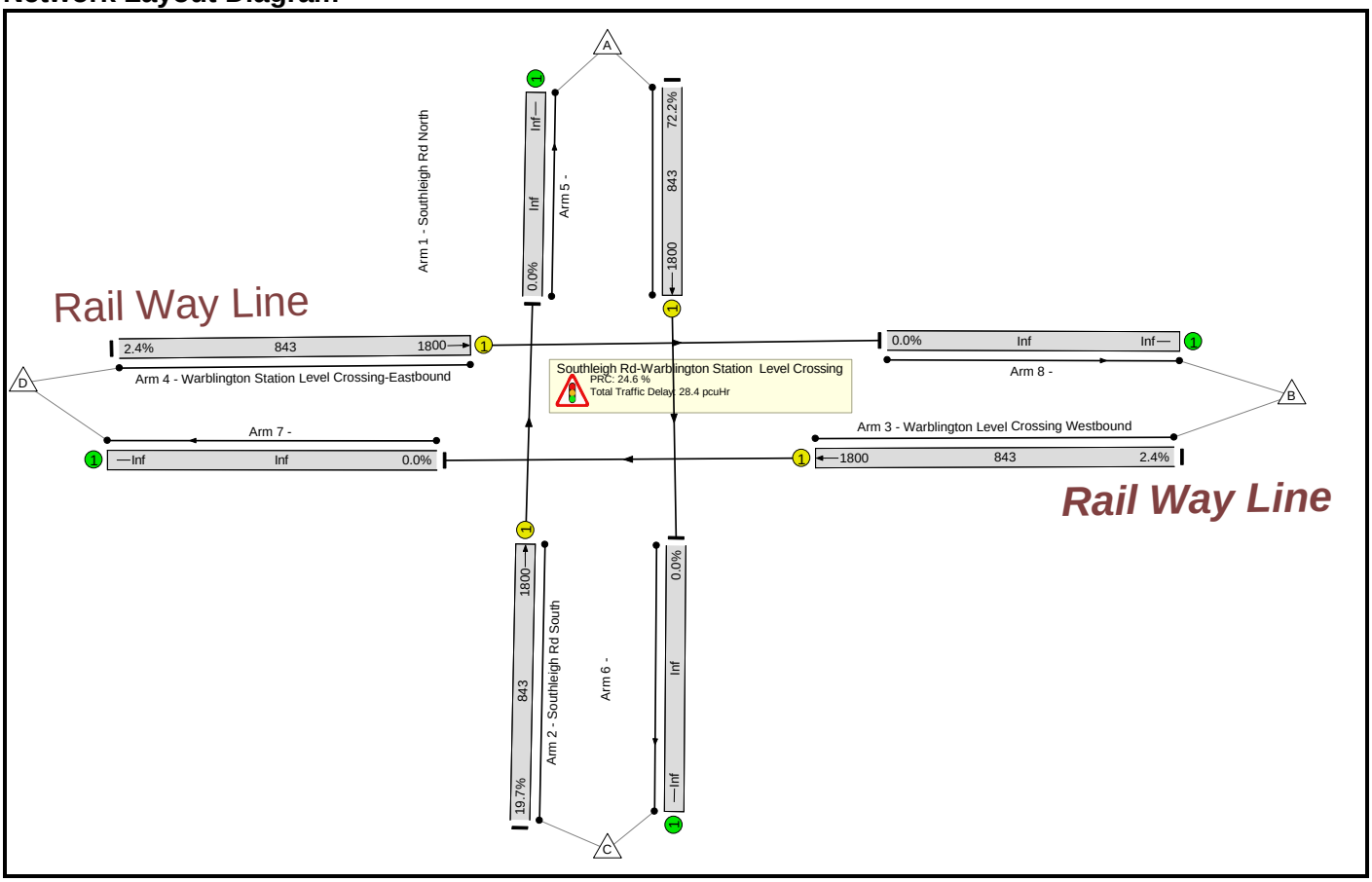
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**70.1%**	**0**	**0**	**0**	**29.6**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**70.1%**	**0**	**0**	**0**	**29.6**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	280	-	241	1800	843	28.6%	-	-	-	6.8	100.9	24.8
2/1	Southleigh Rd South Ahead	U	B		1	280	-	591	1800	843	70.1%	-	-	-	21.9	133.3	79.0
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	280	-	20	1800	843	2.4%	-	-	-	0.5	88.0	1.8
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	280	-	20	1800	843	2.4%	-	-	-	0.5	88.0	1.8

C1 PRC for Signalled Lanes (%): 28.4 Total Delay for Signalled Lanes (pcuHr): 29.62 Cycle Time (s): 600
PRC Over All Lanes (%): 28.4 Total Delay Over All Lanes(pcuHr): 29.62

Basic Results Summary

Scenario 5: 'Scenario 3' (FG5: 'Flow Group 5-AM Peak Do Something ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

