Appendix A – SRTM Committed Schemes

DISTRICT	SCHEME	2026	2031	2036	2041
Eastleigh	Botley Road / Burnett's Lane	✓	✓	✓	✓
Eastleigh	Allington Lane / B3037 Fair Oak Road	✓	✓	✓	✓
Eastleigh	A335 Leigh Road / Passfield Avenue	✓	✓	✓	✓
Eastleigh	Sundays Hill Bypass	✓	✓	✓	✓
Eastleigh	St John's Link Road	✓	✓	✓	✓
Eastleigh	Chestnut Avenue / Stoneham Lane Roundabout	✓	✓	✓	✓
Eastleigh	Chestnut Avenue / Passfield Avenue	✓	✓	✓	✓
Eastleigh	Burnett's Lane / B3037 Fair Oak Road / Sandy Lane	✓	✓	✓	✓
Eastleigh	Botley Bypass	✓	✓	✓	✓
Eastleigh	North Stoneham Park Development Access	✓	✓	✓	✓
Eastleigh	B3037 Mortimers Lane / B3354 Winchester Road Junction	✓	✓	✓	✓
Eastleigh	B3037 Eastleigh Road / B3354 Botley Road / Stubbington Way Junction	✓	✓	✓	✓
Eastleigh	Boorley Green development access	✓	✓	✓	✓
Eastleigh	Boorley Gardens development access	✓	✓	✓	✓
Eastleigh	Maypole Roundabout Hedge End	✓	✓	✓	✓
Eastleigh	M27 J7 improvements	✓	✓	✓	✓
Eastleigh	Winchester Road / Eastleigh Road / Stubbington Way junction, Fair Oak	✓	✓	✓	✓
Fareham	St Margaret's Rbt.	✓	✓	✓	✓
Fareham	Peel Common Rbt.	✓	✓	✓	✓
Fareham	Gudge Heath Lane	✓	✓	✓	✓
Fareham	A27 Southampton Road, Fareham	✓	✓	✓	✓
Fareham	Newgate Lane South, Fareham	✓	✓	✓	✓
Fareham	Station Roundabout (Avenue approach)	✓	✓	✓	✓
Fareham	Stubbington Bypass	✓	✓	✓	✓
Fareham	A27 Downend Road, Porchester	✓	✓	✓	✓
Fareham	M27 J10		✓	✓	✓
Fareham	Welborne Development		✓	✓	✓
Fareham, Gosport	Stubbington Bypass mitigation measures	✓	✓	✓	✓
Fareham, Winchester	M27 J9 and Parkway South roundabout	✓	✓	✓	✓

DISTRICT	SCHEME	2026	2031	2036	2041
Gosport	Privett Road / Bury Road junction	✓	✓	✓	✓
Gosport	Rowner Road / Carisbrooke Road junction	✓	✓	✓	✓
North Whiteley	Whiteley Way Extension and speed limits	✓	✓	✓	✓
Havant	Hulbert Rd/Purbook Way Jn (Dunsbury Hill)	✓	✓	✓	✓
Havant	Dunsbury Hill Farm Business Park	✓	✓	✓	✓
Havant	A3(M) J3	✓	✓	✓	✓
Havant	Purbook Way / College Road	✓	✓	✓	✓
Havant	Interbridges	✓	✓	✓	✓
Havant	Purbrook Way / Stakes Hill Road	✓	✓	✓	✓
Havant	Purbrook Way f. Stakes Hill Rd to College Rd	✓	✓	✓	✓
Havant	Hulbert Rd / Frendstaple Rd / Tempest Ave	✓	✓	✓	✓
Havant	Harts Farm Way / Southmoor Lane	✓	✓	✓	✓
Havant	Barncroft Way New Road	✓	✓	✓	✓
Havant	Ladybridge Roundabout	✓	✓	✓	✓
Havant	A259 Havant Road east of A27 Warblington Junction	✓	✓	✓	✓
Havant	A27 / A259 Warblington Junction	✓	✓	✓	✓
Havant	Eagle Avenue Wecock Farm mini roundabout	✓	✓	✓	✓
Havant	Bartons Road / Horndean Road Junction	✓	✓	✓	✓
Havant	Bartons Road right turn	✓	✓	✓	✓
Havant	Hambledon Road / Aston Road junction, Waterlooville	✓	✓	✓	✓
Havant	Park Road South / Solent Road junction	✓	✓	✓	✓
Havant	Park Road South / Elm Road / Parkway junction	✓	✓	✓	✓
Havant, Portsmouth	Hayling Island ferry service	✓	✓	✓	✓
Isle of Wight	Mill Street, Newport	✓	✓	✓	✓
Isle of Wight	St. Georges Way, Newport	✓	✓	✓	✓
Isle of Wight	Forest Road / Parkhurst Rd, Newport	✓	✓	✓	✓
Isle of Wight	Coppins Bridge - St Georges Approach	✓	✓	✓	✓
Isle of Wight	Pennyfeathers development network changes		✓	✓	✓
Portsmouth	Portsmouth Transforming Cities Fund schemes (TCF Core £56m) detailed below.	✓	✓	✓	✓
	- Spur Road Roundabout	✓	✓	✓	✓
	- Portsbridge Junctions	✓	✓	✓	✓
	- Lake Road	✓	✓	✓	✓

DISTRICT	SCHEME	2026	2031	2036	2041
	- Cirty Centre North	✓	✓	✓	✓
	- City Centre South	✓	✓	✓	✓
	- Rudmore Roundabout	✓	✓	✓	✓
	- Local Access plan - Leigh Park	✓	✓	✓	✓
	- Gosport Interchange	✓	✓	✓	✓
	- Havant Park Road South	✓	✓	✓	✓
	- Portchester Precinct toucan crossing + e/b bus stop	✓	✓	✓	✓
	- Delme Roundabout	✓	✓	✓	✓
	- Ladybridge Roundabout	✓	✓	✓	✓
	- Rusty Cutter Roundabout Bedhampton	✓	✓	✓	✓
	- Walk 80	✓	✓	✓	✓
	- Cycle 301	✓	✓	✓	✓
	- Cycle 801	✓	✓	✓	✓
	- Ryde Interchange	✓	✓	✓	✓
	- Fareham-Welborne	✓	✓	✓	✓
	- The Hard to Paulsgrove	✓	✓	✓	✓
	- Fareham - Portsmouth	✓	✓	✓	✓
	- Southampton - Portsmouth	✓	✓	✓	✓
	- Gosport- Fareham	✓	✓	✓	✓
	- Wecock Farm - University (Waterlooville Corridor)	✓	✓	✓	✓
	- Horndean - Clarence Pier (Waterlooville Corridor)	✓	✓	✓	✓
	- Southsea - Paulsgrove	✓	✓	✓	✓
	- Havant - The Hard	✓	✓	✓	✓
	- Leigh Park - The Hard (Havant Corridor)	✓	✓	✓	✓
	- Flansham Park - Portsmouth	✓	✓	✓	✓
	- Portsmouth PnR1	✓	✓	✓	✓
Portsmouth	Havant Road/Eastern Road	✓	✓	✓	✓
Portsmouth	The Hard, Queen St, Wickham St, Clock St	✓	✓	✓	✓
Portsmouth	Fratton Way	✓	✓	✓	✓
Portsmouth	Isambard Brunel Road	✓	✓	✓	✓
Portsmouth	Anglesea Road / Park Road	✓	✓	✓	✓
Portsmouth	A27 Souhtampton Road Compass Road Paulsgrove	✓	✓	✓	✓

DISTRICT	SCHEME	2026	2031	2036	2041
Portsmouth	A27 Southampton Road Port Way	✓	✓	✓	✓
Portsmouth	Aldi Store Access, Southampton Road Paulsgrove	✓	✓	✓	✓
Portsmouth	Anglesea Road, Queens Street, Alfred Road, Bishop Crispian Way	✓	✓	✓	✓
Portsmouth	Eastney Road, Bransbury Road, Devonshire Avenue	✓	✓	✓	✓
Portsmouth	Fratton Park Lake Road	✓	✓	✓	✓
Portsmouth	Goldsmith Avenue Milton Road Eastney Road	✓	✓	✓	✓
Portsmouth	Goldsmith Avenue Priory Crescent Winter Road	✓	✓	✓	✓
Portsmouth	Kingston Road Kingston Crescent - North End	✓	✓	✓	✓
Portsmouth	M275 A3 A27, Marriott Junction	✓	✓	✓	✓
Portsmouth	Market Way Alfred Road Unicorn Road	✓	✓	✓	✓
Portsmouth	Mile End Road Trafalgar Link Road	✓	✓	✓	✓
Portsmouth	Milton Road Velder Avenue	✓	✓	✓	✓
Portsmouth	Milton Rd/ Priory Crescent	✓	✓	✓	✓
Portsmouth	Fratton Road / Arundle Street junction	✓	✓	✓	✓
Portsmouth	Copnor Road / Norway Road junction	✓	✓	✓	✓
Portsmouth	London Road / Southwick Hill Road junction	✓	✓	✓	✓
Portsmouth	Copnor Road / Burrfields Road / Stubbington Avenue junction	✓	✓	✓	✓
Portsmouth	Fratton Road / Lake Road / St Mary's Road junction	✓	✓	✓	✓
Portsmouth	Eastern Road / Havant Road / Farlington Avenue junction	✓	✓	✓	✓
Southampton	Southampton Transforming Cities Fund Schemes (TCF DS Low) detailed below:	✓	✓	✓	✓
	- Scheme B1 (inc. Mountbatten Way Bus Lane (P&R), Portswood Rd Bus Priority Measures)	✓	✓	✓	✓
	- Scheme B10 (inc. New Express service from Fawley; St Mary's Road at RSH; Bevois Valley Road at Aldi; Portswood Road at Broadway; Portswood Road at Sirdar Rd; High Road at Fleming Road; Bishopstoke Road at Chickenhall Lane; Bishopstoke Road at Dulton Lane; Bishopstoke Road at Rugby Club)	✓	✓	✓	✓
	- Scheme B11 (inc. Totton Town Centre - Junction Road - Bus Priority; Improvements to Blue Star 2 bus stops)	✓	✓	✓	✓
	- Scheme B12 (inc. Blue Star 2 'super stops'; Millbrook Road West/Paynes Road; Millbrook Road West/Third Ave; Redbridge Road/Parkside Ave; Commercial Road Totton at McDonalds; A35 Totton Bypass at Rumbridge St)	✓	✓	✓	✓
	- Scheme B13 (inc. Romsey Road/Wimpson Lane; Lordshill Way o/s Fair Isle School; Lordshill Way at Sainsbury's; Lords Hill Way at Coxford; Coxford Road at Lords Hill Way)	✓	✓	✓	✓
	- Scheme B14 (inc. Thomas Lewis Way/St Denys Road)	✓	✓	✓	✓
	- Scheme B15 (inc. A3035 St Denys / Priory Road)	✓	✓	✓	✓
	- Scheme B15(L) (inc. Blue Star 3 'super stops')	✓	✓	✓	✓

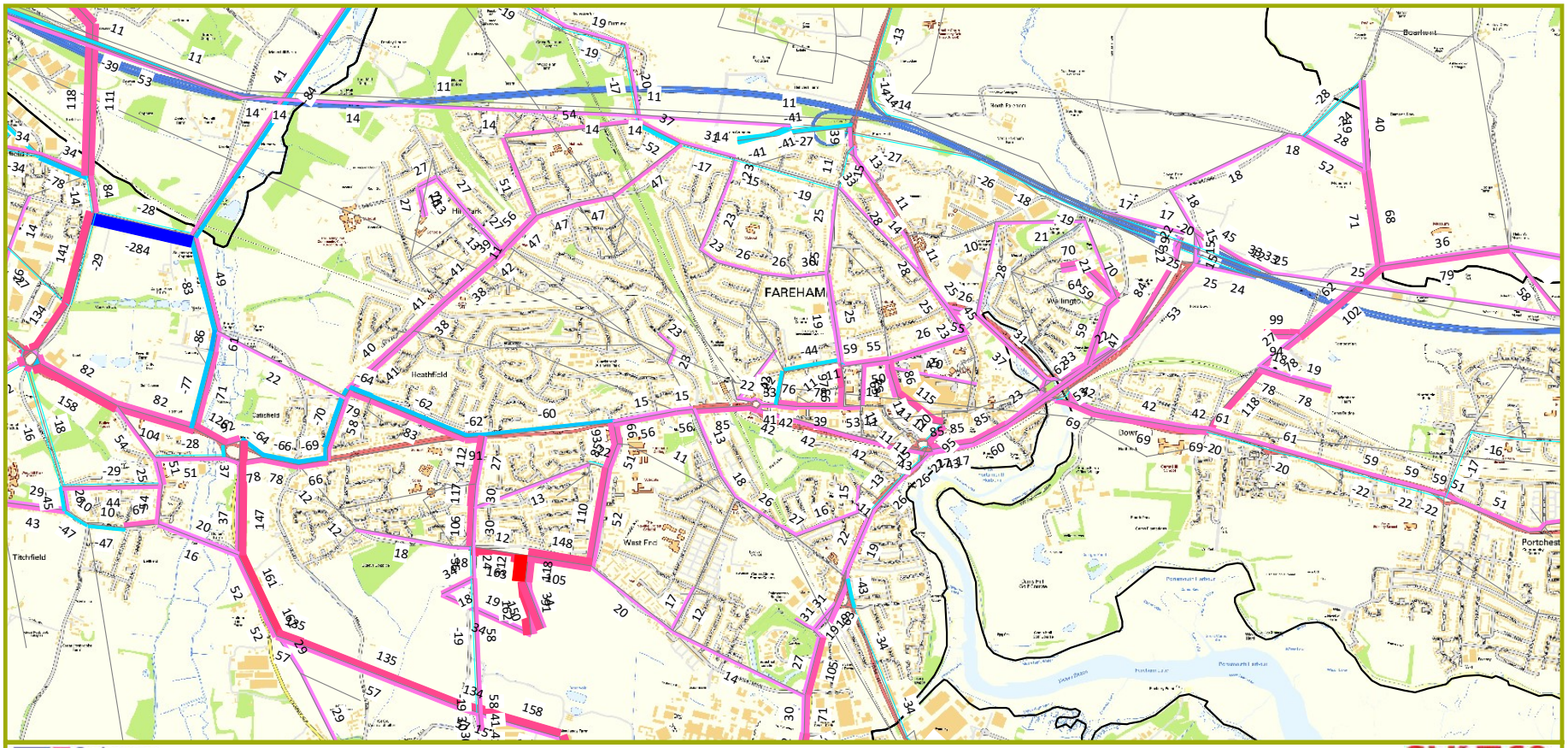
DISTRICT	SCHEME	2026	2031	2036	2041
	- Scheme B16 (inc. A3035 St Denys Bus Priority Corridor - St Denys Bus Stops)	✓	✓	✓	✓
	- Scheme B17 (inc. Swaythling Station Travel Hub; Northam Road at Britannia Road; Northam Road at Princes Street; Bitterne Road W at Quayside; Bitterne Road W at Rampart; Bitterne Road W at Garfield Rd; West End Road at Sainsbury's; Bursledon Road at North East Rd; A27 at Station Road; A27 at Long Lane; Portsmouth Road at Botley Road; Portsmouth Road at Butts Road)	✓	✓	✓	✓
	- Scheme B18 (inc. Langhorn Road / Burgess Road Signalisation)	✓	✓	✓	✓
	- Scheme B2 (inc. Langhorn Rd/ Woodmill Lane / Portswood Road Bus Priority Junction)	✓	✓	✓	✓
	- Scheme B2 (M) (inc. Bargain Farm P&R)	✓	✓	✓	✓
	- Scheme B3 (inc. A326/A35 Rushington Roundabout; High Road Swaythling)	✓	✓	✓	✓
	- Scheme B4 (inc. A33 Millbrook Road West//Regents Park Bus Lanes & C-ITS; Fair Oak-Eastleigh-Southampton Bus Priority - SCC parts)	✓	✓	✓	✓
	- Scheme B5 (inc. A33/A35 Millbrook Roundabout Bus Lanes & C-ITS; Wessex Lane Halls - Bus interchange hub improvements)	✓	✓	✓	✓
	- Scheme B6 (inc. A326 Marchwood By-Pass Northbound Bus Only Section; Southampton Airport Parkway Travel Hub; Hamble Station Interchange improvements)	✓	✓	✓	✓
	- Scheme B7 (inc. Southampton Airport Parkway - Park & Rail)	✓	✓	✓	✓
	- Scheme B8 (inc. Improvements to Blue Star 8, 9, 10 & 11 bus stops; A3035 St Denys Bus Priority Corridor in Portswood-Townhill)	✓	✓	✓	✓
	- Scheme B9 (inc. Fawley service 'Super Stops'; Fair Oak-Eastleigh-Southampton Bus Priority - HCC parts - Junction Changes; Winchester Road at ASDA)	✓	✓	✓	✓
	- Scheme B9 (L) (inc. A3025 Portsmouth Road Bus Priority Corridor)	✓	✓	✓	✓
	- Scheme C1 (inc. SCN6 Inner Avenue Cycle Quietways; SCN3 - Northam Road)	✓	✓	✓	✓
	- Scheme C11 (inc. Woolston Active Travel Zone)	✓	✓	✓	✓
	- Scheme C14 (inc. A27 Providence Hill-Bridge Road Cycle Route)	✓	✓	✓	✓
	- Scheme C15 (inc. The Avenue Segregated Cycle Lanes)	✓	✓	✓	✓
	- Scheme C16 (inc. The Avenue/Burgess Road Junction Alterations)	✓	✓	✓	✓
	- Scheme C2 (inc. SCN6 Bevios Valley Road)	✓	✓	✓	✓
	- Scheme C3 (inc. SCN1 A35 Redbridge Causeway; SCN6 Portswood Road)	✓	✓	✓	✓
	- Scheme C4 (inc. SCN6 Wide Lane-Airport-Eastleigh)	✓	✓	✓	✓
	- Scheme C5 (inc. SCN5 Winchester Road / Basset Avenue Roundabout - Cycle Improvements)	✓	✓	✓	✓
	- Scheme C6 (inc. St Denys Active Travel Zone; SCN3 - Burlsedon Road in Windhover-Botley Rd)	✓	✓	✓	✓
	- Scheme C7 (inc. Stoneham Lane Cycle Improvements)	✓	✓	✓	✓
	- Scheme C8 (inc. SCN1 Marchwood-Hythe-Fawley Cycle Route)	✓	✓	✓	✓
	- Scheme C9 (inc. SCN1 West Quay Road)	✓	✓	✓	✓
	- Scheme CC1 (M) (inc. A33/A3024 Six Dials Junction)	✓	✓	✓	✓

DISTRICT	SCHEME	2026	2031	2036	2041
	- Scheme CC3a (L) (inc. A3024 Northern Inner Ring Road Junctions - CITS & Bus Priority)	✓	✓	✓	✓
	- Scheme CC3b (inc. A3024 Northern Inner Ring Road Junctions - Civic Centre Junction)	✓	✓	✓	✓
	- Scheme CC3c (inc. A3024 Northern Inner Ring Road Junctions - Closure of Devonshire Road)	✓	✓	✓	✓
	- Scheme CC3d (inc. A3024 Northern Inner Ring Road Junctions - Charlotte Place Roundabout)	✓	✓	✓	✓
	- Scheme CC3f (inc. A3024 Northern Inner Ring Road - East Park Terrace)	✓	✓	✓	✓
	- Scheme CC4a (inc. Albion Place Bus Hubs)	✓	✓	✓	✓
	- Scheme CC4b (inc. Portland Terrace - Bus only section)	✓	✓	✓	✓
	- Scheme I1 (inc. A35-A33 Smart Technology Corridor; A335 Thomas Lewis Way Smart Technology Corridor)	✓	✓	✓	✓
	- Scheme I2 (inc. St Denys-Thomas Lewis Way Junction)	✓	✓	✓	✓
	- Scheme LB (inc. Service Changes in X4 - Southampton - Fareham; Nick Richardson City Centre Reorginisation)	✓	✓	✓	✓
	- Scheme M1 (inc. Portswood Local Mobility Hub - Westridge Road car park just off Portswood Road)	✓	✓	✓	✓
	- Scheme M2 (inc. Eastleigh Local Mobility Hub)	✓	✓	✓	✓
	- Scheme M5 (inc. Woolston local Mobility Hub. Location - land at Itchen Bridge/Portsmouth Road (former SCC Housing Office and car park))	✓	✓	✓	✓
	- Scheme RT (inc. Gosport - Fareham - Portsmouth (via Elson))	✓	✓	✓	✓
	- Scheme STN (M) (inc. Central Station Interchange)	✓	✓	✓	✓
Southampton	Commercial Rd/Morris Rd/Wyndham Place	✓	✓	✓	✓
Southampton	M271 Redbridge Rbt. (RIS)	✓	✓	✓	✓
Southampton	A33 W Approach/Redbridge Rd/Millbrook Rd W	✓	✓	✓	✓
Southampton	Woolston - Victoria Rd / Woodley Rd	✓	✓	✓	✓
Southampton	A3024 Improvements	✓	✓	✓	✓
Southampton	M27 J8	✓	✓	✓	✓
Southampton	Windhover Roundabout	✓	✓	✓	✓
Southampton	Swaythling A335 Junctions scheme	✓	✓	✓	✓
Southampton	Woolston Itchin Riverside development	✓	✓	✓	✓
Southampton	Wide Lane	✓	✓	✓	✓
Southampton	Inner Avenue Southbound	✓	✓	✓	✓
Southampton	A33 Millbrook Roundabout	✓	✓	✓	✓
Southampton	A33 Millbrook Road West / Regents Park Road	✓	✓	✓	✓
Southampton	A3057 Shirley High Street / Park Street	✓	✓	✓	✓
Southampton	Brownhill Way / Frogmore Lane	✓	✓	✓	✓
Southampton	Third Avenue	✓	✓	✓	✓

DISTRICT	SCHEME	2026	2031	2036	2041
Southampton	Northam Road /Union Street / Princes Street	✓	✓	✓	✓
Southampton	Saltmarsh Lane / Central Bridge / Albert Road North / Itchen Bridge	✓	✓	✓	✓
Southampton	A33 West Quay Road corridor	✓	✓	✓	✓
Test Valley	M27 J3	✓	✓	✓	✓
Test Valley	M271 Junction 1 / Brownhill Way	✓	✓	✓	✓
Test Valley	Abbotswood network changes	✓	✓	✓	✓
Test Valley	Winchester Road / Braishfield Road junction	✓	✓	✓	✓
New Forest	Ringwood Road / Calmore Road junction	✓	✓	✓	✓
New Forest	Rollestone cross roads, Blackfield	✓	✓	✓	✓
Various	Smart Motorways M27	✓	✓	✓	✓
Various	Smart Motorways M3	✓	✓	✓	✓

Appendix B – Flow Difference Plots

AM Flow Difference (>10 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Fareham



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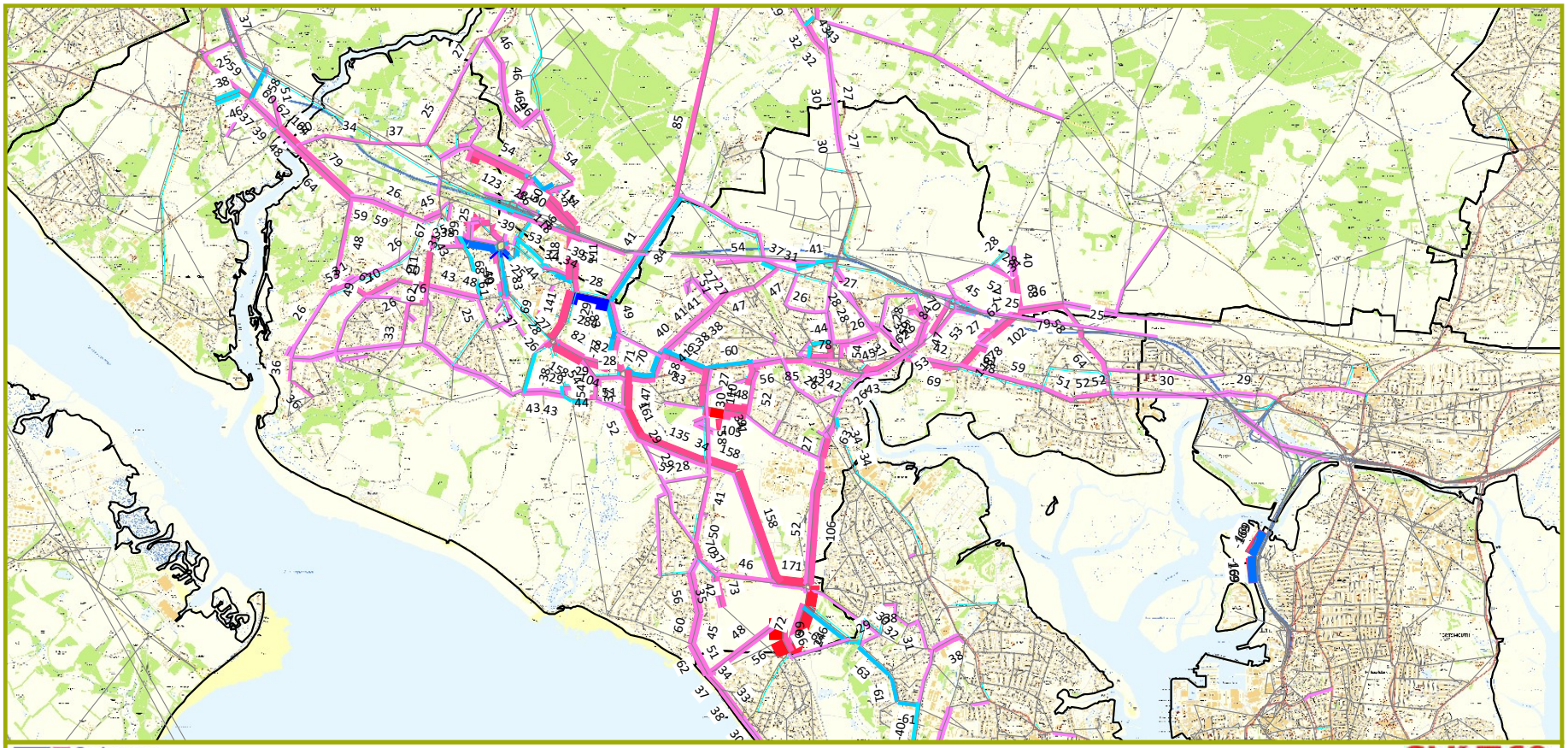
SYSTRA

AM Flow Difference (>25 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Fareham District



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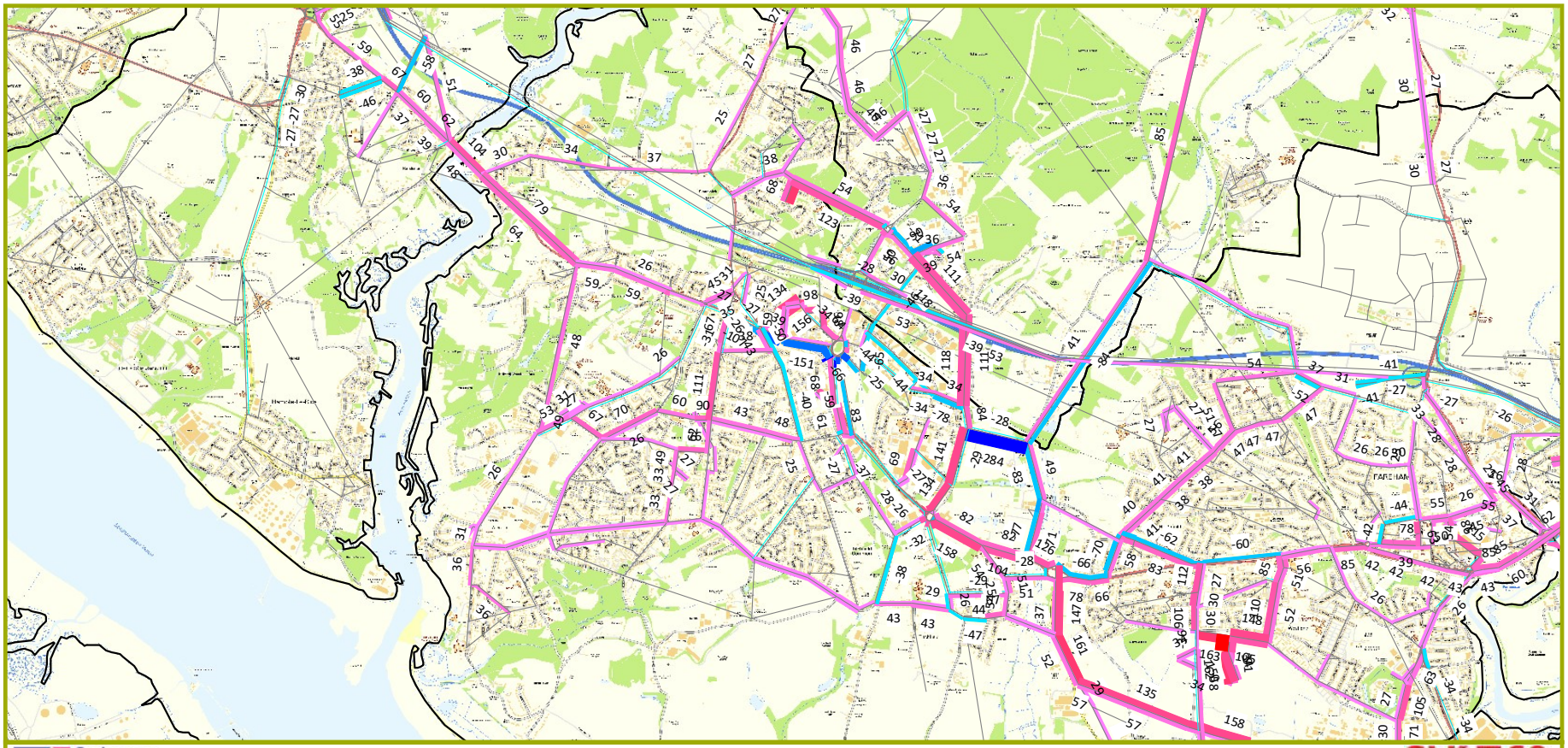
SYSTRA

AM Flow Difference (>25 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Locks Heath



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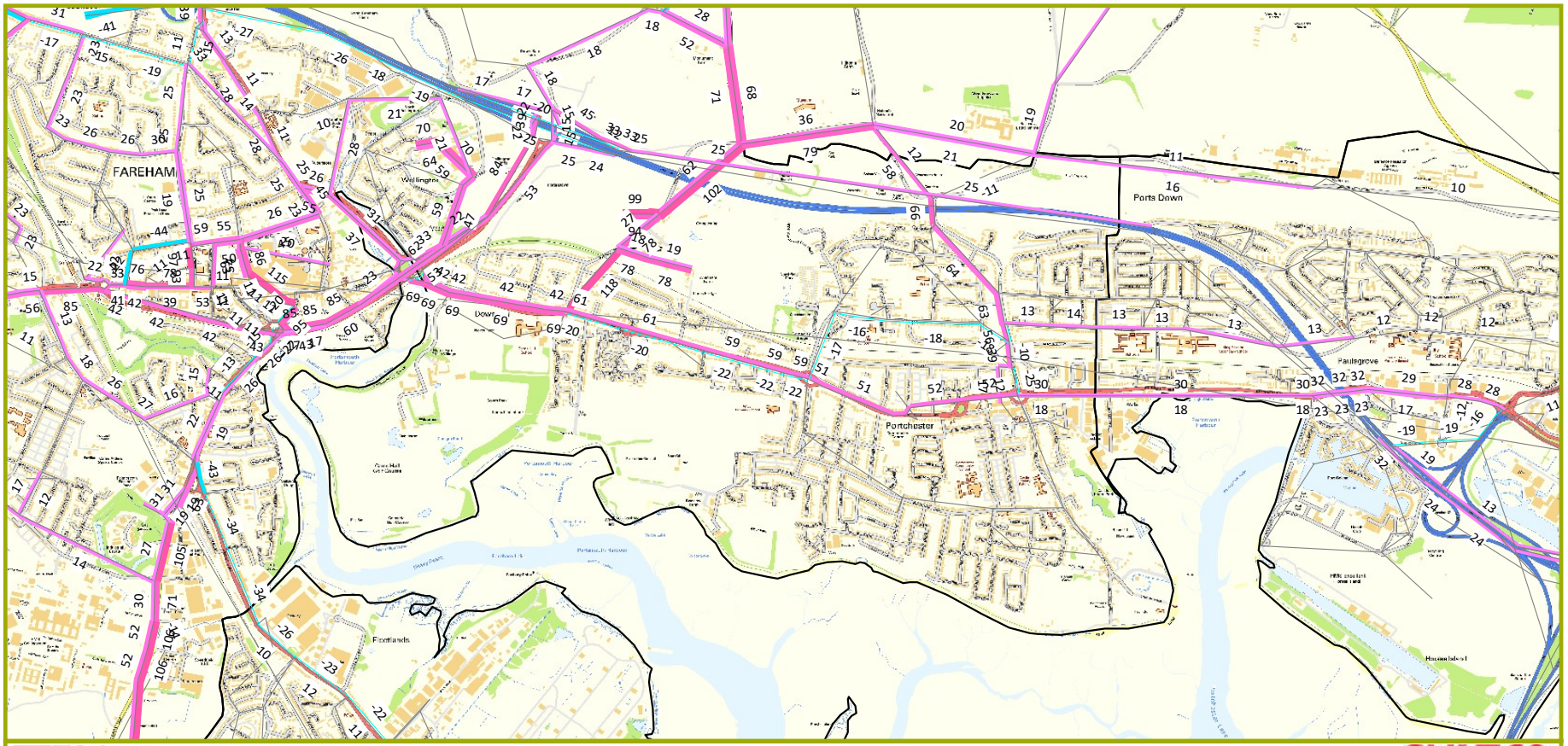
SYSTRA

AM Flow Difference (>10 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Portchester



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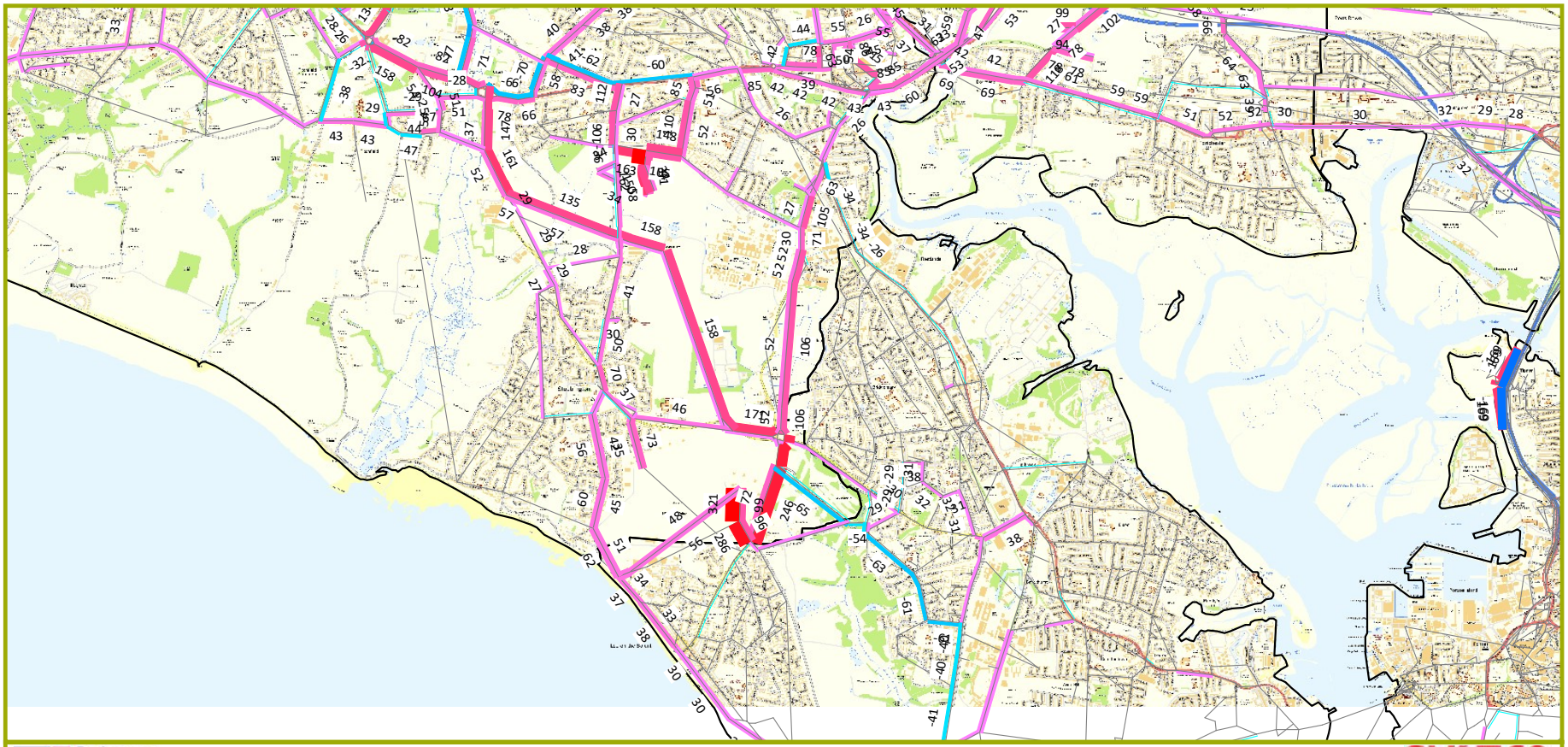
SYSTRA

AM Flow Difference (>25 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Stubbington



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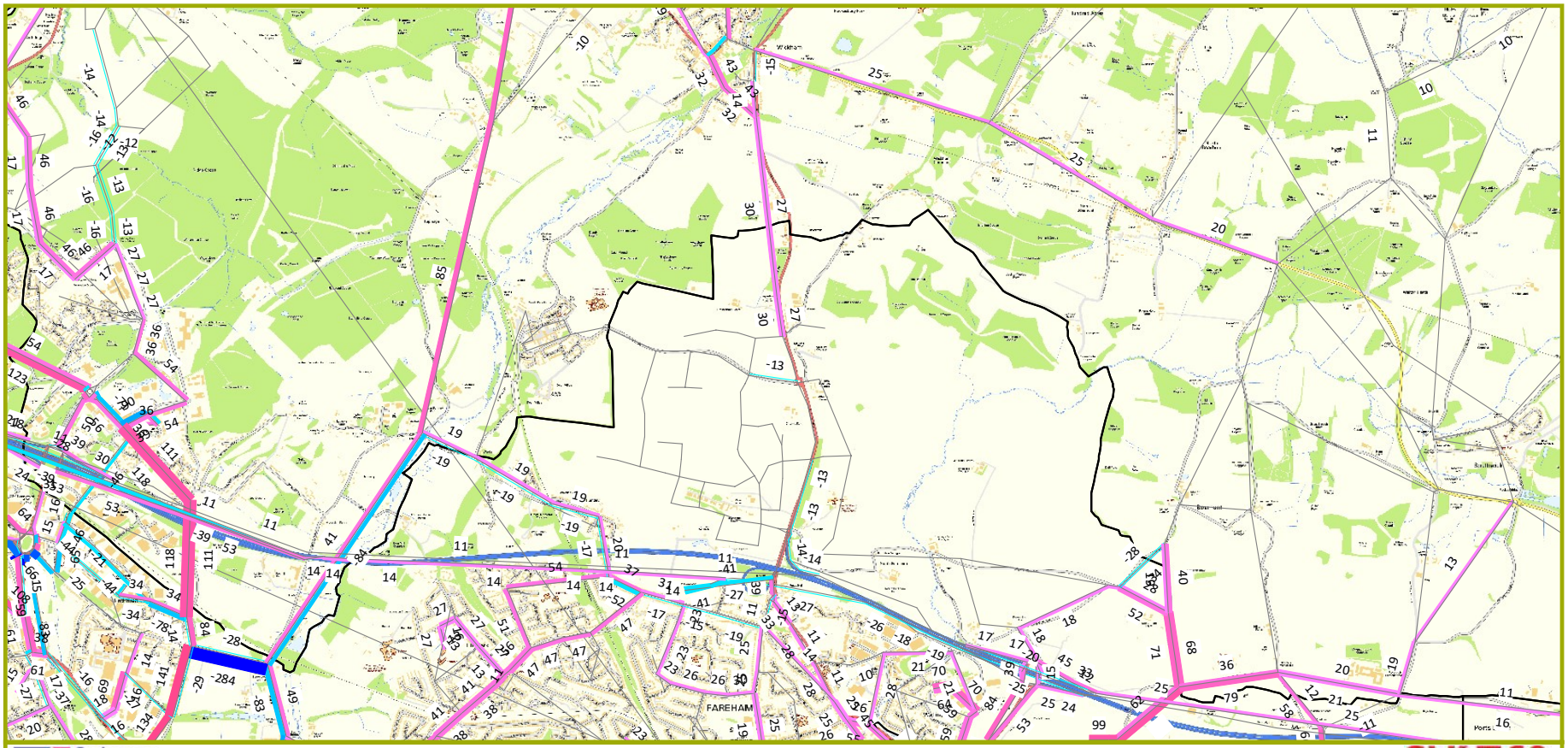
AM Flow Difference (>10 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Welborne



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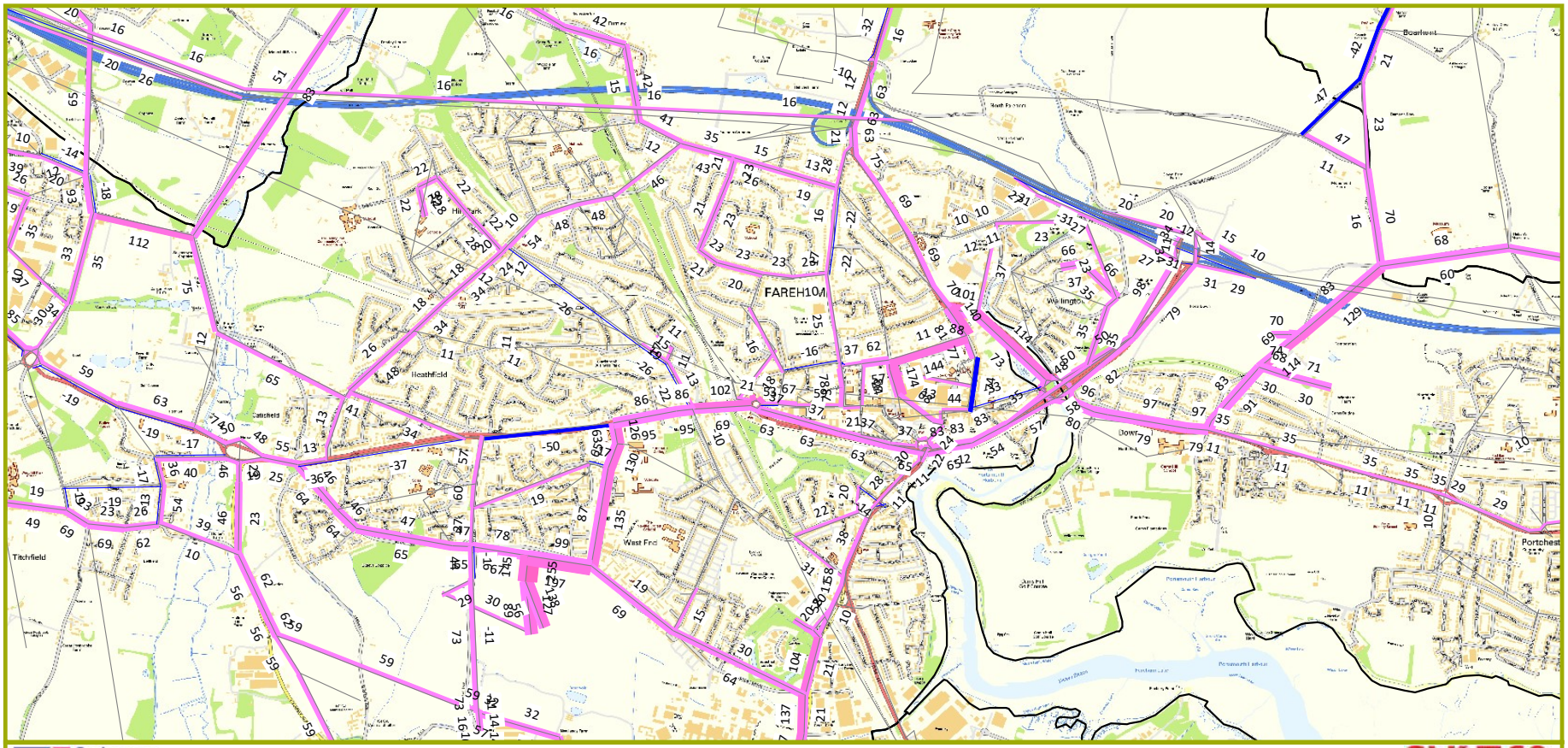
SYSTRA

SYSTRA

PM Flow Difference (>10 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Fareham