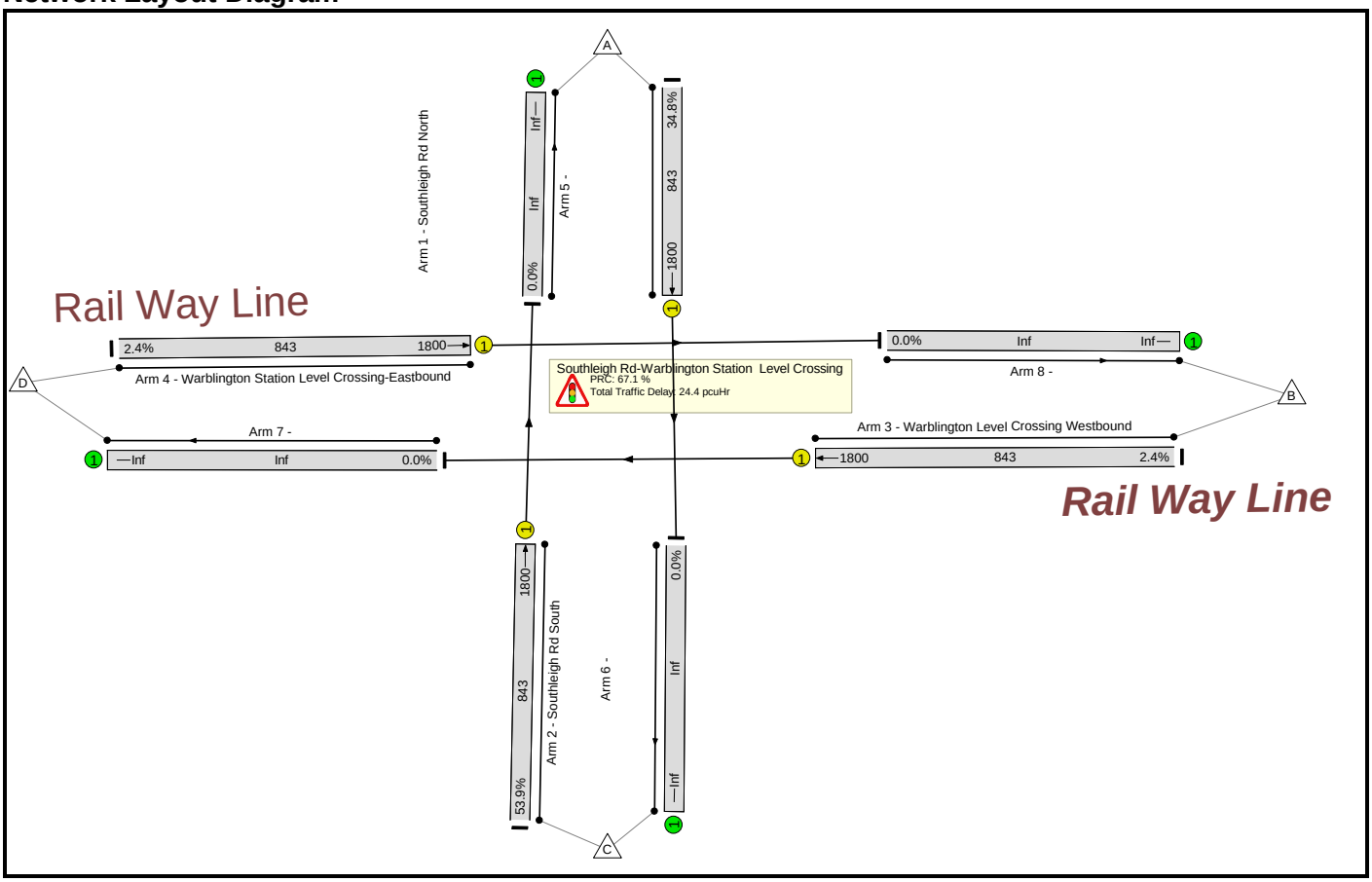
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**72.2%**	**0**	**0**	**0**	**28.4**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**72.2%**	**0**	**0**	**0**	**28.4**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	280	-	609	1800	843	72.2%	-	-	-	23.0	135.8	82.8
2/1	Southleigh Rd South Ahead	U	B		1	280	-	166	1800	843	19.7%	-	-	-	4.4	96.1	16.3
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	280	-	20	1800	843	2.4%	-	-	-	0.5	88.0	1.8
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	280	-	20	1800	843	2.4%	-	-	-	0.5	88.0	1.8

C1 PRC for Signalled Lanes (%): 24.6 Total Delay for Signalled Lanes (pcuHr): 28.38 Cycle Time (s): 600
PRC Over All Lanes (%): 24.6 Total Delay Over All Lanes(pcuHr): 28.38

Basic Results Summary

Scenario 6: 'Scenario 3' (FG6: 'Flow Group 6-PM Peak Dosomething', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