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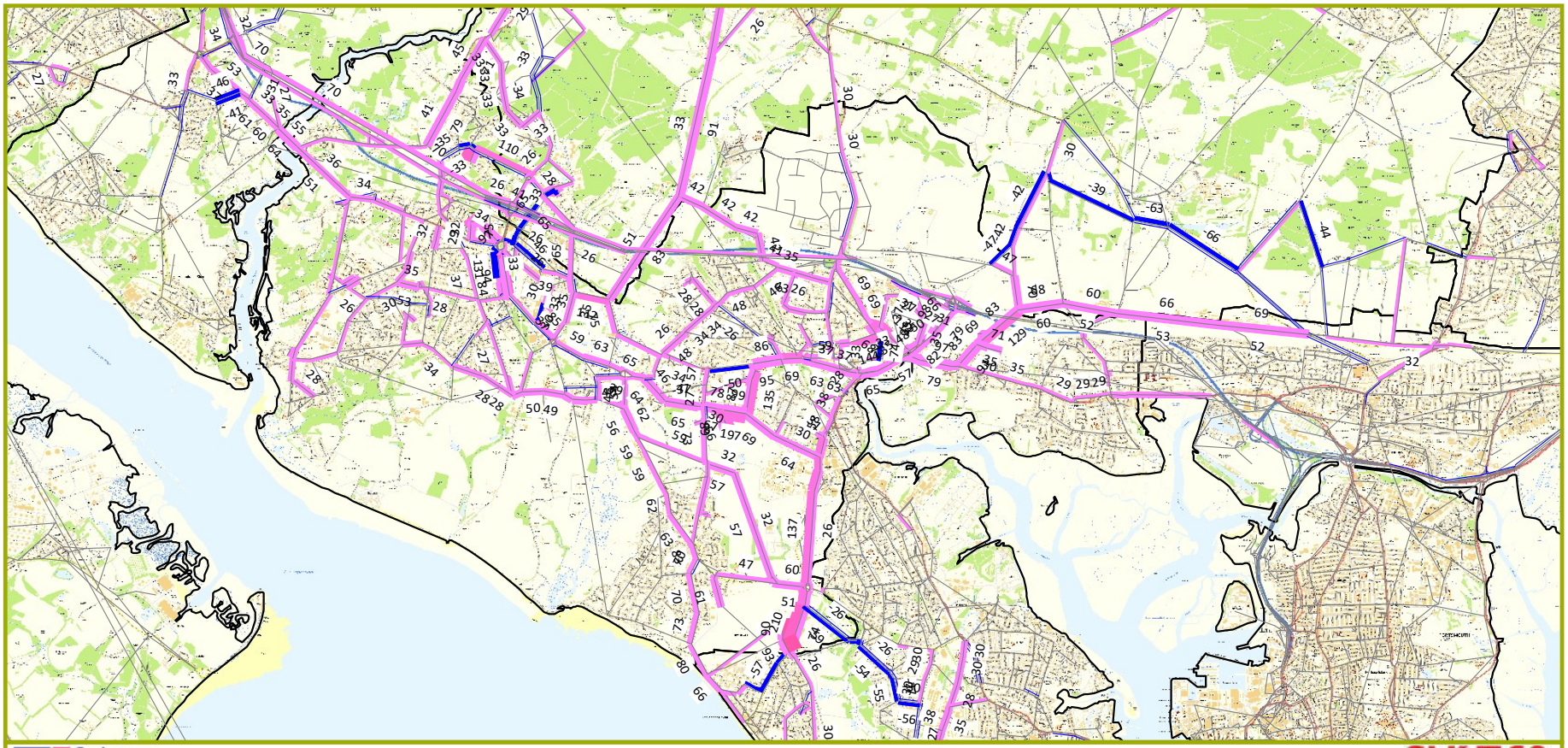
PM Flow Difference (>25 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Fareham District



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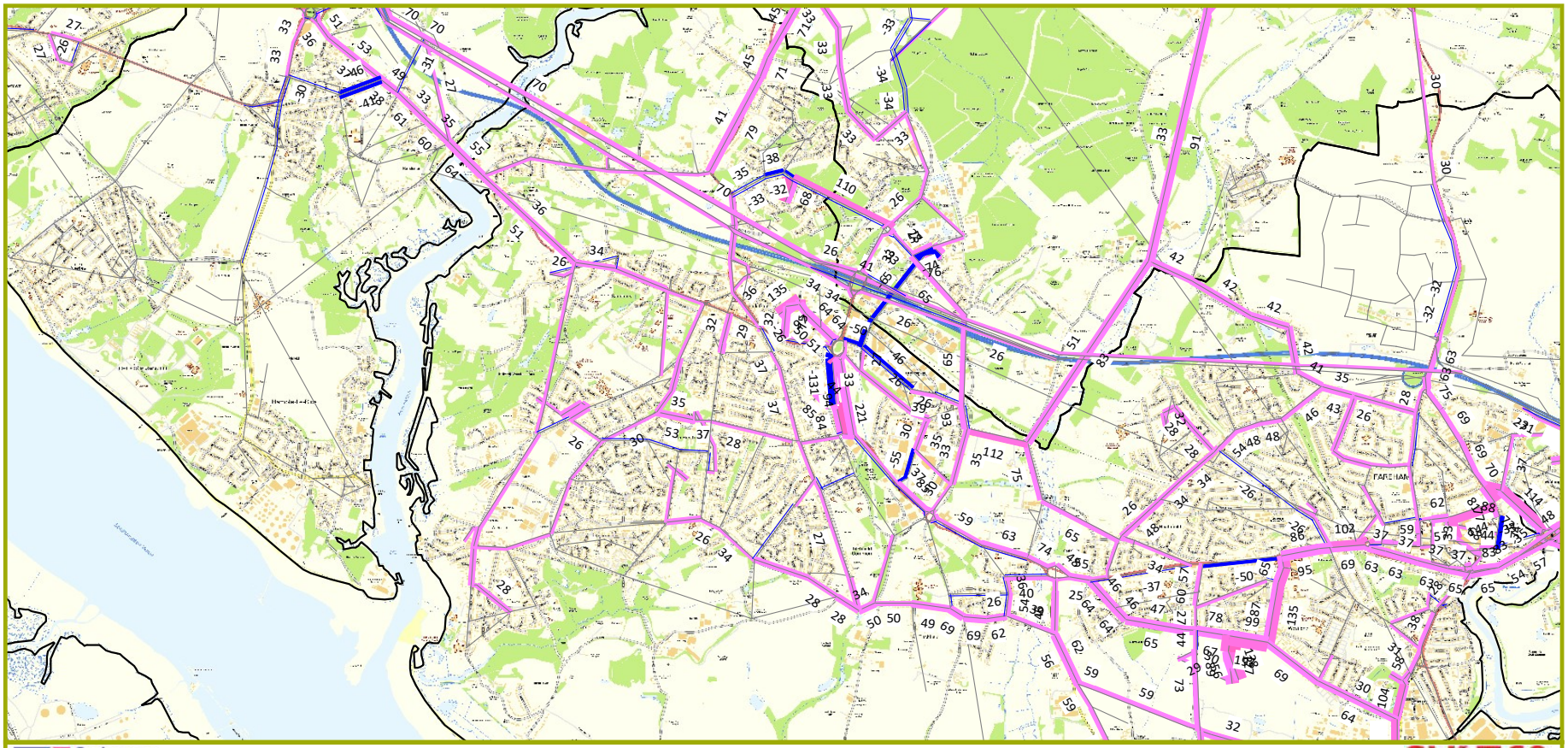
PM Flow Difference (>25 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Locks Heath



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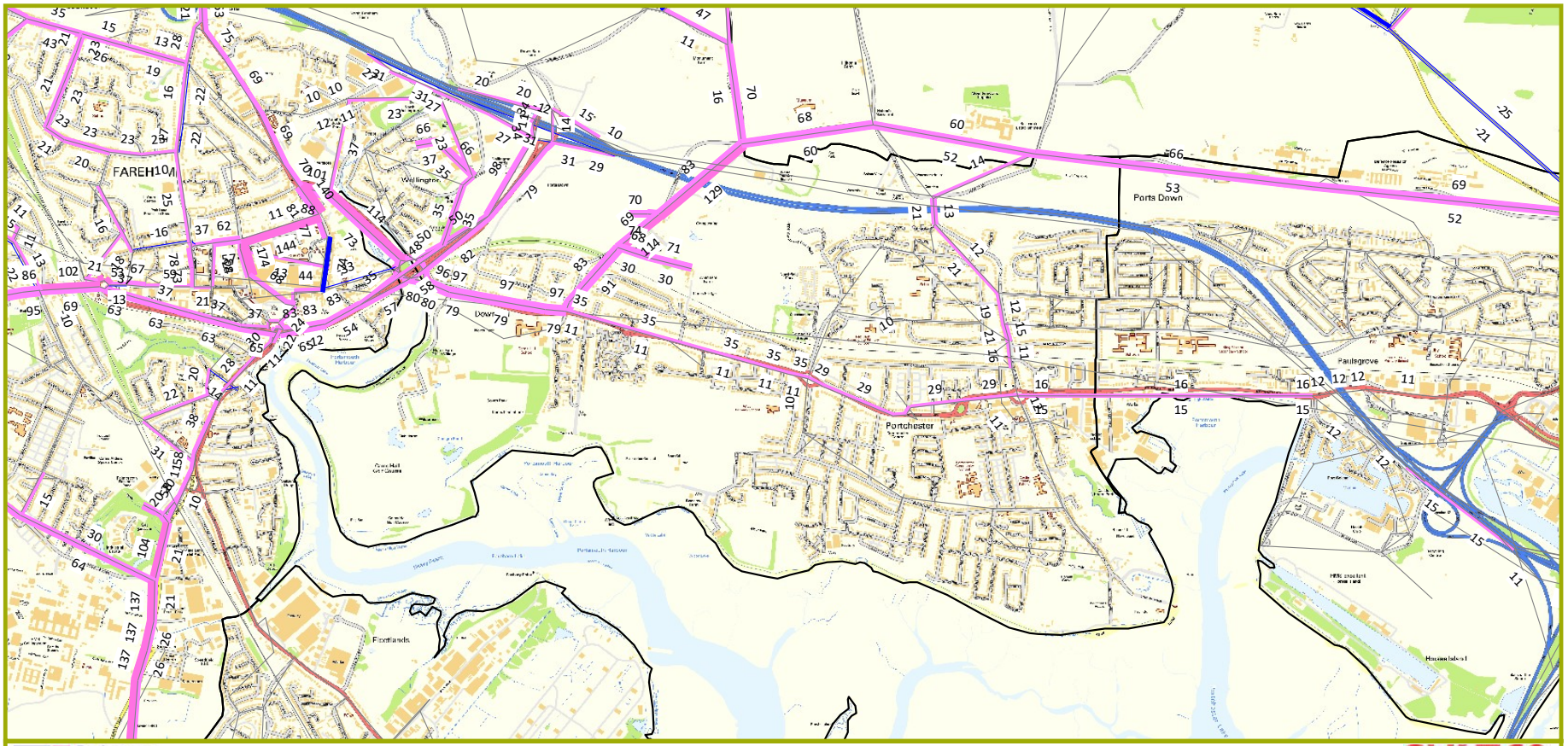
SYSTRA

PM Flow Difference (>10 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Portchester



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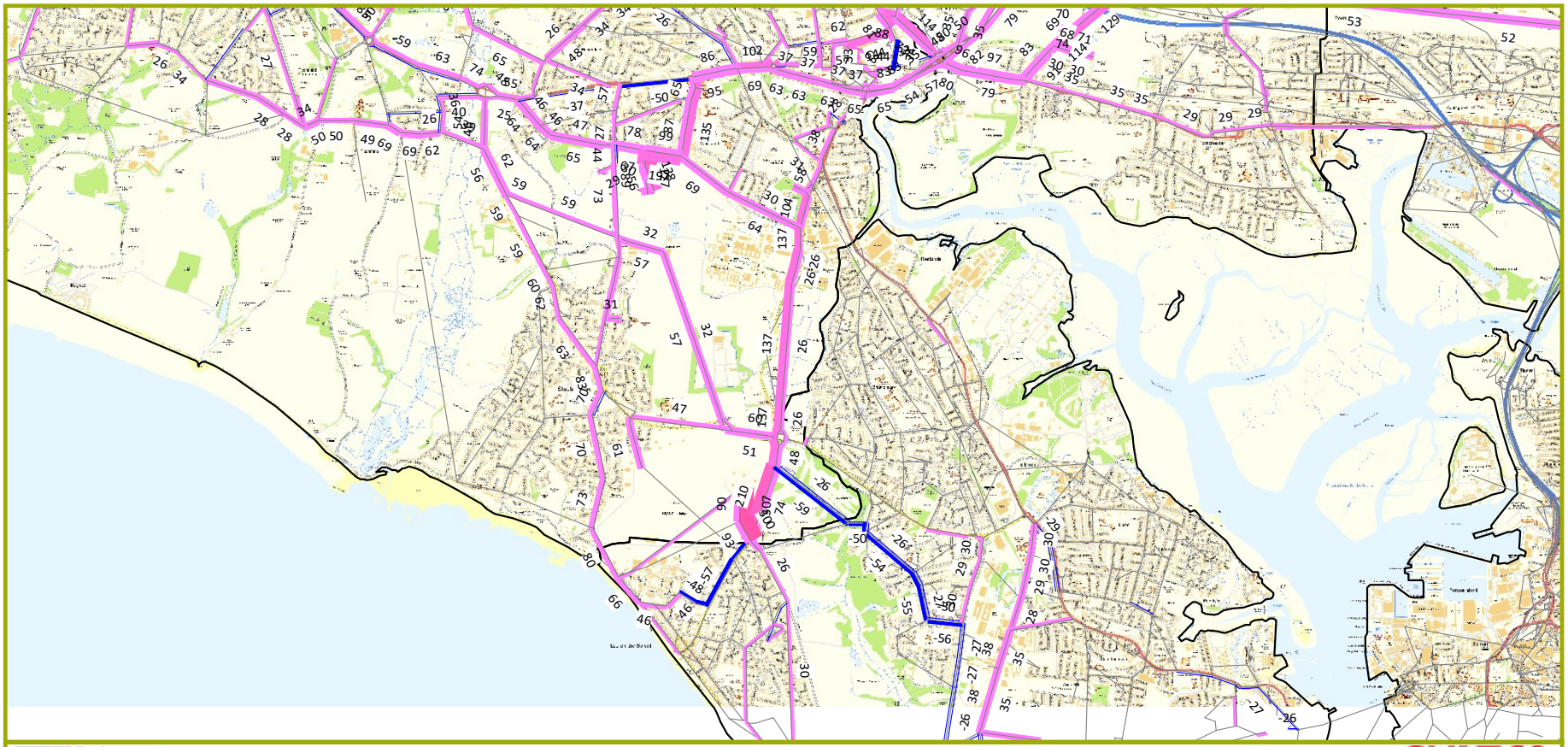
SYSTRA

PM Flow Difference (>25 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Subbington



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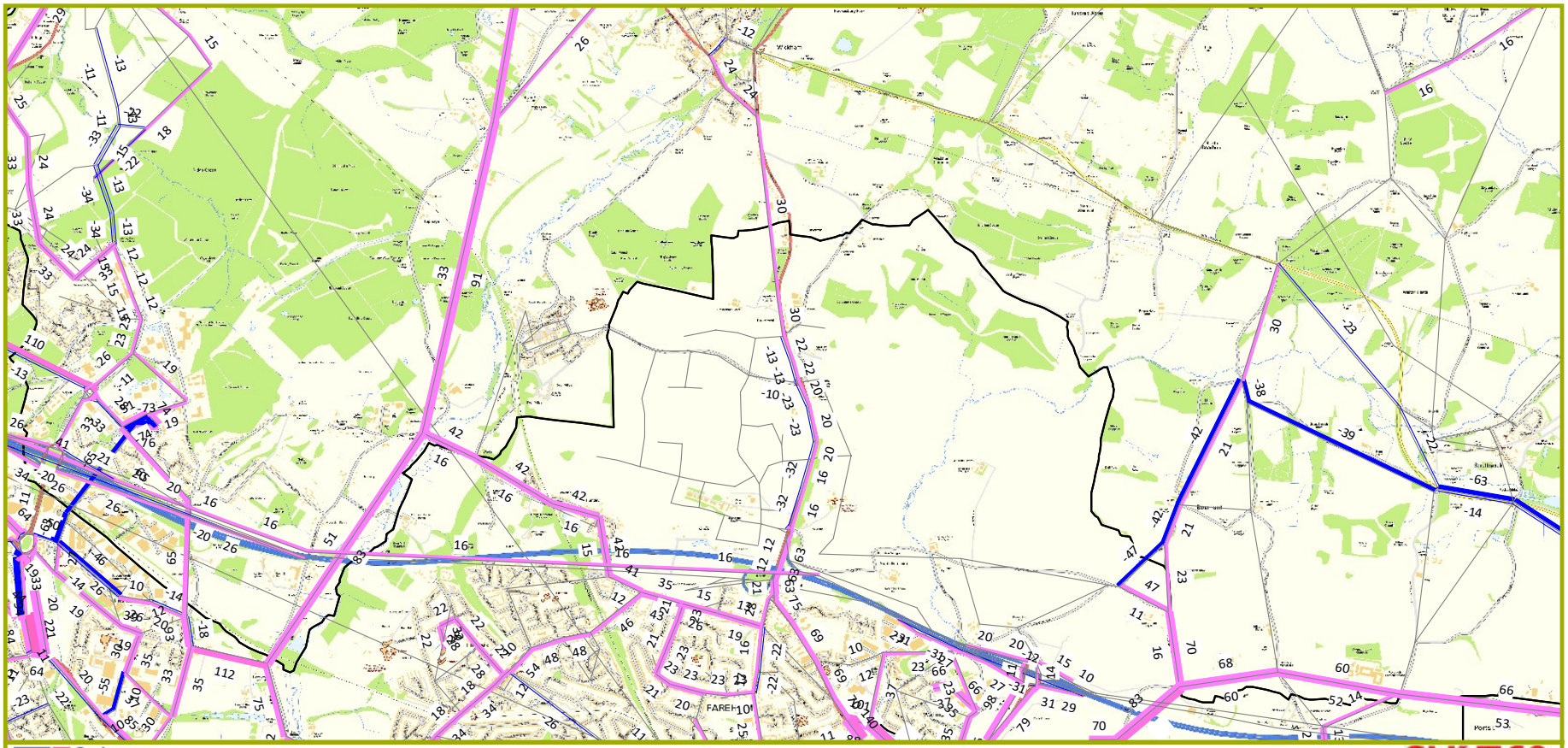
SYSTRA

PM Flow Difference (>10 PCUs/h)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Welborne



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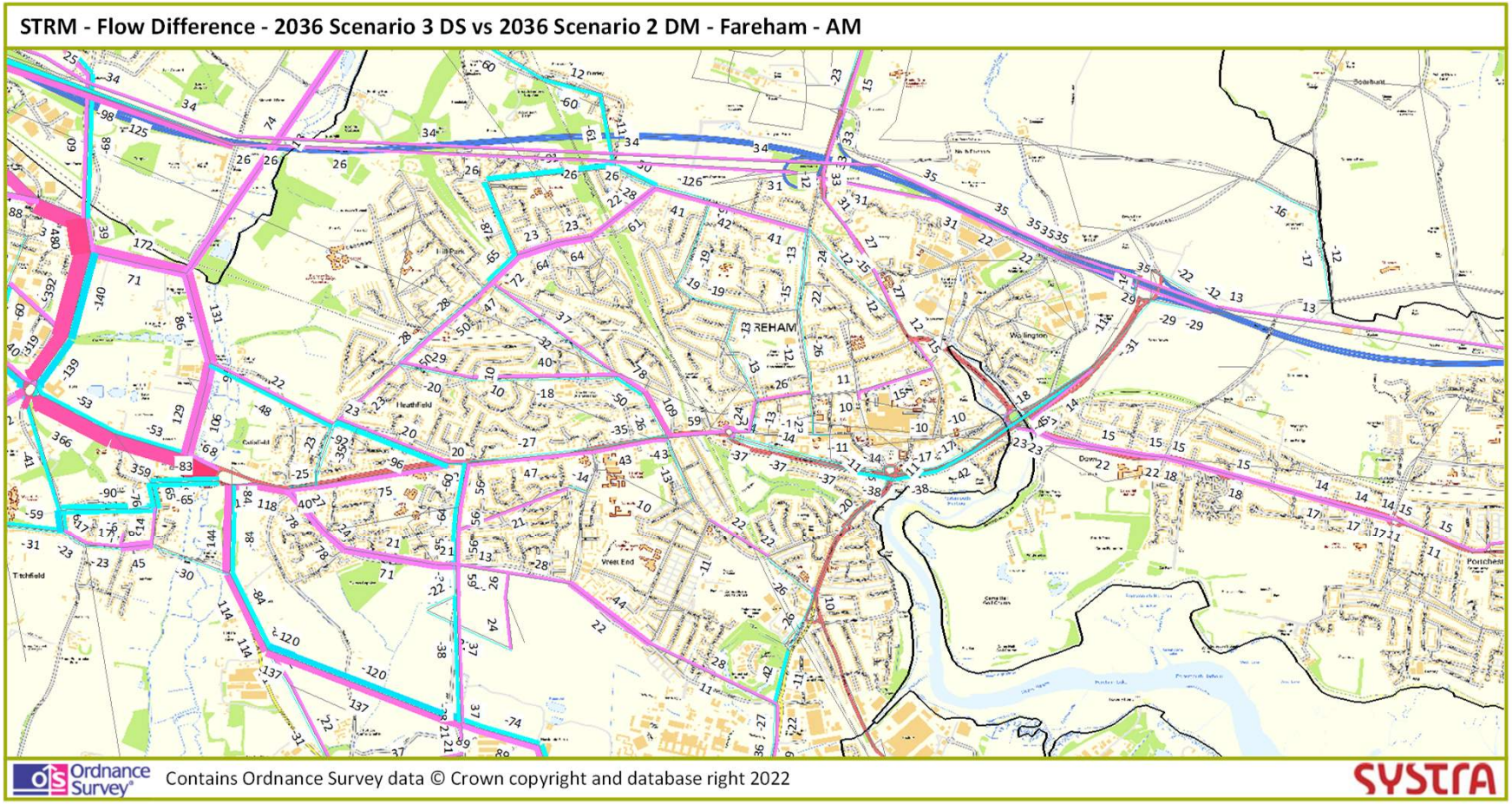
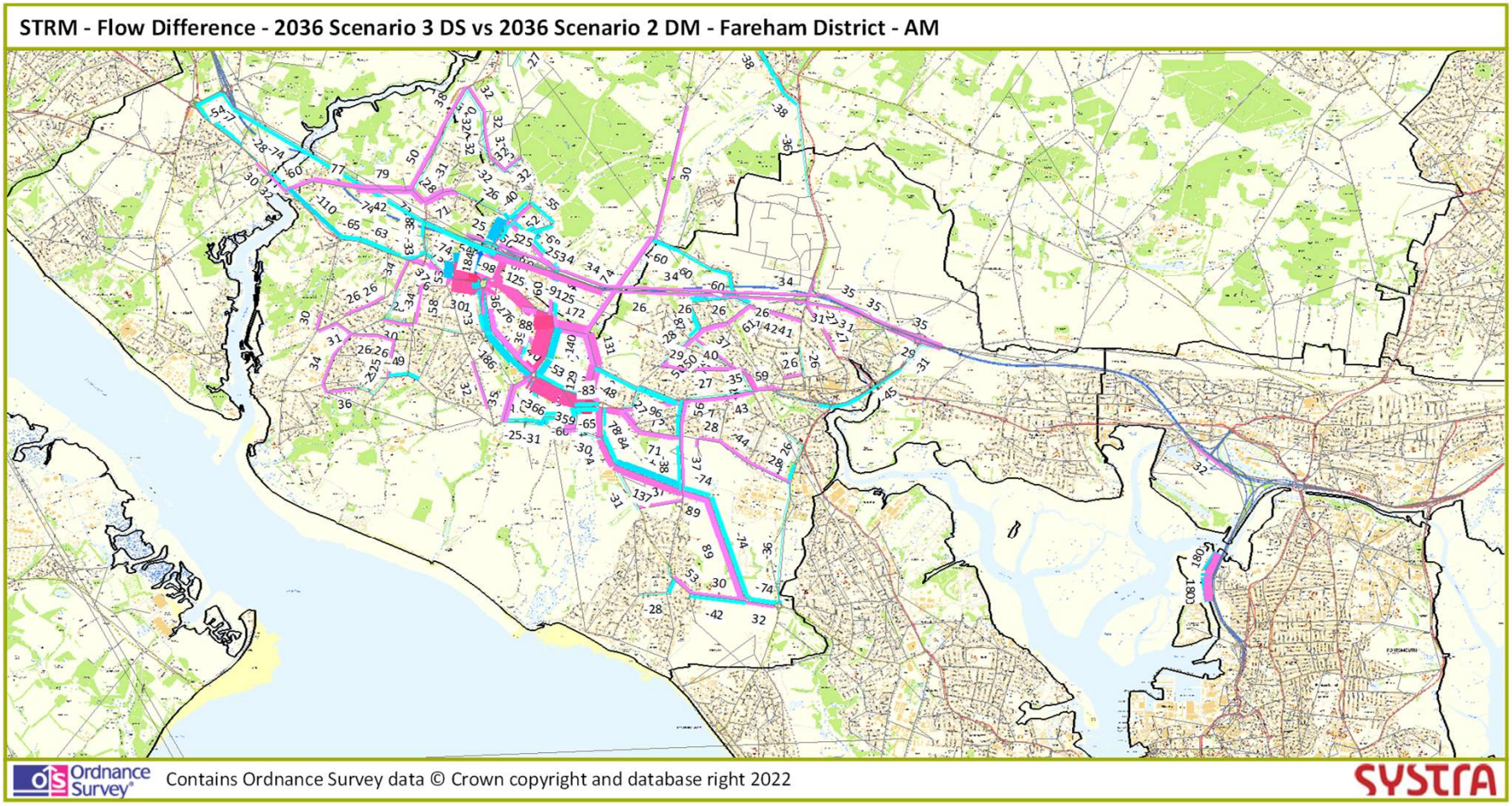
SYSTRA

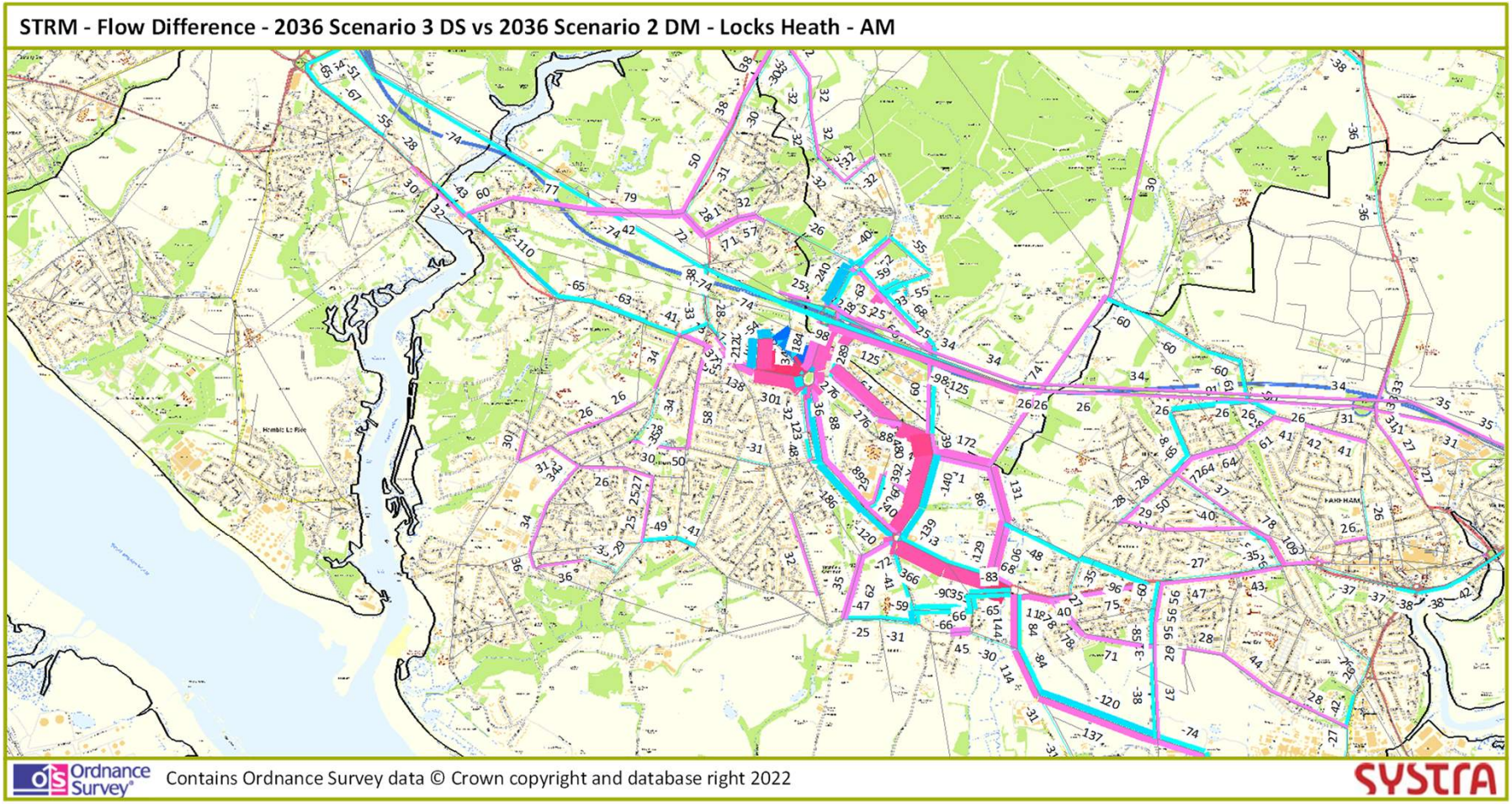
AM Flow Difference (>10 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Fareham



AM Flow Difference (>25 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Fareham District

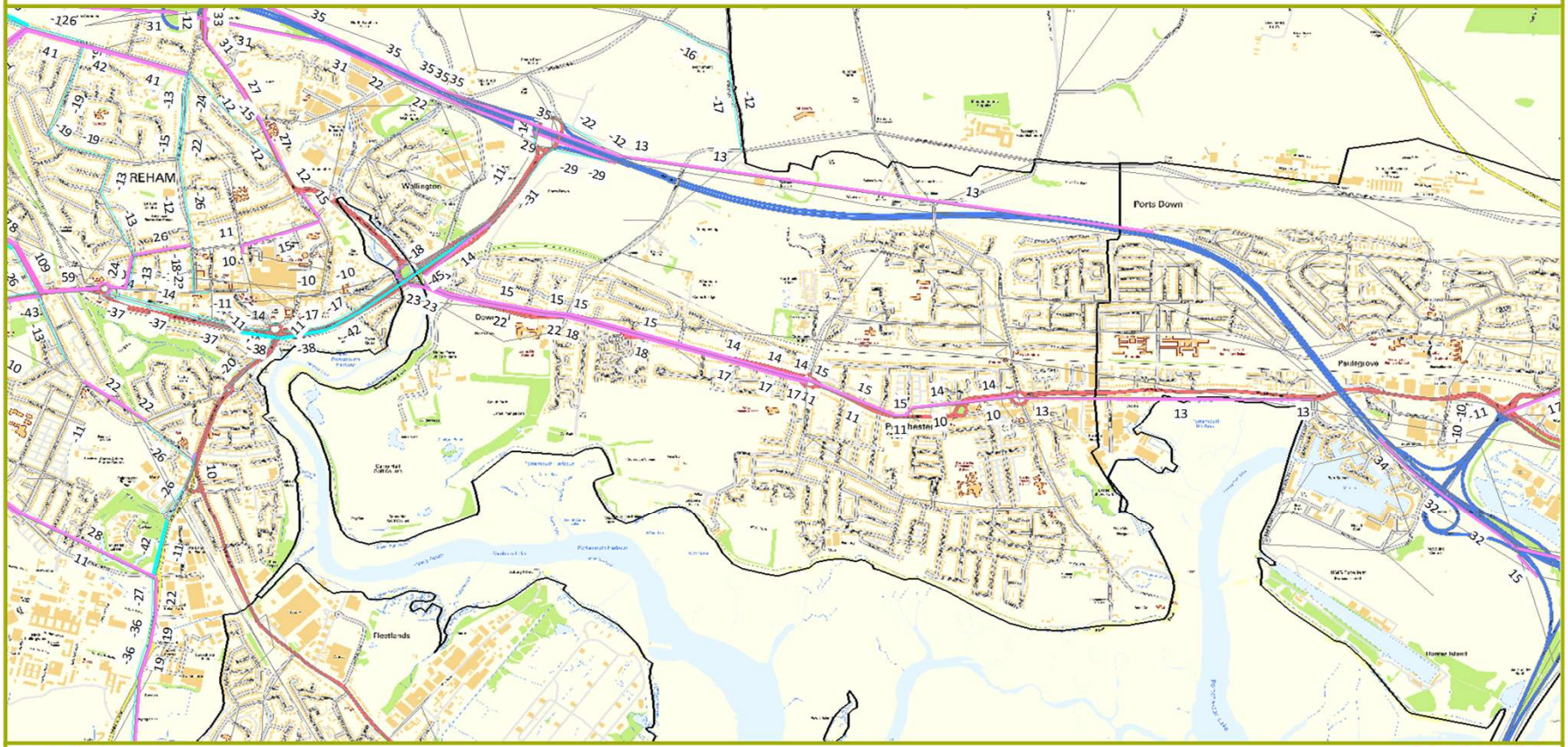


AM Flow Difference (>25 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Locks Heath



AM Flow Difference (>10 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Portchester

STRM - Flow Difference - 2036 Scenario 3 DS vs 2036 Scenario 2 DM - Portchester - AM



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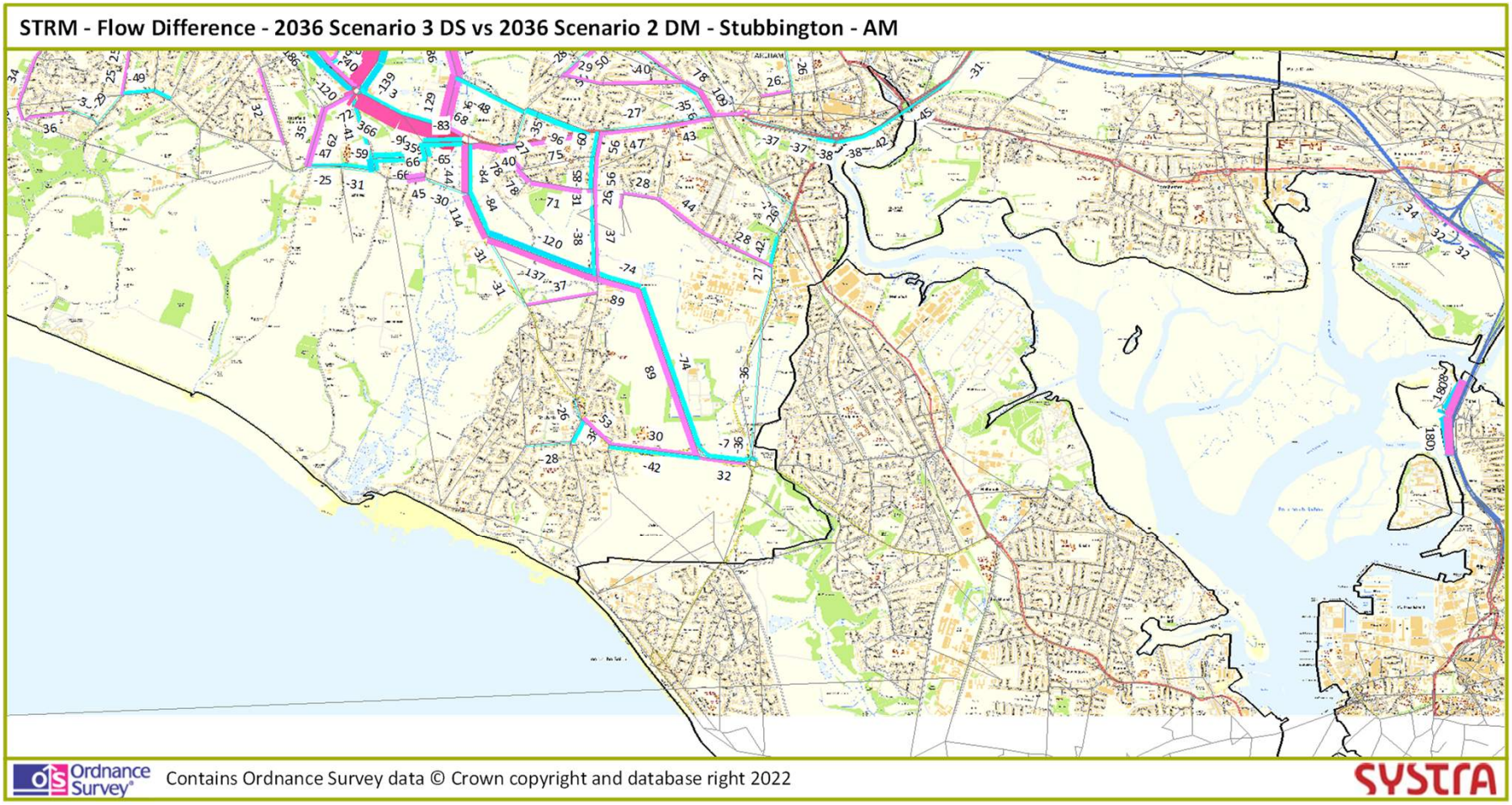
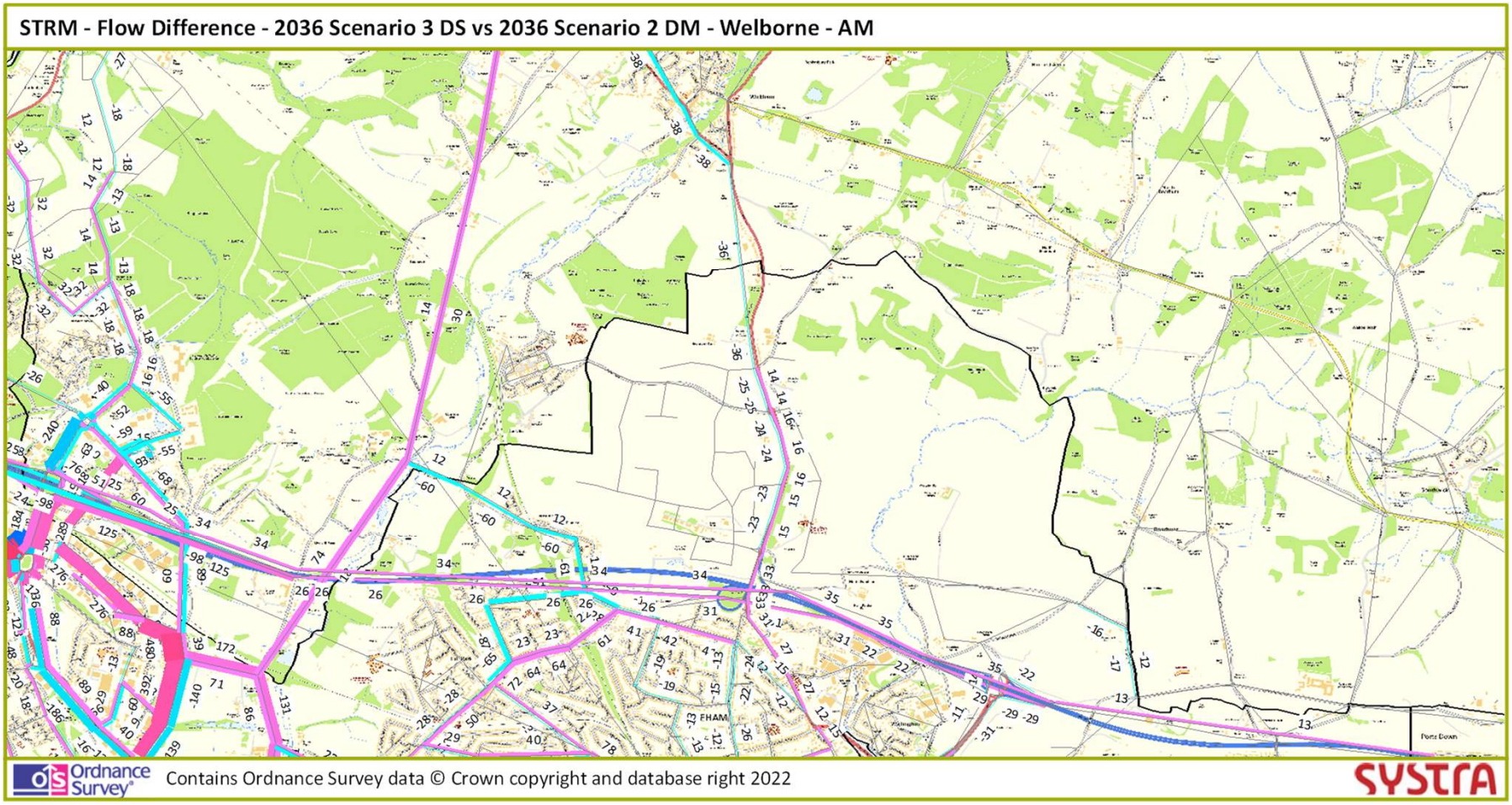
SYSTRA

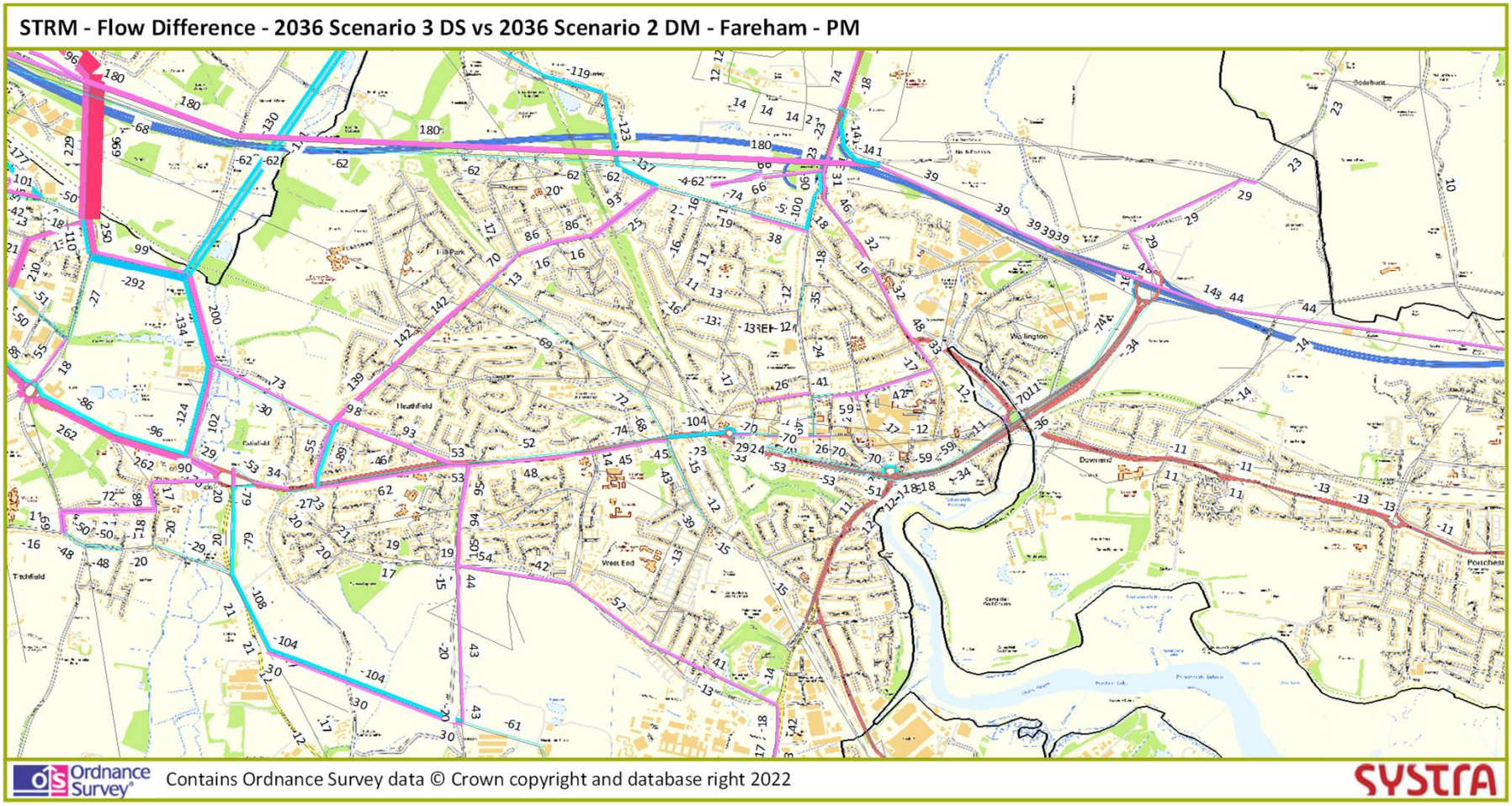
AM Flow Difference (>25 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Stubbington



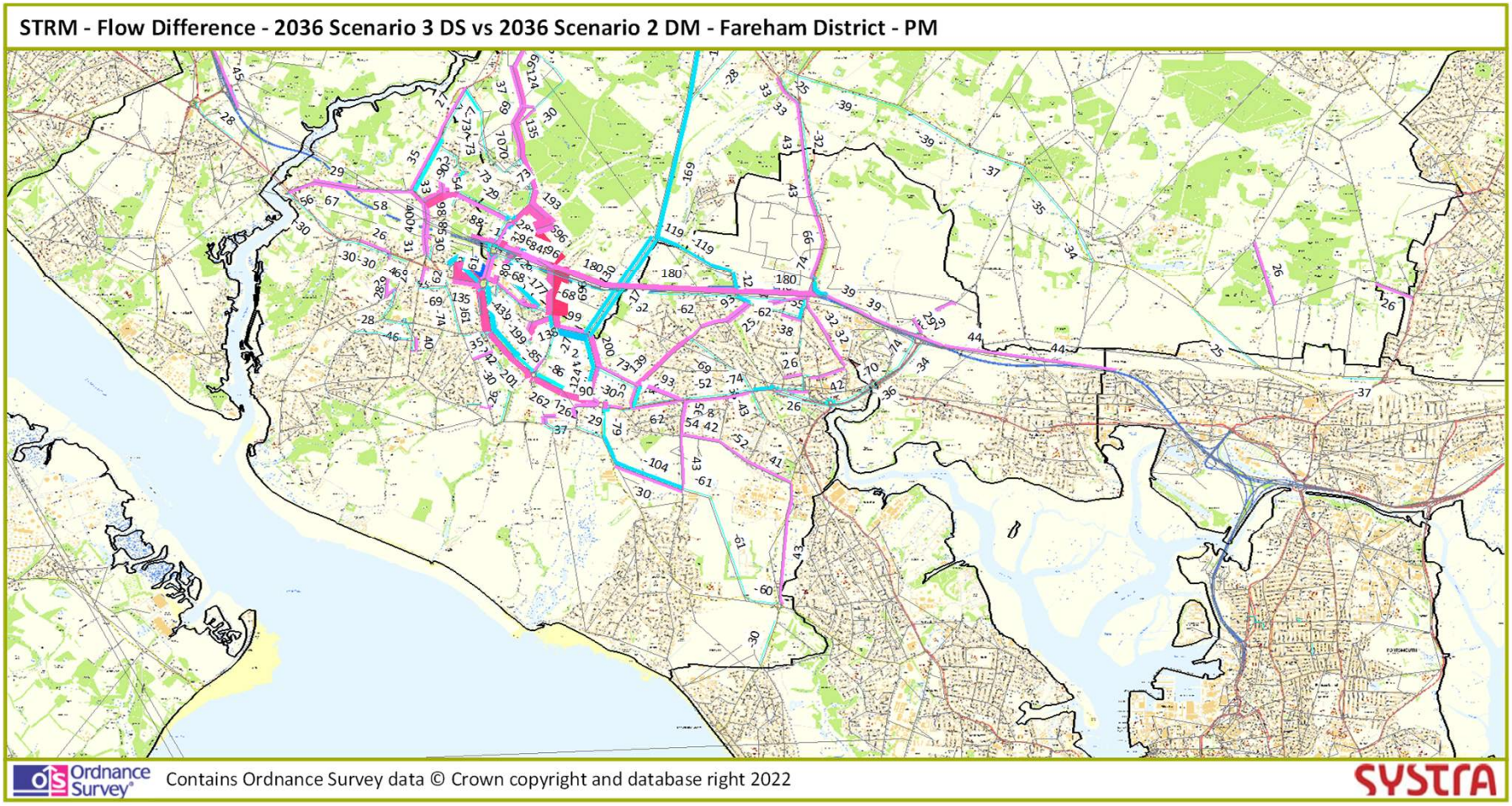
AM Flow Difference (>10 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Welborne



PM Flow Difference (>10 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Fareham

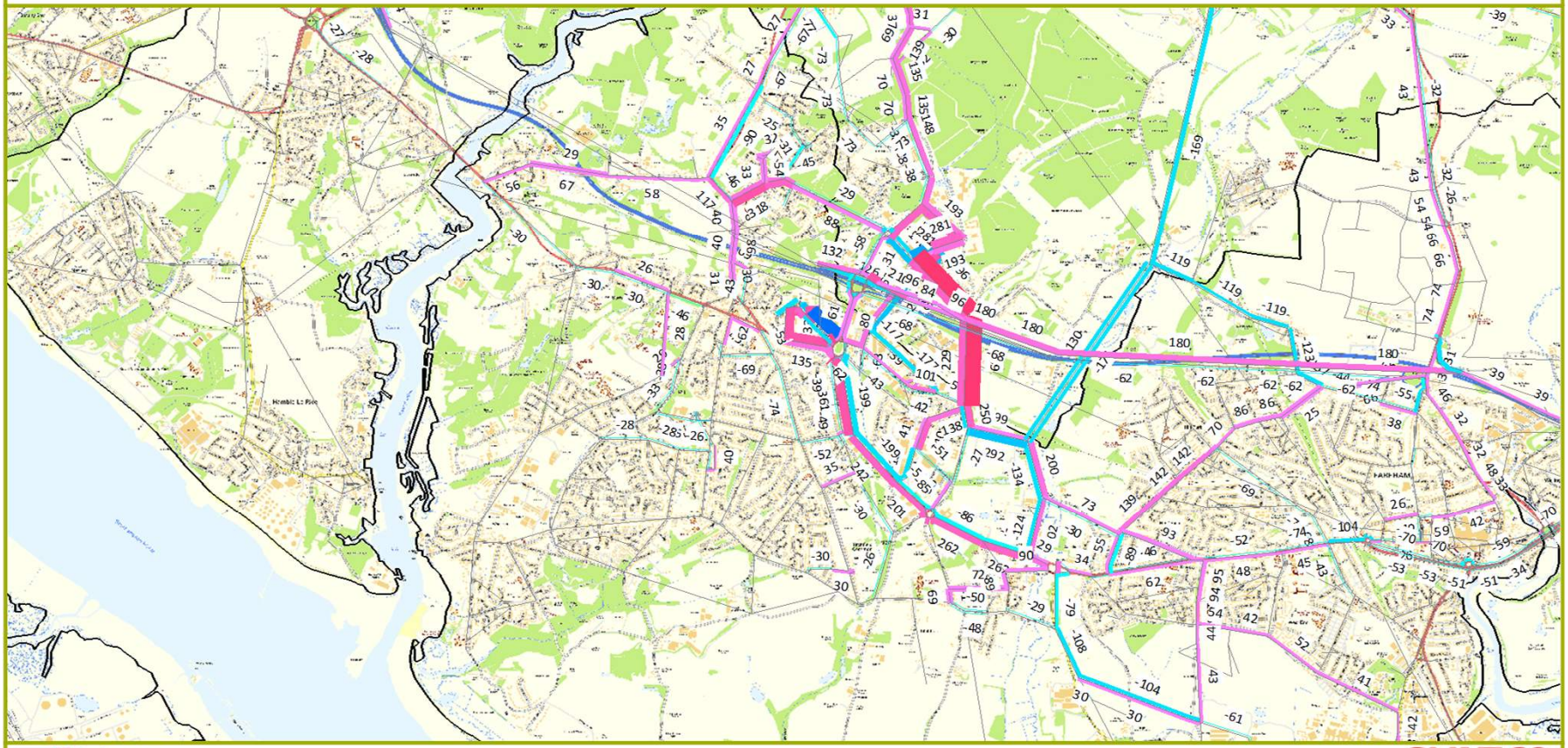


PM Flow Difference (>25 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Fareham District



PM Flow Difference (>25 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Locks Heath

STRM - Flow Difference - 2036 Scenario 3 DS vs 2036 Scenario 2 DM - Locks Heath - PM



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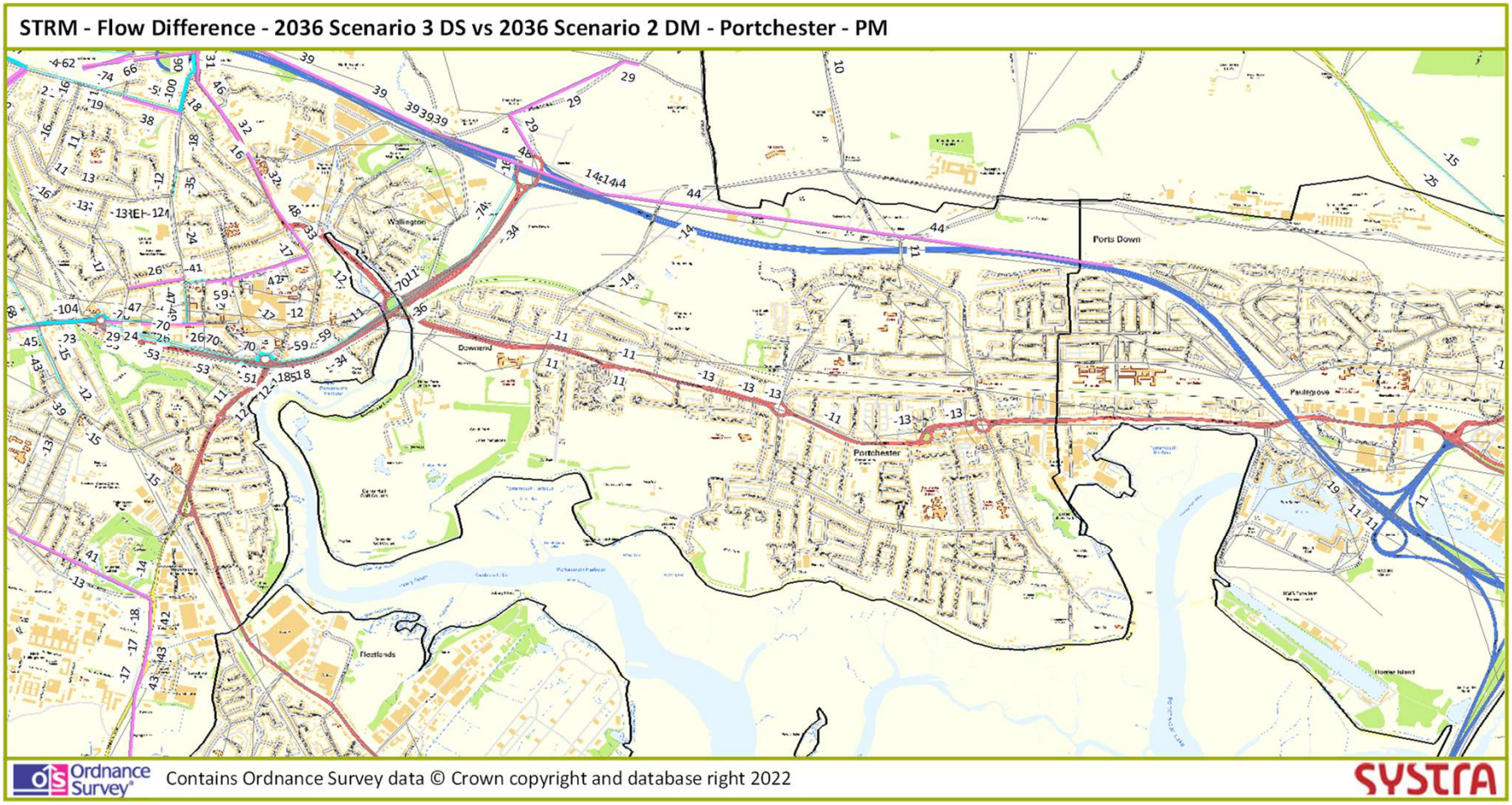
SYSTRA

PM Flow Difference (>10 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Portchester



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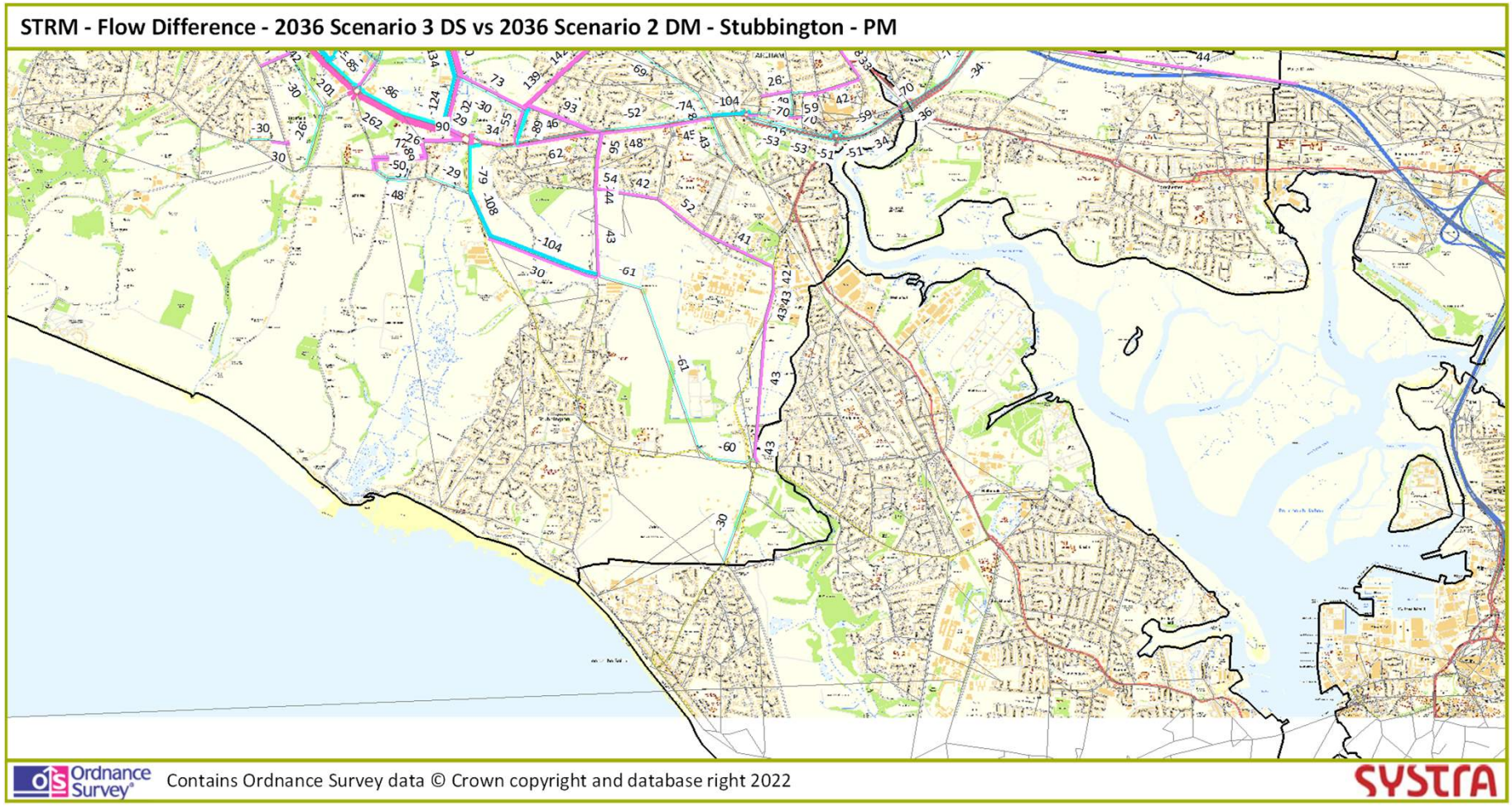
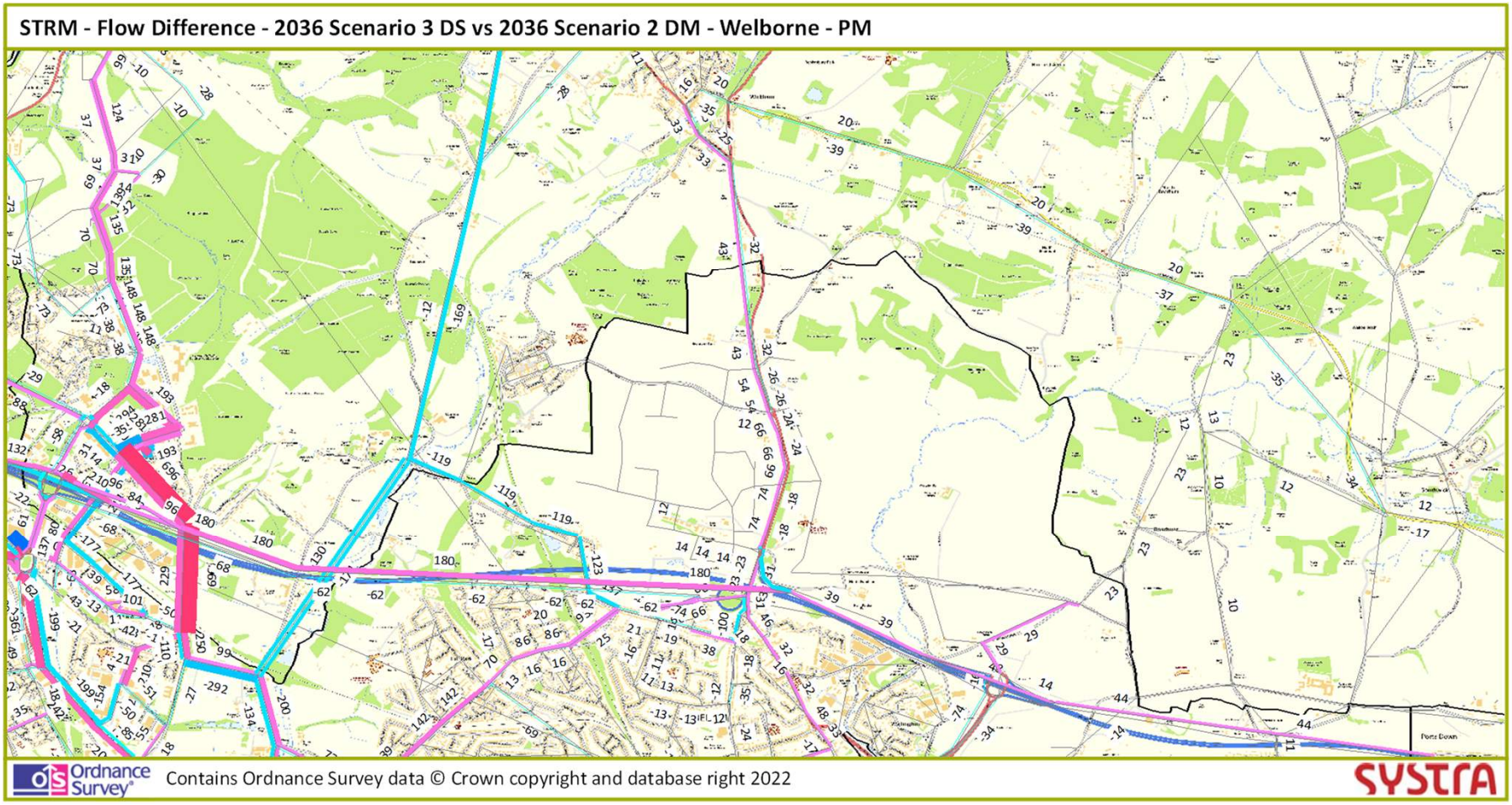
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Subbington

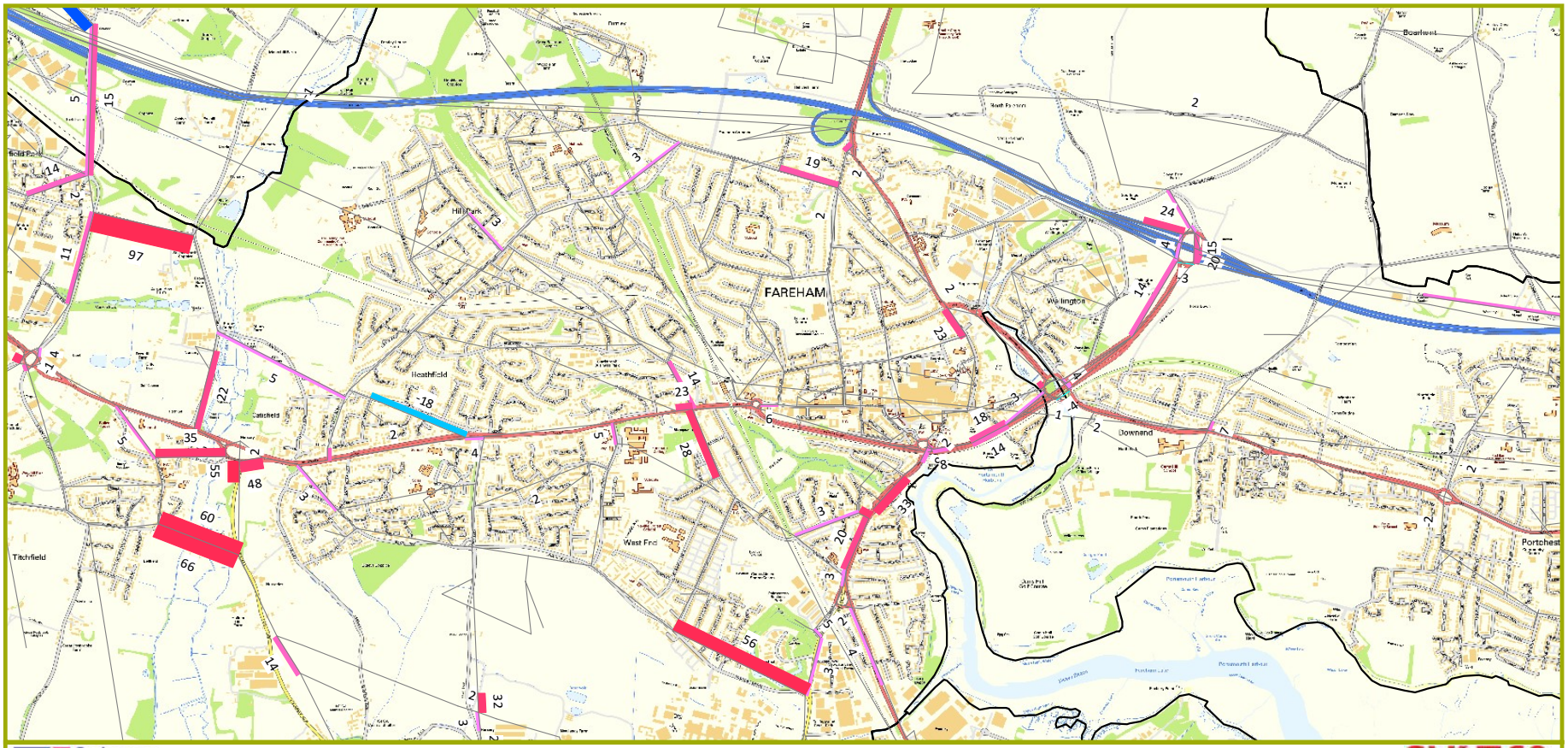


PM Flow Difference (>10 PCUs/h)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Welborne



Appendix C – Delay Difference Plots

AM Delay Difference (>1 second)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Fareham



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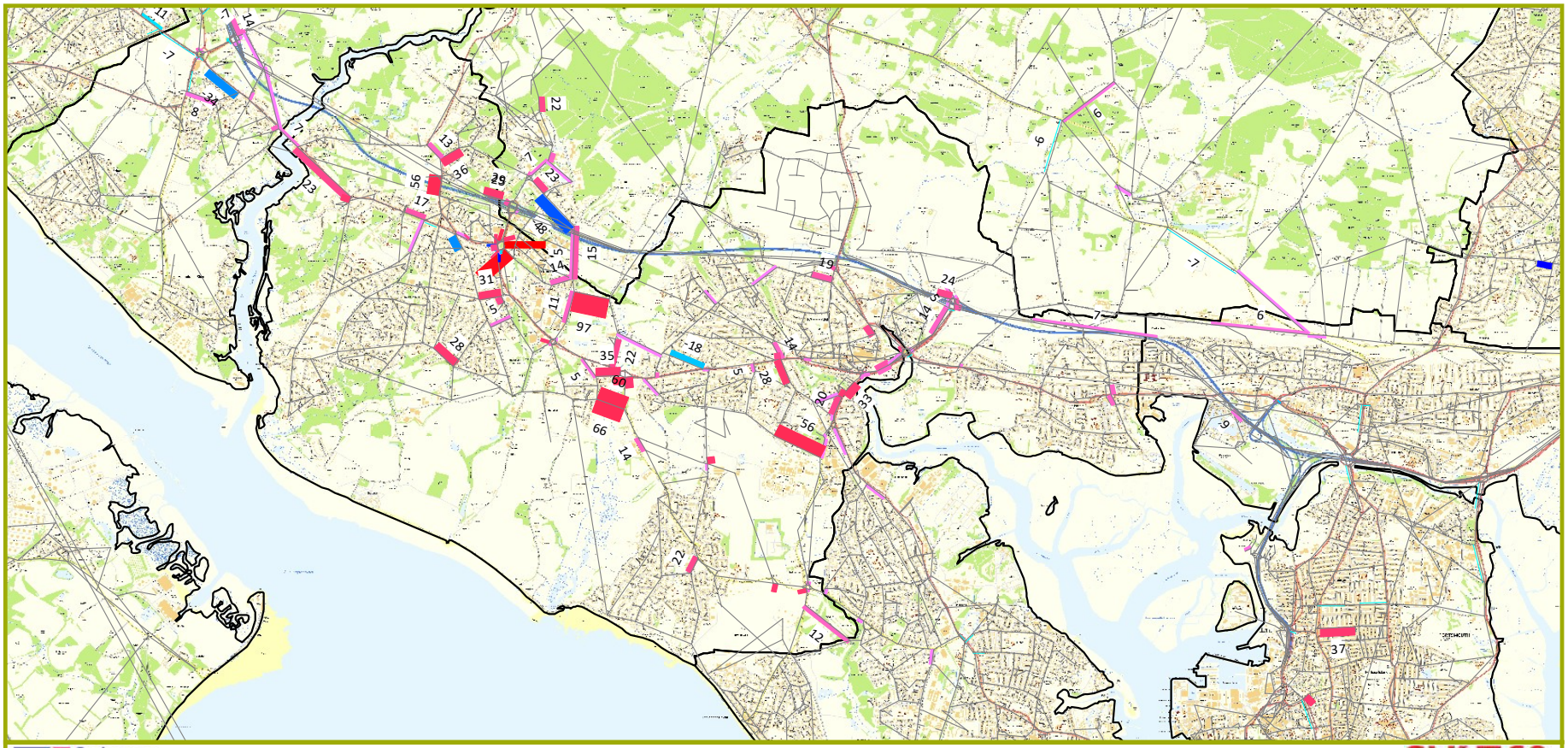
SYSTRA

AM Delay Difference (>5 seconds)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Fareham District



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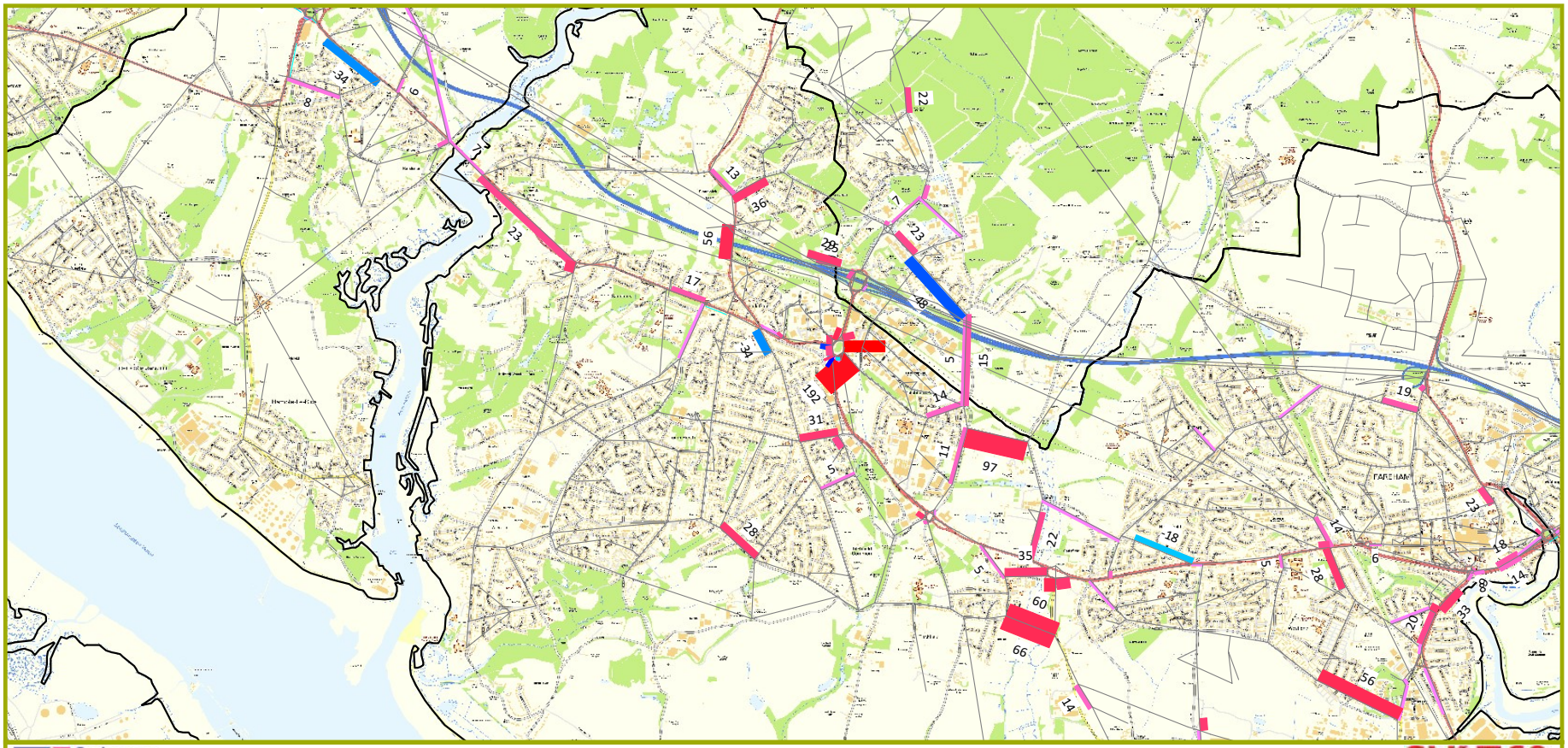
SYSTRA

AM Delay Difference (>5 seconds)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Locks Heath



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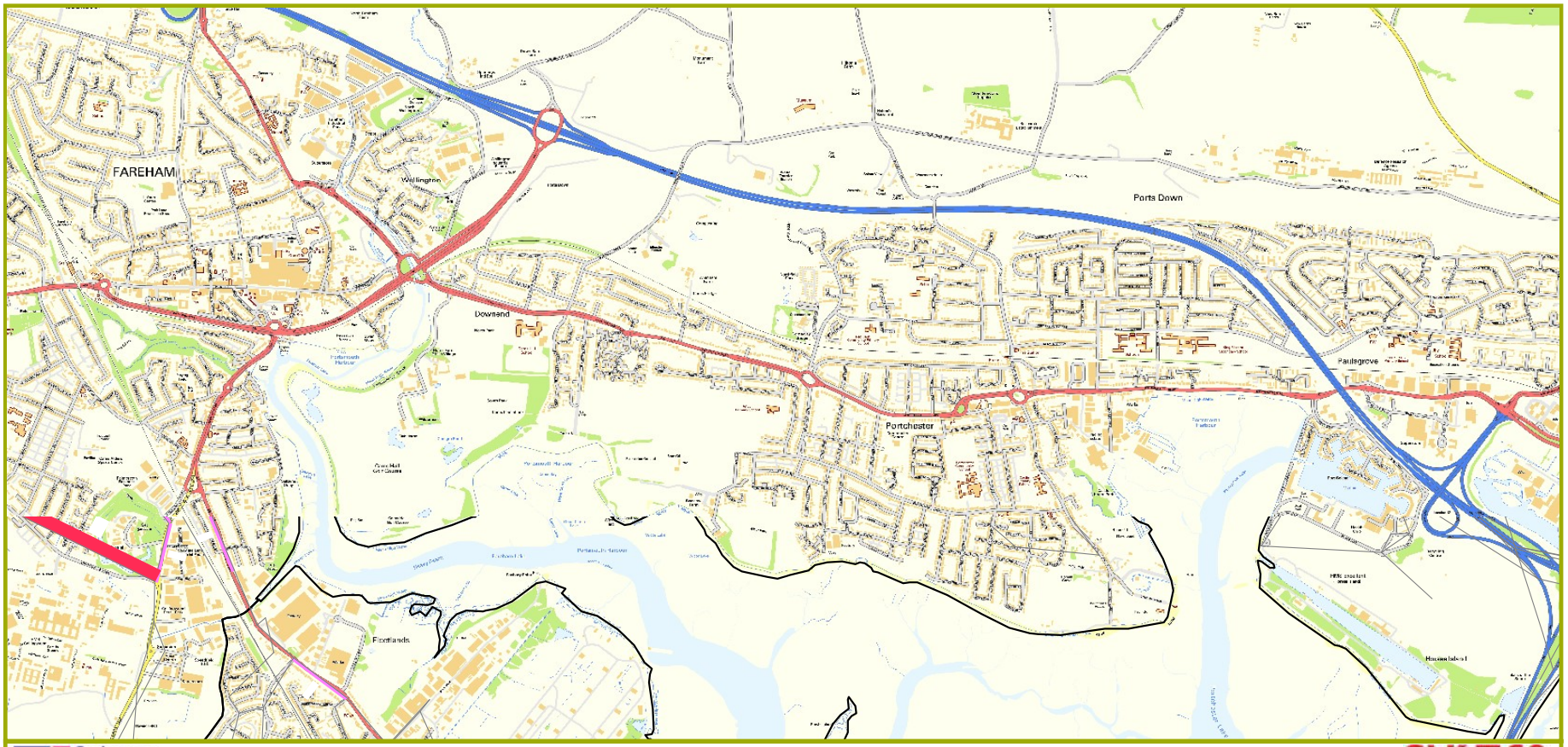
SYSTRA

AM Delay Difference (>1 second)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Portchester



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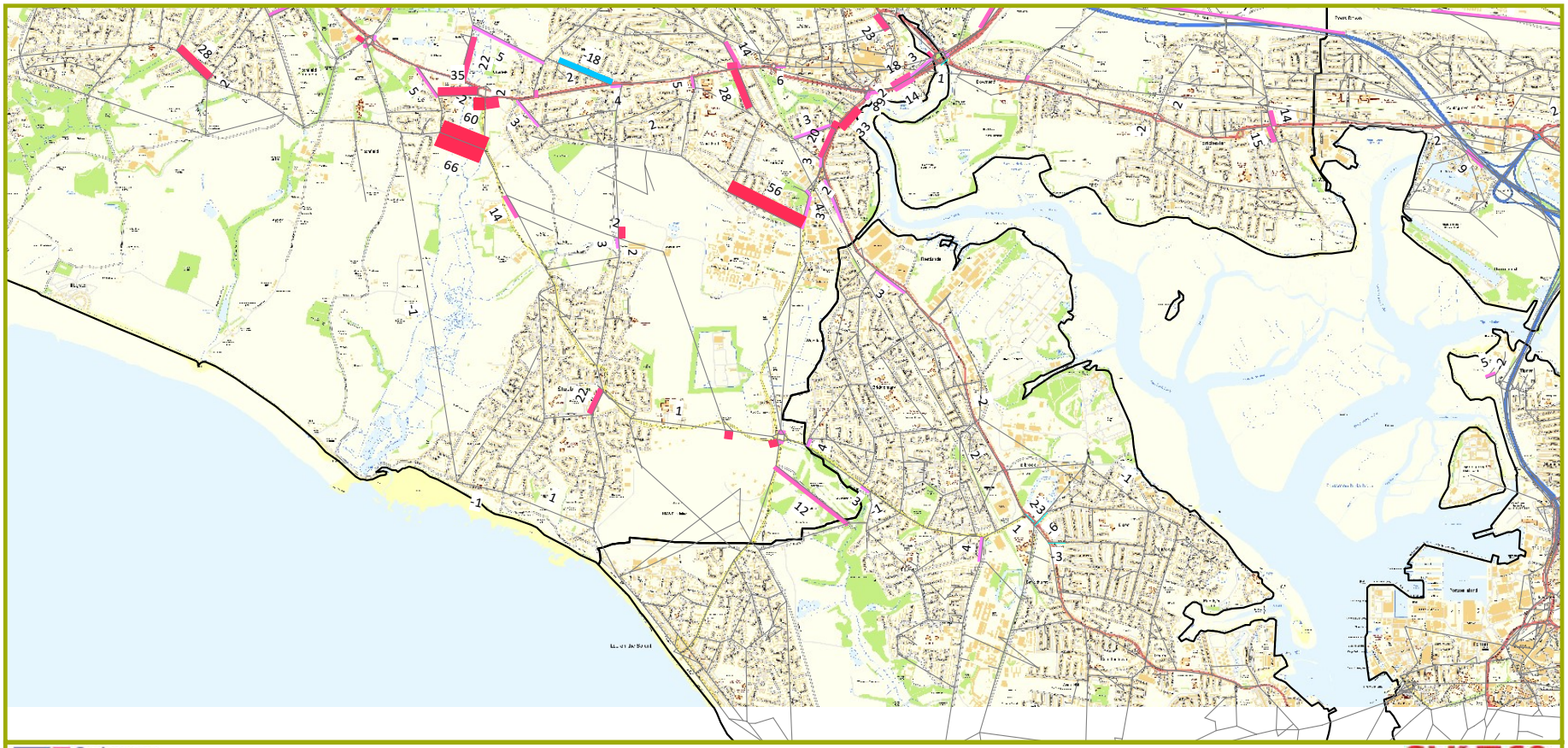
SYSTRA

AM Delay Difference (>1 second)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Stubbington



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SYSTRA

AM Delay Difference (>1 second)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Welborne

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SYSTRA

PM Delay Difference (>1 second)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Fareham

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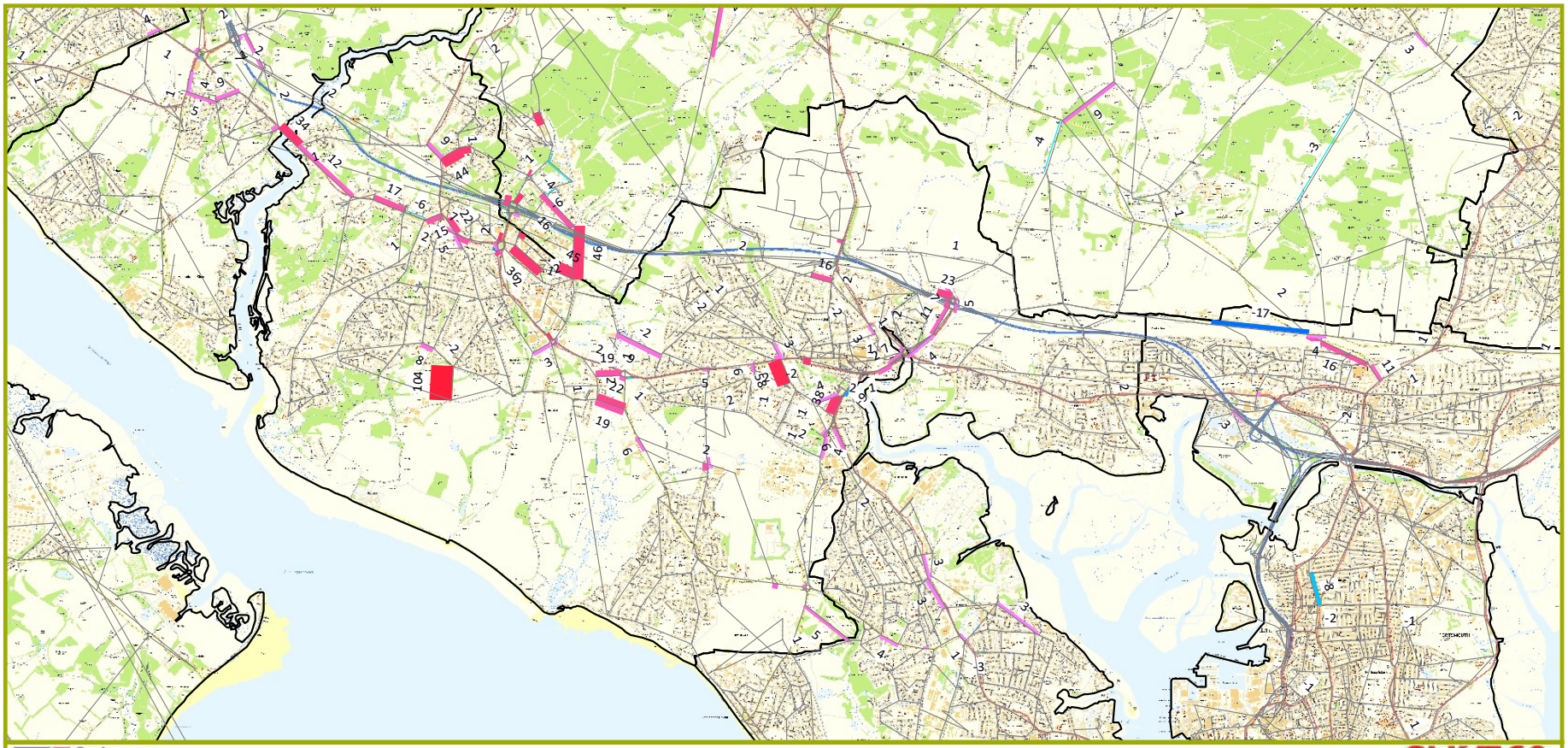
SYSTRA

PM Delay Difference (>5 seconds)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Fareham District



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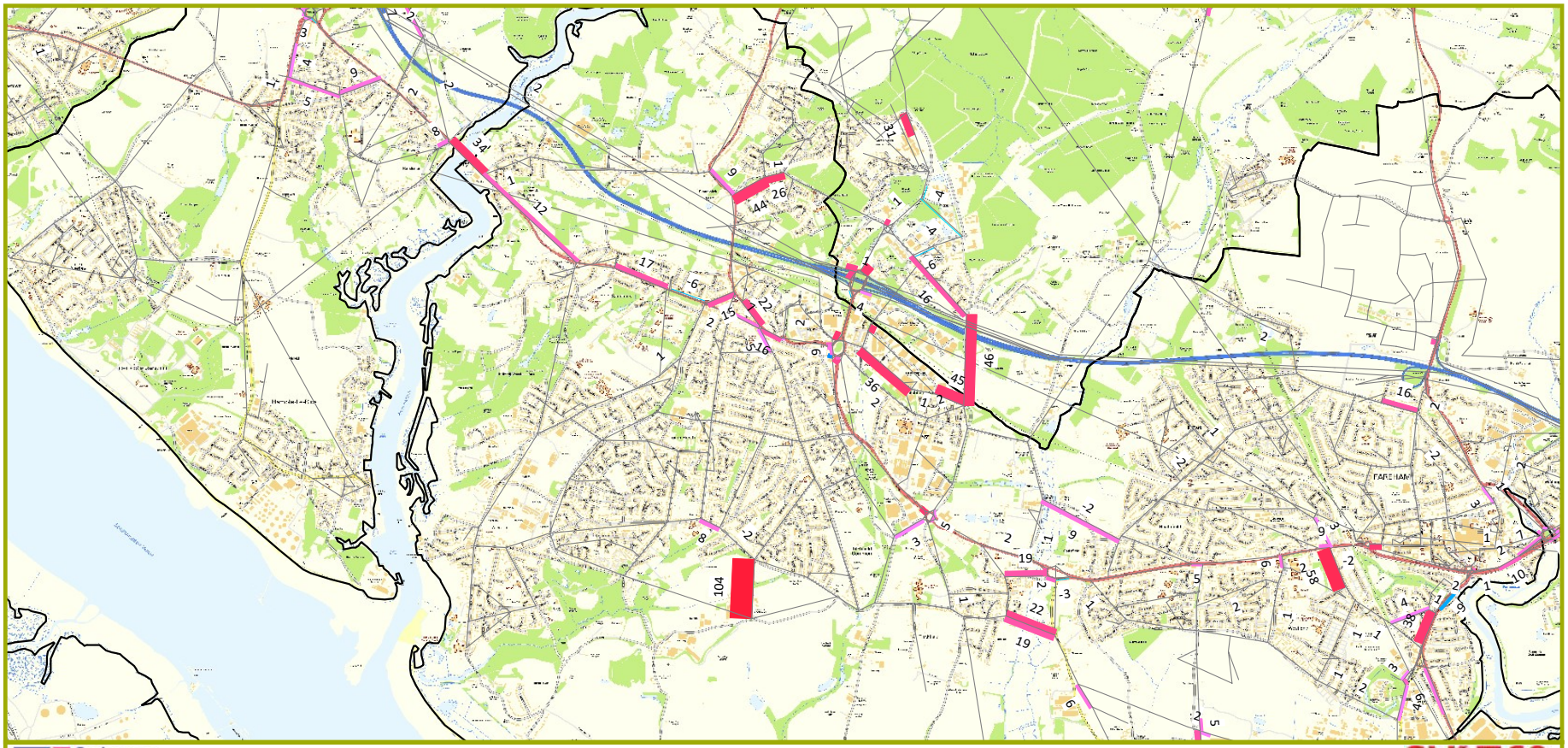
SYSTRA

PM Delay Difference (>5 seconds)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Locks Heath



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SYSTRA

PM Delay Difference (>1 second)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Portchester

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SYSTRA

PM Delay Difference (>1 second)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
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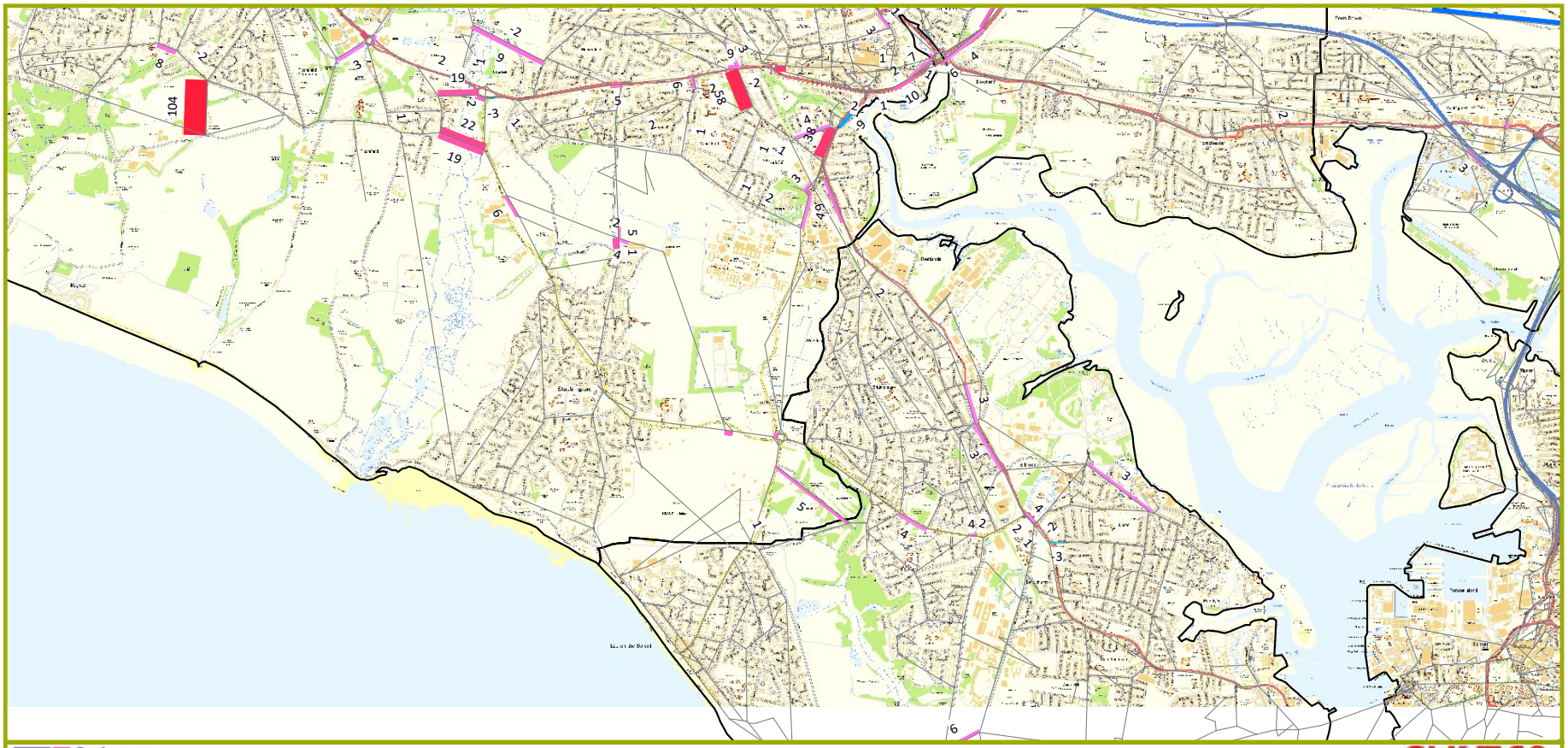

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SYSTRA

PM Delay Difference (>1 second)
2036 Scenario 2 DM vs 2036 Scenario 1 Baseline
Welborne