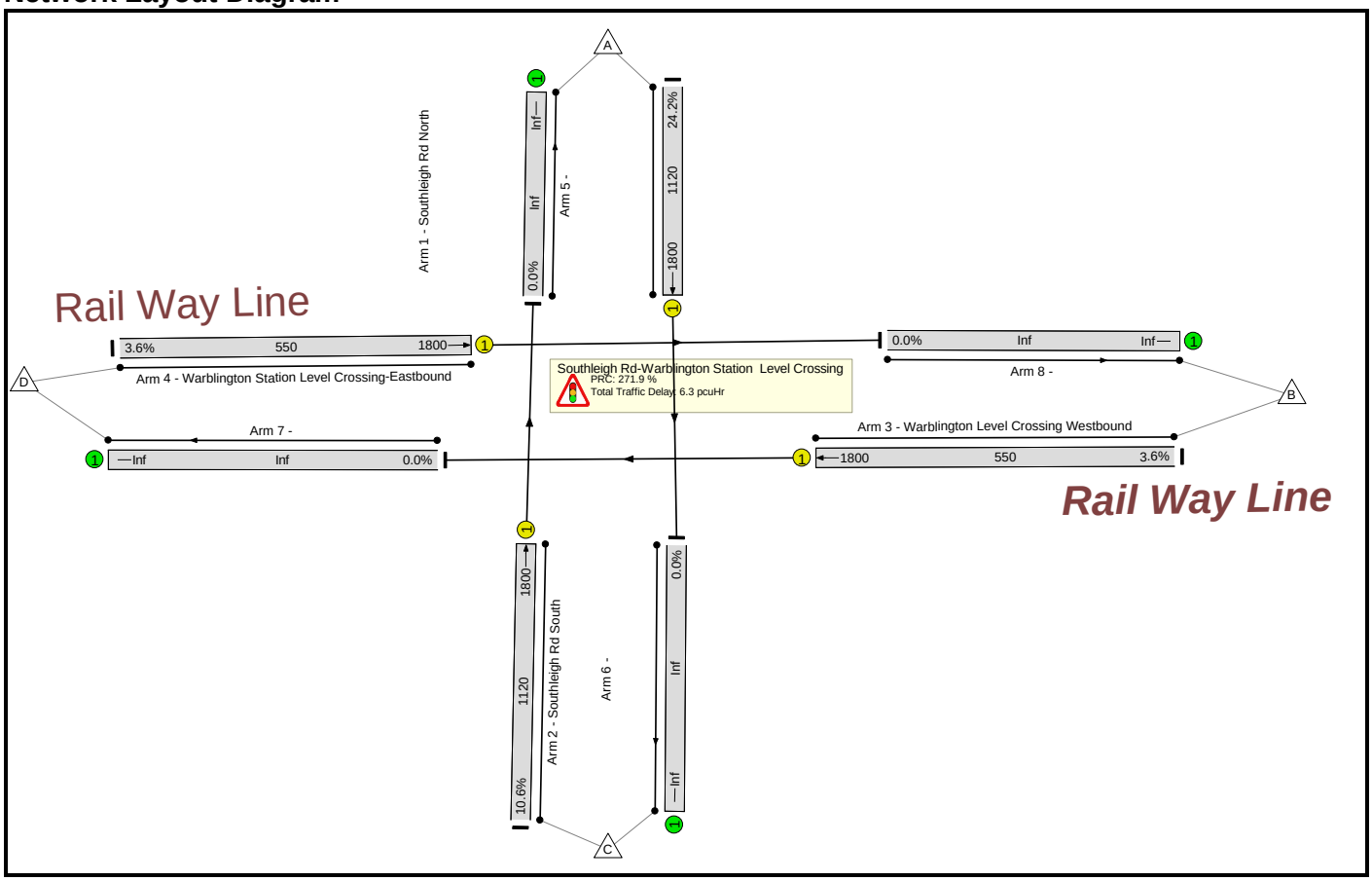
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**53.9%**	**0**	**0**	**0**	**24.4**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**53.9%**	**0**	**0**	**0**	**24.4**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	280	-	293	1800	843	34.8%	-	-	-	8.5	104.6	31.3
2/1	Southleigh Rd South Ahead	U	B		1	280	-	454	1800	843	53.9%	-	-	-	14.9	118.0	54.3
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	280	-	20	1800	843	2.4%	-	-	-	0.5	88.0	1.8
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	280	-	20	1800	843	2.4%	-	-	-	0.5	88.0	1.8

C1 PRC for Signalled Lanes (%): 67.1 Total Delay for Signalled Lanes (pcuHr): 24.37 Cycle Time (s): 600
PRC Over All Lanes (%): 67.1 Total Delay Over All Lanes(pcuHr): 24.37

Basic Results Summary

Scenario 7: 'Scenario 1-Survey Data aver' (FG1: 'Flow Group 1-AM Peak 2036 Base line', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