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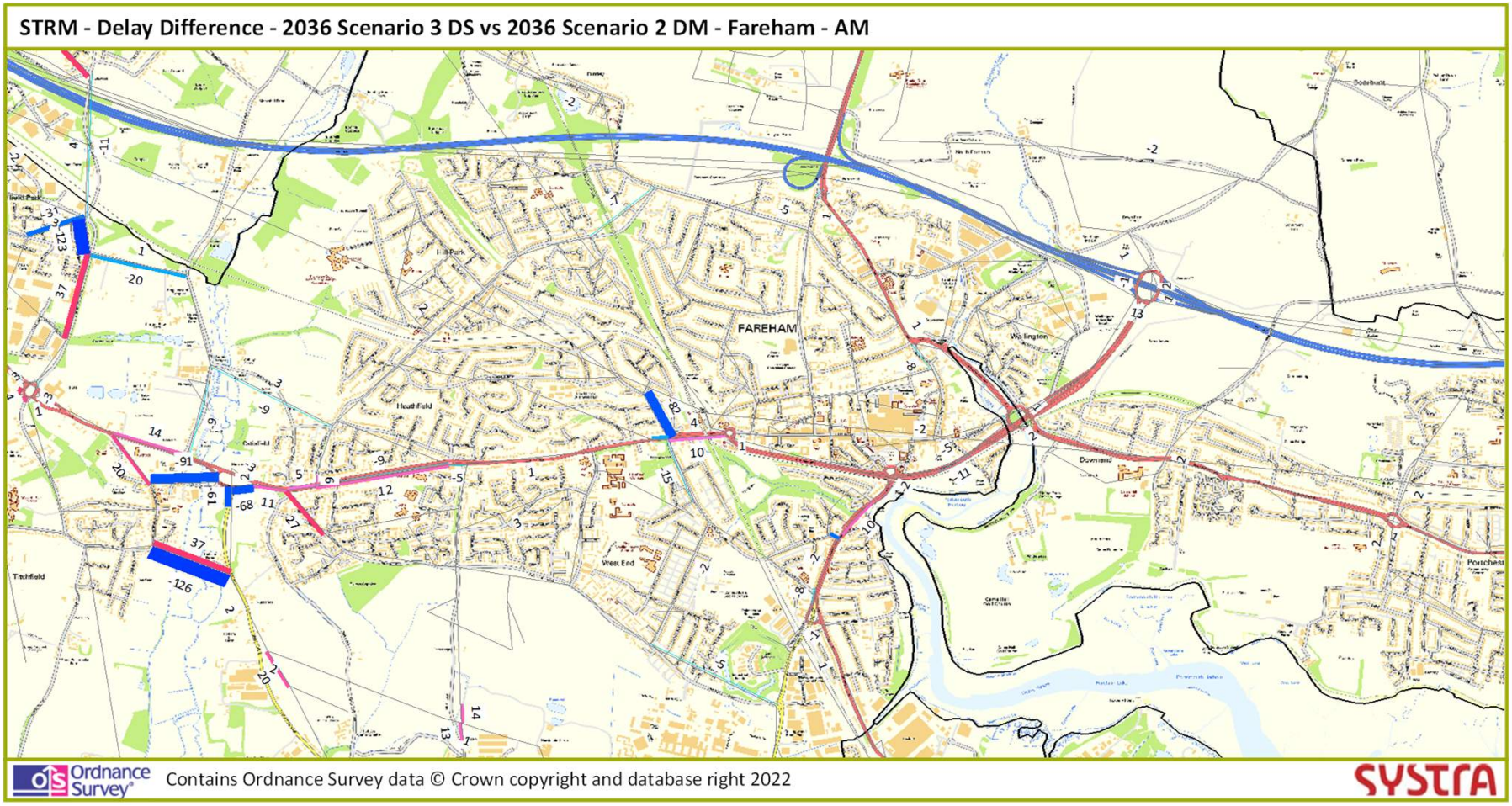
SYSTRA

AM Delay Difference (>1 second)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Fareham



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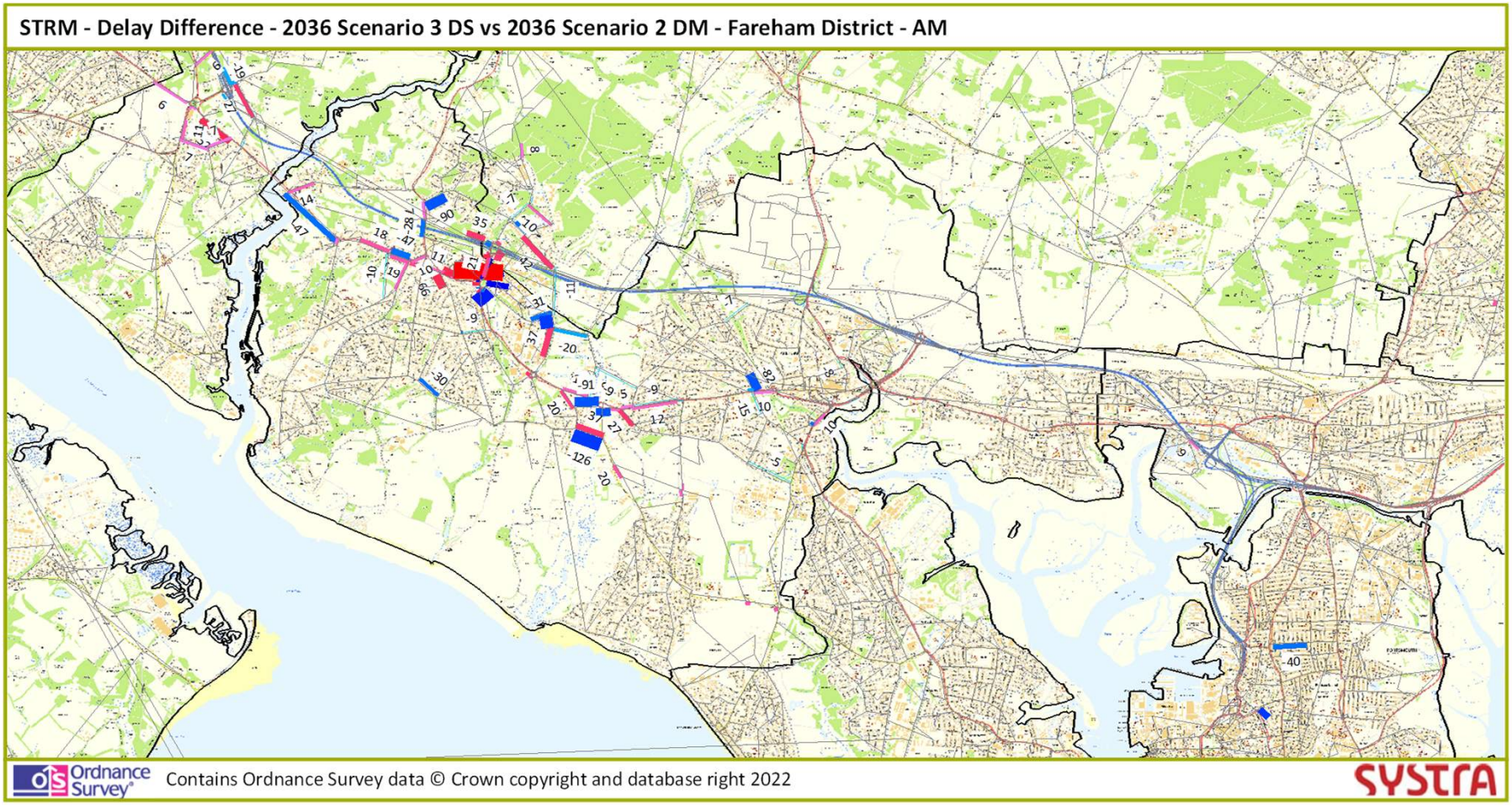
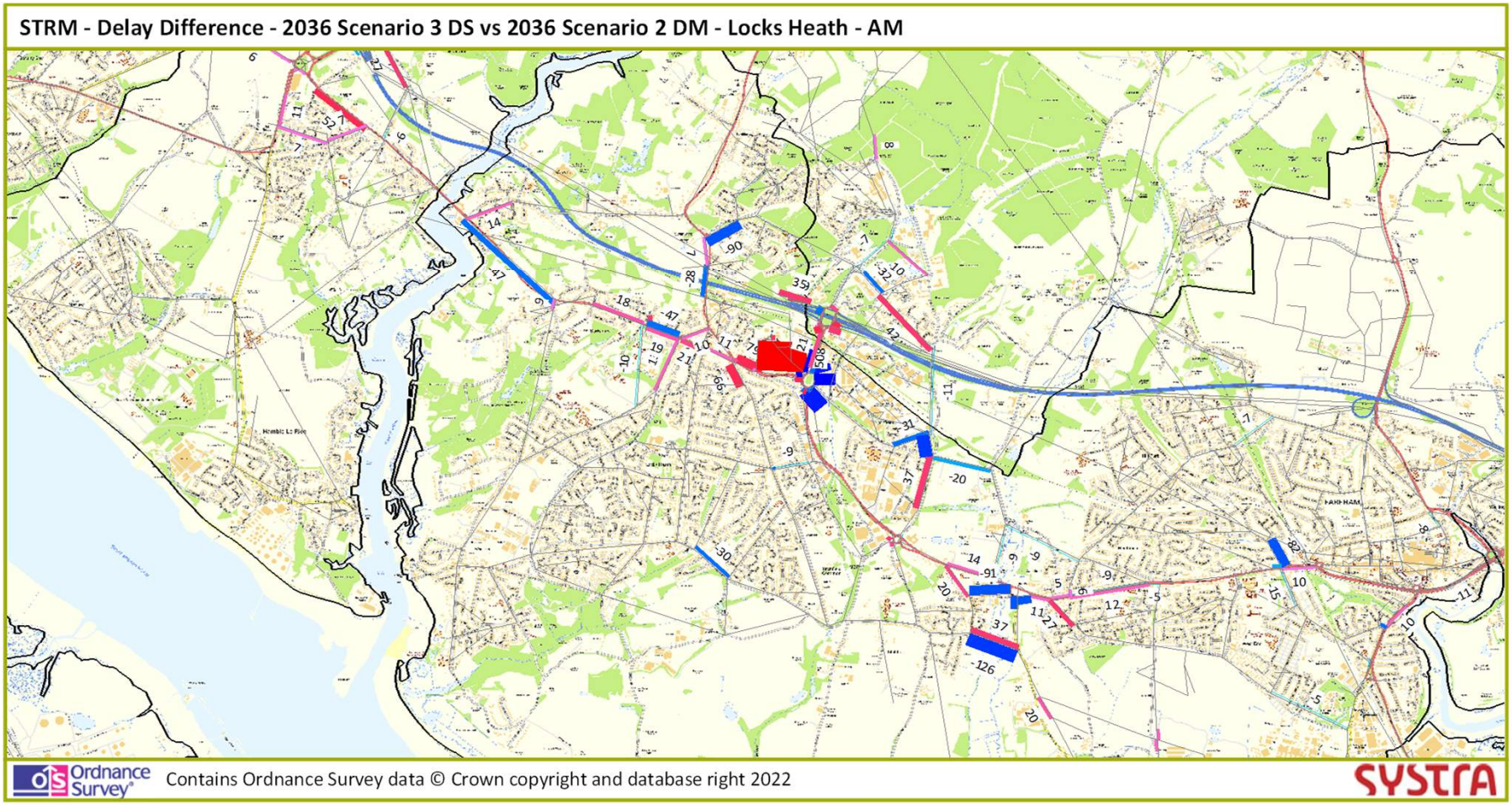
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Fareham District

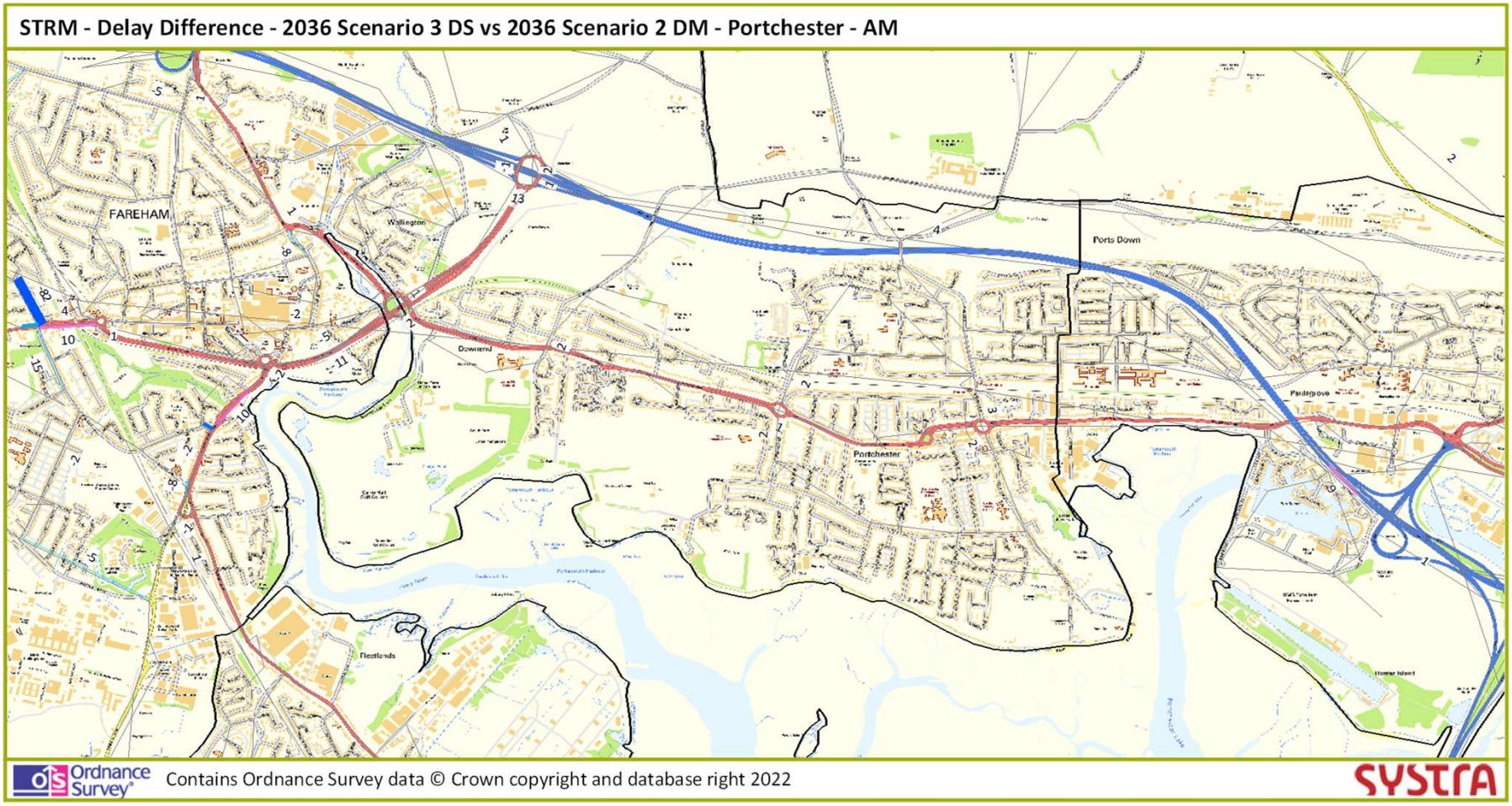


AM Delay Difference (>5 seconds)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Locks Heath



SYSTRA

AM Delay Difference (>1 second)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Portchester



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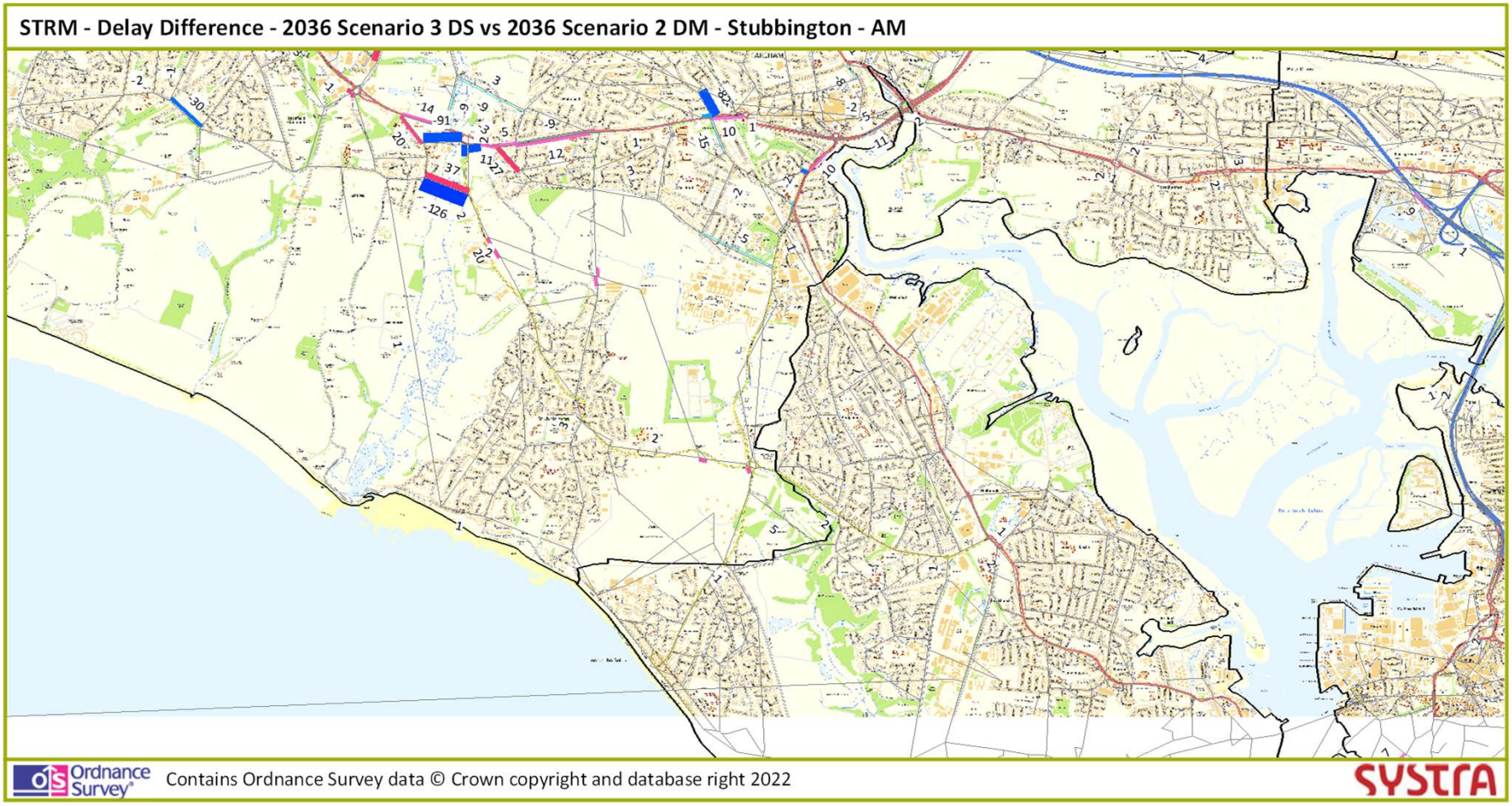
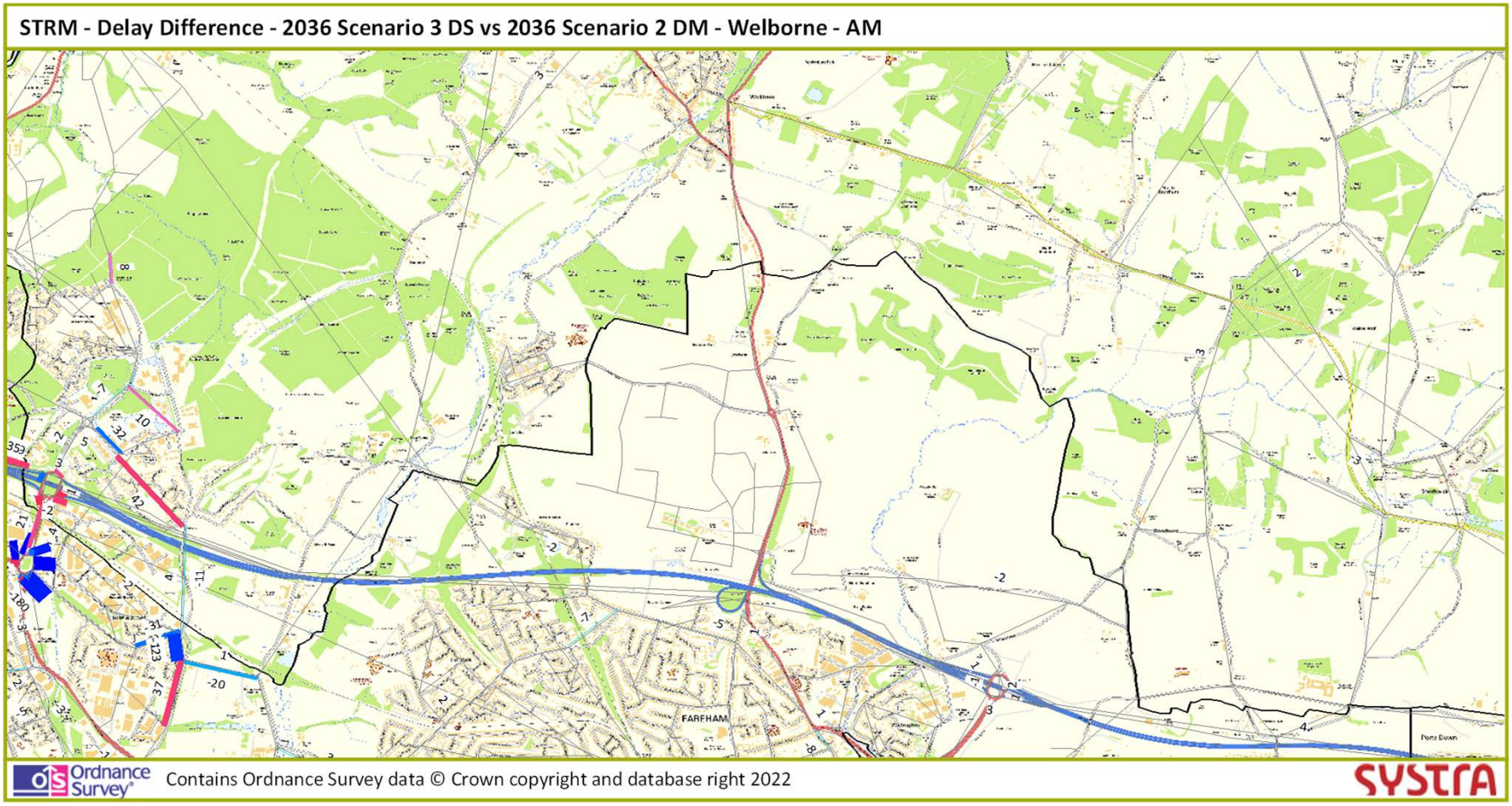


SYSTRA

AM Delay Difference (>1 second)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Welborne



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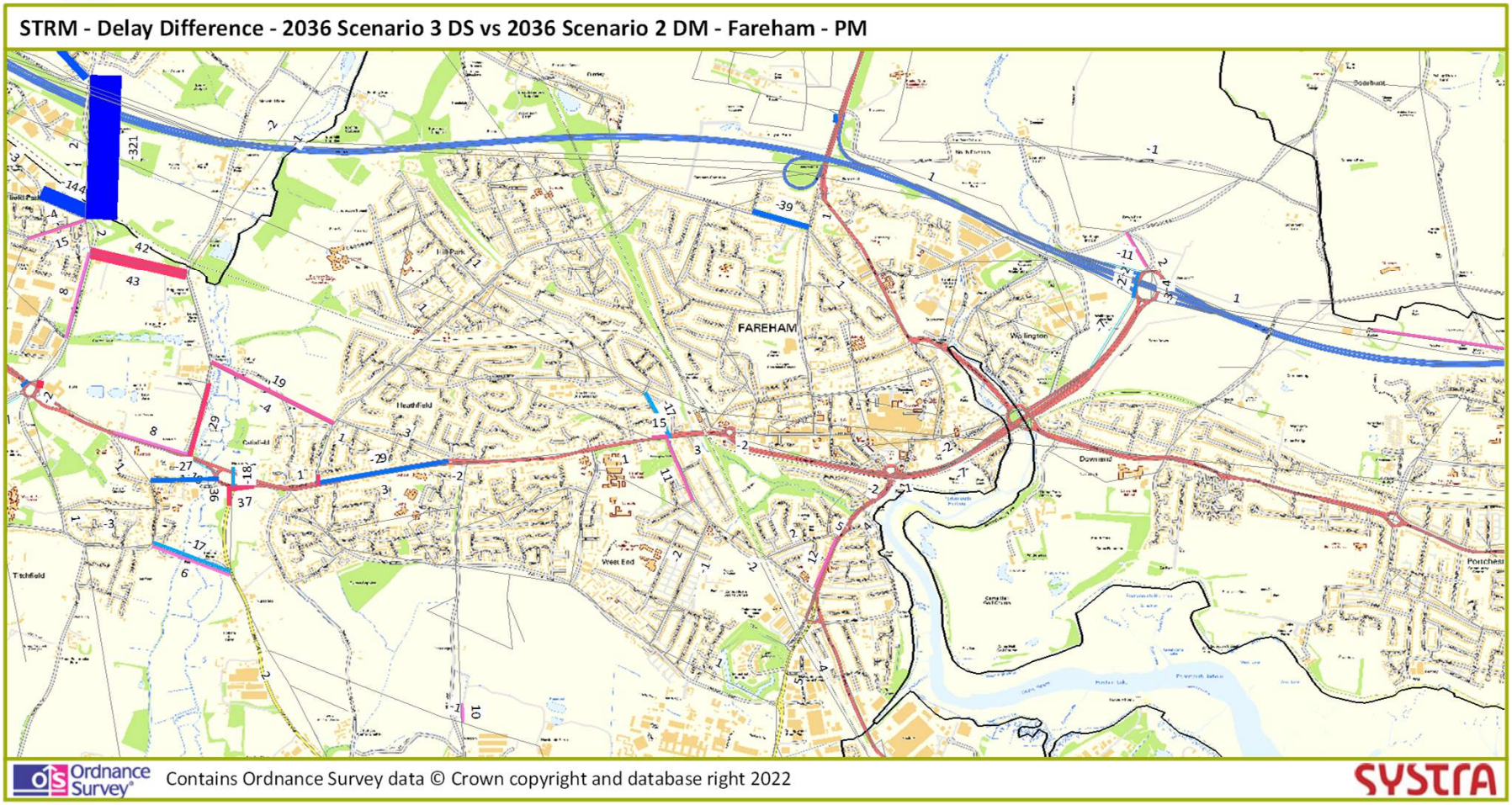
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Fareham



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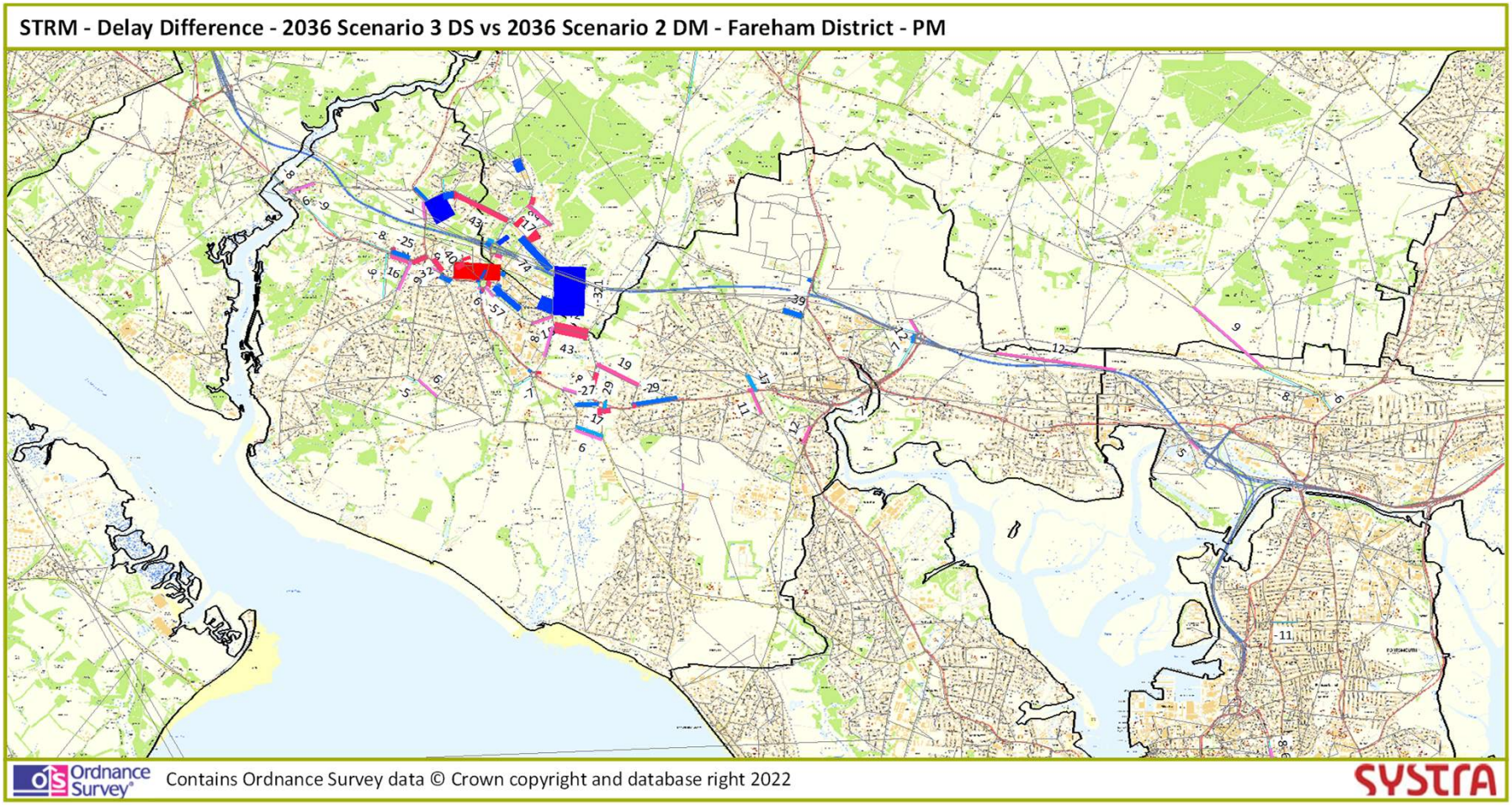
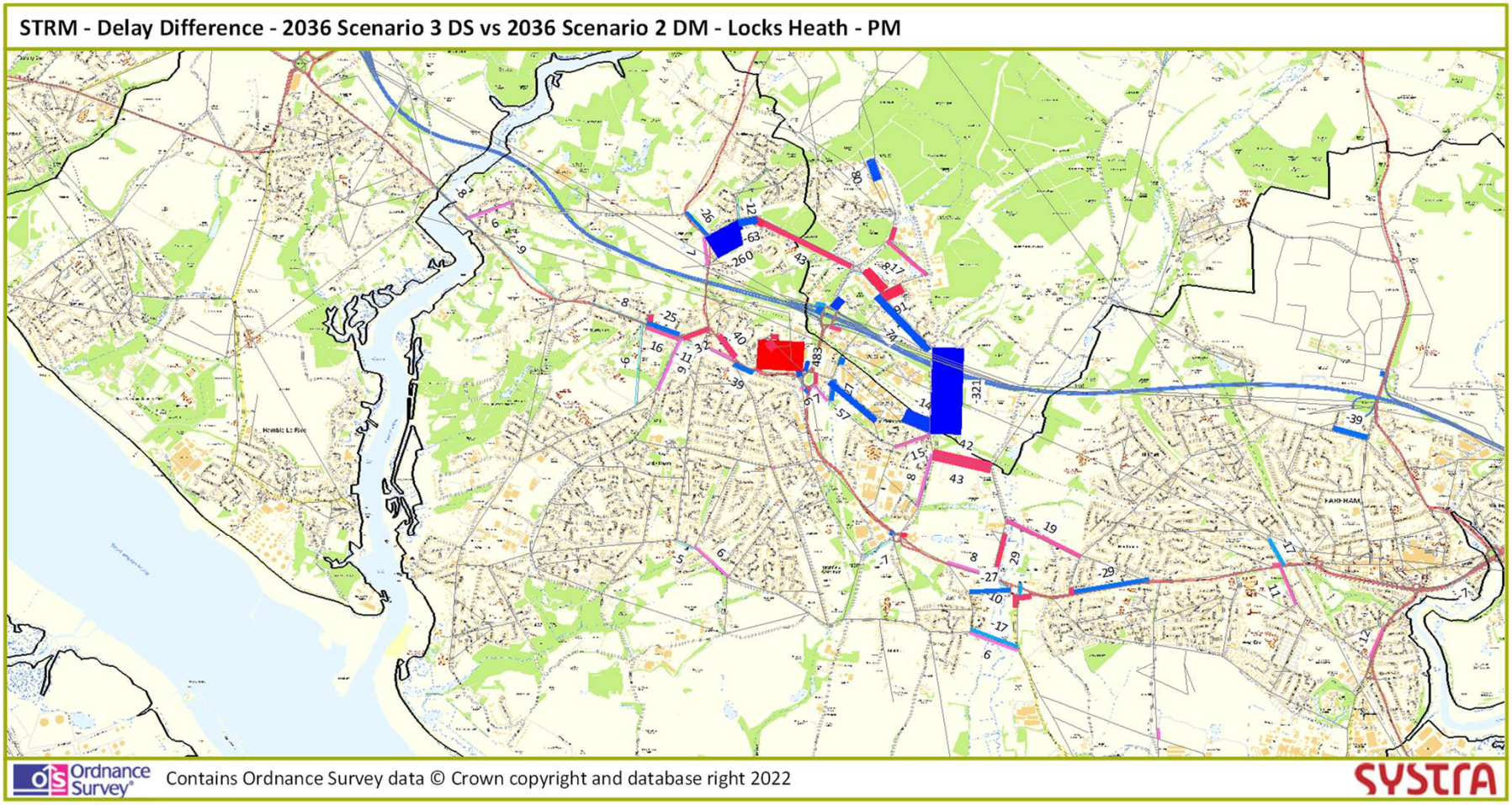
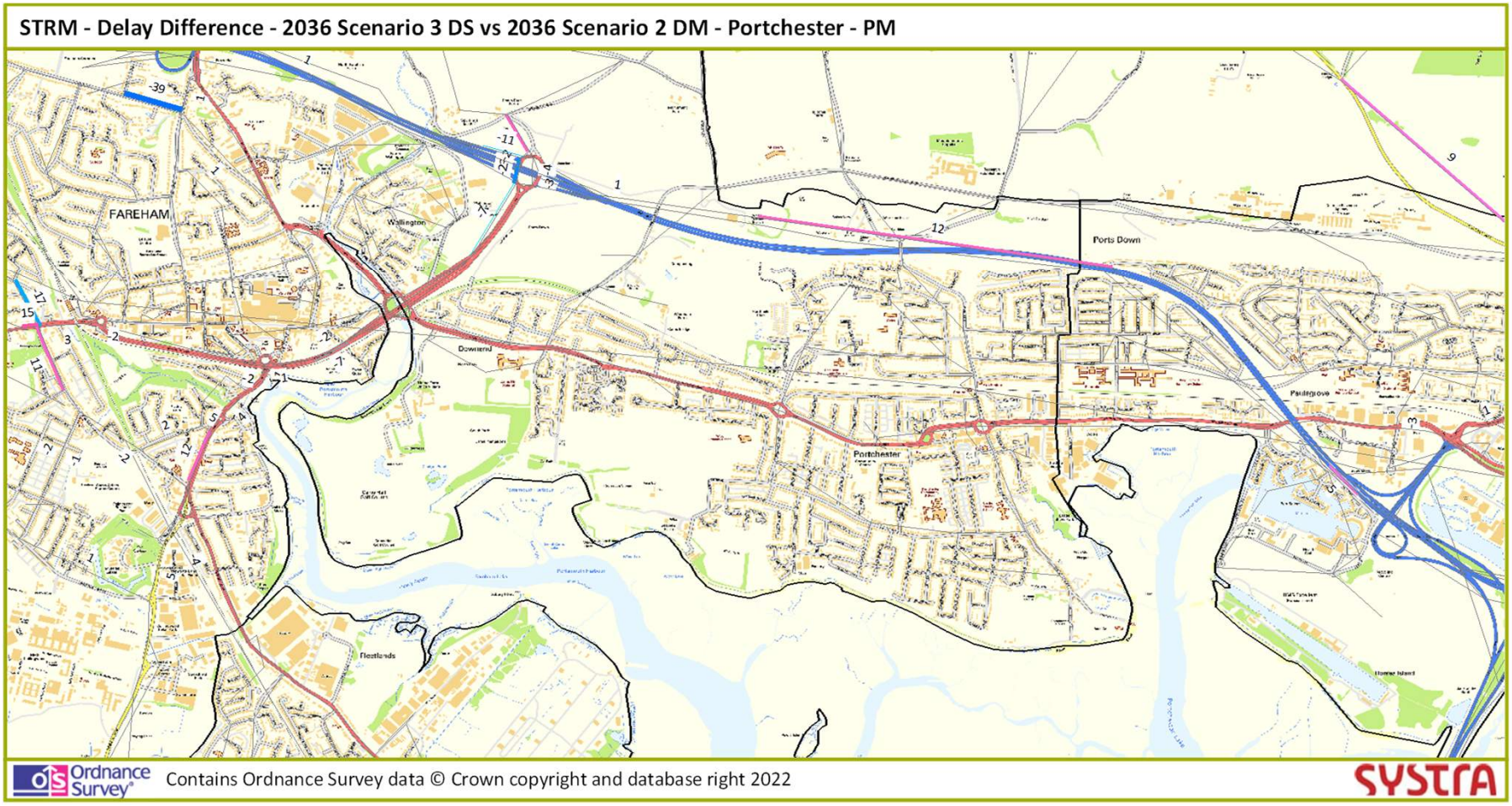
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Fareham District



PM Delay Difference (>5 seconds)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Locks Heath



PM Delay Difference (>1 second)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Portchester



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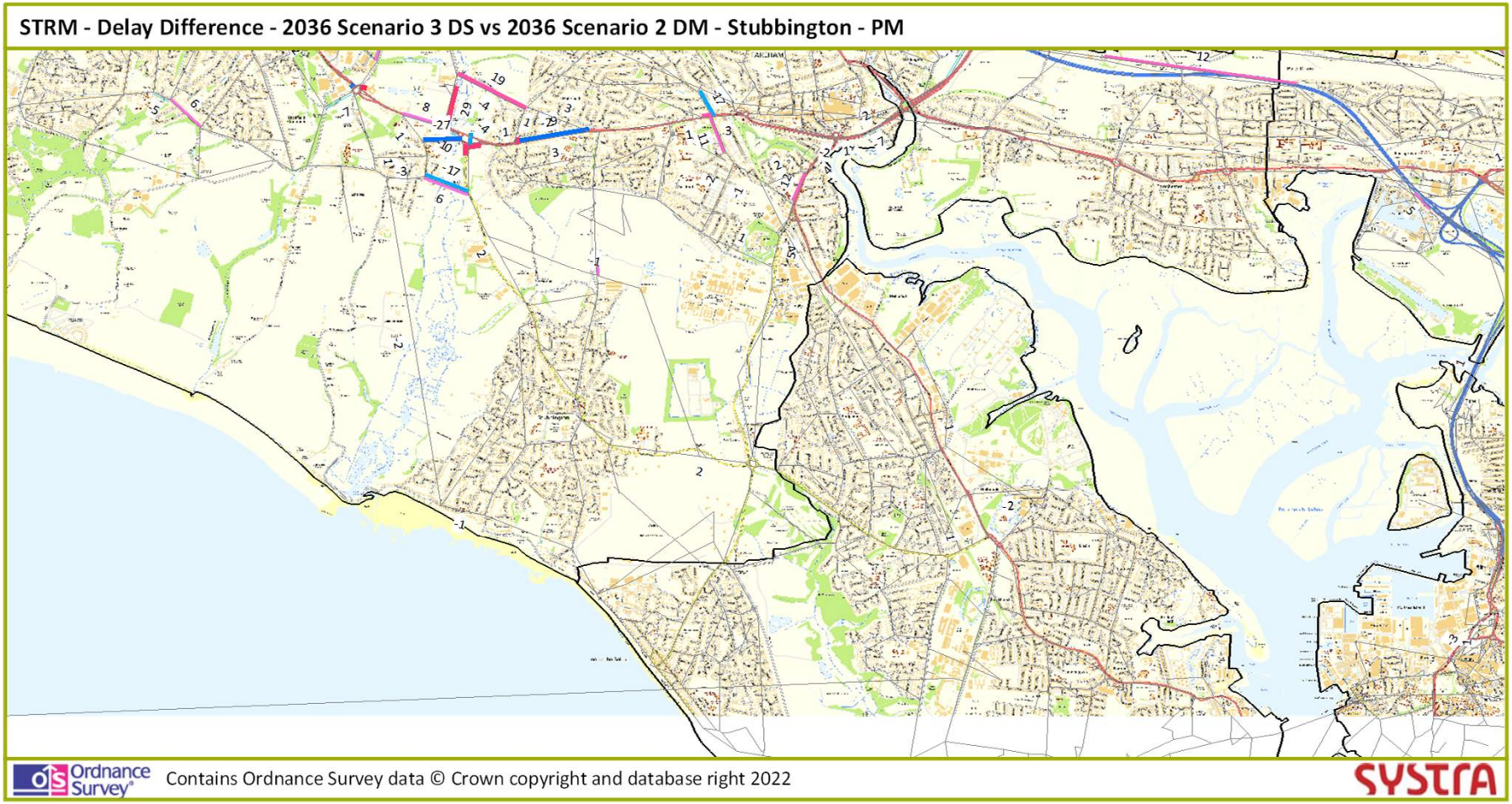
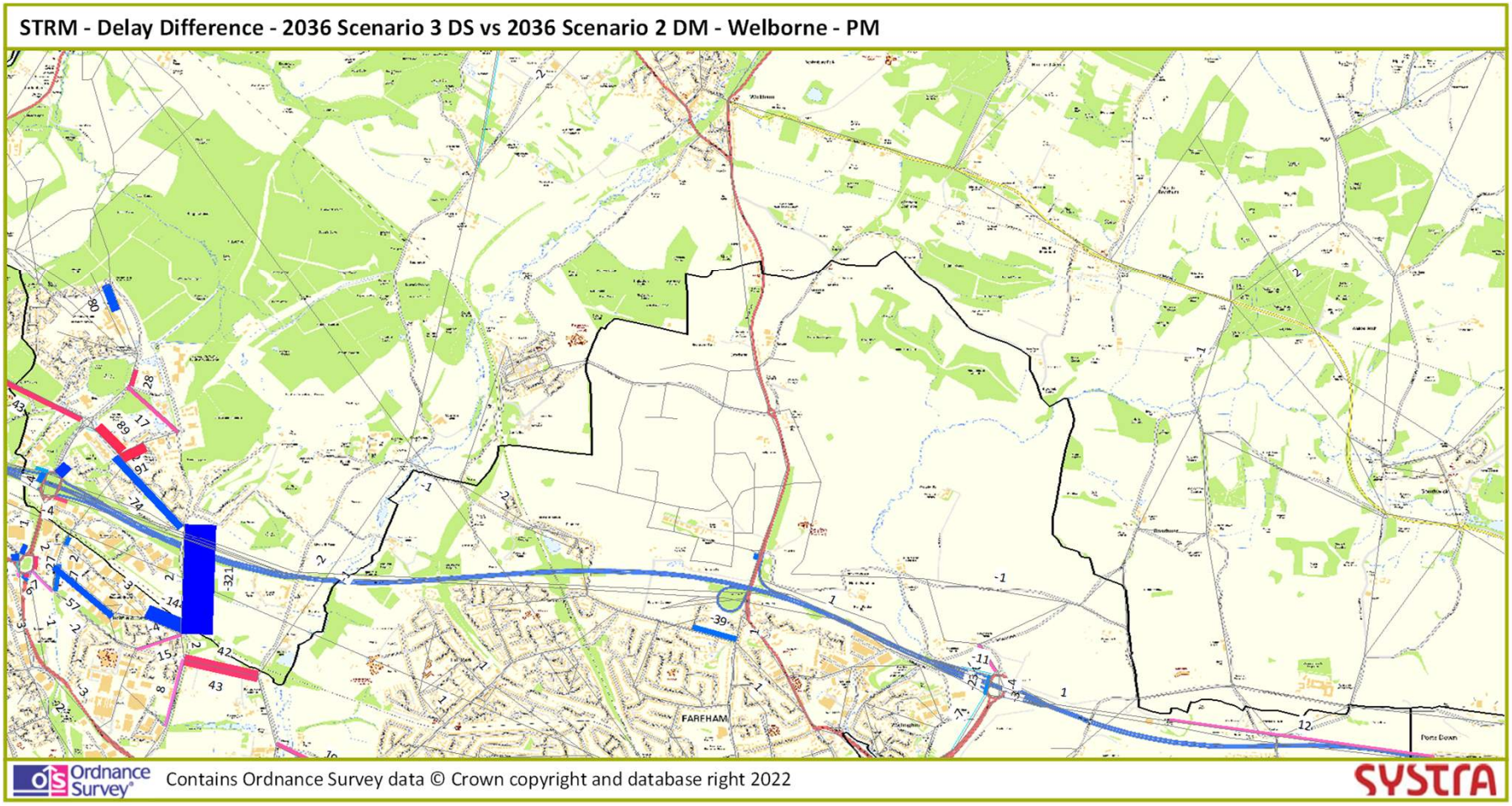
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Stubbington



PM Delay Difference (>1 second)
2036 Scenario 3 DS vs 2036 Scenario 2 DM
Welborne



Appendix D – Capacity Hotspots

Do Minimum (2036) vs Baseline (2036)