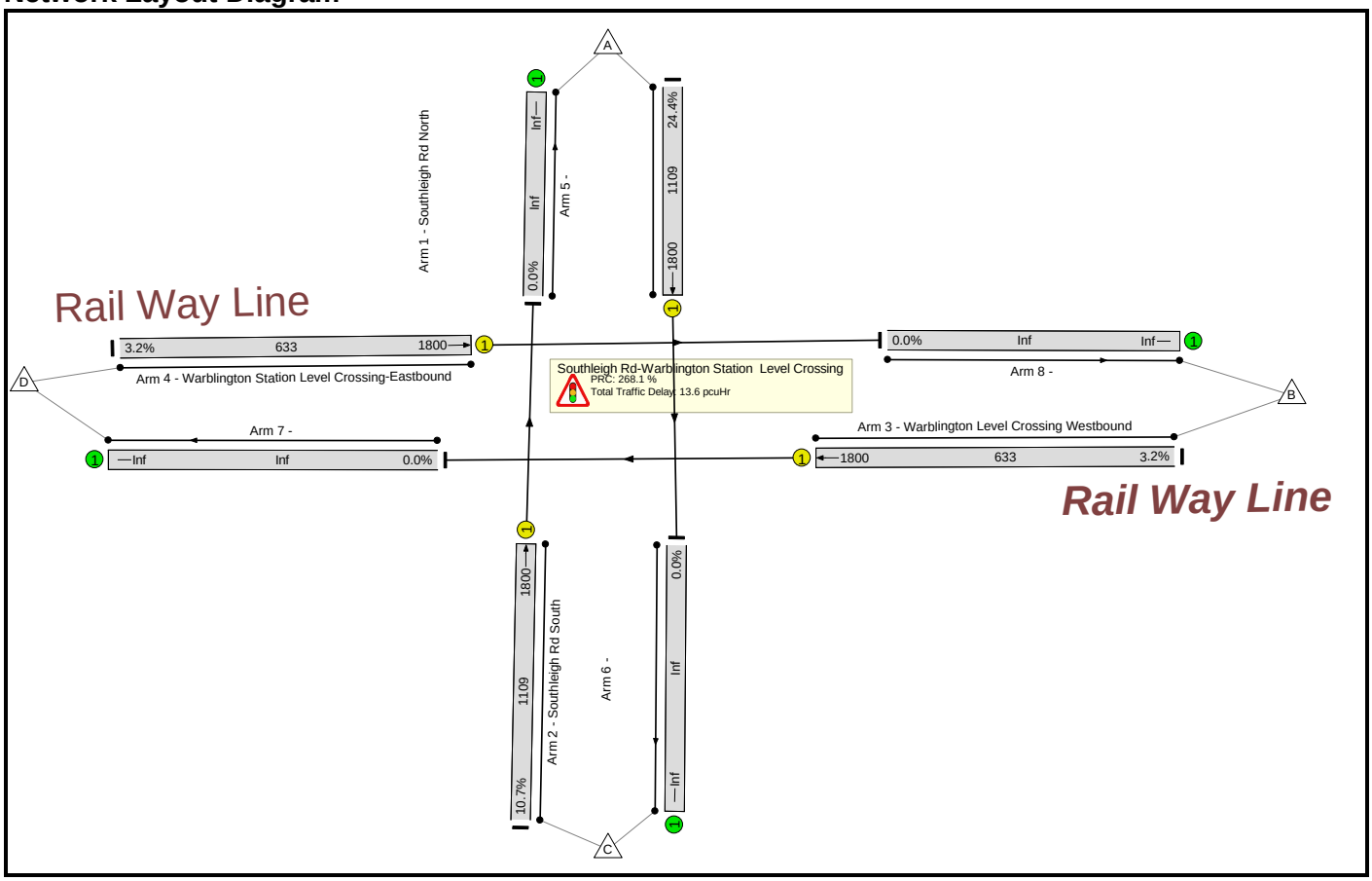
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**24.2%**	**0**	**0**	**0**	**6.3**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**24.2%**	**0**	**0**	**0**	**6.3**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	325	-	271	1800	1120	24.2%	-	-	-	3.5	46.2	17.7
2/1	Southleigh Rd South Ahead	U	B		1	325	-	119	1800	1120	10.6%	-	-	-	1.4	41.9	7.1
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	159	-	20	1800	550	3.6%	-	-	-	0.7	131.3	2.1
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	159	-	20	1800	550	3.6%	-	-	-	0.7	131.3	2.1

C1 PRC for Signalled Lanes (%): 271.9 Total Delay for Signalled Lanes (pcuHr): 6.32 Cycle Time (s): 524
PRC Over All Lanes (%): 271.9 Total Delay Over All Lanes(pcuHr): 6.32

Basic Results Summary

Scenario 8: 'Scenario 1-Survey Data max' (FG1: 'Flow Group 1-AM Peak 2036 Base line', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

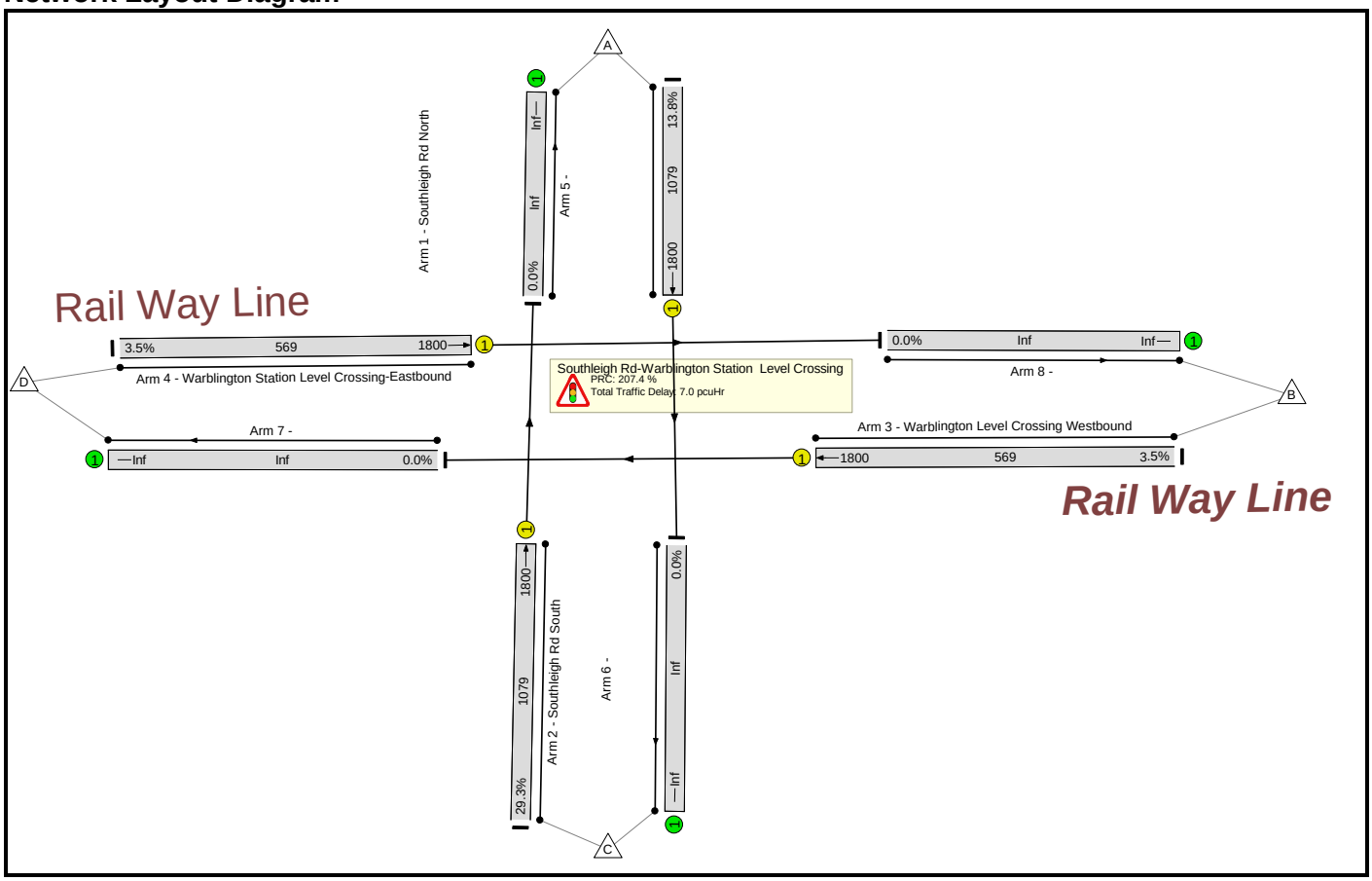
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**24.4%**	**0**	**0**	**0**	**13.6**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**24.4%**	**0**	**0**	**0**	**13.6**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	714	-	271	1800	1109	24.4%	-	-	-	7.8	103.0	39.7
2/1	Southleigh Rd South Ahead	U	B		1	714	-	119	1800	1109	10.7%	-	-	-	3.1	93.6	15.8
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	407	-	20	1800	633	3.2%	-	-	-	1.4	249.9	4.2
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	407	-	20	1800	633	3.2%	-	-	-	1.4	249.9	4.2

C1 PRC for Signalled Lanes (%): 268.1 Total Delay for Signalled Lanes (pcuHr): 13.62 Cycle Time (s): 1161
PRC Over All Lanes (%): 268.1 Total Delay Over All Lanes(pcuHr): 13.62

Basic Results Summary

Scenario 9: 'Scenario 1-Survey Data avera' (FG2: 'Flow Group 3-PM Peak 2036 Baseline', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