V/C		
Significant	85	5
Severe	95	10
DELAY	120	60

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

				2036 Baseline								2036 Do Minimum											
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Avg. Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)		AM Delay (s)		AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)		PM Delay (s)		PM Avg. Q (pcus)
1	Castle Street Roundabout	Station Road	Roundabout	96	480	41	5.0	86	636	16	2.0	99	455	3	55	14	6.0	88	641	2	17	1	2.0
1		A27 East Street		79	1172	8	1.0	84	1218	9	1.0	80	1190	1	8	0	1.0	85	1233	1	9	0	1.0
1		Castle Street		101	670	46	7.0	103	629	88	14.0	101	668	0	61	15	10.0	103	624	0	88	0	14.0
1		A27 West Street		69	879	9	1.0	48	596	8	0.0	74	931	5	10	1	1.0	50	625	2	8	0	0.0
2	Cornaway Lane Roundabout	Dore Avenue	Roundabout	84	443	18	2.0	43	253	9	0.0	85	426	1	20	2	2.0	44	256	1	9	0	0.0
2		A27 West Street		88	593	13	1.0	80	563	9	1.0	87	590	-1	12	-1	1.0	81	569	1	9	0	1.0
2		Cornaway Lane		92	494	22	2.0	60	389	8	0.0	90	492	-2	20	-2	2.0	62	399	2	8	0	0.0
2		A27 Portchester Road		63	1051	5	0.0	70	1145	5	0.0	66	1110	3	5	0	0.0	72	1179	2	5	0	0.0
3	Porchester Road / Beaulieu	A27 Portchester Road (W)	Priority	59	984	3	0.0	70	1158	3	0.0	63	1045	4	3	0	0.0	72	1192	2	3	0	0.0
3	Avenue	Portchester Road (E)		95	1339	4	0.0	66	911	3	0.0	93	1317	-2	4	0	0.0	67	922	1	3	0	0.0
3		Beaulieu Avenue		6	342	3	0.0	3	231	3	0.0	6	342	0	3	0	0.0	4	232	1	3	0	0.0
4	A32 Gosport Road / Newgate	A32 Gosport Road (SE)	Gyratory	107	1556	175	52.0	101	1334	83	12.0	107	1563	0	180	5	54.0	102	1337	1	90	7	15.0
4	Lane	B3385 Newgate Lane		79	1048	6	0.0	48	1062	2	0.0	85	1056	6 Sig	9	3	0.0	51	1121	3	2	0	0.0
4		Palmerston Drive		19	90	8	0.0	13	68	7	0.0	25	120	6	8	0	0.0	16	87	3	7	0	0.0
4		A32 Gosport Road (N)		47	2071	2	0.0	47	2053	2	0.0	48	2091	1	2	0	0.0	47	2061	0	2	0	0.0
4		Redlands Lane		80	1066	7	0.0	43	948	1	0.0	87	1079	7 Sig	10	3	0.0	42	928	-1	1	0	0.0
5	A32 Gosport Road / Old Gosport	A32 Gosport Road (N)	Roundabout	106	2126	129	69.0	107	2045	148	77.0	108	2152	2	161	32	88.0	107	2056	0	140	-8	73.0
5	Road / Mill Road Roundabout	Old Gosport Road		2	79	7	0.0	2	81	7	0.0	2	83	0	8	1	0.0	2	83	0	7	0	0.0
5		A32 Gosport Road (S)		101	2072	34	18.0	101	2072	34	18.0	101	2072	0	34	0	18.0	101	2072	0	34	0	18.0
6	A32 Gosport Road/Mill Road	A32 Gosport Road (N)	Priority	47	2071	0	0.0	47	2053	0	0.0	48	2091	1	0	0	0.0	47	2061	0	0	0	0.0
6		Mill Road		104	134	142	5.0	75	96	46	1.0	105	136	1	170	28	6.0	77	99	2	47	1	1.0
6		A32 Gosport Road (S)		109	2114	198	85.0	102	2010	72	17.0	110	2135	1	219	21	96.0	104	2049	2	109	37	38.0
7	A32 Gosport Road/A27 Eastern	A32 Gosport Road	Priority	49	2173	0	0.0	46	2014	0	0.0	49	2157	0	0	0	0.0	46	2044	0	0	0	0.0
7	Way	A27 Eastern Way		83	1610	4	1.0	78	1498	4	0.0	84	1632	1	4	0	1.0	78	1488	0	4	0	0.0
7		A32 Gosport Road - underpass		87	516	22	0.0	78	547	11	0.0	91	520	4	31	9	0.0	80	569	2	12	1	0.0
8	A27 Eastern Way (SE)	A27 Eastern Way (SE)	Priority	97	2453	27	0.0	97	2440	25	0.0	99	2513	2	41	14	0.0	99	2493	2	35	10	0.0
9	Delme Roundabout	A32 Wallington Way	Roundabout	74	946	12	2.0	60	774	13	2.0	77	977	3	13	1	3.0	69	888	9	15	2	3.0
9		Wallington Shore Road		38	188	9	0.0	56	279	10	1.0	39	186	1	9	0	0.0	60	283	4	12	2	1.0
9		A27 Eastern Way SB offslip		42	597	17	2.0	50	523	25	2.0	42	596	0	17	0	2.0	58	606	8	28	3	3.0
9		A27 Cams Hill		68	1645	17	6.0	49	1073	16	4.0	71	1714	3	18	1	6.0	52	1154	3	17	1	4.0
9		A32 Eastern Way NB offslip		67	493	45	3.0	52	613	36	3.0	70	517	3	48	3	3.0	55	648	3	42	6	3.0
9		East Street		97	503	43	5.0	95	576	28	4.0	101	501	4	67	24	9.0	96	543	1	37	9	4.0
10	A32 / High Street / Wallington	A32 Wickham Road (N)	Roundabout	90	858	10	1.0	60	622	5	0.0	94	883	4	12	2	2.0	70	692	10	6	1	0.0
10	Way	Wallington Way		33	530	5	0.0	39	641	5	0.0	36	585	3	5	0	0.0	46	729	7	5	0	0.0
10		Wickham Road (S)		97	791	11	1.0	83	662	7	0.0	101	814	4	34	23	7.0	94	744	11 Sig	9	2	1.0
11	M27 J11 / Wallington Roundabout	M27 On-slip (circulatory eastern arm)	Roundabout /	98	700	74	4.0	95	784	49	3.0	100	715	2	89	15	4.0	97	798	2	54	5	4.0
11		M27 WB near Down End Road bridge	Motorway	75	6600	5	0.0	75	6600	5	0.0	75	6600	0	5	0	0.0	75	6600	0	5	0	0.0
11		A27 (S)	Junction	88	3025	35	9.0	92	2683	24	7.0	90	3109	2	49	14	21.0	95	2781	3	35	11	8.0
11		M27 EB offslip to Boardhunt Road		102	1365	98	17.0	101	1609	73	12.0	103	1382	1	122	24	26.0	102	1628	1	96	23	22.0
11		From Boardhunt Rd		70	611	18	3.0	69	578	25	4.0	74	629	4	21	3	3.0	71	587	2	26	1	4.0
11		M27 WB offslip		80	1159	22	5.0	96	1187	48	6.0	82	1184	2	23	1	5.0	99	1218	3	62	14	7.0

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

			2036 Baseline								2036 Do Minimum													
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Avg. Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)		AM Delay (s)		AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)		PM Delay (s)		PM Avg. Q (pcus)
12	Kiln Road / North Hill / Old	North Hill	Signalised	83	460	55	5.0	91	685	53	6.0	84	445	1	57	2	5.0	93	683	2	56	3	6.0
12	Turnpike Lane	Old Turnpike		37	52	70	1.0	66	113	86	2.0	36	49	-1	70	0	1.0	65	112	-1	84	-2	2.0
12		Park Lane		50	235	46	2.0	32	176	37	2.0	55	260	5	47	1	3.0	35	192	3	38	1	2.0
12		Kiln Road		102	755	134	14.0	95	509	87	6.0	103	762	1	153	19	18.0	98	522	3	103	16	6.0
13	A32 Wickham Road / North Hill	A32 Wickham Road (N)	Roundabout	61	1037	6	0.0	64	1094	7	0.0	60	1033	-1	6	0	0.0	68	1157	4	7	0	0.0
13		A32 Wickham Road (S)		50	368	9	0.0	68	458	11	0.0	54	401	4	9	0	0.0	69	460	1	11	0	0.0
13		North Hill		97	739	16	2.0	78	564	8	1.0	100	750	3	31	15	6.0	82	593	4	9	1	1.0
14	West Street / High Street	West Street	Priority	100	823	19	3.0	91	749	7	1.0	99	823	-1	18	-1	3.0	95	793	4	8	1	1.0
14		High Street		3	68	1	0.0	9	199	1	0.0	3	60	0	1	0	0.0	6	125	-3	1	0	0.0
14		East Street		11	229	1	0.0	8	167	1	0.0	11	224	0	1	0	0.0	8	168	0	1	0	0.0
15	Station Roundabout	A27 The Avenue	Roundabout	94	1872	9	1.0	66	1328	5	0.0	94	1880	0	9	0	1.0	71	1430	5	5	0	0.0
15		Station Access		7	224	4	0.0	5	199	3	0.0	8	246	1	4	0	0.0	5	220	0	3	0	0.0
15		West Street		84	421	18	2.0	101	645	59	10.0	91	462	7 Sig	25	7	3.0	103	633	2	86	27	14.0
15		A27 Western Way		47	761	4	0.0	79	1038	7	1.0	51	803	4	4	0	0.0	83	1101	4	8	1	1.0
16	Highlands Road / Kiln Road	Kiln Road (E)	Priority	19	362	1	0.0	39	688	2	0.0	18	345	-1	1	0	0.0	41	731	2	2	0	0.0
16		Highlands Road		102	650	68	12.0	51	313	6	0.0	102	656	0	71	3	12.0	54	322	3	7	1	0.0
16		Kiln Road (W)		23	439	2	0.0	45	655	3	0.0	25	476	2	2	0	0.0	48	696	3	3	0	0.0
17	A27 The Avenue/Catisfield Road	A27 The Avenue (W)	Signalised junction	86	434	45	3.0	39	306	17	1.0	59	371	-27	27	-18	2.0	39	304	0	17	0	1.0
17		A27 The Avenue (E)		51	565	34	5.0	80	569	55	7.0	54	566	3	36	2	5.0	80	569	0	55	0	7.0
17		Catisfield Road		31	755	15	2.0	40	759	21	3.0	34	846	3	19	4	3.0	40	756	0	26	5	3.0
18	A27 The Avenue / Redlands Lane /	A27 The Avenue (E)	Signalised junction	56	1137	28	6.0	73	1760	34	9.0	59	1221	3	28	0	6.0	76	1829	3	32	-2	10.0
18	Gudge Heath Lane	Redlands Lane		102	564	141	10.0	83	465	56	5.0	103	555	1	168	27	14.0	99	461	16 Sev	114	58	5.0
18		A27 The Avenue (W)		101	1208	104	17.0	81	801	45	8.0	102	1224	1	127	23	24.0	90	887	9 Sig	54	9	9.0
18		Gudge Heath Lane		105	259	245	9.0	77	339	53	3.0	106	260	1	259	14	10.0	80	352	3	56	3	4.0
19	Peel Common Roundabout	Gosport Road	Roundabout	73	1333	0	0.0	84	1526	0	0.0	83	1504	10	0	0	0.0	87	1586	3	0	0	0.0
19		Newgate Lane East		16	712	0	0.0	25	1084	0	0.0	19	818	3	0	0	0.0	25	1110	0	0	0	0.0
19		Rowner Road		33	1432	0	0.0	24	1048	0	0.0	33	1455	0	0	0	0.0	24	1057	0	0	0	0.0
19		Broom Way		11	1089	0	0.0	11	1093	0	0.0	11	1096	0	0	0	0.0	12	1244	1	0	0	0.0
20	Longfield Avenue / Newgate Lane	Newgate Lane (S)	Roundabout	78	1303	6	0.0	73	1216	6	0.0	81	1333	3	6	0	0.0	82	1354	9	6	0	0.0
20		Longfield Avenue		101	614	59	9.0	62	457	10	1.0	104	608	3	115	56	19.0	71	487	9	12	2	1.0
20		B3385 Newgate Lane (N)		83	813	8	1.0	95	985	10	2.0	93	918	10 Sig	10	2	1.0	98	1006	3	14	4	3.0
21	B2285 Broom Way / Brune Lane	B3385 Broom Way (N)	Priority	20	658	1	0.0	37	1083	1	0.0	28	888	8	1	0	0.0	39	1131	2	1	0	0.0
21		Brune Lane		91	401	27	3.0	84	287	28	2.0	93	336	2	39	12	3.0	81	229	-3	33	5	2.0
21		BB385 Broom Way (S)		31	688	1	0.0	37	806	1	0.0	35	760	4	1	0	0.0	46	1016	9	2	1	0.0
22	Stubbington Bypass (southern	B3334 Gosport Road (W)	Roundabout	66	427	12	1.0	50	371	8	0.0	74	474	8	13	1	1.0	58	419	8	9	1	1.0
22	access)	Stubbington Bypass		4	27	6	0.0	3	20	6	0.0	6	47	2	6	0	0.0	4	29	1	6	0	0.0
22		B3334 Gosport Road (E)		104	1503	82	33.0	97	1400	5	0.0	106	1521	2	118	36	48.0	100	1451	3	18	13	6.0
23	B3334 Gosport Road / B3334 /	Stubbington Lane (S)	Roundabout	99	824	12	2.0	50	396	5	0.0	101	845	2	34	22	7.0	59	466	9	6	1	0.0
23	Stubbington Lane	Stubbington Green (NW)		2	126	4	0.0	2	122	4	0.0	2	115	0	5	1	0.0	2	125	0	4	0	0.0
23		B334 (N)		69	545	6	0.0	53	429	5	0.0	78	615	9	6	0	0.0	53	432	0	5	0	0.0
23		B334 Gosport Road (SE)		16	122	5	0.0	41	313	6	0.0	14	107	-2	5	0	0.0	42	319	1	6	0	0.0
24	B3334 Titchfield Road / Bridge	B3334 Titchfield Road (S)	Signalised junction	75	1764	13	5.0	60	1289	12	4.0	79	1816	4	13	0	5.0	62	1345	2	13	1	4.0
24	Street	Bridge Street		96	350	137	3.0	80	345	87	3.0	102	371	6 Sig	197	60 Sev	6.0	89	385	9 Sig	108	21	3.0
24		B3334 Titchfield Road (N)		36	852	9	2.0	57	1208	13	4.0	43	998	7	9	0	2.0	58	1231	1	13	0	4.0
25	Warsash Road / Common Lane	Warsash Road (S)	Priority	8	176	1	0.0	10	209	1	0.0	7	138	-1	1	0	0.0	10	215	0	1	0	0.0
25		Common Lane		32	439	1	0.0	67	777	1	0.0	35	482	3	0	-1	0.0	74	827	7	1	0	0.0
25		Warsash Road (W)		81	1090	5	0.0	58	654	4	0.0	82	1109	1	5	0	0.0	60	688	2	4	0	0.0
26	Common Lane / St Margarets	Common Lane	Priority	43	809	2	0.0	35	685	1	0.0	44	839	1	2	0	0.0	36	704	1	1	0	0.0
26	Lane / Coach Hill	St Margarets Lane		22	150	5	0.0	90	527	16	2.0	28	176	6	5	0	0.0	90	507	0	18	2	2.0
26		Coach Hill		22	593	2	0.0	18	533	1	0.0	20	546	-2	2	0	0.0	21	602	3	1	0	0.0

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27	Stubbington Bypass (B3334	B3334 Titchfield Road (N)	Signalised	46	1202	19	5.0	54	1554	32	5.0	52	1363	6		19	0		5.0	56	1616	2		33	1		5.0
27	Titchfield Road)	Stubbington Bypass	junction	39	1102	24	6.0	32	1023	14	3.0	41	1159	2		25	1		7.0	32	1026	0		14	0		3.0
27		B3334 Titchfield Road (S)		98	749	90	8.0	62	327	46	3.0	100	748	2		104	14		8.0	74	386	12		52	6		4.0
28	Titchfield Gyratory	A27 Southampton Rd	Gyratory	39	1720	1	0.0	54	2375	1	0.0	42	1846	3		1	0		0.0	56	2449	2		1	0		0.0
28		A27 The Avenue		88	1392	4	0.0	87	1377	4	0.0	93	1470	5	Sig	5	1		0.0	89	1402	2		4	0		0.0
28		B334 Titchfiled Road		108	1306	215	55.0	80	867	27	5.0	111	1343	3		270	55		73.0	84	913	4		30	3		5.0
28		Titchfield Hill		100	472	56	7.0	45	370	8	0.0	102	444	2		91	35		11.0	90	353	45	Sig	27	19		2.0
29	A27 The Avenue / Highlands Road	A27 The Avenue (E)	Signalised	19	487	17	2.0	23	561	26	4.0	19	496	0		17	0		2.0	21	524	-2		25	-1		4.0
29		Highlands Road	junction	83	579	48	5.0	70	637	30	4.0	92	637	9	Sig	62	14		6.0	70	639	0		30	0		4.0
29		A27 The Avenue (W)		37	1171	19	5.0	39	1242	20	6.0	34	1102	-3		19	0		5.0	39	1255	0		20	0		6.0
30	A27 Southampton Road / Mill	A27 Southampton Rd (E)	Signalised	50	2244	13	7.0	37	1685	16	6.0	50	2238	0		12	-1		7.0	37	1678	0		16	0		6.0
30	Lane	Mill Lane	junction	72	293	58	4.0	99	375	134	5.0	89	364	17	Sig	80	22		5.0	99	376	0		135	1		5.0
30		A27 Southampton Rd (W)		69	1651	15	6.0	85	2101	19	8.0	72	1733	3		16	1		6.0	87	2164	2		21	2		9.0
31	Coach Hill/South Street/Bridge	Coach Hill	Priority	60	509	4	0.0	55	480	4	0.0	68	576	8		4	0		0.0	58	506	3		4	0		0.0
31	Street	South Street		9	64	4	0.0	39	293	5	0.0	10	71	1		5	1		0.0	47	347	8		5	0		0.0
31		Bridge Street		106	458	187	17.0	98	422	69	2.0	110	473	4		252	65	Sev	25.0	100	432	2		88	19		4.0
32	St Margarets Roundabout	Warsash Road	Roundabout	102	967	114	14.0	78	629	26	3.0	104	986	2		151	37		24.0	79	639	1		27	1		3.0
32		A27 Southampton Road (NW)		50	947	14	3.0	56	1776	7	3.0	50	947	0		14	0		3.0	59	1861	3		7	0		3.0
32		Cartwright Drive		74	466	25	2.0	101	652	108	7.0	74	464	0		29	4		2.0	101	654	0		112	4		7.0
32		A27 Southampton Road (SE)		63	2147	7	3.0	44	1429	6	2.0	67	2306	4		7	0		3.0	43	1409	-1		6	0		2.0
32		St Margarets Lane		95	290	56	4.0	28	109	11	0.0	97	274	2		68	12		5.0	28	109	0		11	0		0.0
33	Warwash Road [N] / Warwash	Warwash Road (N)	Roundabout	50	433	5	0.0	104	892	79	19.0	46	401	-4		5	0		0.0	104	894	0		83	4		19.0
33	Road [S] / Primate Road	Primate Road		79	593	7	1.0	73	628	5	0.0	83	621	4		8	1		1.0	73	620	0		5	0		0.0
33		Warwash Road (S)		37	388	6	0.0	15	123	6	0.0	36	381	-1		6	0		0.0	18	146	3		7	1		0.0
34	Lower Church Road /	Lower Church Road	Priority	101	744	37	7.0	48	406	3	0.0	101	698	0		39	2		7.0	51	386	3		4	1		0.0
34	Southampton Road	Southampton Road		3	71	1	0.0	3	72	1	0.0	6	132	3		1	0		0.0	6	137	3		1	0		0.0
35	Segensworth Roundabout	A27 Southampton Rd (S)	Signalised	100	2785	24	12.0	89	1511	31	9.0	100	2725	0		31	7		18.0	98	1604	9	Sig	56	25		10.0
35		Southampton Road (S)	Roundabout	21	126	53	2.0	37	263	35	2.0	29	194	8		36	-17		2.0	26	133	-11		22	-13		1.0
35		A27 Southampton Road (W)		109	1021	245	47.0	100	1191	85	11.0	111	1046	2		292	47		59.0	101	1207	1		96	11		13.0
35		Little Park Farm Rd		104	466	187	22.0	93	598	56	8.0	109	531	5	Sig	250	63	Sev	33.0	101	662	8	Sig	97	41		17.0
35		A27 (N)		106	2549	160	81.0	86	2567	20	11.0	109	2565	3		210	50		112.0	86	2567	0		20	0		11.0
35		Segensworth Rd		37	671	26	4.0	53	1346	74	14.0	36	604	-1		219	193	Sev	29.0	53	1365	0		75	1		15.0
36	Barnes Wallis Road / Brabazon	Barnes Wallis Road (W)	Roundabout	107	1807	128	62.0	70	1207	5	0.0	106	1803	-1		123	-5		59.0	67	1156	-3		5	0		0.0
36	Road / Witherbed Lane	Brabazon Road		59	407	10	1.0	105	813	128	28.0	52	361	-7		9	-1		0.0	105	808	0		129	1		28.0
36		Barnes Wallis Road (E)		48	498	5	0.0	100	751	41	8.0	45	472	-3		5	0		0.0	102	738	2		77	36		15.0
37	Barnes Wallis Road / Whiteley	Barnes Wallis Road	Roundabout	40	412	5	0.0	105	1135	111	34.0	45	446	5		6	1		0.0	108	1121	3		156	45		46.0
37	Lane / Cartwright Drive	Whiteley Lane (N)		81	639	24	0.0	103	31	317	3.0	95	750	14	Sev	40	16		1.0	106	32	3		364	47		3.0
37		Cartwright Drive		106	1110	132	39.0	34	389	5	0.0	106	1096	0		134	2		39.0	41	482	7		5	0		0.0
37		Whiteley Lane (S)		36	11	149	0.0	38	165	19	0.0	49	15	13		163	14		1.0	41	177	3		20	1		0.0
38	Segensworth Road East/Carwright	Segensworth Road East	Priority	92	603	41	4.0	48	594	2	0.0	104	318	12	Sev	137	96	Sev	10.0	62	705	14		2	0		0.0
38	Drive	Carwright Drive (N)		35	655	1	0.0	69	1249	3	0.0	39	740	4		2	1		0.0	68	1232	-1		3	0		0.0
38		Carwright Drive (S)		48	751	2	0.0	4	90	1	0.0	88	893	40	Sig	14	12		0.0	6	123	2		1	0		0.0
39	Southampton Road / Telford Way	Southampton Road (W)	Roundabout	77	1541	4	0.0	67	1349	3	0.0	96	1579	19	Sev	8	4		2.0	67	1343	0		3	0		0.0
39	Roundabout	Telford Way		39	243	6	0.0	44	218	9	0.0	43	261	4		7	1		0.0	58	293	14		11	2		1.0
39		Southampton Road (E)		70	1335	4	0.0	93	1704	7	1.0	63	1184	-7		4	0		0.0	94	1680	1		7	0		1.0

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40	Lower Church Road / Primate	Lower Church Road	Priority	108	263	176	12.0	95	779	8	1.0	110	253	2	206	30	13.0	95	783	0	8	0	1.0
40	Road / Longacres	Primate Road		102	522	109	4.0	30	607	1	0.0	103	491	1	132	23	7.0	31	616	1	1	0	0.0
41	Botley Road / A27 / Hunts Pond	A3051 Botley Road	Roundabout	97	500	41	4.0	106	570	146	21.0	97	506	0	42	1	5.0	107	570	1	168	22	25.0
41	Road / Southampton Road	Southampton Road		68	1199	4	0.0	105	1709	113	50.0	57	1023	-11	3	-1	0.0	106	1706	1	129	16	56.0
41		Hunts Pond Road		102	558	73	11.0	91	406	29	3.0	99	601	-3	40	-33	6.0	93	409	2	34	5	3.0
41		A27 Bridge Road		92	915	15	3.0	99	991	26	5.0	89	889	-3	13	-2	2.0	100	1003	1	33	7	8.0
42	Lower Church Road / Hunts Pond	Lower Church Road	Roundabout	1	6	6	0.0	52	424	4	0.0	1	6	0	6	0	0.0	54	446	2	4	0	0.0
42	Road Roundabout (southern mini	Hunts Pond Road		42	364	3	0.0	25	176	5	0.0	45	390	3	3	0	0.0	28	200	3	5	0	0.0
42	roundabout)	North Mini Roundabout		100	874	5	1.0	103	865	63	15.0	101	885	1	33	28	8.0	103	861	0	64	1	15.0
43	Primate Road / Prelate Way	Primate Road (S)	Priority	16	272	1	0.0	39	773	1	0.0	16	279	0	1	0	0.0	38	773	-1	1	0	0.0
43		Prelate Way		101	922	23	10.0	14	180	2	0.0	102	921	1	28	5	12.0	13	157	-1	2	0	0.0
43		Primate Road (N)		8	138	2	0.0	26	556	1	0.0	10	154	2	2	0	0.0	26	557	0	1	0	0.0
44	Hunts Pond Road / Abshot Road	Hunts Pond Road (S)	Roundabout	38	323	4	0.0	31	256	4	0.0	40	343	2	4	0	0.0	33	275	2	4	0	0.0
44		Abshot Road		75	594	5	0.0	33	290	4	0.0	74	579	-1	5	0	0.0	34	293	1	4	0	0.0
44		Hunts Pond Road (N)		89	612	11	1.0	20	167	4	0.0	89	622	0	11	0	1.0	20	171	0	4	0	0.0
45	Warsash Road / Abshot Road	Warsash Road (W)	Roundabout	100	863	8	1.0	100	843	20	4.0	101	878	1	37	29	8.0	100	846	0	18	-2	4.0
45		Abshot Road		66	339	11	1.0	21	128	5	0.0	71	348	5	12	1	1.0	22	130	1	5	0	0.0
45		Warsash Road (E)		60	495	4	0.0	92	781	4	0.0	62	511	2	4	0	0.0	95	805	3	5	1	0.0
45		Little Abshot Road		0	0	5	0.0	0	0	15	0.0	0	0	0	5	0	0.0	0	0	0	119	104	0.0
46	Peters Road / Lockswood	Peters Road (W)	Roundabout	55	404	7	0.0	96	755	13	1.0	65	471	10	7	0	0.0	96	750	0	12	-1	1.0
46	Roundabout	Lockswood Road (N)		42	340	7	0.0	82	554	11	1.0	46	367	4	7	0	0.0	86	584	4	12	1	1.0
46		Peters Road (E)		15	144	6	0.0	16	120	8	0.0	14	131	-1	6	0	0.0	17	124	1	8	0	0.0
46		Lockswood Road (S)		81	632	8	0.0	50	404	6	0.0	84	648	3	8	0	1.0	52	412	2	6	0	0.0
47	Warsash Road / Locks Road	Warsash Road (W)	Priority	95	761	10	1.0	59	493	4	0.0	95	757	0	9	-1	1.0	61	507	2	4	0	0.0
47		Locks Road		54	280	9	0.0	89	651	9	1.0	58	305	4	9	0	1.0	89	646	0	9	0	1.0
47		Warsash Road (E)		76	645	3	0.0	97	786	9	1.0	78	666	2	3	0	0.0	100	812	3	17	8	3.0
48	Centre Way / Locks Road / Church	Centre Way	Roundabout	49	522	4	0.0	62	693	4	0.0	59	611	10	5	1	0.0	63	700	1	4	0	0.0
48	Road roundabout	Locks Road (N)		29	217	5	0.0	86	589	11	1.0	29	215	0	5	0	0.0	88	596	2	12	1	1.0
48		Church Road		32	253	5	0.0	48	296	7	0.0	34	275	2	5	0	0.0	53	324	5	8	1	0.0
48		Locks Road (S)		27	199	5	0.0	19	125	6	0.0	35	261	8	5	0	0.0	20	128	1	6	0	0.0
49	Lockswood Road / Brook Lane	Brook Lane (N)	Roundabout	75	641	7	0.0	98	775	15	2.0	72	609	-3	7	0	0.0	98	770	0	16	1	2.0
49	Roundabout	Lockswood Road		80	560	11	1.0	59	419	9	0.0	77	553	-3	11	0	1.0	62	439	3	9	0	0.0
49		Brook Lane (S)		75	482	11	1.0	87	626	11	1.0	79	508	4	11	0	1.0	89	637	2	12	1	1.0
50	A27 Bridge Road / Coldeast Way	A27 Bridge Road (E)	Signalised	61	750	15	2.0	60	726	15	2.0	67	817	6	17	2	3.0	61	749	1	15	0	2.0
50		Coldeast Way	junction	0	0	77	0.0	0	0	77	0.0	0	0	0	77	0	0.0	0	0	0	77	0	0.0
50		A27 Bridge Road (W)		56	665	16	2.0	86	886	35	5.0	59	690	3	17	1	3.0	92	899	6	Sig 52	17	6.0
51	A27 Bridge Road / Station Road /	A27 Bridge Road (W)	Roundabout	105	657	125	21.0	105	783	114	23.0	106	646	1	141	16	23.0	104	782	-1	107	-7	22.0
51	Brook Lane Roundabout	Station Road		84	546	12	1.0	102	651	76	13.0	88	582	4	14	2	2.0	103	654	1	91	15	15.0
51		A27 Bridge Road (E)		100	770	35	7.0	101	754	50	10.0	100	751	0	31	-4	6.0	101	757	0	52	2	10.0
51		Brook Lane		96	962	19	3.0	79	792	7	1.0	97	970	1	23	4	4.0	81	808	2	7	0	1.0
52	A27 Bridge Road / Locks Road	A27 Bridge Road (W)	Priority	42	915	0	0.0	45	991	0	0.0	40	889	-2	0	0	0.0	46	1003	1	0	0	0.0
52		A27 Bridge Road (E)		37	734	1	0.0	83	1344	6	0.0	32	626	-5	1	0	0.0	83	1344	0	7	1	0.0
52		Locks Road		36	285	4	0.0	18	96	5	0.0	42	352	6	4	0	0.0	24	128	6	5	0	0.0

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

			2036 Baseline								2036 Do Minimum													
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Avg. Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)		AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)			PM Delay (s)		PM Avg. Q (pcus)
53	A3051 Botley Road / Rookery	Land South of Swanwick Lane	Signalised	0	0	4	0.0	0	0	4	0.0	0	0	0		4	0	0.0	0	0	0		4	0	0.0
53	Avenue	A3051 Botley Road (N)	junction	13	959	0	0.0	19	1176	0	0.0	13	952	0		0	0	0.0	19	1200	0		0	0	0.0
53		Rookery Avenue		0	0	4	0.0	0	0	4	0.0	0	0	0		3	-1	0.0	0	0	0		4	0	0.0
53		A3051 Botley Road (S)		98	900	42	0.0	11	744	0	0.0	102	916	4		99	57	10.0	12	763	1		0	0	0.0
54	Botley Road / Yew Tree Drive	A3051 Botley Road (N)	Roundabout	104	726	105	20.0	108	872	165	38.0	105	719	1		118	13	23.0	109	879	1		175	10	40.0
54		Yew Tree Drive		102	681	62	11.0	119	597	394	57.0	104	698	2		98	36	18.0	122	563	3		438	44	59.0
54		A3051 Botley Road (S)		111	888	218	50.0	86	733	5	0.0	111	887	0		219	1	50.0	87	752	1		5	0	0.0
55	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Roundabout	65	549	5	0.0	27	216	5	0.0	70	587	5		5	0	0.0	22	179	-5		5	0	0.0
55	Drive Roundabout	Sweethils Crescent		38	249	6	0.0	24	193	4	0.0	41	255	3		6	0	0.0	22	181	-2		4	0	0.0
55		Yew Tree Drive (E)		71	624	4	0.0	81	709	4	0.0	75	660	4		4	0	0.0	79	689	-2		4	0	0.0
56	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Priority	31	647	1	0.0	13	276	1	0.0	31	662	0		1	0	0.0	12	241	-1		1	0	0.0
56	Drive	Sweethils Crescent		29	144	7	0.0	63	94	18	0.0	30	145	1		7	0	0.0	67	93	4		19	1	0.0
56		Yew Tree Drive (E)		24	537	1	0.0	93	503	39	0.0	25	553	1		1	0	0.0	98	471	5	Sig	64	25	0.0
57	Bridge Road/Swanwick Lane	Bridge Road (N)	Signalised	88	1541	26	7.0	98	1655	47	9.0	94	1645	6	Sig	33	7	8.0	101	1710	3		81	34	18.0
57		Bridge Road (S)	junction	103	1264	117	22.0	46	916	11	2.0	104	1329	1		141	24	32.0	49	968	3		11	0	2.0
57		Swanwick Lane		75	342	47	3.0	73	549	37	4.0	77	349	2		49	2	3.0	76	568	3		38	1	4.0
58	A27 Bridge Road/Barnes Lane	A27 Bridge Road (W)	Signalised	36	1104	3	0.0	52	1598	17	6.0	39	1183	3		4	1	1.0	53	1634	1		29	12	12.0
58		A27 Bridge Road (E)		34	688	1	0.0	35	659	1	0.0	37	747	3		1	0	0.0	36	680	1		1	0	0.0
58		Barnes Lane		90	781	16	3.0	52	577	2	0.0	102	772	12	Sev	56	40	11.0	56	609	4		2	0	0.0
59	A32 Wickham Road / Knowle	A32 Wickham Rd (S)	Roundabout	62	905	5	0.0	67	975	5	0.0	62	908	0		5	0	0.0	65	952	-2		5	0	0.0
59	Road	Chalk Lane		0	0	9	0.0	0	0	7	0.0	0	0	0		9	0	0.0	0	0	0		7	0	0.0
59		A32 Wickham Rd (N)		85	874	7	1.0	68	733	6	0.0	85	879	0		7	0	1.0	70	755	2		6	0	0.0
59		Knowle Rd		38	310	8	0.0	25	201	8	0.0	37	297	-1		8	0	0.0	25	200	0		8	0	0.0
60	A32 Wickham Road / Pook Lane /	A32 Wickham Rd (N)	Priority /	53	1233	4	0.0	46	934	4	0.0	52	1220	-1		4	0	0.0	48	950	2		4	0	0.0
60	M27 EB Onslip / Welborne	Pook Lane		0	0	0	0.0	0	0	0	0.0	0	0	0		0	0	0.0	0	0	0		0	0	0.0
60	development	A32 Wickham Rd (S)		94	1742	4	0.0	102	1879	38	18.0	95	1740	1		4	0	0.0	103	1891	1		53	15	26.0
60		Welborne Access		22	445	5	0.0	38	687	6	1.0	21	439	-1		5	0	0.0	38	685	0		6	0	1.0
61	A32 Wickham Road / Knowle	From Welborne Access (W)	Priority /	21	162	5	0.0	15	101	5	0.0	21	161	0		5	0	0.0	15	106	0		5	0	0.0
61	Road / Chalk Lane	A32 Wickham Road (N)	Roundabout	84	1184	3	0.0	65	934	3	0.0	83	1176	-1		3	0	0.0	67	954	2		3	0	0.0
61		North Fareham SDA (E of A32) access		0	0	9	0.0	0	0	5	0.0	0	0	0		8	-1	0.0	0	0	0		6	1	0.0
61		A32 Wickham Road (S)		76	869	3	0.0	90	1025	4	0.0	76	870	0		3	0	0.0	87	992	-3		3	-1	0.0
62	Boarhunt Road/M27 J11 Off slip	M27 J11 Off slip	Priority	106	1055	102	28.0	102	1021	48	13.0	106	1058	0		108	6	29.0	103	1025	1		55	7	15.0
62		Boarhunt Road (SW)		0	0	3	0.0	0	0	4	0.0	0	0	0		3	0	0.0	0	0	0		4	0	0.0
62		Boarhunt Road (NE)		37	611	2	0.0	35	578	2	0.0	38	629	1		2	0	0.0	36	587	1		2	0	0.0
63	Lockswood Road / Centre Way	Lockswood Road (N)	Priority	14	275	1	0.0	28	499	1	0.0	15	282	1		1	0	0.0	29	522	1		1	0	0.0
63		Centre Way		40	584	3	0.0	39	474	3	0.0	46	654	6		3	0	0.0	40	487	1		4	1	0.0
63		Lockswood Road (S)		42	324	4	0.0	73	586	5	0.0	42	326	0		4	0	0.0	80	640	7		6	1	0.0
64	Barnes Wallis Road / Brunel Way	Barnes Wallis (W)	Priority	19	412	1	0.0	33	735	1	0.0	20	446	1		1	0	0.0	34	746	1		1	0	0.0
64		Brunel Way		0	0	6	0.0	79	507	10	1.0	0	0	0		6	0	0.0	80	502	1		11	1	1.0
64		Barnes Wallis (E)		48	1009	2	0.0	14	312	1	0.0	43	932	-5		1	-1	0.0	15	332	1		1	0	0.0
65	Highlands Road / Fareham Park	Highlands Road (W)	Priority	34	684	1	0.0	34	669	1	0.0	35	722	1		1	0	0.0	35	689	1		1	0	0.0
65	Road	Fareham Park Road		79	491	10	1.0	67	353	10	1.0	86	518	7	Sig	13	3	1.0	72	375	5		11	1	1.0
65		Highlands Road (E)		34	534	2	0.0	66	1011	4	0.0	36	569	2		2	0	0.0	68	1037	2		4	0	0.0
66	Lower Church Road / Hunts Pond	Southern mini roundabout	Roundabout	43	370	4	0.0	59	496	4	0.0	46	396	3		4	0	0.0	63	530	4		4	0	0.0
66	Road Roundabout (northern mini	Church Road		77	637	4	0.0	68	565	4	0.0	82	682	5		5	1	0.0	69	562	1		4	0	0.0
66	roundabout)	Hunts Pond Road		51	313	7	0.0	67	441	7	0.0	47	272	-4		7	0	0.0	68	452	1		7	0	0.0

Volume over Capacity (V/C)	
Significant:	V/C above 85%, having increased by more than 5%
Severe:	V/C above 95%, having increased by more than 10%
Delay	Delay above 120 seconds, having increased by more than 60 seconds

Do Something (2036) vs Baseline (2036)

V/C		
Significant	85	5
Severe	95	10
DELAY	**120**	**60**

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

				2036 Baseline								2036 Do Something															
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Avg. Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)	AM RFC Diff (%)	AM RFC Crit.	AM Delay (s)	AM Delay Diff (s)	AM Delay Crit.	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM RFC Diff (%)	PM RFC Crit.	PM Delay (s)	PM Delay Diff (s)	PM Delay Crit.	PM Avg. Q (pcus)
1	Castle Street Roundabout	Station Road	Roundabout	96	480	41	5.0	86	636	16	2.0	100	449	4		58	17		7.0	88	644	2		17	1		2.0
1		A27 East Street		79	1172	8	1.0	84	1218	9	1.0	81	1203	2		8	0		1.0	85	1233	1		9	0		1.0
1		Castle Street		101	670	46	7.0	103	629	88	14.0	102	665	1		63	17		10.0	103	624	0		88	0		14.0
1		A27 West Street		69	879	9	1.0	48	596	8	0.0	75	945	6		10	1		1.0	49	612	1		8	0		0.0
2	Cornaway Lane Roundabout	Dore Avenue	Roundabout	84	443	18	2.0	43	253	9	0.0	87	432	3		22	4		2.0	45	260	2		9	0		0.0
2		A27 West Street		88	593	13	1.0	80	563	9	1.0	89	602	1		13	0		1.0	82	573	2		10	1		1.0
2		Cornaway Lane		92	494	22	2.0	60	389	8	0.0	91	493	-1		22	0		2.0	63	400	3		8	0		0.0
2		A27 Portchester Road		63	1051	5	0.0	70	1145	5	0.0	67	1124	4		5	0		0.0	71	1166	1		5	0		0.0
3	Porchester Road / Beaulieu Avenue	A27 Portchester Road (W)	Priority	59	984	3	0.0	70	1158	3	0.0	64	1060	5		3	0		0.0	71	1181	1		3	0		0.0
3		Portchester Road (E)		95	1339	4	0.0	66	911	3	0.0	94	1333	-1		4	0		0.0	68	932	2		3	0		0.0
3		Beaulieu Avenue		6	342	3	0.0	3	231	3	0.0	6	342	0		3	0		0.0	4	232	1		3	0		0.0
4	A32 Gosport Road / Newgate Lane	A32 Gosport Road (SE)	Gyratory	107	1556	175	52.0	101	1334	83	12.0	107	1564	0		181	6		54.0	102	1339	1		85	2		13.0
4		B3385 Newgate Lane		79	1048	6	0.0	48	1062	2	0.0	47	1031	-32		2	-4		0.0	51	1111	3		2	0		0.0
4		Palmerston Drive		19	90	8	0.0	13	68	7	0.0	22	103	3		8	0		0.0	16	85	3		7	0		0.0
4		A32 Gosport Road (N)		47	2071	2	0.0	47	2053	2	0.0	48	2096	1		2	0		0.0	47	2057	0		2	0		0.0
4		Redlands Lane		80	1066	7	0.0	43	948	1	0.0	50	1102	-30		2	-5		0.0	43	942	0		1	0		0.0
5	A32 Gosport Road / Old Gosport Road / Mill Road Roundabout	A32 Gosport Road (N)	Roundabout	106	2126	129	69.0	107	2045	148	77.0	109	2147	3		171	42		93.0	107	2069	0		143	-5		75.0
5		Old Gosport Road		2	79	7	0.0	2	81	7	0.0	2	82	0		8	1		0.0	2	83	0		7	0		0.0
5		A32 Gosport Road (S)		101	2072	34	18.0	101	2072	34	18.0	101	2072	0		34	0		18.0	101	2072	0		34	0		18.0
6	A32 Gosport Road/Mill Road	A32 Gosport Road (N)	Priority	47	2071	0	0.0	47	2053	0	0.0	48	2096	1		0	0		0.0	47	2057	0		0	0		0.0
6		Mill Road		104	134	142	5.0	75	96	46	1.0	104	134	0		144	2		5.0	83	107	8		52	6		1.0
6		A32 Gosport Road (S)		109	2114	198	85.0	102	2010	72	17.0	110	2133	1		217	19		95.0	104	2054	2		121	49		44.0
7	A32 Gosport Road/A27 Eastern Way	A32 Gosport Road	Priority	49	2173	0	0.0	46	2014	0	0.0	49	2138	0		0	0		0.0	47	2055	1		0	0		0.0
7		A27 Eastern Way		83	1610	4	1.0	78	1498	4	0.0	84	1630	1		4	0		1.0	78	1505	0		4	0		0.0
7		A32 Gosport Road - underpass		87	516	22	0.0	78	547	11	0.0	91	517	4		29	7		0.0	81	563	3		13	2		0.0
8	A27 Eastern Way (SE)	A27 Eastern Way (SE)	Priority	97	2453	27	0.0	97	2440	25	0.0	98	2471	1		30	3		0.0	97	2460	0		28	3		0.0
9	Delme Roundabout	A32 Wallington Way	Roundabout	74	946	12	2.0	60	774	13	2.0	77	969	3		15	3		3.0	69	880	9		16	3		3.0
9		Wallington Shore Road		38	188	9	0.0	56	279	10	1.0	39	186	1		9	0		0.0	60	284	4		12	2		1.0
9		A27 Eastern Way SB offslip		42	597	17	2.0	50	523	25	2.0	43	610	1		17	0		2.0	58	608	8		28	3		3.0
9		A27 Cams Hill		68	1645	17	6.0	49	1073	16	4.0	72	1736	4		19	2		6.0	52	1157	3		17	1		4.0
9		A32 Eastern Way NB offslip		67	493	45	3.0	52	613	36	3.0	70	517	3		48	3		3.0	56	658	4		42	6		3.0
9		East Street		97	503	43	5.0	95	576	28	4.0	100	491	3		62	19		8.0	96	534	1		36	8		4.0
10	A32 / High Street / Wallington Way	A32 Wickham Road (N)	Roundabout	90	858	10	1.0	60	622	5	0.0	95	895	5	Sig	13	3		2.0	74	740	14		6	1		0.0
10		Wallington Way		33	530	5	0.0	39	641	5	0.0	36	583	3		5	0		0.0	46	730	7		5	0		0.0
10		Wickham Road (S)		97	791	11	1.0	83	662	7	0.0	100	810	3		26	15		5.0	92	727	9	Sig	9	2		1.0
11	M27 J11 / Wallington Roundabout	M27 On-slip (circulatory eastern arm)	Roundabout / Motorway Junction	98	700	74	4.0	95	784	49	3.0	100	716	2		92	18		5.0	96	794	1		50	1		4.0
11		M27 WB near Down End Road bridge		75	6600	5	0.0	75	6600	5	0.0	75	6600	0		5	0		0.0	75	6600	0		5	0		0.0
11		A27 (S)		88	3025	35	9.0	92	2683	24	7.0	90	3098	2		49	14		22.0	92	2707	0		28	4		7.0
11		M27 EB offslip to Boardhunt Road		102	1365	98	17.0	101	1609	73	12.0	103	1382	1		122	24		26.0	101	1619	0		85	12		17.0
11		From Boardhunt Rd		70	611	18	3.0	69	578	25	4.0	73	622	3		21	3		3.0	73	616	4		28	3		4.0
11		M27 WB offslip		80	1159	22	5.0	96	1187	48	6.0	80	1155	0		22	0		5.0	98	1209	2		58	10		7.0
12	Kiln Road / North Hill / Old Turnpike Lane	North Hill	Signalised	83	460	55	5.0	91	685	53	6.0	85	452	2		59	4		5.0	93	676	2		57	4		6.0
12		Old Turnpike		37	52	70	1.0	66	113	86	2.0	38	56	1		71	1		1.0	66	112	0		86	0		2.0
12		Park Lane		50	235	46	2.0	32	176	37	2.0	53	247	3		46	0		3.0	34	189	2		38	1		2.0
12		Kiln Road		102	755	134	14.0	95	509	87	6.0	103	760	1		148	14		17.0	87	467	-8		65	-22		5.0