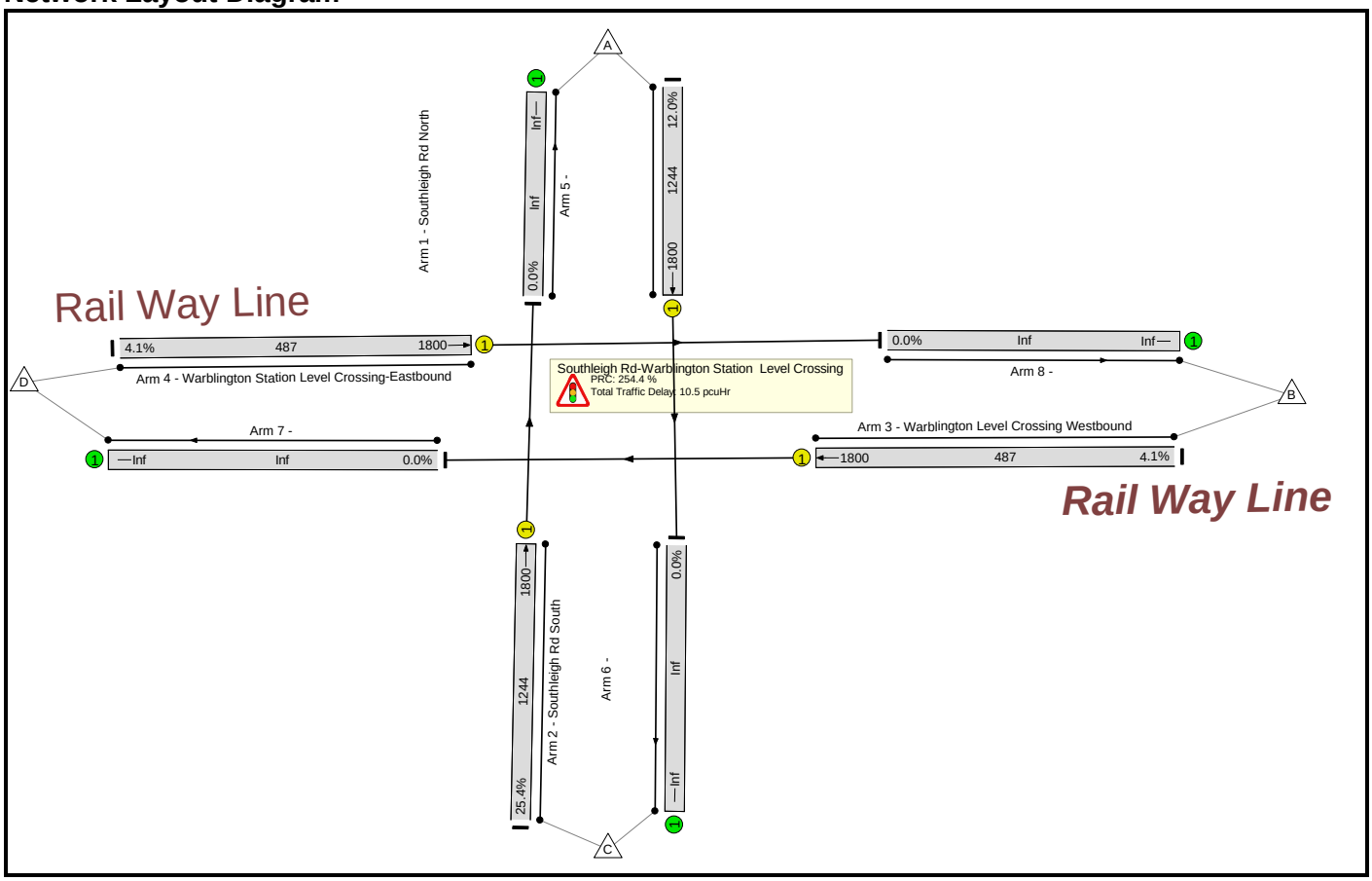
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**29.3%**	**0**	**0**	**0**	**7.0**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**29.3%**	**0**	**0**	**0**	**7.0**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	270	-	149	1800	1079	13.8%	-	-	-	1.7	41.4	8.2
2/1	Southleigh Rd South Ahead	U	B		1	270	-	316	1800	1079	29.3%	-	-	-	4.1	46.3	19.4
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	142	-	20	1800	569	3.5%	-	-	-	0.6	110.1	1.8
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	142	-	20	1800	569	3.5%	-	-	-	0.6	110.1	1.8

C1 PRC for Signalled Lanes (%): 207.4 Total Delay for Signalled Lanes (pcuHr): 7.00 Cycle Time (s): 452
PRC Over All Lanes (%): 207.4 Total Delay Over All Lanes(pcuHr): 7.00

Basic Results Summary

Scenario 10: 'Scenario 1-Survey Data max' (FG2: 'Flow Group 3-PM Peak 2036 Baseline', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**25.4%**	**0**	**0**	**0**	**10.5**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**25.4%**	**0**	**0**	**0**	**10.5**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	691	-	149	1800	1244	12.0%	-	-	-	2.2	53.6	14.0
2/1	Southleigh Rd South Ahead	U	B		1	691	-	316	1800	1244	25.4%	-	-	-	5.2	59.8	33.0
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	270	-	20	1800	487	4.1%	-	-	-	1.5	273.0	4.1
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	270	-	20	1800	487	4.1%	-	-	-	1.5	273.0	4.1