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

				2036 Baseline								2036 Do Something															
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Avg. Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)	AM RFC Diff (%)	AM RFC Crit.	AM Delay (s)	AM Delay Diff (s)	AM Delay Crit.	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM RFC Diff (%)	PM RFC Crit.	PM Delay (s)	PM Delay Diff (s)	PM Delay Crit.	PM Avg. Q (pcus)
13	A32 Wickham Road / North Hill	A32 Wickham Road (N)	Roundabout	61	1037	6	0.0	64	1094	7	0.0	62	1066	1		6	0		0.0	70	1188	6		7	0		0.0
13		A32 Wickham Road (S)		50	368	9	0.0	68	458	11	0.0	53	391	3		9	0		0.0	70	473	2		11	0		0.0
13		North Hill		97	739	16	2.0	78	564	8	1.0	100	749	3		24	8		4.0	68	492	-10		8	0		0.0
14	West Street / High Street	West Street	Priority	100	823	19	3.0	91	749	7	1.0	98	812	-2		16	-3		2.0	93	781	2		7	0		1.0
14		High Street		3	68	1	0.0	9	199	1	0.0	3	58	0		1	0		0.0	6	124	-3		1	0		0.0
14		East Street		11	229	1	0.0	8	167	1	0.0	11	224	0		1	0		0.0	8	164	0		1	0		0.0
15	Station Roundabout	A27 The Avenue	Roundabout	94	1872	9	1.0	66	1328	5	0.0	97	1939	3		13	4		2.0	66	1325	0		5	0		0.0
15		Station Access		7	224	4	0.0	5	199	3	0.0	8	247	1		4	0		0.0	5	221	0		3	0		0.0
15		West Street		84	421	18	2.0	101	645	59	10.0	91	452	7	Sig	26	8		3.0	103	662	2		84	25		15.0
15		A27 Western Way		47	761	4	0.0	79	1038	7	1.0	50	766	3		4	0		0.0	80	1048	1		8	1		1.0
16	Highlands Road / Kiln Road	Kiln Road (E)	Priority	19	362	1	0.0	39	688	2	0.0	21	386	2		1	0		0.0	42	753	3		2	0		0.0
16		Highlands Road		102	650	68	12.0	51	313	6	0.0	102	678	0		64	-4		11.0	66	415	15		7	1		0.0
16		Kiln Road (W)		23	439	2	0.0	45	655	3	0.0	23	426	0		2	0		0.0	42	559	-3		3	0		0.0
17	A27 The Avenue/Catisfield Road	A27 The Avenue (W)	Signalised junction	86	434	45	3.0	39	306	17	1.0	62	392	-24		28	-17		2.0	50	397	11		20	3		2.0
17		A27 The Avenue (E)		51	565	34	5.0	80	569	55	7.0	46	563	-5		27	-7		4.0	37	523	-43		26	-29		4.0
17		Catisfield Road		31	755	15	2.0	40	759	21	3.0	33	825	2		14	-1		2.0	42	810	2		24	3		3.0
18	A27 The Avenue / Redlands Lane / Gudge Heath Lane	A27 The Avenue (E)	Signalised junction	56	1137	28	6.0	73	1760	34	9.0	72	1211	16		38	10		9.0	84	1806	11		34	0		11.0
18		Redlands Lane		102	564	141	10.0	83	465	56	5.0	102	542	0		153	12		11.0	99	419	16	Sev	125	69	Sev	5.0
18		A27 The Avenue (W)		101	1208	104	17.0	81	801	45	8.0	101	1189	0		110	6		18.0	93	813	12	Sig	69	24		10.0
18		Gudge Heath Lane		105	259	245	9.0	77	339	53	3.0	102	370	-3		177	-68		8.0	56	349	-21		39	-14		3.0
19	Peel Common Roundabout	Gosport Road	Roundabout	73	1333	0	0.0	84	1526	0	0.0	79	1430	6		0	0		0.0	84	1526	0		0	0		0.0
19		Newgate Lane East		16	712	0	0.0	25	1084	0	0.0	19	837	3		0	0		0.0	26	1153	1		0	0		0.0
19		Rowner Road		33	1432	0	0.0	24	1048	0	0.0	33	1473	0		0	0		0.0	24	1059	0		0	0		0.0
19		Broom Way		11	1089	0	0.0	11	1093	0	0.0	11	1109	0		0	0		0.0	12	1227	1		0	0		0.0
20	Longfield Avenue / Newgate Lane	Newgate Lane (S)	Roundabout	78	1303	6	0.0	73	1216	6	0.0	79	1306	1		6	0		0.0	81	1335	8		6	0		0.0
20		Longfield Avenue		101	614	59	9.0	62	457	10	1.0	104	636	3		110	51		18.0	77	528	15		13	3		1.0
20		B3385 Newgate Lane (N)		83	813	8	1.0	95	985	10	2.0	93	907	10	Sig	11	3		2.0	99	998	4		19	9		4.0
21	B2285 Broom Way / Brune Lane	B3385 Broom Way (N)	Priority	20	658	1	0.0	37	1083	1	0.0	28	882	8		1	0		0.0	38	1111	1		1	0		0.0
21		Brune Lane		91	401	27	3.0	84	287	28	2.0	95	341	4		43	16		4.0	83	241	-1		33	5		2.0
21		BB385 Broom Way (S)		31	688	1	0.0	37	806	1	0.0	35	768	4		1	0		0.0	45	985	8		1	0		0.0
22	Stubbington Bypass (southern access)	B3334 Gosport Road (W)	Roundabout	66	427	12	1.0	50	371	8	0.0	79	503	13		15	3		1.0	59	419	9		9	1		1.0
22		Stubbington Bypass		4	27	6	0.0	3	20	6	0.0	2	13	-2		6	0		0.0	4	28	1		6	0		0.0
22		B3334 Gosport Road (E)		104	1503	82	33.0	97	1400	5	0.0	107	1553	3		135	53		55.0	101	1453	4		20	15		6.0
23	B3334 Gosport Road / B3334 / Stubbington Lane	Stubbington Lane (S)	Roundabout	99	824	12	2.0	50	396	5	0.0	101	850	2		37	25		8.0	60	479	10		6	1		0.0
23		Stubbington Green (NW)		2	126	4	0.0	2	122	4	0.0	2	117	0		5	1		0.0	2	125	0		4	0		0.0
23		B334 (N)		69	545	6	0.0	53	429	5	0.0	78	614	9		6	0		0.0	53	428	0		5	0		0.0
23		B334 Gosport Road (SE)		16	122	5	0.0	41	313	6	0.0	12	89	-4		5	0		0.0	41	313	0		6	0		0.0
24	B3334 Titchfield Road / Bridge Street	B3334 Titchfield Road (S)	Signalised junction	75	1764	13	5.0	60	1289	12	4.0	84	1930	9		16	3		6.0	63	1367	3		13	1		4.0
24		Bridge Street		96	350	137	3.0	80	345	87	3.0	104	378	8	Sig	235	98	Sev	10.0	83	355	3		91	4		3.0
24		B3334 Titchfield Road (N)		36	852	9	2.0	57	1208	13	4.0	39	914	3		9	0		2.0	54	1152	-3		13	0		4.0
25	Warsash Road / Common Lane	Warsash Road (S)	Priority	8	176	1	0.0	10	209	1	0.0	10	199	2		1	0		0.0	11	230	1		1	0		0.0
25		Common Lane		32	439	1	0.0	67	777	1	0.0	34	456	2		1	0		0.0	72	815	5		2	1		1.0
25		Warsash Road (W)		81	1090	5	0.0	58	654	4	0.0	80	1086	-1		5	0		0.0	62	690	4		4	0		0.0
26	Common Lane / St Margarets Lane / Coach Hill	Common Lane	Priority	43	809	2	0.0	35	685	1	0.0	41	779	-2		2	0		0.0	37	714	2		1	0		0.0
26		St Margarets Lane		22	150	5	0.0	90	527	16	2.0	17	114	-5		5	0		0.0	93	549	3		19	3		2.0
26		Coach Hill		22	593	2	0.0	18	533	1	0.0	18	523	-4		1	-1		0.0	19	554	1		1	0		0.0
27	Stubbington Bypass (B3334 Titchfield Road)	B3334 Titchfield Road (N)	Signalised junction	46	1202	19	5.0	54	1554	32	5.0	48	1280	2		20	1		5.0	53	1507	-1		32	0		5.0
27		Stubbington Bypass		39	1102	24	6.0	32	1023	14	3.0	46	1296	7		27	3		8.0	33	1057	1		14	0		3.0
27		B3334 Titchfield Road (S)		98	749	90	8.0	62	327	46	3.0	101	717	3		124	34		11.0	77	398	15		54	8		4.0

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				2036 Baseline								2036 Do Something															
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Avg. Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)	AM RFC Diff (%)	AM RFC Crit.	AM Delay (s)	AM Delay Diff (s)	AM Delay Crit.	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM RFC Diff (%)	PM RFC Crit.	PM Delay (s)	PM Delay Diff (s)	PM Delay Crit.	PM Avg. Q (pcus)
28		A27 Southampton Rd	Gyratory	39	1720	1	0.0	54	2375	1	0.0	43	1914	4		0	-1		0.0	56	2479	2		0	-1		0.0
28		A27 The Avenue		88	1392	4	0.0	87	1377	4	0.0	101	1588	13	Sev	16	12		4.0	88	1397	1		4	0		0.0
28		B334 Titchfiled Road		108	1306	215	55.0	80	867	27	5.0	107	1487	-1		209	-6		62.0	97	933	17	Sev	66	39		7.0
28		Titchfield Hill		100	472	56	7.0	45	370	8	0.0	16	361	-84		0	-56		0.0	20	443	-25		0	-8		0.0
29	A27 The Avenue / Highlands Road	A27 The Avenue (E)	Signalised junction	19	487	17	2.0	23	561	26	4.0	41	571	22		29	12		4.0	41	586	18		29	3		4.0
29		Highlands Road		83	579	48	5.0	70	637	30	4.0	93	602	10	Sig	68	20		6.0	86	549	16	Sig	56	26		6.0
29		A27 The Avenue (W)		37	1171	19	5.0	39	1242	20	6.0	50	1077	13		24	5		7.0	57	1264	18		21	1		6.0
30	A27 Southampton Road / Mill Lane	A27 Southampton Rd (E)	Signalised junction	50	2244	13	7.0	37	1685	16	6.0	90	2744	40	Sig	12	-1		5.0	52	1848	15		6	-10		3.0
30		Mill Lane		72	293	58	4.0	99	375	134	5.0	95	470	23	Sev	71	13		3.0	102	478	3		164	30		11.0
30		A27 Southampton Rd (W)		69	1651	15	6.0	85	2101	19	8.0	95	1679	26	Sev	30	15		7.0	91	2069	6	Sig	28	9		11.0
31	Coach Hill/South Street/Bridge Street	Coach Hill	Priority	60	509	4	0.0	55	480	4	0.0	75	642	15		4	0		0.0	57	495	2		4	0		0.0
31		South Street		9	64	4	0.0	39	293	5	0.0	10	72	1		5	1		0.0	44	327	5		5	0		0.0
31		Bridge Street		106	458	187	17.0	98	422	69	2.0	103	443	-3		126	-61		9.0	101	434	3		94	25		5.0
32	St Margarets Roundabout	Warsash Road	Roundabout	102	967	114	14.0	78	629	26	3.0	106	1002	4		181	67	Sev	31.0	78	630	0		26	0		3.0
32		A27 Southampton Road (NW)		50	947	14	3.0	56	1776	7	3.0	52	982	2		14	0		3.0	56	1775	0		7	0		3.0
32		Cartwright Drive		74	466	25	2.0	101	652	108	7.0	51	325	-23		23	-2		2.0	104	672	3		162	54		16.0
32		A27 Southampton Road (SE)		63	2147	7	3.0	44	1429	6	2.0	78	2672	15		9	2		5.0	52	1671	8		6	0		2.0
32		St Margarets Lane		95	290	56	4.0	28	109	11	0.0	100	233	5	Sig	89	33		6.0	31	107	3		13	2		0.0
33	Warwash Road [N] / Warwash Road [S] / Primate Road	Warwash Road (N)	Roundabout	50	433	5	0.0	104	892	79	19.0	54	473	4		5	0		0.0	103	896	-1		76	-3		18.0
33		Primate Road		79	593	7	1.0	73	628	5	0.0	82	605	3		8	1		1.0	72	617	-1		5	0		0.0
33		Warwash Road (S)		37	388	6	0.0	15	123	6	0.0	40	416	3		6	0		0.0	15	120	0		6	0		0.0
34	Lower Church Road / Southampton Road	Lower Church Road	Priority	101	744	37	7.0	48	406	3	0.0	101	723	0		38	1		7.0	59	452	11		4	1		0.0
34		Southampton Road		3	71	1	0.0	3	72	1	0.0	3	71	0		1	0		0.0	4	89	1		1	0		0.0
35	Segensworth Roundabout	A27 Southampton Rd (S)	Signalised Roundabout	100	2785	24	12.0	89	1511	31	9.0	98	2603	-2		21	-3		12.0	87	1965	-2		24	-7		10.0
35		Southampton Road (S)		21	126	53	2.0	37	263	35	2.0	28	161	7		32	-21		1.0	19	93	-18		28	-7		1.0
35		A27 Southampton Road (W)		109	1021	245	47.0	100	1191	85	11.0	101	1593	-8		87	-158		16.0	89	1571	-11		32	-53		10.0
35		Little Park Farm Rd		104	466	187	22.0	93	598	56	8.0	0	0	-104		0	-187		0.0	0	0	-93		0	-56		0.0
35		A27 (N)		106	2549	160	81.0	86	2567	20	11.0	99	2854	-7		28	-132		17.0	86	2647	0		21	1		13.0
35		Segensworth Rd		37	671	26	4.0	53	1346	74	14.0	41	593	4		38	12		5.0	54	1303	1		80	6		25.0
36	Barnes Wallis Road / Brabazon Road / Witherbed Lane	Barnes Wallis Road (W)	Roundabout	107	1807	128	62.0	70	1207	5	0.0	107	1807	0		128	0		62.0	76	1307	6		5	0		0.0
36		Brabazon Road		59	407	10	1.0	105	813	128	28.0	55	362	-4		10	0		0.0	105	799	0		130	2		28.0
36		Barnes Wallis Road (E)		48	498	5	0.0	100	751	41	8.0	44	467	-4		5	0		0.0	94	694	-6		20	-21		3.0
37	Barnes Wallis Road / Whiteley Lane / Cartwright Drive	Barnes Wallis Road	Roundabout	40	412	5	0.0	105	1135	111	34.0	47	449	7		6	1		0.0	99	1071	-6		12	-99		2.0
37		Whiteley Lane (N)		81	639	24	0.0	103	31	317	3.0	86	682	5	Sig	29	5		1.0	92	727	-11		43	-274		3.0
37		Cartwright Drive		106	1110	132	39.0	34	389	5	0.0	98	1575	-8		11	-121		2.0	23	371	-11		5	0		0.0
37		Whiteley Lane (S)		36	11	149	0.0	38	165	19	0.0	15	4	-21		132	-17		0.0	37	159	-1		17	-2		0.0
38	Segensworth Road East/Carwright Drive	Segensworth Road East	Priority	92	603	41	4.0	48	594	2	0.0	96	389	4		117	76		6.0	52	413	4		45	43		5.0
38		Carwright Drive (N)		35	655	1	0.0	69	1249	3	0.0	38	779	3		2	1		0.0	76	1481	7		5	2		2.0
38		Carwright Drive (S)		48	751	2	0.0	4	90	1	0.0	98	1285	50	Sev	51	49		5.0	11	128	7		9	8		0.0
39	Southampton Road / Telford Way Roundabout	Southampton Road (W)	Roundabout	77	1541	4	0.0	67	1349	3	0.0	104	1611	27	Sev	87	83		36.0	68	1365	1		3	0		0.0
39		Telford Way		39	243	6	0.0	44	218	9	0.0	126	609	87	Sev	514	508	Sev	69.0	125	629	81	Sev	494	485	Sev	69.0
39		Southampton Road (E)		70	1335	4	0.0	93	1704	7	1.0	76	1485	6		4	0		0.0	94	1815	1		6	-1		0.0
40	Lower Church Road / Primate Road / Longacres	Lower Church Road	Priority	108	263	176	12.0	95	779	8	1.0	109	259	1		197	21		13.0	95	779	0		8	0		1.0
40		Primate Road		102	522	109	4.0	30	607	1	0.0	103	512	1		134	25		7.0	30	589	0		1	0		0.0

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

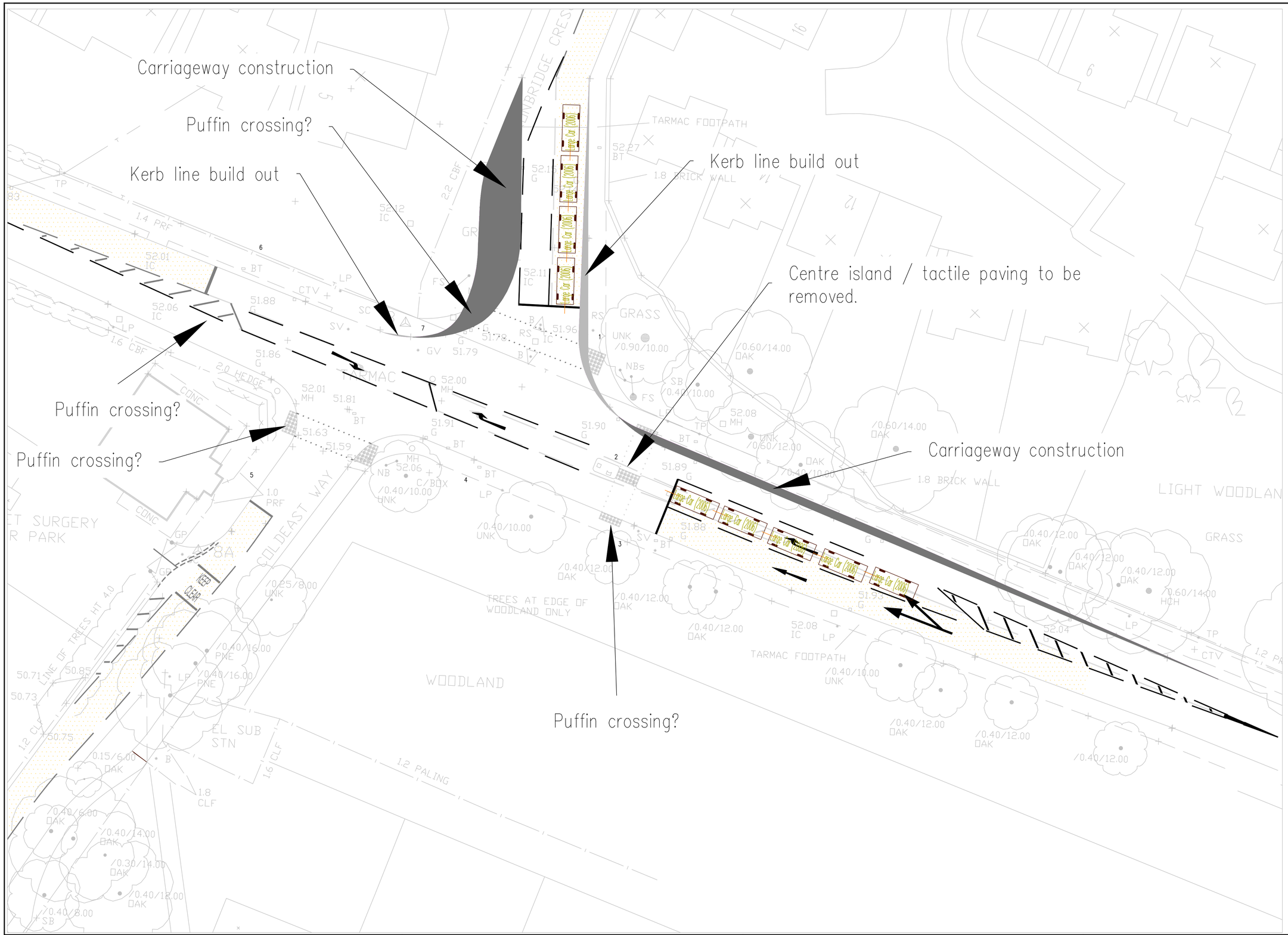
				2036 Baseline								2036 Do Something															
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Avg. Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)	AM RFC Diff (%)	AM RFC Crit.	AM Delay (s)	AM Delay Diff (s)	AM Delay Crit.	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM RFC Diff (%)	PM RFC Crit.	PM Delay (s)	PM Delay Diff (s)	PM Delay Crit.	PM Avg. Q (pcus)
41	Botley Road / A27 / Hunts Pond Road / Southampton Road	A3051 Botley Road	Roundabout	97	500	41	4.0	106	570	146	21.0	96	477	-1		39	-2		4.0	109	581	3		208	62	Sev	30.0
41		Southampton Road		68	1199	4	0.0	105	1709	113	50.0	65	1160	-3		4	0		0.0	104	1689	-1		90	-23		39.0
41		Hunts Pond Road		102	558	73	11.0	91	406	29	3.0	103	578	1		105	32		16.0	93	395	2		35	6		3.0
41		A27 Bridge Road		92	915	15	3.0	99	991	26	5.0	96	961	4		24	9		5.0	101	1008	2		42	16		11.0
42	Lower Church Road / Hunts Pond Road Roundabout (southern mini roundabout)	Lower Church Road	Roundabout	1	6	6	0.0	52	424	4	0.0	1	6	0		6	0		0.0	48	394	-4		4	0		0.0
42		Hunts Pond Road		42	364	3	0.0	25	176	5	0.0	44	388	2		3	0		0.0	26	187	1		5	0		0.0
42		North Mini Roundabout		100	874	5	1.0	103	865	63	15.0	100	873	0		4	-1		0.0	103	865	0		69	6		16.0
43	Primate Road / Prelate Way	Primate Road (S)	Priority	16	272	1	0.0	39	773	1	0.0	17	293	1		1	0		0.0	37	743	-2		1	0		0.0
43		Prelate Way		101	922	23	10.0	14	180	2	0.0	101	921	0		23	0		10.0	15	192	1		2	0		0.0
43		Primate Road (N)		8	138	2	0.0	26	556	1	0.0	9	146	1		2	0		0.0	25	539	-1		1	0		0.0
44	Hunts Pond Road / Abshot Road	Hunts Pond Road (S)	Roundabout	38	323	4	0.0	31	256	4	0.0	42	357	4		4	0		0.0	31	260	0		4	0		0.0
44		Abshot Road		75	594	5	0.0	33	290	4	0.0	73	569	-2		5	0		0.0	35	301	2		4	0		0.0
44		Hunts Pond Road (N)		89	612	11	1.0	20	167	4	0.0	88	614	-1		10	-1		1.0	21	173	1		4	0		0.0
45	Warsash Road / Abshot Road	Warsash Road (W)	Roundabout	100	863	8	1.0	100	843	20	4.0	99	858	-1		6	-2		1.0	101	846	1		25	5		5.0
45		Abshot Road		66	339	11	1.0	21	128	5	0.0	70	339	4		12	1		1.0	21	131	0		5	0		0.0
45		Warsash Road (E)		60	495	4	0.0	92	781	4	0.0	64	520	4		4	0		0.0	95	802	3		5	1		0.0
45		Little Abshot Road		0	0	5	0.0	0	0	15	0.0	0	0	0		6	1		0.0	0	0	0		119	104		0.0
46	Peters Road / Lockswood Roundabout	Peters Road (W)	Roundabout	55	404	7	0.0	96	755	13	1.0	62	448	7		7	0		0.0	95	746	-1		11	-2		1.0
46		Lockswood Road (N)		42	340	7	0.0	82	554	11	1.0	48	379	6		7	0		0.0	83	569	1		11	0		1.0
46		Peters Road (E)		15	144	6	0.0	16	120	8	0.0	17	157	2		6	0		0.0	15	113	-1		8	0		0.0
46		Lockswood Road (S)		81	632	8	0.0	50	404	6	0.0	89	682	8	Sig	10	2		1.0	52	413	2		6	0		0.0
47	Warsash Road / Locks Road	Warsash Road (W)	Priority	95	761	10	1.0	59	493	4	0.0	89	707	-6		7	-3		1.0	62	518	3		4	0		0.0
47		Locks Road		54	280	9	0.0	89	651	9	1.0	56	319	2		8	-1		0.0	88	633	-1		9	0		1.0
47		Warsash Road (E)		76	645	3	0.0	97	786	9	1.0	79	678	3		3	0		0.0	99	804	2		12	3		2.0
48	Centre Way / Locks Road / Church Road roundabout	Centre Way	Roundabout	49	522	4	0.0	62	693	4	0.0	57	595	8		5	1		0.0	63	697	1		4	0		0.0
48		Locks Road (N)		29	217	5	0.0	86	589	11	1.0	37	273	8		6	1		0.0	86	584	0		11	0		1.0
48		Church Road		32	253	5	0.0	48	296	7	0.0	36	277	4		5	0		0.0	50	314	2		7	0		0.0
48		Locks Road (S)		27	199	5	0.0	19	125	6	0.0	38	273	11		5	0		0.0	23	146	4		6	0		0.0
49	Lockswood Road / Brook Lane Roundabout	Brook Lane (N)	Roundabout	75	641	7	0.0	98	775	15	2.0	70	597	-5		7	0		0.0	100	780	2		25	10		4.0
49		Lockswood Road		80	560	11	1.0	59	419	9	0.0	80	568	0		11	0		1.0	58	411	-1		9	0		0.0
49		Brook Lane (S)		75	482	11	1.0	87	626	11	1.0	82	520	7		12	1		1.0	92	666	5	Sig	13	2		1.0
50	A27 Bridge Road / Coldeast Way	A27 Bridge Road (E)	Signalised junction	61	750	15	2.0	60	726	15	2.0	56	814	-5		5	-10		0.0	48	711	-12		4	-11		0.0
50		Coldeast Way		0	0	77	0.0	0	0	77	0.0	6	7	6		68	-9		0.0	0	0	0		71	-6		0.0
50		A27 Bridge Road (W)		56	665	16	2.0	86	886	35	5.0	63	627	7		35	19		5.0	86	925	0		43	8		8.0
51	A27 Bridge Road / Station Road / Brook Lane Roundabout	A27 Bridge Road (W)	Roundabout	105	657	125	21.0	105	783	114	23.0	103	604	-2		94	-31		15.0	103	761	-2		82	-32		16.0
51		Station Road		84	546	12	1.0	102	651	76	13.0	95	604	11	Sev	24	12		3.0	105	660	3		123	47		21.0
51		A27 Bridge Road (E)		100	770	35	7.0	101	754	50	10.0	101	750	1		51	16		10.0	101	751	0		40	-10		8.0
51		Brook Lane		96	962	19	3.0	79	792	7	1.0	100	1004	4		35	16		9.0	79	791	0		7	0		1.0
52	A27 Bridge Road / Locks Road	A27 Bridge Road (W)	Priority	42	915	0	0.0	45	991	0	0.0	44	961	2		0	0		0.0	46	1008	1		0	0		0.0
52		A27 Bridge Road (E)		37	734	1	0.0	83	1344	6	0.0	35	682	-2		1	0		0.0	75	1389	-8		4	-2		0.0
52		Locks Road		36	285	4	0.0	18	96	5	0.0	42	350	6		4	0		0.0	19	138	1		5	0		0.0
53	A3051 Botley Road / Rookery Avenue	Land South of Swanwick Lane	Signalised junction	0	0	4	0.0	0	0	4	0.0	0	0	0		4	0		0.0	0	0	0		4	0		0.0
53		A3051 Botley Road (N)		13	959	0	0.0	19	1176	0	0.0	13	930	0		0	0		0.0	22	1298	3		0	0		0.0
53		Rookery Avenue		0	0	4	0.0	0	0	4	0.0	0	0	0		3	-1		0.0	0	0	0		4	0		0.0
53		A3051 Botley Road (S)		98	900	42	0.0	11	744	0	0.0	101	879	3		70	28		2.0	13	803	2		0	0		0.0

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

				2036 Baseline								2036 Do Something															
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Avg. Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)	AM RFC Diff (%)	AM RFC Crit.	AM Delay (s)	AM Delay Diff (s)	AM Delay Crit.	AM Avg. Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM RFC Diff (%)	PM RFC Crit.	PM Delay (s)	PM Delay Diff (s)	PM Delay Crit.	PM Avg. Q (pcus)
54	Botley Road / Yew Tree Drive	A3051 Botley Road (N)	Roundabout	104	726	105	20.0	108	872	165	38.0	105	747	1		113	8		22.0	107	832	-1		148	-17		33.0
54		Yew Tree Drive		102	681	62	11.0	119	597	394	57.0	81	769	-21		8	-54		1.0	108	881	-11		178	-216		41.0
54		A3051 Botley Road (S)		111	888	218	50.0	86	733	5	0.0	111	863	0		225	7		50.0	98	792	12	Sev	12	7		2.0
55	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Roundabout	65	549	5	0.0	27	216	5	0.0	73	619	8		5	0		0.0	35	291	8		5	0		0.0
55	Drive Roundabout	Sweethils Crescent		38	249	6	0.0	24	193	4	0.0	41	244	3		7	1		0.0	23	176	-1		4	0		0.0
55		Yew Tree Drive (E)		71	624	4	0.0	81	709	4	0.0	79	693	8		4	0		0.0	103	902	22	Sev	67	63		16.0
56	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Priority	31	647	1	0.0	13	276	1	0.0	34	712	3		1	0		0.0	19	386	6		1	0		0.0
56	Drive	Sweethils Crescent		29	144	7	0.0	63	94	18	0.0	34	159	5		8	1		0.0	28	146	-35		7	-11		0.0
56		Yew Tree Drive (E)		24	537	1	0.0	93	503	39	0.0	28	610	4		1	0		0.0	33	735	-60		1	-38		0.0
57	Bridge Road/Swanwick Lane	Bridge Road (N)	Signalised	88	1541	26	7.0	98	1655	47	9.0	92	1602	4		30	4		8.0	100	1702	2		73	26		14.0
57		Bridge Road (S)	junction	103	1264	117	22.0	46	916	11	2.0	102	1321	-1		94	-23		16.0	47	937	1		11	0		2.0
57		Swanwick Lane		75	342	47	3.0	73	549	37	4.0	87	350	12	Sig	62	15		3.0	84	624	11		43	6		5.0
58	A27 Bridge Road/Barnes Lane	A27 Bridge Road (W)	Signalised	36	1104	3	0.0	52	1598	17	6.0	35	1074	-1		4	1		1.0	53	1654	1		19	2		8.0
58		A27 Bridge Road (E)		34	688	1	0.0	35	659	1	0.0	37	756	3		1	0		0.0	34	650	-1		1	0		0.0
58		Barnes Lane		90	781	16	3.0	52	577	2	0.0	102	784	12	Sev	65	49		14.0	54	586	2		2	0		0.0
59	A32 Wickham Road / Knowle	A32 Wickham Rd (S)	Roundabout	62	905	5	0.0	67	975	5	0.0	61	884	-1		5	0		0.0	70	1018	3		5	0		0.0
59	Road	Chalk Lane		0	0	9	0.0	0	0	7	0.0	0	0	0		9	0		0.0	0	0	0		7	0		0.0
59		A32 Wickham Rd (N)		85	874	7	1.0	68	733	6	0.0	86	893	1		7	0		1.0	67	729	-1		6	0		0.0
59		Knowle Rd		38	310	8	0.0	25	201	8	0.0	37	300	-1		8	0		0.0	26	202	1		8	0		0.0
60	A32 Wickham Road / Pook Lane /	A32 Wickham Rd (N)	Priority /	53	1233	4	0.0	46	934	4	0.0	53	1236	0		4	0		0.0	45	932	-1		4	0		0.0
60	M27 EB Onslip / Welborne	Pook Lane		0	0	0	0.0	0	0	0	0.0	0	0	0		0	0		0.0	0	0	0		0	0		0.0
60	development	A32 Wickham Rd (S)		94	1742	4	0.0	102	1879	38	18.0	94	1732	0		4	0		0.0	101	1868	-1		25	-13		12.0
60		Welborne Access		22	445	5	0.0	38	687	6	1.0	21	441	-1		5	0		0.0	38	683	0		6	0		1.0
61	A32 Wickham Road / Knowle	From Welborne Access (W)	Priority /	21	162	5	0.0	15	101	5	0.0	21	161	0		5	0		0.0	16	105	1		6	1		0.0
61	Road / Chalk Lane	A32 Wickham Road (N)	Roundabout	84	1184	3	0.0	65	934	3	0.0	84	1193	0		3	0		0.0	65	930	0		3	0		0.0
61		North Fareham SDA (E of A32) access		0	0	9	0.0	0	0	5	0.0	0	0	0		9	0		0.0	0	0	0		5	0		0.0
61		A32 Wickham Road (S)		76	869	3	0.0	90	1025	4	0.0	74	847	-2		3	0		0.0	93	1066	3		4	0		0.0
62	Boarhunt Road/M27 J11 Off slip	M27 J11 Off slip	Priority	106	1055	102	28.0	102	1021	48	13.0	106	1059	0		109	7		30.0	103	1032	1		67	19		18.0
62		Boarhunt Road (SW)		0	0	3	0.0	0	0	4	0.0	0	0	0		3	0		0.0	0	0	0		4	0		0.0
62		Boarhunt Road (NE)		37	611	2	0.0	35	578	2	0.0	38	622	1		2	0		0.0	37	616	2		2	0		0.0
63	Lockswood Road / Centre Way	Lockswood Road (N)	Priority	14	275	1	0.0	28	499	1	0.0	13	247	-1		1	0		0.0	30	532	2		1	0		0.0
63		Centre Way		40	584	3	0.0	39	474	3	0.0	44	658	4		3	0		0.0	42	494	3		4	1		0.0
63		Lockswood Road (S)		42	324	4	0.0	73	586	5	0.0	44	356	2		4	0		0.0	74	594	1		5	0		0.0
64	Barnes Wallis Road / Brunel Way	Barnes Wallis (W)	Priority	19	412	1	0.0	33	735	1	0.0	20	449	1		1	0		0.0	39	847	6		1	0		0.0
64		Brunel Way		0	0	6	0.0	79	507	10	1.0	0	0	0		4	-2		0.0	56	325	-23		8	-2		0.0
64		Barnes Wallis (E)		48	1009	2	0.0	14	312	1	0.0	75	1296	27		4	2		0.0	14	313	0		1	0		0.0
65	Highlands Road / Fareham Park	Highlands Road (W)	Priority	34	684	1	0.0	34	669	1	0.0	34	696	0		1	0		0.0	41	805	7		2	1		0.0
65	Road	Fareham Park Road		79	491	10	1.0	67	353	10	1.0	87	525	8	Sig	14	4		2.0	74	375	7		12	2		1.0
65		Highlands Road (E)		34	534	2	0.0	66	1011	4	0.0	38	614	4		2	0		0.0	67	998	1		4	0		0.0
66	Lower Church Road / Hunts Pond	Southern mini roundabout	Roundabout	43	370	4	0.0	59	496	4	0.0	46	394	3		4	0		0.0	56	468	-3		4	0		0.0
66	Road Roundabout (northern mini	Church Road		77	637	4	0.0	68	565	4	0.0	79	656	2		5	1		0.0	68	572	0		4	0		0.0
66	roundabout)	Hunts Pond Road		51	313	7	0.0	67	441	7	0.0	48	288	-3		7	0		0.0	66	427	-1		7	0		0.0
67	Segensworth Road East / Fontley	Segensworth Road East	Priority	27	360	2	0.0	79	810	4	1.0	43	504	16		3	1		0.0	102	908	23	Sev	46	42		14.0
67	Road / Mill Lane	Fontley Road		46	532	4	0.0	46	588	3	0.0	34	467	-12		3	-1		0.0	36	500	-10		3	0		0.0
67		Mill Lane		34	645	1	0.0	21	385	1	0.0	32	647	-2		1	0		0.0	17	326	-4		1	0		0.0
68	A27 The Avenue / Ranvilles Lane	A27 The Avenue (W)	Signalised	58	1525	4	0.0	66	1658	6	1.0	55	1461	-3		4	0		1.0	71	1747	5		7	1		1.0
68		A27 The Avenue (E)		67	1066	5	0.0	76	1198	7	0.0	74	1173	7		6	1		0.0	72	1135	-4		6	-1		0.0
68		Ranvilles Lane		72	340	12	1.0	47	205	9	0.0	97	430	25	Sev	42	30		4.0	63	289	16		11	2		1.0

Volume over Capacity (V/C)	
Significant:	V/C above 85%, having increased by more than 5%
Severe:	V/C above 95%, having increased by more than 10%
Delay	Delay above 120 seconds, having increased by more than 60 seconds

Appendix E 2036 DS mitigated junctions drawings



Notes

1. Do not scale from this drawing.
2. All dimensions in metres unless otherwise stated.
3. Existing carriageway islands and uncontrolled crossing on eastern side of junction on A27 Bridge Road to be removed.
4. Carriageway widening to be undertaken on eastern side of A27 Bridge Road on eastbound carriageway.
5. Carriageway widening to be undertaken on western side of Ironbridge to accommodate additonal lane.
6. Kerb line on eastern side of Ironbridge Crescent to be built out for swept path and tie in new kerb line on A27 Bridge Road.
7. Possible controlled Puffin crossing to be installed on all arms.

KEY

- White lining to be retained
- White lining to be removed
- White lining to be installed
- Existing anti-skid
- New carriageway construction
- New kerb line build out

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT

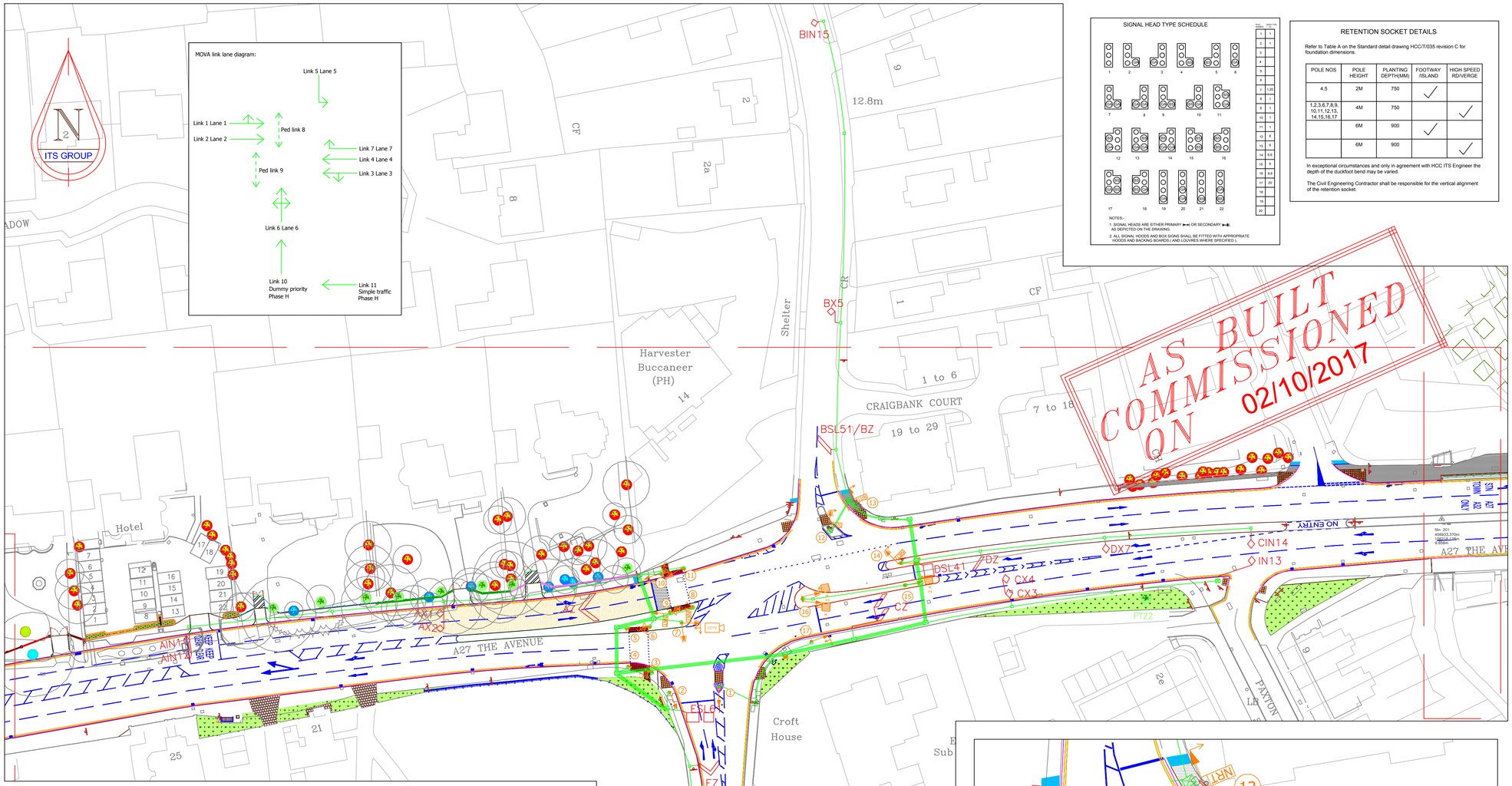
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT & ENVIRONMENT DEPARTMENT
INTELLIGENT TRANSPORT SYSTEMS GROUP

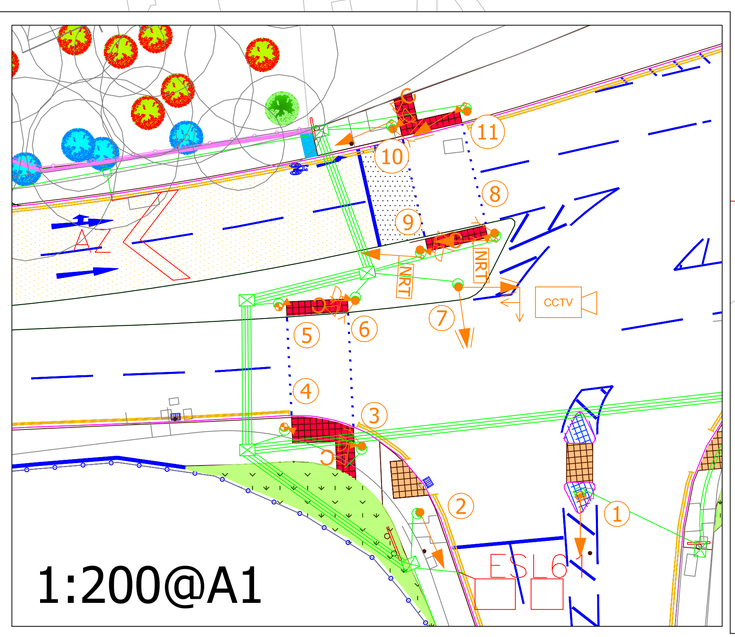
CONSULTANT

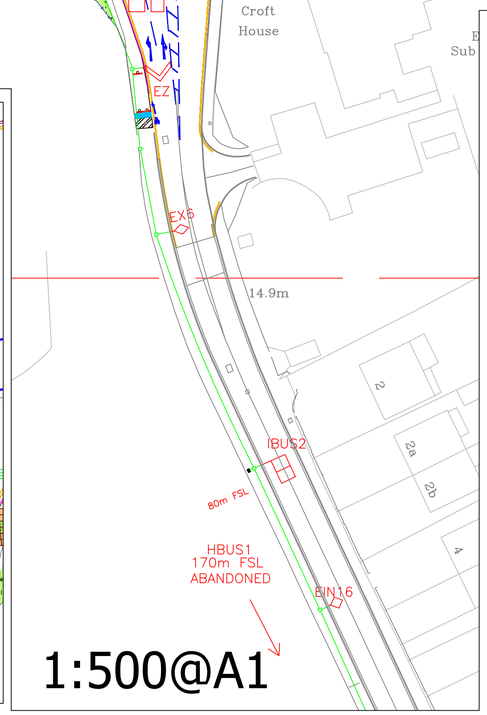
Hampshire County Council

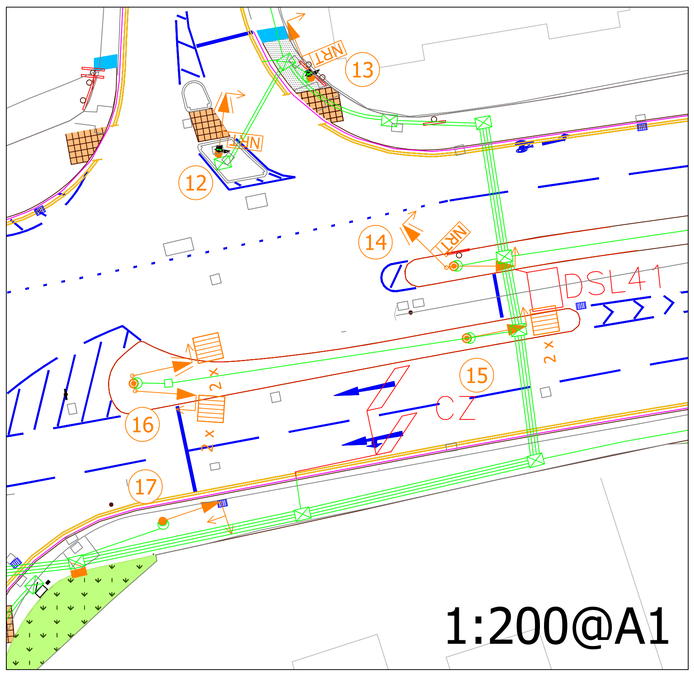
DESIGNER	SCALE @ A1	SCHEME	DRAWING TITLE
MAK		SIG174 A27 / Coldeast Way / Ironbridge Crescent, Sarisbury Green	Capacity Improvement Scheme - Feasibility Drawing
CAD: MAK	DATE		
CHECKED	SHEET NUMBER: 1 OF 1	JOB No. RJ508452.01	HCC CAD PLOT: 09/12/2021 11:19:47
APPROVED	DRAWING NUMBER: SIG173 - - -14407623-SK - TR - 0001		SUIT: S3 REV: P0

HCC CAD FILE: K:\ITS Group\CONTROL\DWGS\MAK\Fareham\Fareham Local Transport Plan\SIG174 A27 jct Coldeast Way & Ironbridge Crescent - Amended layout.dwg









SIGNAL HEAD TYPE SCHEDULE

POLE NOS	POLE HEIGHT
1	4.5
2	4.5
3	4.5
4	4.5
5	4.5
6	4.5
7	4.5
8	4.5
9	4.5
10	4.5
11	4.5
12	4.5
13	5
14	6.6
15	6
16	6.6
17	10
18	6
19	6
20	6

NOTES:-
1. SIGNAL HEADS ARE EITHER PRIMARY ►►(OR SECONDARY ►►●, AS DEPICTED ON THE DRAWING.
2. ALL SIGNAL HOODS AND BOX SIGNS SHALL BE FITTED WITH APPROPRIATE HOODS AND BACKING BOARDS (AND LOUVRES WHERE SPECIFIED).

RETENTION SOCKET DETAILS

Refer to Table A on the Standard detail drawing HCC/T/035 revision C for foundation dimensions.

POLE NOS	POLE HEIGHT	PLANTING DEPTH(MM)	FOOTWAY ISLAND	HIGH SPEED RD/VERGE
4,5	2M	750	✓	
1,2,3,6,7,8,9, 10,11,12,13, 14,15,16,17	4M	750		✓
	6M	900	✓	
	6M	900		✓

In exceptional circumstances and only in agreement with HCC ITS Engineer the depth of the duckfoot bend may be varied.

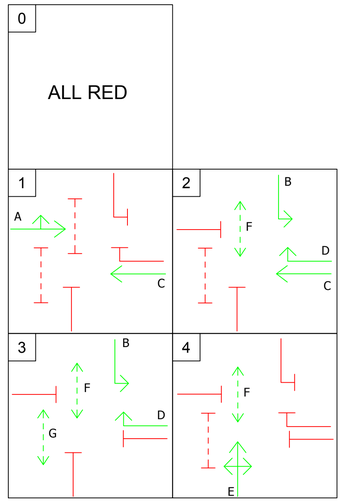
The Civil Engineering Contractor shall be responsible for the vertical alignment of the retention socket.

NOTES

1. HBUS1 loop abandoned.

Key:

- ST950ELV controller
- SSE feeder pillar
- Primary signal head
- Primary signal head with ahead green arrow
- Primary signal head with right turn green arrow
- Primary signal head with left turn green arrow
- Primary signal head with ahead and left turn green arrow
- Secondary signal head
- Secondary signal head with right turn green arrow
- Secondary signal head with left turn green arrow
- Secondary signal head with ahead and left turn green arrow
- Combined Toucan unit with tactile cone
- Push button unit
- Oncrossing detector
- Kerbside detector
- 4m grey signal pole (in pole retention socket)
- 2m grey stub pole (in pole retention socket)
- Type 1 duct box
- Type 2 duct box
- Ducts (no. of lines indicates no. of ducts)
- Loops
- Tactile paving



REV.	AMENDMENTS	DATE	DRAWN	CHKD	APPD
A	Phasing diagram amended and MOVA link / lane diagram added.	05/01/18	MAK		

Hampshire County Council

Cert. No. FS 31815

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THE CASTLE, WINCHESTER.

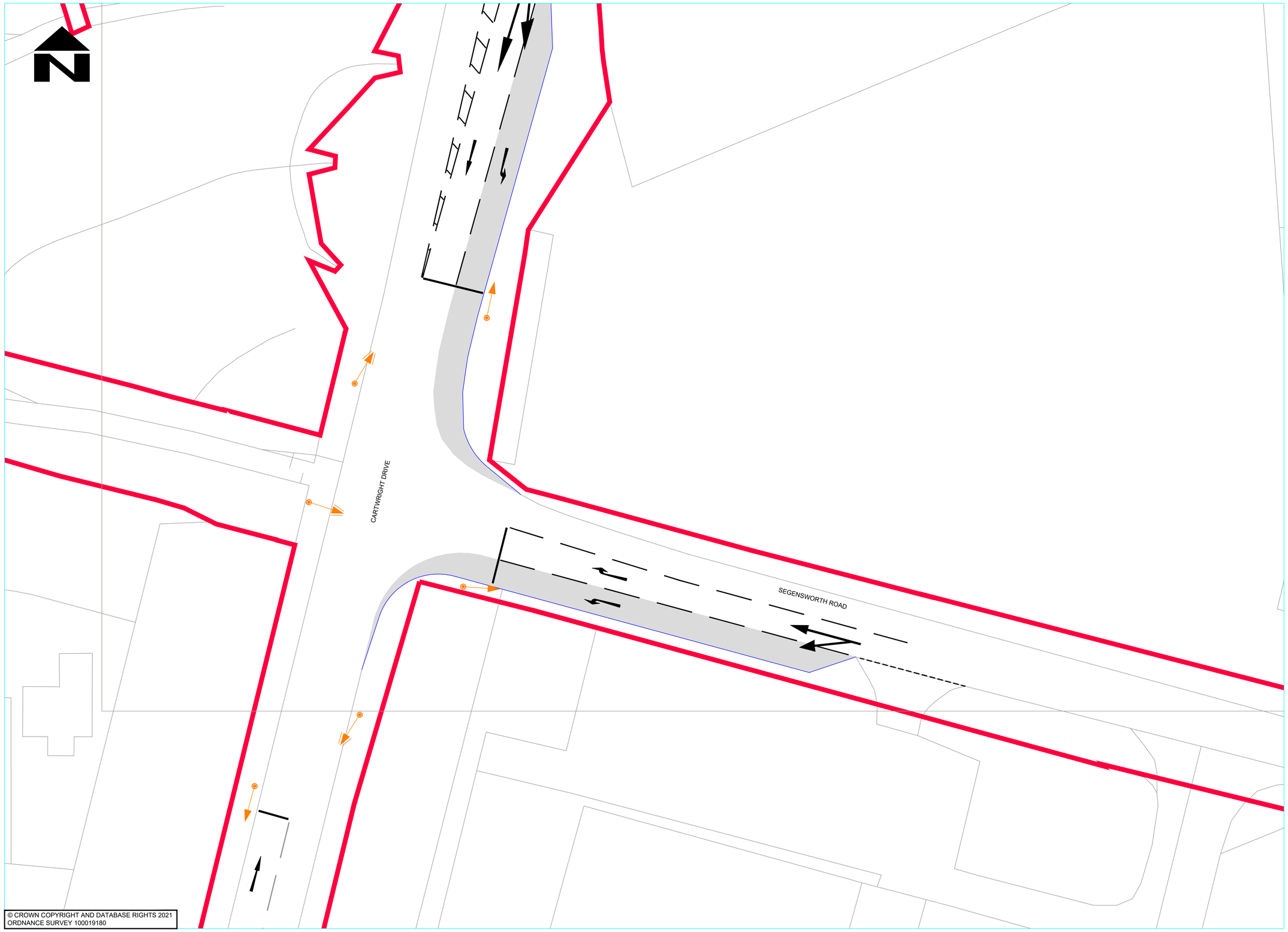
SCHEME
SIG112
A27 The Avenue / Redlands Lane
Gudge Heath Lane, Fareham

JOB No. C.J008212.01

DRAWING TITLE
As Built Drawing

SCALE	DRAWN	CHECKED	SHEET No.
As Shown	MAK	AJW	
DATE	TRACED/CAD	APPROVED	
24/05/17	CAD	JAM	

DRG No SIG112/ZASB/MAK REV A SUFFIX



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ORDNANCE SURVEY 100019180

NOTES

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED

DRAFT

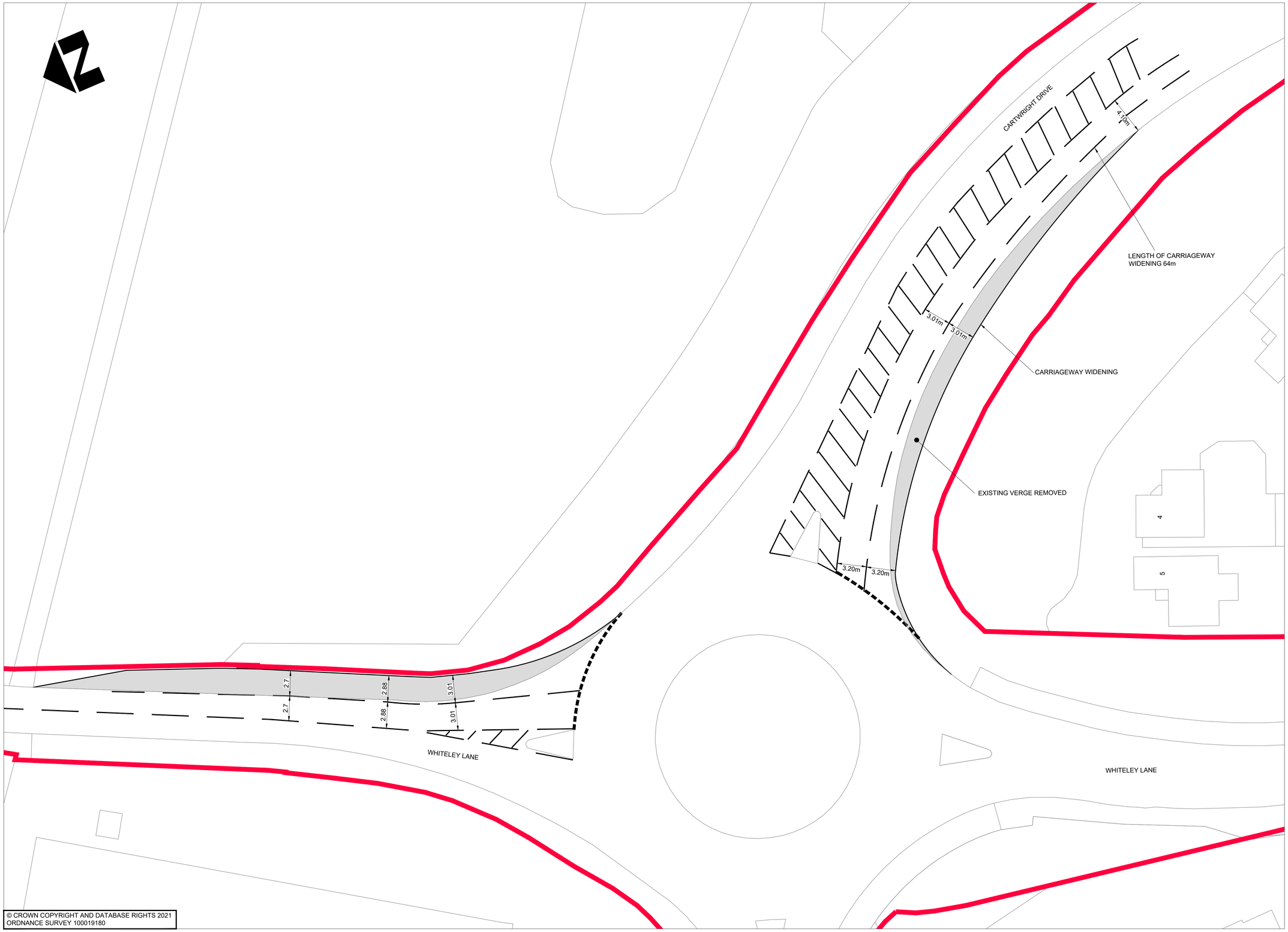
SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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

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

DESIGNER	SCALE @ A1	SCHEME	DRAWING TITLE
HBE	1:200	FAREHAM LPTA CARTWRIGHT DRIVE/ SEGENSWORTH ROAD	TRAFFIC SIGNAL JUNCTION
CAD: HBE	DATE: NOV 2021		
CHECKED: JAM	SHEET NUMBER: 1 OF 1	JOB No. R.J506573.01	HCC CAD PLOT: 08/12/2021 17:39:11
APPROVED: JAM	DRAWING NUMBER: RJ506573-ECH-GEN-14427754-DR-HE-0109		SUIT: S0 REV: P0.1

HCC CAD FILE: K:\ITS Group\CONTROL\DWGS\HBE\Cartwright Drive 3.dwg



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ORDNANCE SURVEY 100019180

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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STRATEGIC TRANSPORT

CONSULTANT

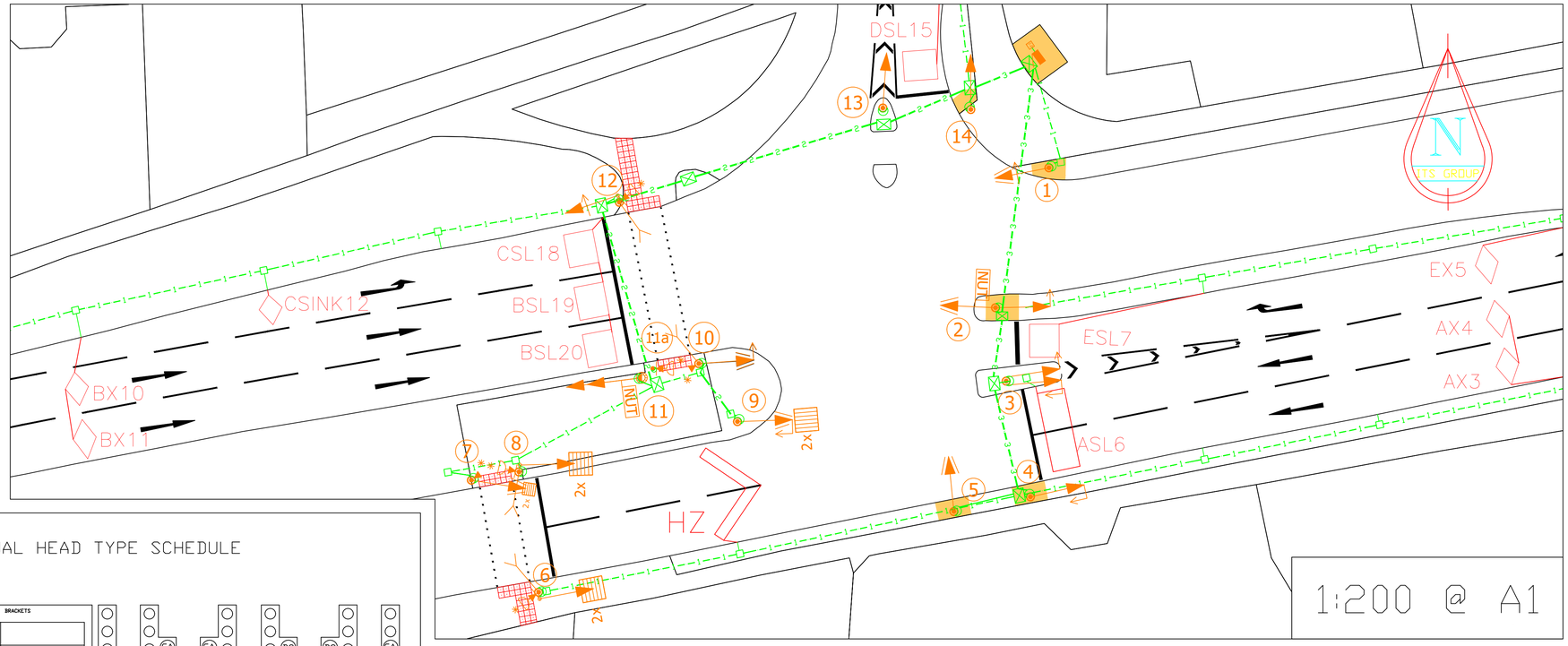
Hampshire County Council Engineering Consultancy

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER SS	SCALE @ A1 1:200	SCHEME FAREHAM LPTA WHITELEY ROAD RDBT CARTWRIGHT DRIVE
CAD RB	DATE DEC 2021	
CHECKED IS	SHEET NUMBER 1 OF 1	JOB No. R.J506573.01
APPROVED WW	DRAWING NUMBER RJ506573-ECH-GEN	

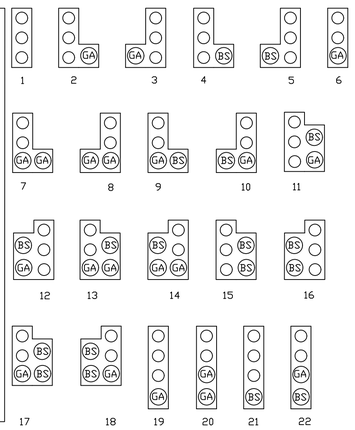
HCC CAD FILE: K:\Eng\Roads\Schemes\RJ506573.01 Fareham LPTA\AutoCAD\General\RJ506573-ECH-GEN-14427753-DR-HE-0114-Whiteley Road Rdbt-Cartwright Drive.dwg

VEHICLE DETECTION SCHEDULE - RETAINED						
No	Detector Label	Detector Distance from the Associated Stop Line (m)	Phase Demand	Phase Extend	Detector Type	Shape
1	AIN1	85	-	-	MOVA	Diamond
2	AIN2	85	-	-	MOVA	Diamond
3	AX3	38	A	A	MOVA	Diamond
4	AX4	38	A	A	MOVA	Diamond
5	EX5	38	E	E	MOVA	Diamond
6	ASL6	2	A	-	Stop Line	Rectangular
7	ESL7	2	E	-	Stop Line	Rectangular
8	BIN8	85	-	-	MOVA	Diamond
9	BIN9	85	-	-	MOVA	Diamond
10	BX10	40	B	B	MOVA	Diamond
11	BX11	40	B	B	MOVA	Diamond
12	CSINK12	25	-	-	MOVA	Diamond
13	DIN13	70	-	-	MOVA	Diamond
14	DX14	40	D	D	MOVA	Diamond
15	DSL15	2	D	-	Stop Line	Rectangular
16	PBF16	-	F	-	Push Button	-
17	PBG17	-	G	-	Push Button	-
18	CSL18	2	C	-	Stop Line	Rectangular
19	BSL19	2	B	-	Stop Line	Rectangular
20	BSL20	2	B	-	Stop Line	Rectangular



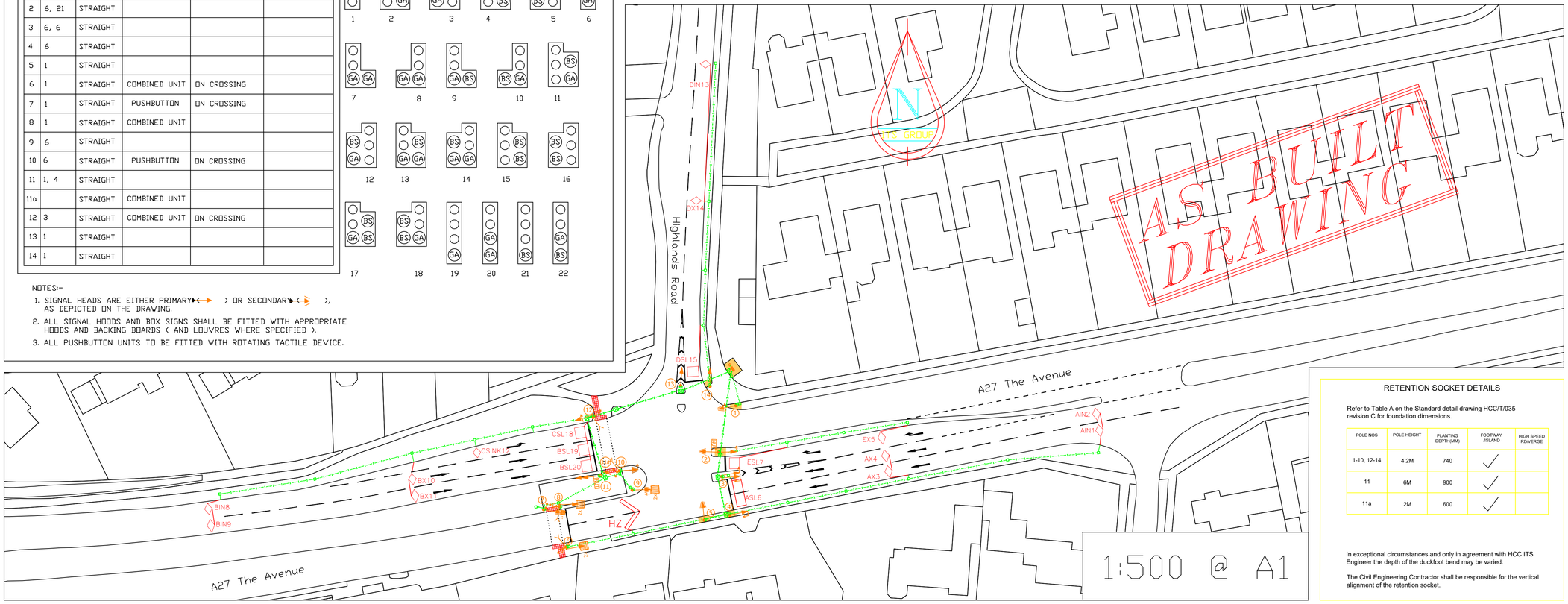
SIGNAL HEAD TYPE SCHEDULE

POLE NUMBER	HEAD TYPE 1 - 22	POLE TYPE	PUSH BUTTON UNIT TYPE	DETECTION TYPE	BRACKETS
1	3	STRAIGHT			
2	6, 21	STRAIGHT			
3	6, 6	STRAIGHT			
4	6	STRAIGHT			
5	1	STRAIGHT			
6	1	STRAIGHT	COMBINED UNIT	ON CROSSING	
7	1	STRAIGHT	PUSHBUTTON	ON CROSSING	
8	1	STRAIGHT	COMBINED UNIT		
9	6	STRAIGHT			
10	6	STRAIGHT	PUSHBUTTON	ON CROSSING	
11	1, 4	STRAIGHT			
11a		STRAIGHT	COMBINED UNIT		
12	3	STRAIGHT	COMBINED UNIT	ON CROSSING	
13	1	STRAIGHT			
14	1	STRAIGHT			



NOTES:-

1. SIGNAL HEADS ARE EITHER PRIMARY ( ) OR SECONDARY ( ), AS DEPICTED ON THE DRAWING.
2. ALL SIGNAL HOODS AND BOX SIGNS SHALL BE FITTED WITH APPROPRIATE HOODS AND BACKING BOARDS (AND LOUVRES WHERE SPECIFIED).
3. ALL PUSHBUTTON UNITS TO BE FITTED WITH ROTATING TACTILE DEVICE.



RETENTION SOCKET DETAILS

Refer to Table A on the Standard detail drawing HCC/T/035 revision C for foundation dimensions.

POLE NOS	POLE HEIGHT	PLANTING DEPTH(MM)	FOOTWAY /ISLAND	HIGH SPEED RD/VERGE
1-10, 12-14	4.2M	740	✓	
11	6M	900	✓	
11a	2M	600	✓	

In exceptional circumstances and only in agreement with HCC ITS Engineer the depth of the duckfoot bend may be varied.

The Civil Engineering Contractor shall be responsible for the vertical alignment of the retention socket.

Notes

1. Do not scale from this drawing
2. Comms: ADSL line.

KEY

SIGNAL POLES - Grey Coloured
- 4.2m Straight Low Level Access Pole
- 6m Pole
- 2m Stub Pole

VEHICLE SIGNAL HEADS
- Primary ELV LED Signal Head
- Secondary ELV LED Signal Head
- Horizontal Louvres
- Vertical Louvres

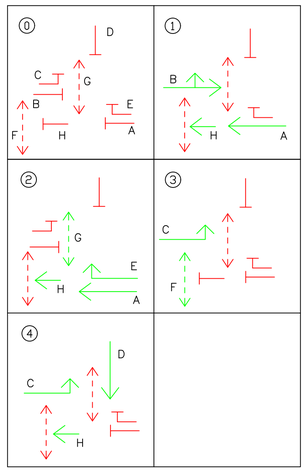
SIGNAL EQUIPMENT
- ELV Signal Junction Controller
- Electric Feeder Pillar (FP)
- 300mm Signal Head Extension Bracket
- Traffic Detection Loop

PEDESTRIAN SIGNAL EQUIPMENT
- ELV Nearside Puffin Display
- Demand Unit
- Tactile Cone
- On Crossing Detector (OCD)

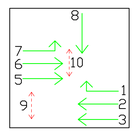
CIVILS
- 1x100mm dia Orange Traffic Signal Duct
- Pole Retention Socket
- Draw Pit

MISCELLANEOUS
- Pole Number
- Hard Standing Area
- Tactile Paving

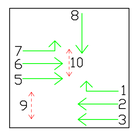
STAGING DIAGRAM



MOVA LINK DIAGRAM



MOVA LANE DIAGRAM



SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT

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ECONOMY, TRANSPORT & ENVIRONMENT DEPARTMENT
INTELLIGENT TRANSPORT SYSTEMS GROUP

CONSULTANT

Hampshire County Council

DESIGNER	SCALE @ A1	SCHEME	DRAWING TITLE
CB	As Shown	SIG113 A27 THE AVENUE / HIGHLANDS ROAD, FAREHAM	AS BUILT DRAWING
CAD: CB	DATE: FEB 2021		
CHECKED: BR	SHEET NUMBER: 1 OF 1	JOB No. CJ421130.01	HCC CAD PLOT: 10/3/2021 12:19:32
APPROVED: EB	DRAWING NUMBER: SIG113/CB/ZASB		REV

HCC CAD FILE: K:\ITS Group\CONTROL\DWGS\C Burden\Fareham\SIG113 The Avenue jct Highlands Rd, Fareham\SIG113 ZASB.dwg

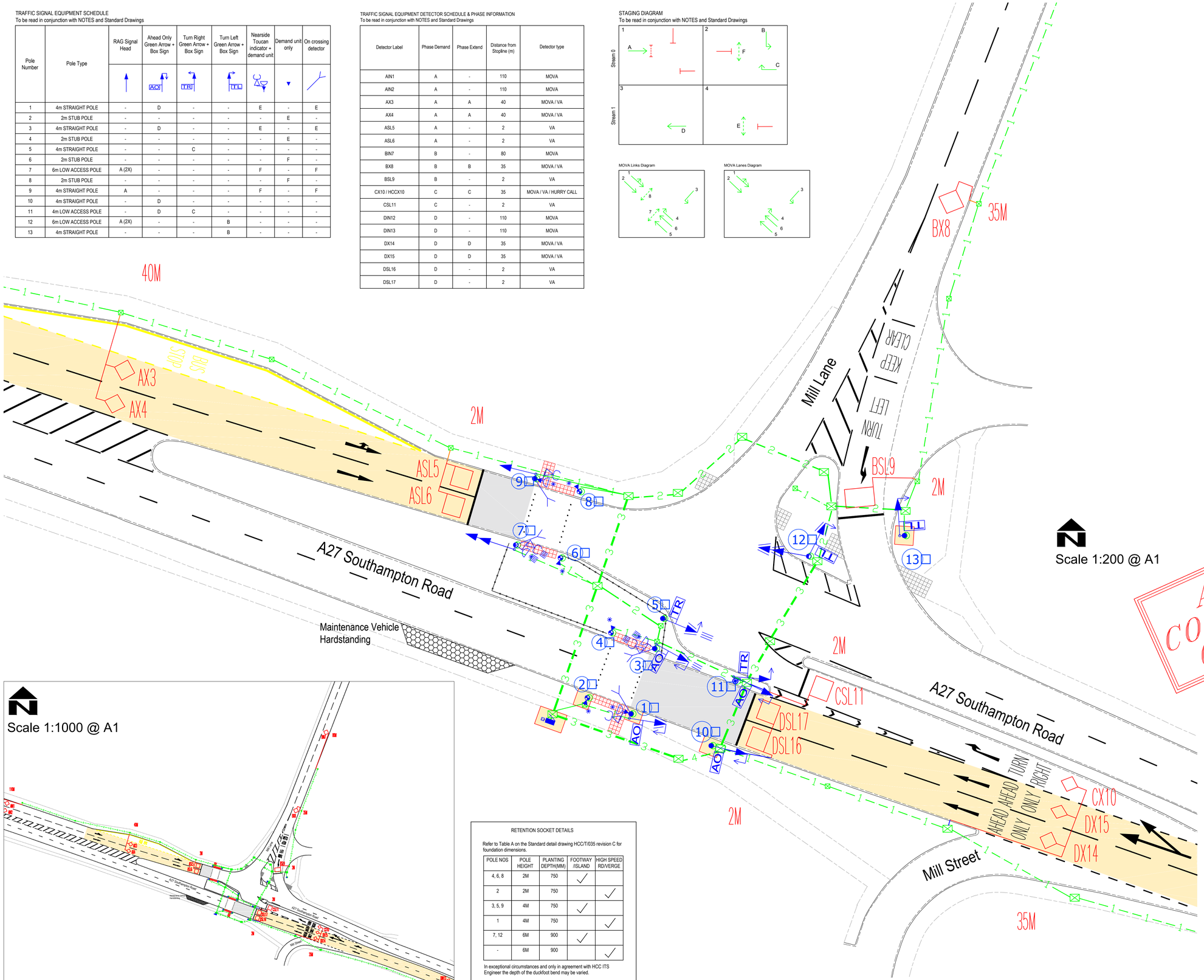
TRAFFIC SIGNAL EQUIPMENT SCHEDULE
To be read in conjunction with NOTES and Standard Drawings

Pole Number	Pole Type	RAG Signal Head	Ahead Only Green Arrow + Box Sign	Turn Right Green Arrow + Box Sign	Turn Left Green Arrow + Box Sign	Nearside Toucan indicator + demand unit	Demand unit only	On crossing detector
			AO	TR	TL			
1	4m STRAIGHT POLE	-	D	-	-	E	-	E
2	2m STUB POLE	-	-	-	-	-	E	-
3	4m STRAIGHT POLE	-	D	-	-	E	-	E
4	2m STUB POLE	-	-	-	-	-	E	-
5	4m STRAIGHT POLE	-	-	C	-	-	-	-
6	2m STUB POLE	-	-	-	-	-	F	-
7	6m LOW ACCESS POLE	A (2X)	-	-	-	F	-	F
8	2m STUB POLE	-	-	-	-	-	F	-
9	4m STRAIGHT POLE	A	-	-	-	F	-	F
10	4m STRAIGHT POLE	-	D	-	-	-	-	-
11	4m LOW ACCESS POLE	-	D	C	-	-	-	-
12	6m LOW ACCESS POLE	A (2X)	-	-	B	-	-	-
13	4m STRAIGHT POLE	-	-	-	B	-	-	-

TRAFFIC SIGNAL EQUIPMENT DETECTOR SCHEDULE & PHASE INFORMATION
To be read in conjunction with NOTES and Standard Drawings

Detector Label	Phase Demand	Phase Extend	Distance from Stopline (m)	Detector type
AIN1	A	-	110	MOVA
AIN2	A	-	110	MOVA
AX3	A	A	40	MOVA / VA
AX4	A	A	40	MOVA / VA
ASL5	A	-	2	VA
ASL6	A	-	2	VA
BIN7	B	-	80	MOVA
BX8	B	B	35	MOVA / VA
BSL9	B	-	2	VA
CX10 / HCCX10	C	C	35	MOVA / VA / HURRY CALL
CSL11	C	-	2	VA
DIN12	D	-	110	MOVA
DIN13	D	-	110	MOVA
DX14	D	D	35	MOVA / VA
DX15	D	D	35	MOVA / VA
DSL16	D	-	2	VA
DSL17	D	-	2	VA

STAGING DIAGRAM
To be read in conjunction with NOTES and Standard Drawings



Scale 1:200 @ A1

Scale 1:1000 @ A1

RETENTION SOCKET DETAILS

Refer to Table A on the Standard detail drawing HCC/T/035 revision C for foundation dimensions.

POLE NOS	POLE HEIGHT	PLANTING DEPTH(MM)	FOOTWAY /ISLAND	HIGH SPEED RD/VERGE
4, 6, 8	2M	750	✓	
2	2M	750		✓
3, 5, 9	4M	750	✓	
1	4M	750		✓
7, 12	6M	900	✓	
-	6M	900		✓

In exceptional circumstances and only in agreement with HCC ITS Engineer the depth of the duckfoot bend may be varied.

The Civil Engineering Contractor shall be responsible for the vertical alignment of the retention socket.

KEY

SIGNAL POLES - Grey Coloured
- 4m Straight Traffic Signal Pole - (Pole 11 is Low Level)
- 2m Stub Pole
- 6m Straight Low Level Access Pole

VEHICLE SIGNAL HEADS
- Primary ELV RAG LED Signal Head
- Secondary ELV RAG LED Signal Head

SIGNAL EQUIPMENT
- ELV Signal Junction Controller
- Electric Feeder Pillar (FP)
- 300mm Signal Head Extension Bracket
- Vertical Louvres (All Aspects)
- Slot Cutting

PEDESTRIAN SIGNAL EQUIPMENT
- ELV Nearside Toucan Display, Combined Demand Unit
- ELV Nearside Narrow Field of View Toucan Display, Combined Demand unit.
- Push Button Wait Unit
- Tactile Cone
- On Crossing Detector (OCD)

CIVILS
- 1x50mm dia Orange Duct for Power Supply
- 1x50mm dia Orange Under Kerb Duct
- 1x100mm dia Orange Traffic Signal Duct
- 'n'x100mm dia Orange Traffic Signal Duct
- Type 2 Draw Pit (600x450x750mm)
- Type 1A Draw Pit (450x450x450mm)
- Pole Retention Socket

MISCELLANEOUS
- Pole Number
- Red Coloured Tactile Paving (400x400mm)
- Pedestrian Crossing Studs
- Pedestrian Guardrail
- Black High Friction Surfacing (HFS)
- Buff HFS
- Hard Standing Area

AS BUILT COMMISSIONED ON 27/02/2018

REV.	AMENDMENTS	DATE	DWN	CHKD	APPD

Hampshire County Council

Cert. No. FS 21845

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THE CASTLE, WINCHESTER.

SCHEME
SIG119
A27 Southampton Road / Mill Lane, Titchfield

JOB No.

DRAWING TITLE
As Built

SCALE	DRAWN	CHECKED	SHEET No.
As Shown	LY	JAM	
DATE	TRACED/CAD	APPROVED	
27/02/2018	LY	AJW	

DRG No SIG119/ZASB | REV | SUFFIX

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ORDNANCE SURVEY 100019180

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

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STRATEGIC TRANSPORT

CONSULTANT

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Engineering Consultancy

STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNER SS	SCALE @ A1 1:200	SCHEME FAREHAM LPTA YEW TREE DRIVE / BOTLEY ROAD RNDT	
CAD RB	DATE DEC 2021		
CHECKED IS	SHEET NUMBER 1 OF 1	JOB No. R.J506573.01	
APPROVED WW	DRAWING NUMBER RJ506573-ECH-GEN		

HCC CAD FILE: K:\Eng\Roads\Schemes\RJ506573.01 Fareham LPTA\AutoCAD\General\RJ506573-ECH-GEN-14407918-DR-HE-0112-Yew Tree Drive-Botley Road Rddt.dwg

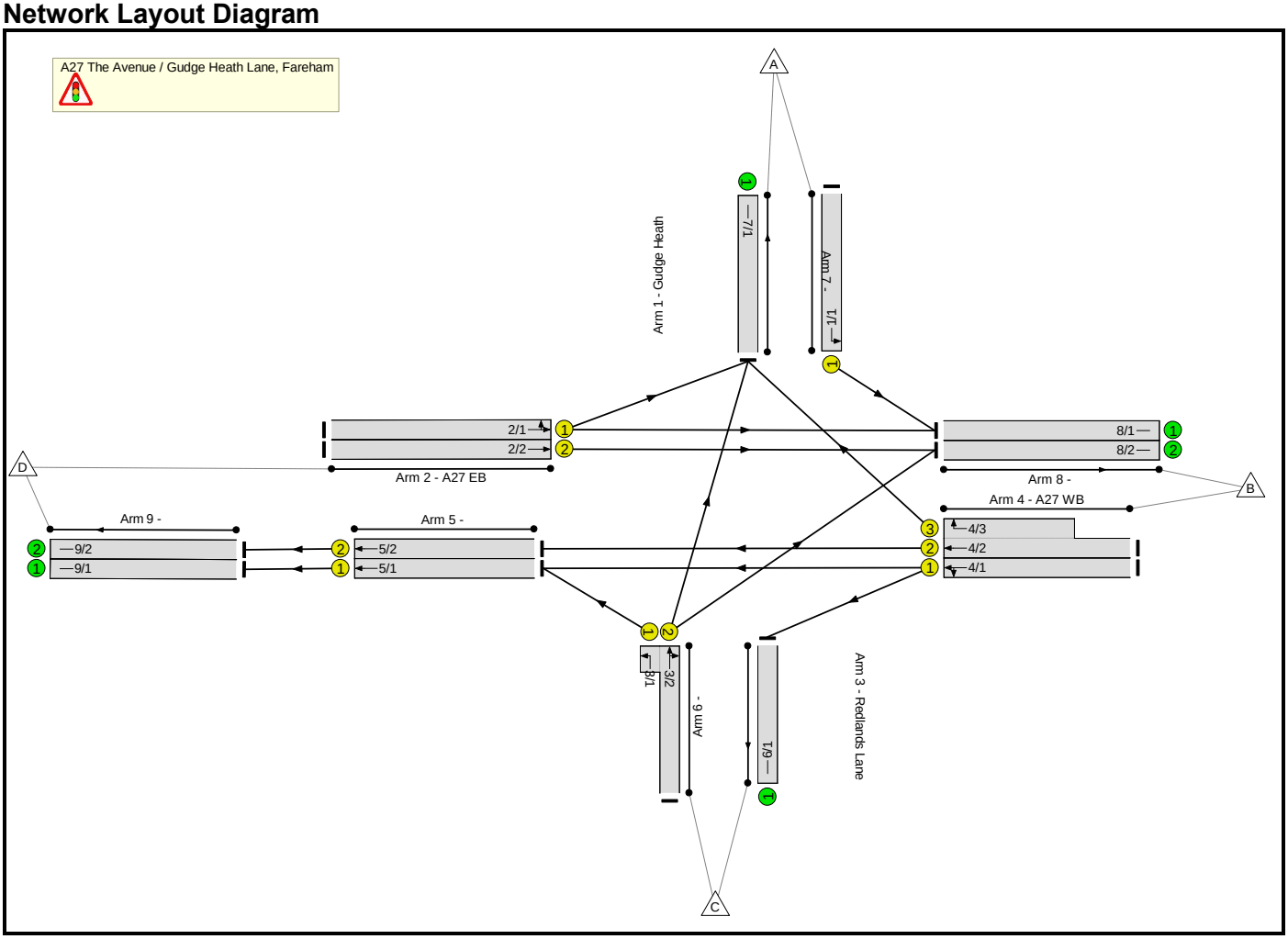
Appendix F Linsig/J9 reports for DS mitigated junctions

Full Input Data And Results

User and Project Details

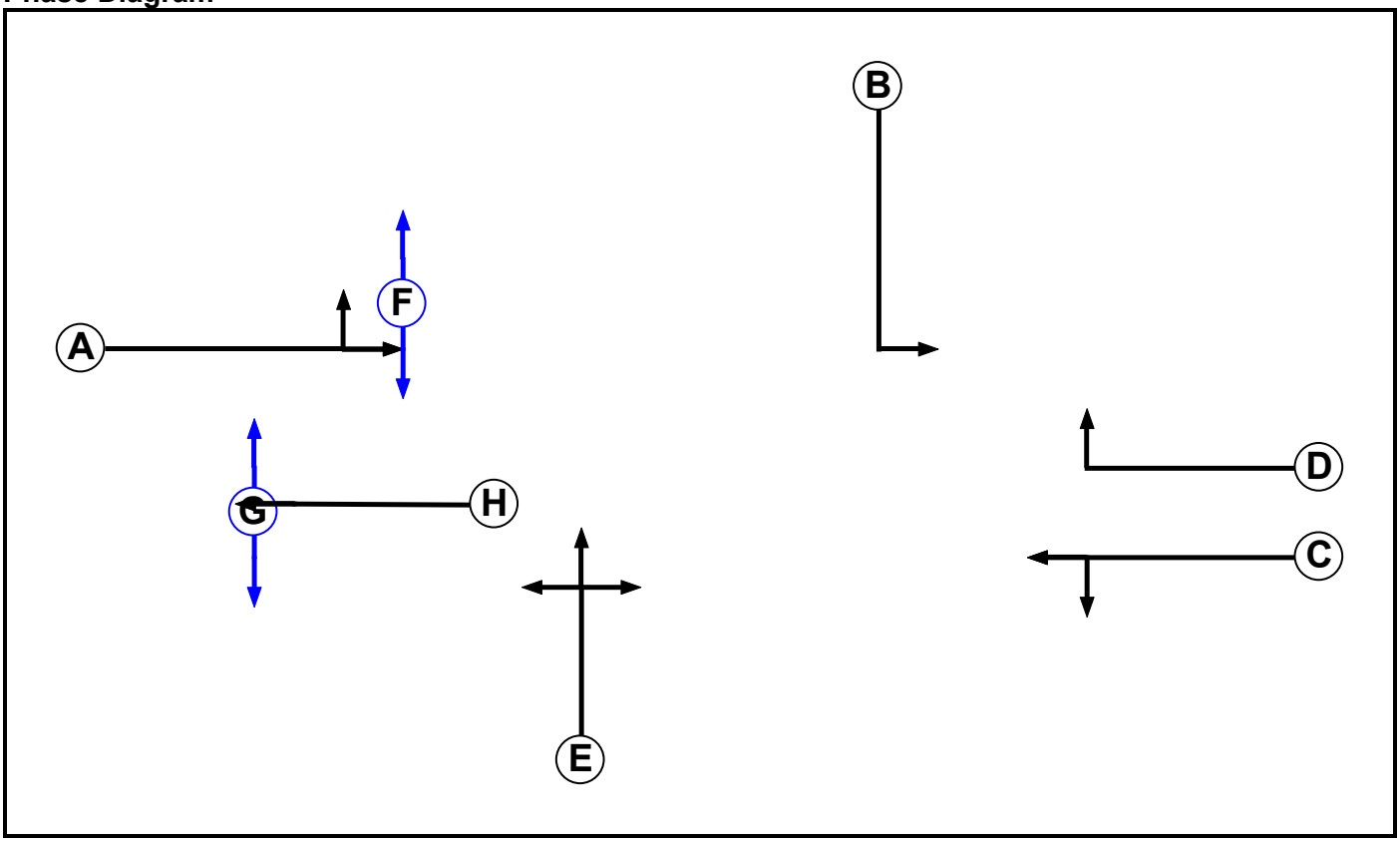
	STRM Fareham Local Plan
	A27 The Avenue / Gudge Heath Lane, Fareham - PM 2036 Double Cycled
	15/10/2021 Flows as per STRM Fareham Local Plan Do Minimum 2036.
File name:	A27 The Ave jct Gudge Heath Lane - Amended 15.10.2021.lsg3x
Author:	Mike Kester
Company:	ITS Group, Hampshire County Council
Address:	EII South, Winchester

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

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

Full Input Data And Results

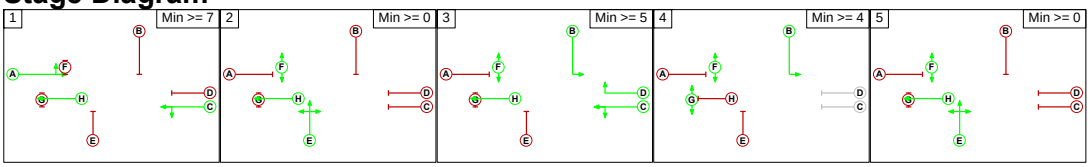
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		8			8	8	-	
B	6				6			
C					7			
D	5				8			
E	7	8	6	8				
F	0							
G	-		-	-	-			0
H								

Phases in Stage

1	A C H
2	E F H
3	B C D F H
4	B F G
5	E F H

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		8	8	8	8
2	7		8	8	0
3	6	8		5	8
4	6	6	2		6
5	7	0	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A27 The Avenue / Gudge Heath Lane, Fareham
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A27 The Avenue / Gudge Heath Lane, Fareham

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Gudge Heath)	U	B	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 8 Left	15.00
2/1 (A27 EB)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Left	15.00
											Arm 8 Ahead	Inf
2/2 (A27 EB)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 8 Ahead	Inf
3/1 (Redlands Lane)	U	E	2	3	2.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
3/2 (Redlands Lane)	U	E	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	25.00
4/1 (A27 WB)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Left	15.00
4/2 (A27 WB)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
4/3 (A27 WB)	U	D	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 7 Right	Inf
5/1	U	H	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 9 Ahead	Inf
5/2	U	H	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 9 Ahead	Inf
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

1: 'AM 2036'	08:00	09:00	01:00	
2: 'PM 2036'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: 'AM 2036' (FG1: 'AM 2036', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	247	0	0	247
	B	184	0	279	758	1221
	C	83	454	0	1	538
	D	18	1180	0	0	1198
	Tot.	285	1881	279	759	3204

Traffic Lane Flows

Lane	Scenario 1: AM 2036
Junction: A27 The Avenue / Gudge Heath Lane, Fareham	
1/1	247
2/1	573
2/2	625
3/1 (short)	1
3/2 (with short)	538(In) 537(Out)
4/1	701
4/2 (with short)	520(In) 336(Out)
4/3 (short)	184
5/1	423
5/2	336
6/1	279
7/1	285
8/1	802
8/2	1079
9/1	423
9/2	336

Full Input Data And Results

Lane Saturation Flows

Junction: A27 The Avenue / Gudge Heath Lane, Fareham								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Gudge Heath)	3.30	0.00	Y	Arm 8 Left	15.00	100.0 %	1768	1768
2/1 (A27 EB)	3.00	0.00	Y	Arm 7 Left	15.00	3.1 %	1909	1909
				Arm 8 Ahead	Inf	96.9 %		
2/2 (A27 EB)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/1 (Redlands Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
3/2 (Redlands Lane)	3.00	0.00	N	Arm 7 Ahead	Inf	15.5 %	1956	1956
				Arm 8 Right	25.00	84.5 %		
4/1 (A27 WB)	3.00	0.00	Y	Arm 5 Ahead	Inf	60.2 %	1842	1842
				Arm 6 Left	15.00	39.8 %		
4/2 (A27 WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/3 (A27 WB)	3.00	0.00	Y	Arm 7 Right	Inf	100.0 %	1915	1915
5/1	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
5/2	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM 2036' (FG2: 'PM 2036', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	352	0	0	352
	B	356	0	413	1060	1829
	C	204	248	0	9	461
	D	58	829	0	0	887
	Tot.	618	1429	413	1069	3529

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM 2036
Junction: A27 The Avenue / Gudge Heath Lane, Fareham	
1/1	352
2/1	422
2/2	465
3/1 (short)	9
3/2 (with short)	461(In) 452(Out)
4/1	973
4/2 (with short)	856(In) 500(Out)
4/3 (short)	356
5/1	569
5/2	500
6/1	413
7/1	618
8/1	716
8/2	713
9/1	569
9/2	500

Full Input Data And Results

Lane Saturation Flows

Junction: A27 The Avenue / Gudge Heath Lane, Fareham								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Gudge Heath)	3.30	0.00	Y	Arm 8 Left	15.00	100.0 %	1768	1768
2/1 (A27 EB)	3.00	0.00	Y	Arm 7 Left	15.00	13.7 %	1889	1889
				Arm 8 Ahead	Inf	86.3 %		
2/2 (A27 EB)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/1 (Redlands Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
3/2 (Redlands Lane)	3.00	0.00	N	Arm 7 Ahead	Inf	45.1 %	1990	1990
				Arm 8 Right	25.00	54.9 %		
4/1 (A27 WB)	3.00	0.00	Y	Arm 5 Ahead	Inf	57.6 %	1837	1837
				Arm 6 Left	15.00	42.4 %		
4/2 (A27 WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/3 (A27 WB)	3.00	0.00	Y	Arm 7 Right	Inf	100.0 %	1915	1915
5/1	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
5/2	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM 2036 double cycled' (FG1: 'AM 2036', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	247	0	0	247
	B	184	0	279	758	1221
	C	83	454	0	1	538
	D	18	1180	0	0	1198
	Tot.	285	1881	279	759	3204

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM 2036 double cycled
Junction: A27 The Avenue / Gudge Heath Lane, Fareham	
1/1	247
2/1	577
2/2	621
3/1 (short)	1
3/2 (with short)	538(In) 537(Out)
4/1	516
4/2 (with short)	705(In) 521(Out)
4/3 (short)	184
5/1	238
5/2	521
6/1	279
7/1	285
8/1	806
8/2	1075
9/1	238
9/2	521