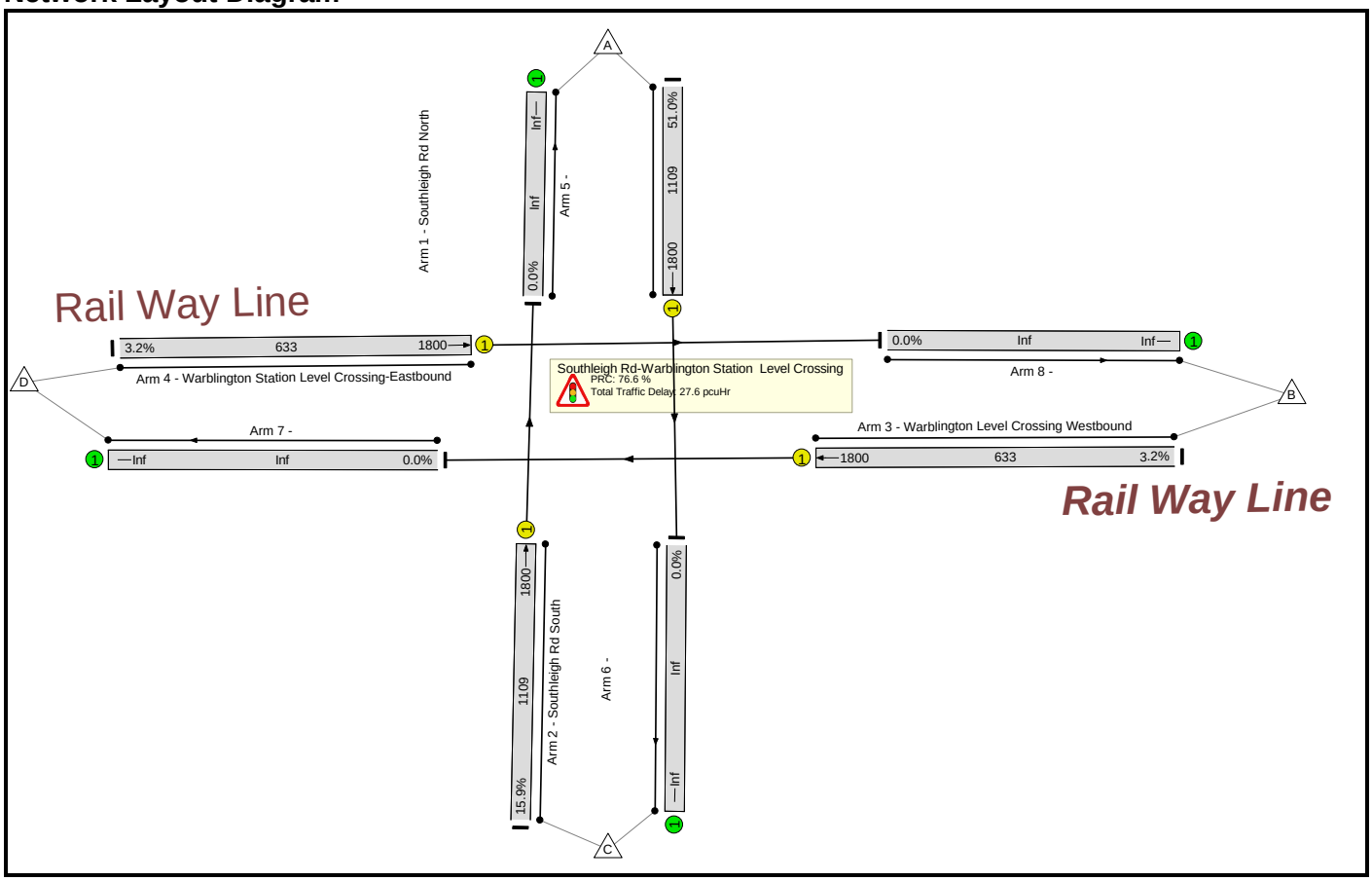
C1 PRC for Signalled Lanes (%): 254.4 Total Delay for Signalled Lanes (pcuHr): 10.50 Cycle Time (s): 1001

PRC Over All Lanes (%): 254.4 Total Delay Over All Lanes(pcuHr): 10.50

Basic Results Summary

Scenario 11: 'Scenario 2-Survey Data max' (FG3: 'Flow Group 2-AM Peak 2036 DoMin', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**51.0%**	**0**	**0**	**0**	**27.6**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**51.0%**	**0**	**0**	**0**	**27.6**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	714	-	565	1800	1109	51.0%	-	-	-	20.1	128.2	102.5
2/1	Southleigh Rd South Ahead	U	B		1	714	-	176	1800	1109	15.9%	-	-	-	4.7	96.9	24.2
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	407	-	20	1800	633	3.2%	-	-	-	1.4	249.9	4.2
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	407	-	20	1800	633	3.2%	-	-	-	1.4	249.9	4.2

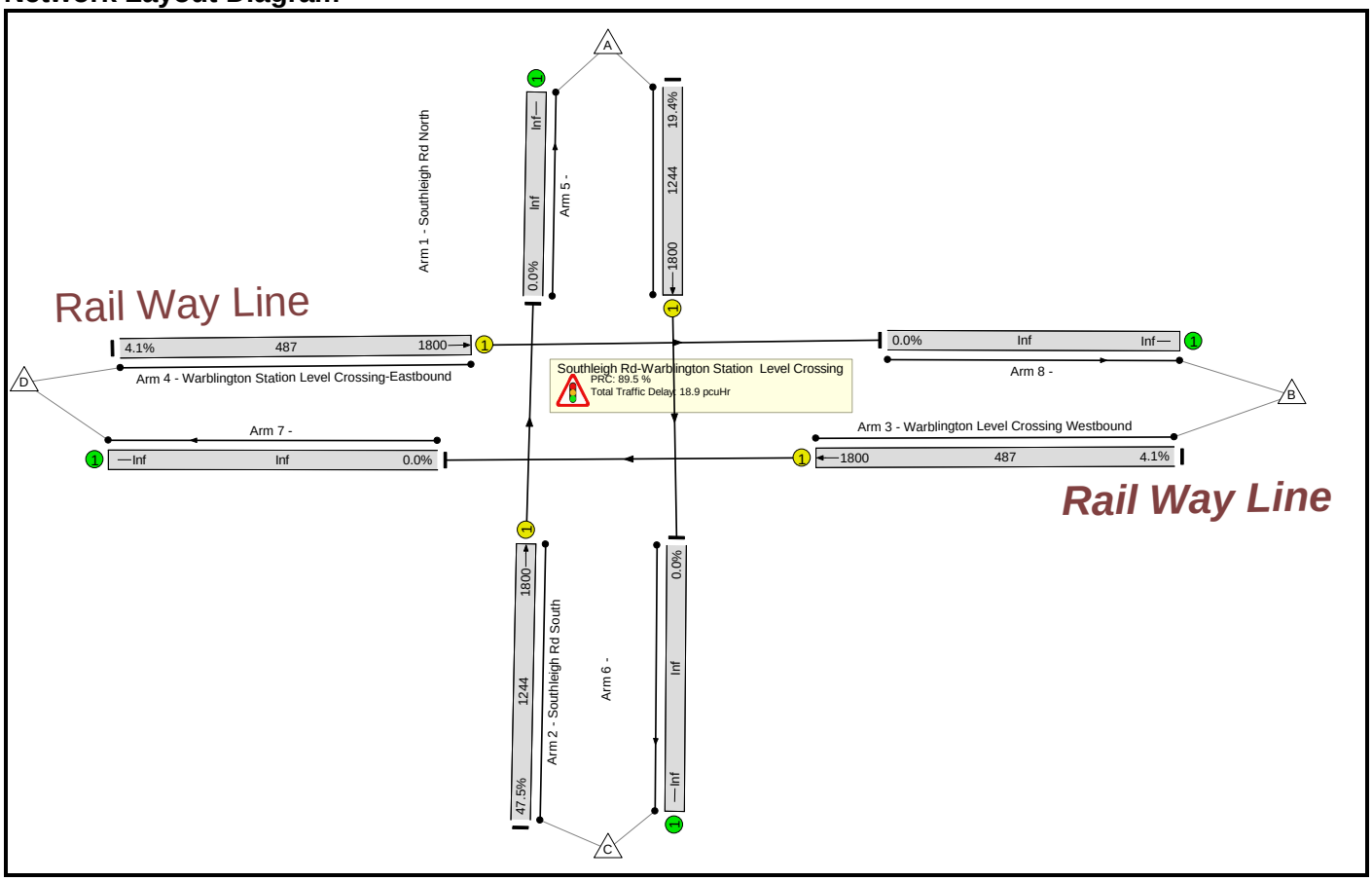
C1 PRC for Signalled Lanes (%): 76.6 Total Delay for Signalled Lanes (pcuHr): 27.63 Cycle Time (s): 1161

PRC Over All Lanes (%): 76.6 Total Delay Over All Lanes(pcuHr): 27.63

Basic Results Summary

Scenario 12: 'Scenario 2-Survey Data max' (FG4: 'Flow Group 4-PM Peak 2036 DoMin', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Southleigh Development Site	-	-	-		-	-	-	-	-	-	**47.5%**	**0**	**0**	**0**	**18.9**	-	-
Southleigh Rd-Warblington Station Level Crossing	-	-	-		-	-	-	-	-	-	**47.5%**	**0**	**0**	**0**	**18.9**	-	-
1/1	Southleigh Rd North Ahead	U	A		1	691	-	241	1800	1244	19.4%	-	-	-	3.8	56.9	24.0
2/1	Southleigh Rd South Ahead	U	B		1	691	-	591	1800	1244	47.5%	-	-	-	12.1	73.8	76.0
3/1	Warblington Level Crossing Westbound Ahead	U	C		1	270	-	20	1800	487	4.1%	-	-	-	1.5	273.0	4.1
4/1	Warblington Station Level Crossing-Eastbound Ahead	U	D		1	270	-	20	1800	487	4.1%	-	-	-	1.5	273.0	4.1

C1 PRC for Signalled Lanes (%): 89.5 Total Delay for Signalled Lanes (pcuHr): 18.95 Cycle Time (s): 1001

PRC Over All Lanes (%): 89.5 Total Delay Over All Lanes(pcuHr): 18.95