Full Input Data And Results

Lane Saturation Flows

Junction: A27 The Avenue / Gudge Heath Lane, Fareham								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Gudge Heath)	3.30	0.00	Y	Arm 8 Left	15.00	100.0 %	1768	1768
2/1 (A27 EB)	3.00	0.00	Y	Arm 7 Left	15.00	3.1 %	1909	1909
				Arm 8 Ahead	Inf	96.9 %		
2/2 (A27 EB)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/1 (Redlands Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
3/2 (Redlands Lane)	3.00	0.00	N	Arm 7 Ahead	Inf	15.5 %	1956	1956
				Arm 8 Right	25.00	84.5 %		
4/1 (A27 WB)	3.00	0.00	Y	Arm 5 Ahead	Inf	45.9 %	1817	1817
				Arm 6 Left	15.00	54.1 %		
4/2 (A27 WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/3 (A27 WB)	3.00	0.00	Y	Arm 7 Right	Inf	100.0 %	1915	1915
5/1	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
5/2	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM 2036 double cycled' (FG2: 'PM 2036', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	352	0	0	352
	B	356	0	413	1060	1829
	C	204	248	0	9	461
	D	58	829	0	0	887
	Tot.	618	1429	413	1069	3529

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM 2036 double cycled
Junction: A27 The Avenue / Gudge Heath Lane, Fareham	
1/1	352
2/1	425
2/2	462
3/1 (short)	9
3/2 (with short)	461(In) 452(Out)
4/1	811
4/2 (with short)	1018(In) 662(Out)
4/3 (short)	356
5/1	407
5/2	662
6/1	413
7/1	618
8/1	719
8/2	710
9/1	407
9/2	662

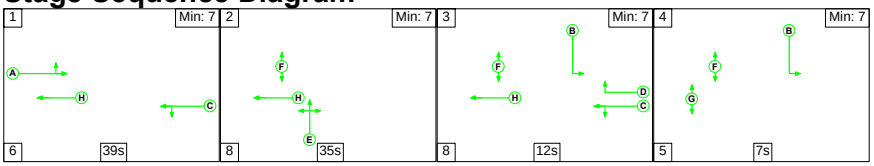
Full Input Data And Results

Lane Saturation Flows

Junction: A27 The Avenue / Gudge Heath Lane, Fareham								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Gudge Heath)	3.30	0.00	Y	Arm 8 Left	15.00	100.0 %	1768	1768
2/1 (A27 EB)	3.00	0.00	Y	Arm 7 Left	15.00	13.6 %	1889	1889
				Arm 8 Ahead	Inf	86.4 %		
2/2 (A27 EB)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/1 (Redlands Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
3/2 (Redlands Lane)	3.00	0.00	N	Arm 7 Ahead	Inf	45.1 %	1990	1990
				Arm 8 Right	25.00	54.9 %		
4/1 (A27 WB)	3.00	0.00	Y	Arm 5 Ahead	Inf	49.1 %	1822	1822
				Arm 6 Left	15.00	50.9 %		
4/2 (A27 WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
4/3 (A27 WB)	3.00	0.00	Y	Arm 7 Right	Inf	100.0 %	1915	1915
5/1	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915	1915
5/2	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM 2036' (FG1: 'AM 2036', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

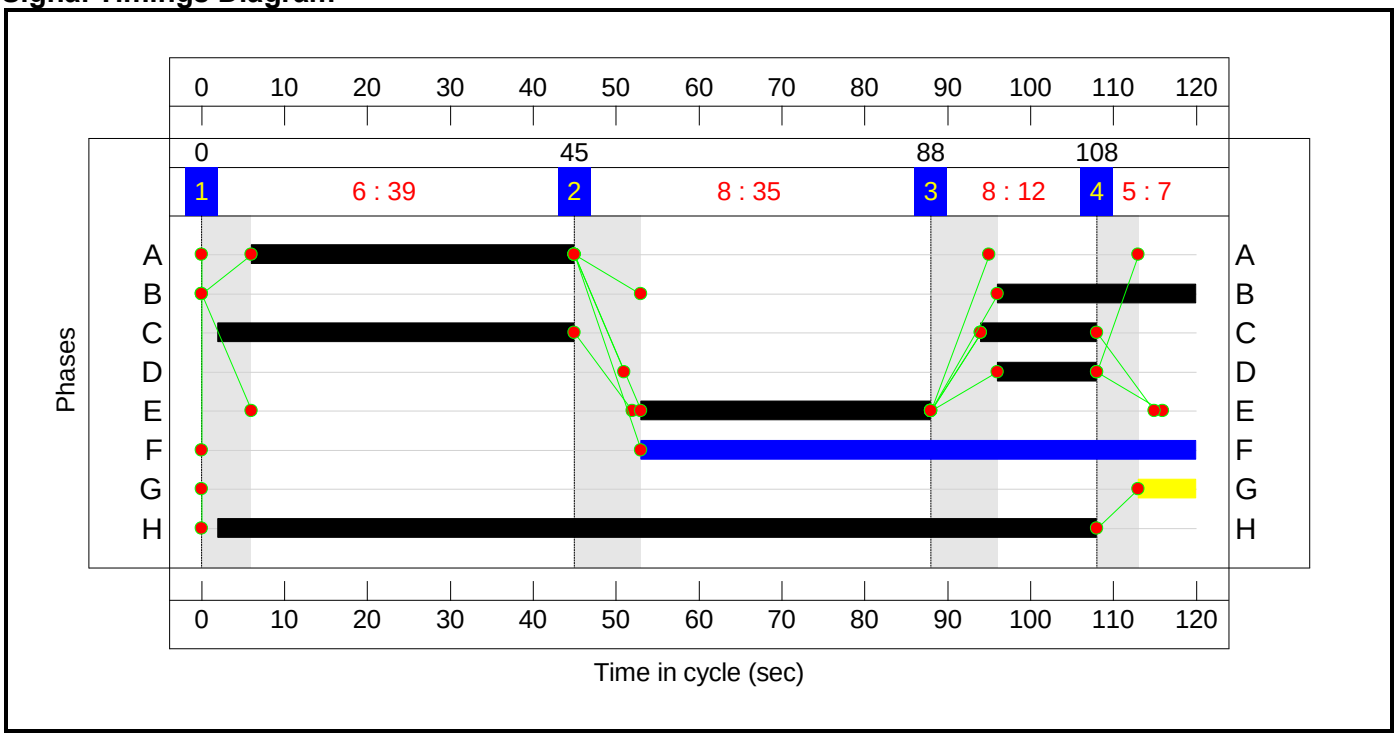


Stage Timings

Stage	1	2	3	4
Duration	39	35	12	7
Change Point	0	45	88	108

Full Input Data And Results

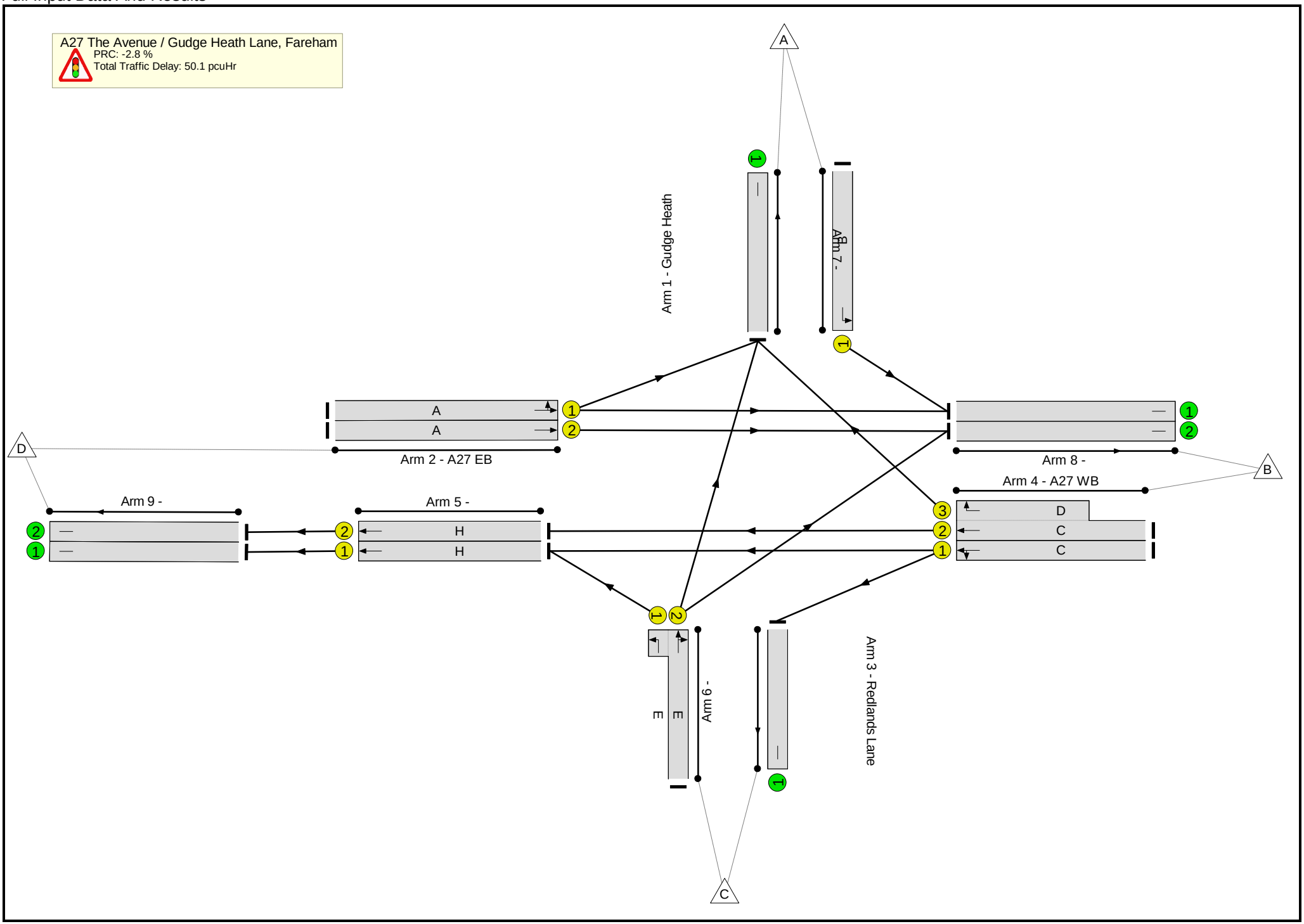
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 The Avenue / Gudge Heath Lane, Fareham - PM 2036 Double Cycled	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.5%**
A27 The Avenue / Gudge Heath Lane, Fareham	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.5%**
1/1	Gudge Heath Left	U	N/A	N/A	B		1	24	-	247	1768	368	67.1%
2/1	A27 EB Left Ahead	U	N/A	N/A	A		1	39	-	573	1909	636	90.0%
2/2	A27 EB Ahead	U	N/A	N/A	A		1	39	-	625	2055	685	91.2%
3/2+3/1	Redlands Lane Left Ahead Right	U	N/A	N/A	E		1	35	-	538	1956:1741	581+1	92.5 : 92.5%
4/1	A27 WB Ahead Left	U	N/A	N/A	C		2	57	-	701	1842	906	77.4%
4/2+4/3	A27 WB Ahead Right	U	N/A	N/A	C D		2:1	57:12	-	520	1940:1915	379+207	88.7 : 88.7%
5/1	Ahead	U	N/A	N/A	H		1	106	-	423	1915	1708	24.8%
5/2	Ahead	U	N/A	N/A	H		1	106	-	336	1940	1730	19.4%
6/1		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1079	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%

Full Input Data And Results

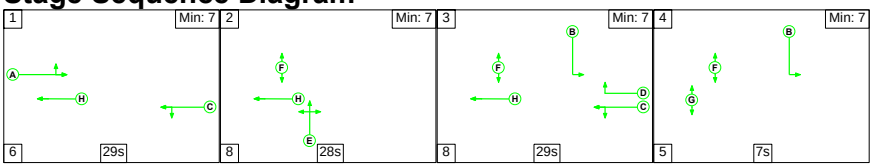
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 The Avenue / Gudge Heath Lane, Fareham - PM 2036 Double Cycled	**-**	**-**	**0**	**0**	**0**	**30.0**	**20.1**	**0.0**	**50.1**	**-**	**-**	**-**	**-**
A27 The Avenue / Gudge Heath Lane, Fareham	**-**	**-**	**0**	**0**	**0**	**30.0**	**20.1**	**0.0**	**50.1**	**-**	**-**	**-**	**-**
1/1	247	247	-	-	-	3.0	1.0	-	4.0	58.3	7.5	1.0	8.5
2/1	573	573	-	-	-	6.1	4.0	-	10.1	63.3	18.1	4.0	22.2
2/2	625	625	-	-	-	6.7	4.5	-	11.2	64.4	19.8	4.5	24.3
3/2+3/1	538	538	-	-	-	6.1	5.0	-	11.1	74.4	17.3	5.0	22.3
4/1	701	701	-	-	-	4.0	1.7	-	5.7	29.4	12.3	1.7	14.0
4/2+4/3	520	520	-	-	-	3.9	3.5	-	7.4	51.3	6.0	3.5	9.6
5/1	423	423	-	-	-	0.2	0.2	-	0.4	3.1	2.1	0.2	2.2
5/2	336	336	-	-	-	0.1	0.1	-	0.2	2.2	0.9	0.1	1.0
6/1	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -2.8 Total Delay for Signalled Lanes (pcuHr): 50.07 Cycle Time (s): 120
PRC Over All Lanes (%): -2.8 Total Delay Over All Lanes(pcuHr): 50.07

Full Input Data And Results

Scenario 2: 'PM 2036' (FG2: 'PM 2036', Plan 1: 'Network Control Plan 1')

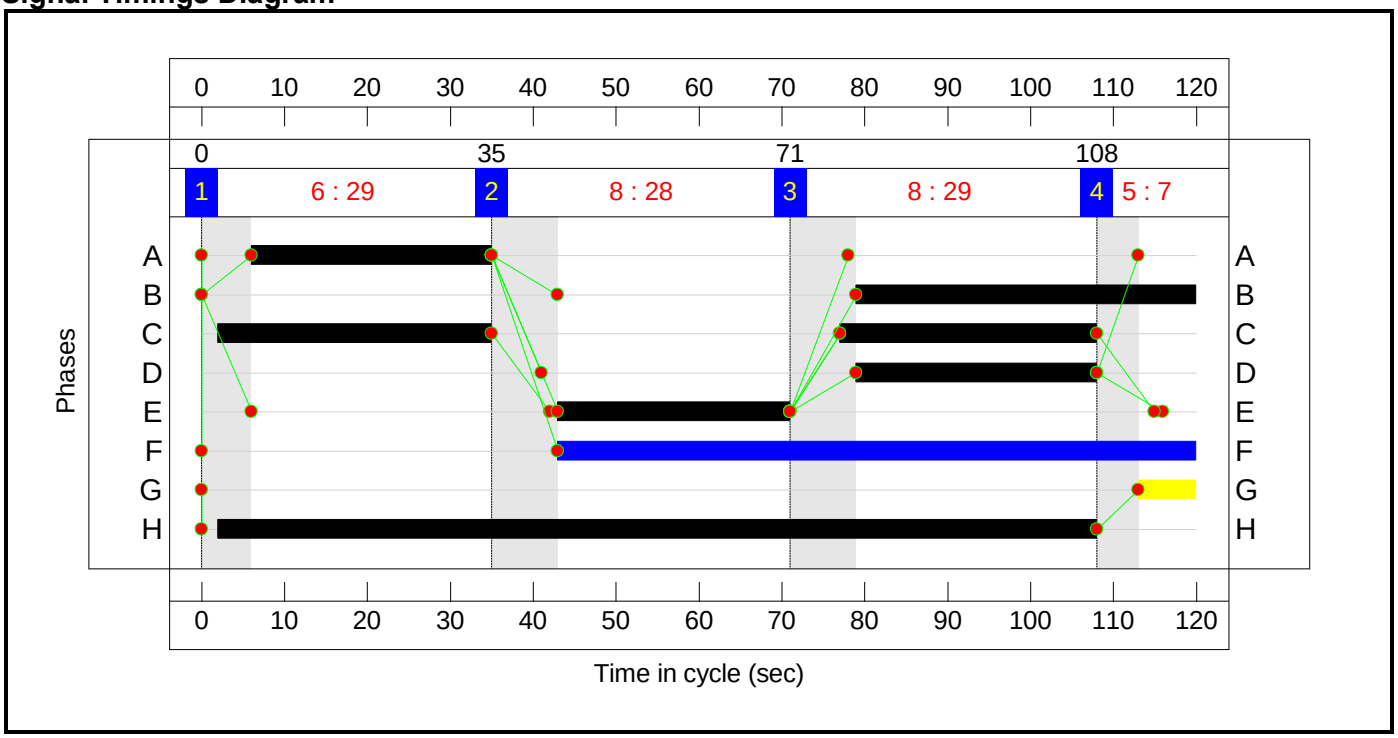
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	29	28	29	7
Change Point	0	35	71	108

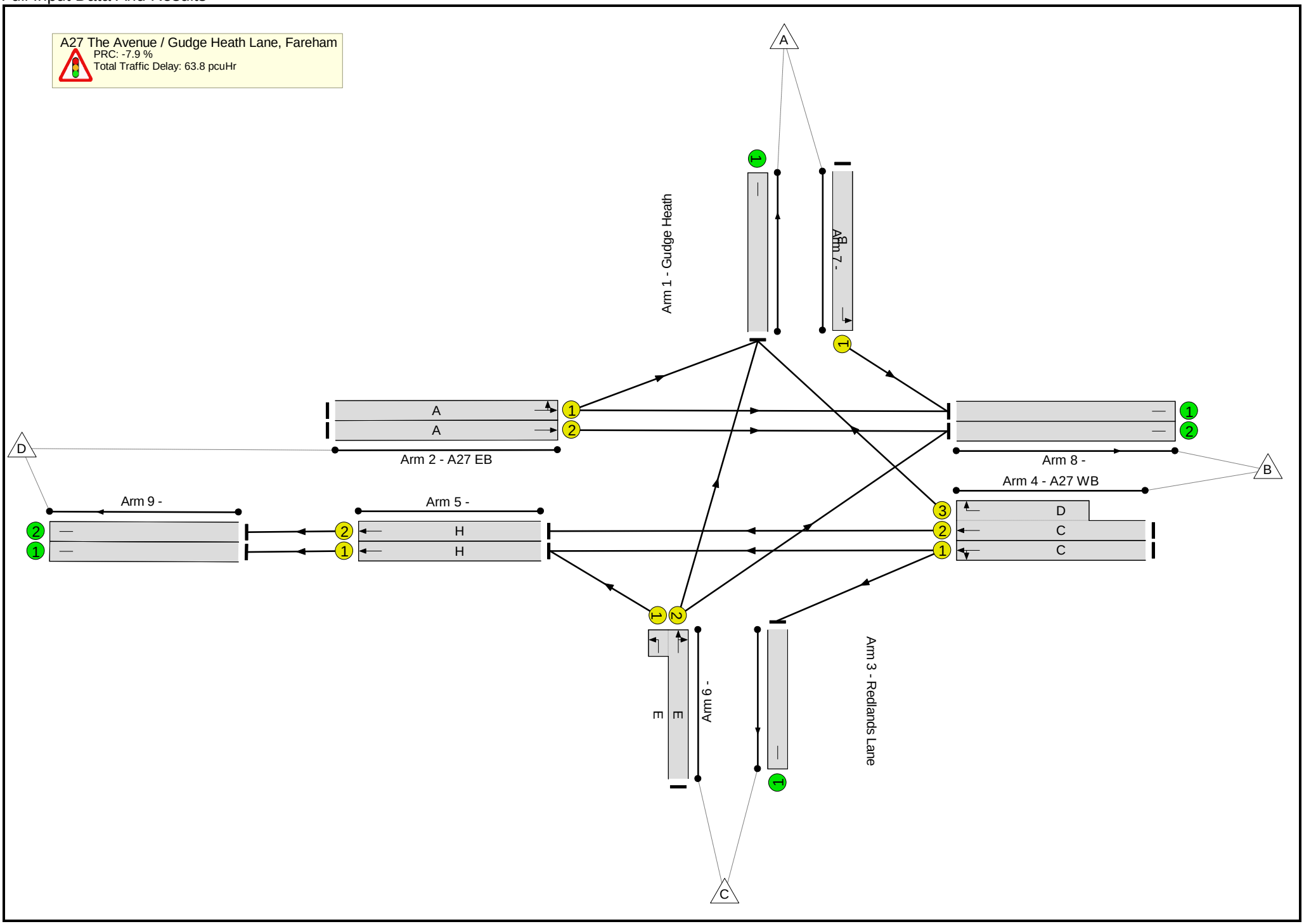
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 The Avenue / Gudge Heath Lane, Fareham - PM 2036 Double Cycled	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**
A27 The Avenue / Gudge Heath Lane, Fareham	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**
1/1	Gudge Heath Left	U	N/A	N/A	B		1	41	-	352	1768	619	56.9%
2/1	A27 EB Left Ahead	U	N/A	N/A	A		1	29	-	422	1889	472	89.4%
2/2	A27 EB Ahead	U	N/A	N/A	A		1	29	-	465	2055	514	90.5%
3/2+3/1	Redlands Lane Left Ahead Right	U	N/A	N/A	E		1	28	-	461	1990:1741	465+9	97.1 : 97.1%
4/1	A27 WB Ahead Left	U	N/A	N/A	C		2	64	-	973	1837	1010	96.3%
4/2+4/3	A27 WB Ahead Right	U	N/A	N/A	C D		2:1	64:29	-	856	1940:1915	525+374	95.3 : 95.3%
5/1	Ahead	U	N/A	N/A	H		1	106	-	569	1915	1708	33.3%
5/2	Ahead	U	N/A	N/A	H		1	106	-	500	1940	1730	28.9%
6/1		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%

Full Input Data And Results

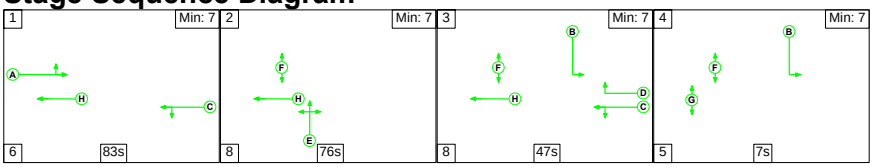
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 The Avenue / Gudge Heath Lane, Fareham - PM 2036 Double Cycled	**-**	**-**	**0**	**0**	**0**	**30.7**	**33.0**	**0.0**	**63.8**	**-**	**-**	**-**	**-**
A27 The Avenue / Gudge Heath Lane, Fareham	**-**	**-**	**0**	**0**	**0**	**30.7**	**33.0**	**0.0**	**63.8**	**-**	**-**	**-**	**-**
1/1	352	352	-	-	-	3.1	0.7	-	3.8	38.4	9.5	0.7	10.1
2/1	422	422	-	-	-	5.1	3.7	-	8.8	74.7	13.5	3.7	17.1
2/2	465	465	-	-	-	5.6	4.1	-	9.7	75.2	15.0	4.1	19.1
3/2+3/1	461	461	-	-	-	5.8	7.9	-	13.6	106.6	15.1	7.9	22.9
4/1	973	973	-	-	-	5.2	8.8	-	14.1	52.0	19.7	8.8	28.6
4/2+4/3	856	856	-	-	-	5.6	7.5	-	13.1	55.1	13.6	7.5	21.1
5/1	569	569	-	-	-	0.2	0.2	-	0.4	2.7	2.0	0.2	2.2
5/2	500	500	-	-	-	0.1	0.2	-	0.3	2.1	0.9	0.2	1.1
6/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -7.9 Total Delay for Signalled Lanes (pcuHr): 63.75 Cycle Time (s): 120
PRC Over All Lanes (%): -7.9 Total Delay Over All Lanes(pcuHr): 63.75

Full Input Data And Results

Scenario 3: 'AM 2036 double cycled' (FG1: 'AM 2036', Plan 2: 'Network Control Plan 2')

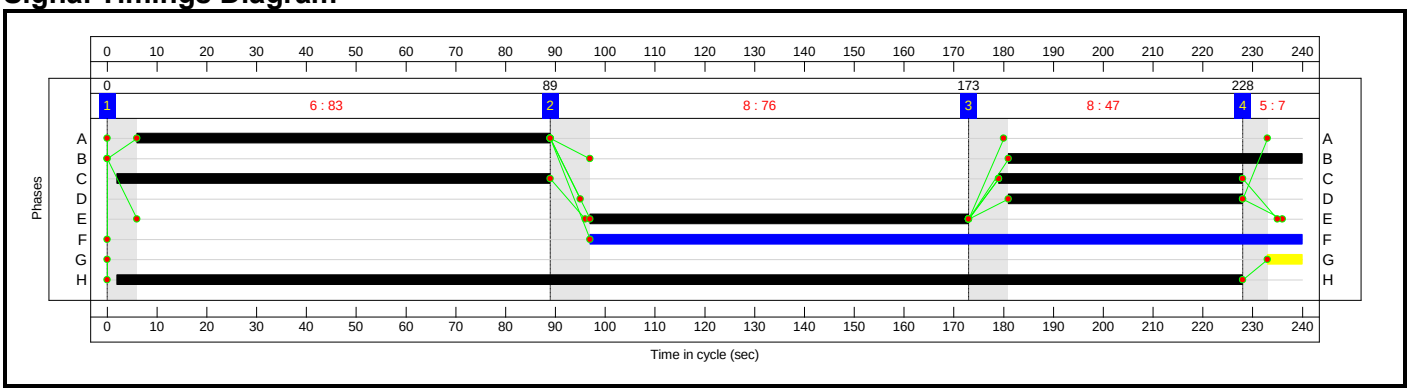
Stage Sequence Diagram



Stage Timings

	83	76	47	7
	0	89	173	228

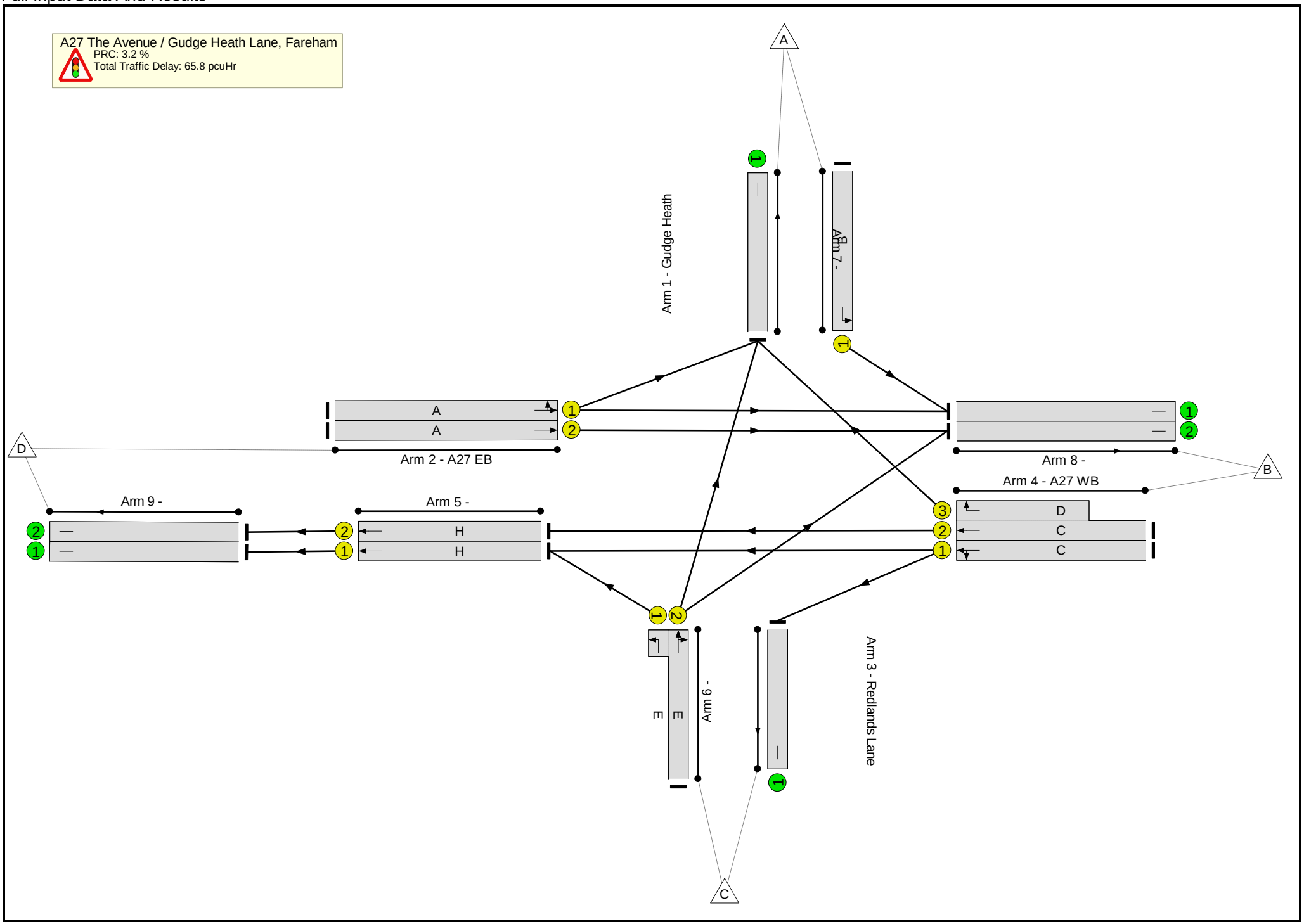
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 The Avenue / Gudge Heath Lane, Fareham - PM 2036 Double Cycled	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
A27 The Avenue / Gudge Heath Lane, Fareham	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/1	Gudge Heath Left	U	N/A	N/A	B		1	59	-	247	1768	442	55.9%
2/1	A27 EB Left Ahead	U	N/A	N/A	A		1	83	-	577	1909	668	86.4%
2/2	A27 EB Ahead	U	N/A	N/A	A		1	83	-	621	2055	719	86.3%
3/2+3/1	Redlands Lane Left Ahead Right	U	N/A	N/A	E		1	76	-	538	1956:1741	624+1	86.1 : 86.1%
4/1	A27 WB Ahead Left	U	N/A	N/A	C		2	136	-	516	1817	1045	49.4%
4/2+4/3	A27 WB Ahead Right	U	N/A	N/A	C D		2:1	136:47	-	705	1940:1915	597+211	87.2 : 87.2%
5/1	Ahead	U	N/A	N/A	H		1	226	-	238	1915	1811	13.1%
5/2	Ahead	U	N/A	N/A	H		1	226	-	521	1940	1835	28.4%
6/1		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%

Full Input Data And Results

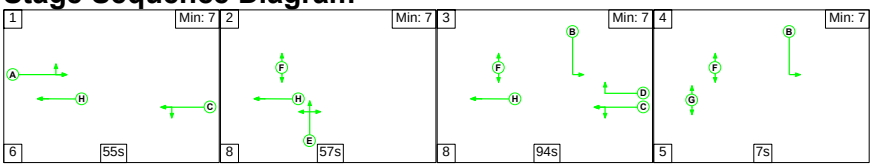
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 The Avenue / Gudge Heath Lane, Fareham - PM 2036 Double Cycled	**-**	**-**	**0**	**0**	**0**	**52.3**	**13.5**	**0.0**	**65.8**	**-**	**-**	**-**	**-**
A27 The Avenue / Gudge Heath Lane, Fareham	**-**	**-**	**0**	**0**	**0**	**52.3**	**13.5**	**0.0**	**65.8**	**-**	**-**	**-**	**-**
1/1	247	247	-	-	-	5.4	0.6	-	6.0	87.6	14.3	0.6	15.0
2/1	577	577	-	-	-	11.6	3.0	-	14.6	91.2	35.7	3.0	38.7
2/2	621	621	-	-	-	12.5	3.0	-	15.5	89.9	38.5	3.0	41.4
3/2+3/1	538	538	-	-	-	11.5	2.9	-	14.4	96.1	33.6	2.9	36.5
4/1	516	516	-	-	-	3.4	0.5	-	3.9	26.9	17.8	0.5	18.3
4/2+4/3	705	705	-	-	-	7.9	3.2	-	11.1	56.6	21.9	3.2	25.1
5/1	238	238	-	-	-	0.0	0.1	-	0.1	1.4	0.4	0.1	0.5
5/2	521	521	-	-	-	0.0	0.2	-	0.2	1.6	0.8	0.2	1.0
6/1	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.2 Total Delay for Signalled Lanes (pcuHr): 65.77 Cycle Time (s): 240
PRC Over All Lanes (%): 3.2 Total Delay Over All Lanes(pcuHr): 65.77

Full Input Data And Results

Scenario 4: 'PM 2036 double cycled' (FG2: 'PM 2036', Plan 2: 'Network Control Plan 2')

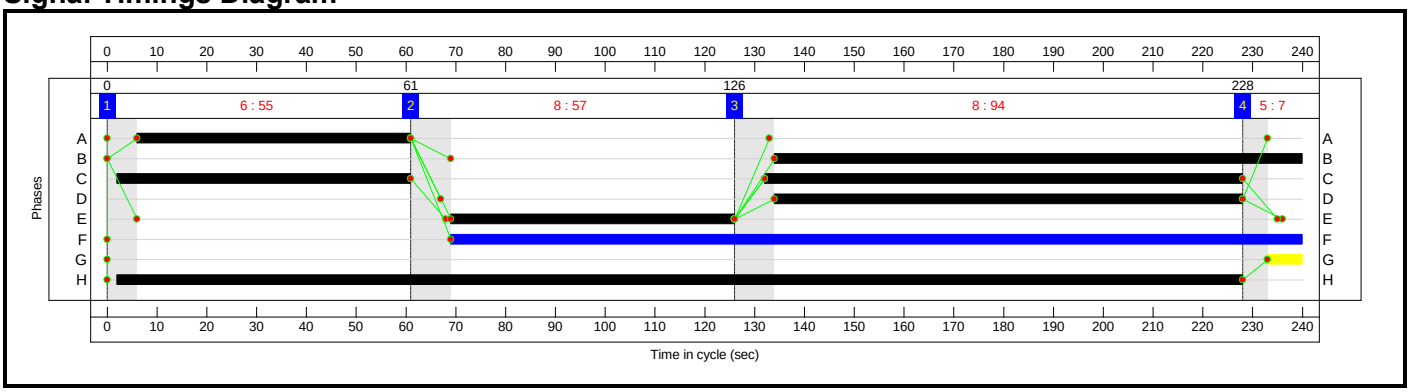
Stage Sequence Diagram



Stage Timings

	55	57	94	7
	0	61	126	228

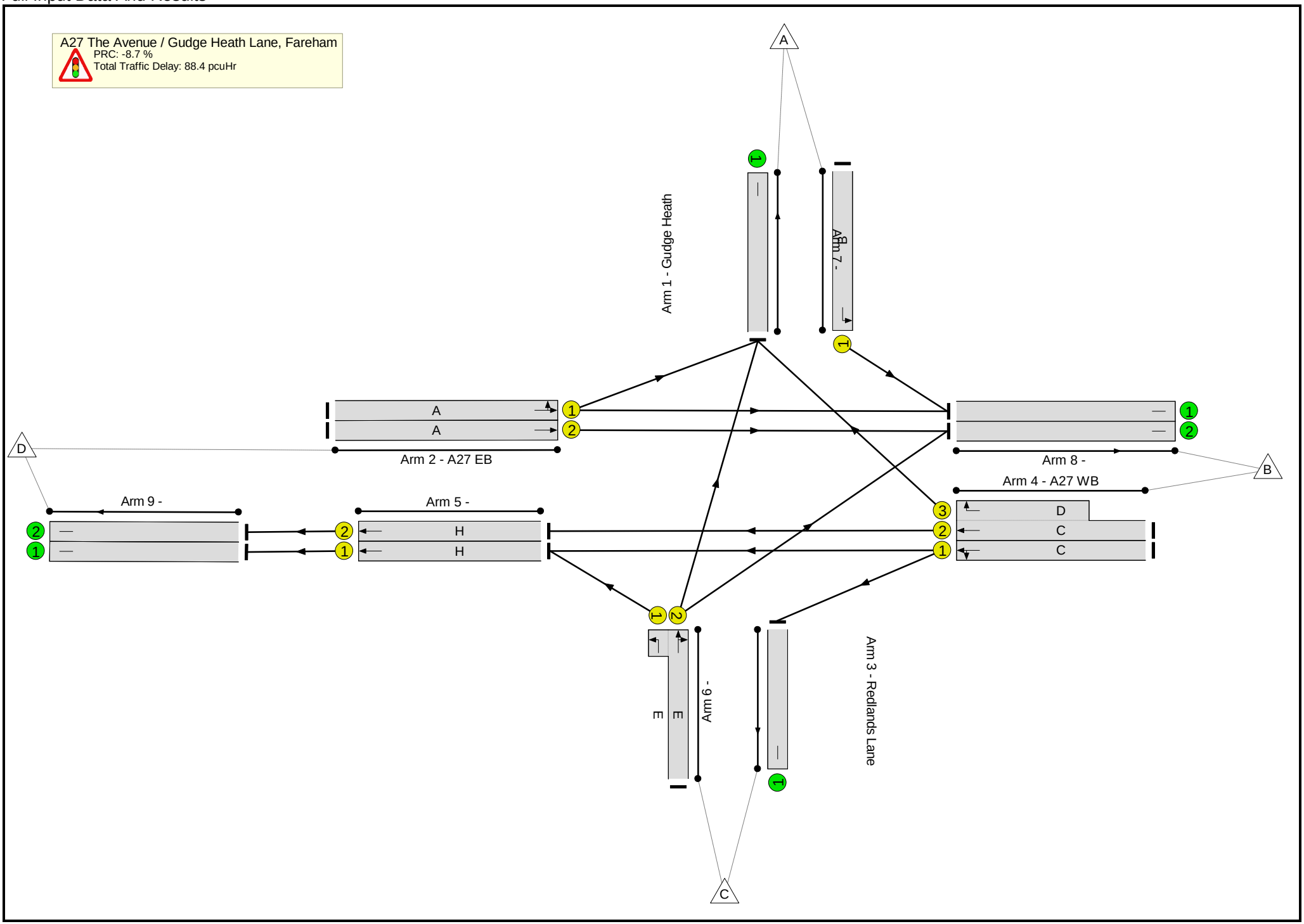
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 The Avenue / Gudge Heath Lane, Fareham - PM 2036 Double Cycled	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.8%**
A27 The Avenue / Gudge Heath Lane, Fareham	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.8%**
1/1	Gudge Heath Left	U	N/A	N/A	B		1	106	-	352	1768	788	44.7%
2/1	A27 EB Left Ahead	U	N/A	N/A	A		1	55	-	425	1889	441	96.4%
2/2	A27 EB Ahead	U	N/A	N/A	A		1	55	-	462	2055	479	96.4%
3/2+3/1	Redlands Lane Left Ahead Right	U	N/A	N/A	E		1	57	-	461	1990:1741	468+9	96.6 : 96.6%
4/1	A27 WB Ahead Left	U	N/A	N/A	C		2	155	-	811	1822	1192	68.0%
4/2+4/3	A27 WB Ahead Right	U	N/A	N/A	C D		2:1	155:94	-	1018	1940:1915	677+364	97.8 : 97.8%
5/1	Ahead	U	N/A	N/A	H		1	226	-	407	1915	1811	22.5%
5/2	Ahead	U	N/A	N/A	H		1	226	-	662	1940	1835	36.1%
6/1		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 The Avenue / Gudge Heath Lane, Fareham - PM 2036 Double Cycled	**-**	**-**	**0**	**0**	**0**	**53.5**	**34.9**	**0.0**	**88.4**	**-**	**-**	**-**	**-**
A27 The Avenue / Gudge Heath Lane, Fareham	**-**	**-**	**0**	**0**	**0**	**53.5**	**34.9**	**0.0**	**88.4**	**-**	**-**	**-**	**-**
1/1	352	352	-	-	-	4.5	0.4	-	4.9	50.1	16.2	0.4	16.6
2/1	425	425	-	-	-	10.7	7.1	-	17.8	151.1	28.0	7.1	35.1
2/2	462	462	-	-	-	11.7	7.2	-	18.9	147.3	30.4	7.2	37.6
3/2+3/1	461	461	-	-	-	11.5	7.4	-	19.0	148.3	30.3	7.4	37.7
4/1	811	811	-	-	-	4.3	1.1	-	5.3	23.7	28.4	1.1	29.4
4/2+4/3	1018	1018	-	-	-	10.7	11.3	-	22.0	77.6	47.6	11.3	58.9
5/1	407	407	-	-	-	0.0	0.1	-	0.2	1.6	0.7	0.1	0.9
5/2	662	662	-	-	-	0.0	0.3	-	0.3	1.8	1.1	0.3	1.4
6/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 88.44 Cycle Time (s): 240
PRC Over All Lanes (%): -8.7 Total Delay Over All Lanes(pcuHr): 88.44

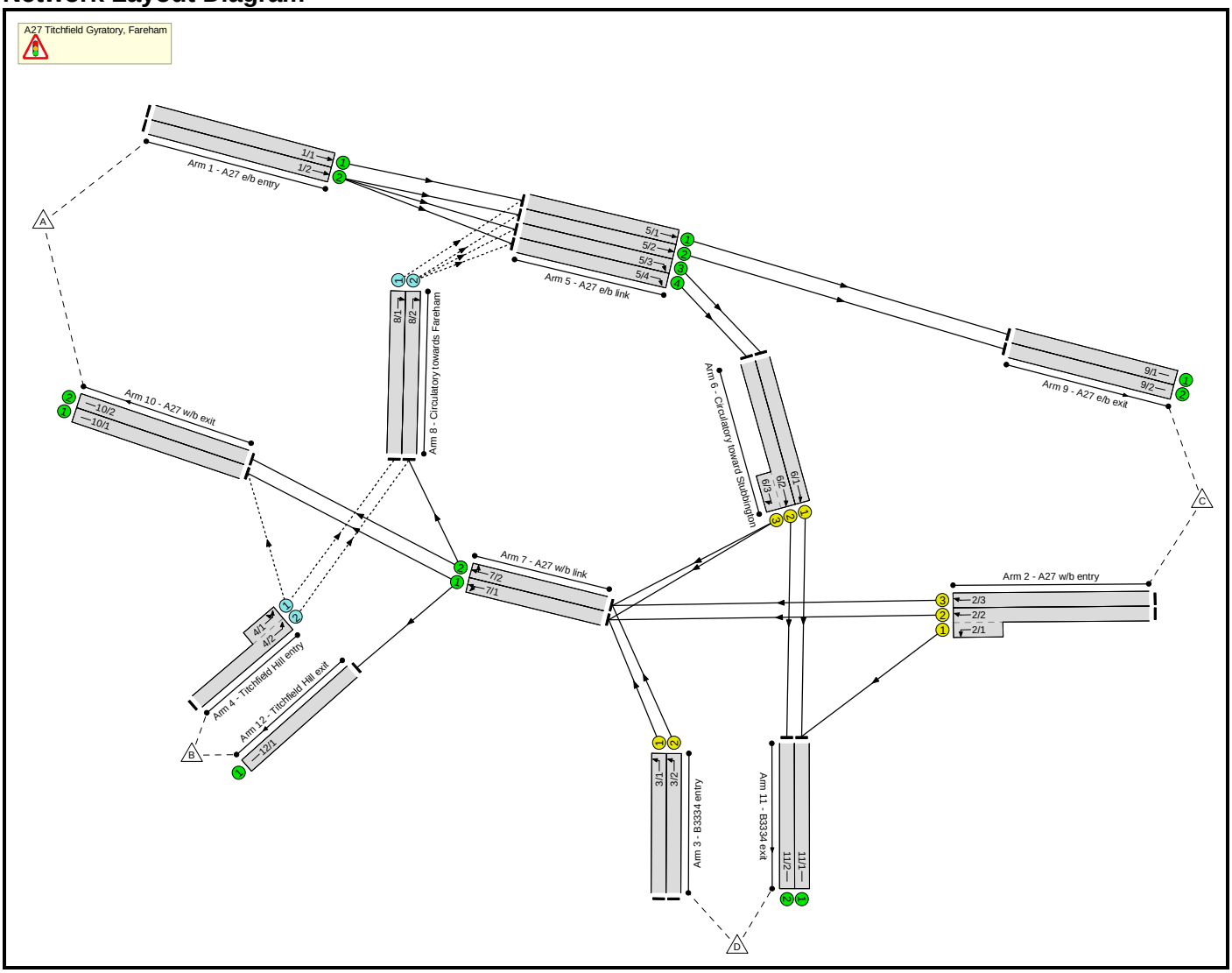
Full Input Data And Results

User and Project Details

Project:	**STRM Fareham Local Plan**
Title:	**A27 Titchfield Gyratory, Fareham - Option 2 - two lane give ways**
Location:	
Date Started:	20.10.2021
Model Assumptions:	Arms 4 and 8 give way parameters taken from JCT guidance note Arm 4 - 'min flow when giving way' set at 60 pcu/hr to account for gaps created by unused green time in stage 3 in AM peak. 60 pcus derived by 3 secs unused green time per stage 3 based on Phase E average demand 2 pcu per cycle with discharge time of 2 secs per veh. 120 sec cycle time = 30 cycles per hour 2 vehs join gyratory each cycle during unused green time= 60 pcus Arm 8 -'min flow when giving way' set at 120 pcu/hr to account for gaps created during intergreens at A27 Mill Lane signals PM peak - effective intergreens 12 secs per cycle PM peak - 30 cycles per hour 4 vehs join gyratory each cycle during intergreens = 120 pcus
Flow Details:	2036 predicted flows used
Additional detail:	28.10.2021:- Give-way added to arms 9 & 11. Additional lanes added on arm 2 for right turn. Lane lengths amended as per dwg. 01.11.2021:- Arm 9 made single lane. Arm 11 flare relocated to left. Sat flow on arms 2,3,8,10& 12 changed to 8000 as have right of way. Amended 06.12.2021:- Lanes 5/3 & 5/4 lane length changed to 60 PCU's due to being over capacity and having right of way. 10.12.2021:- Give-way parameters given to 4/1, 4/2, 8/1 as per User Guide section 3.3.1.1 Maximum flow = 1000 Co-effecient = 0.33
File name:	Titchfield Gyratory Option 2 - two lanes give ways.lsg3x
Author:	Jonathan Mundy/Mike Kester
Company:	ITS Group, Hampshire County Council
Address:	EII South, Winchester

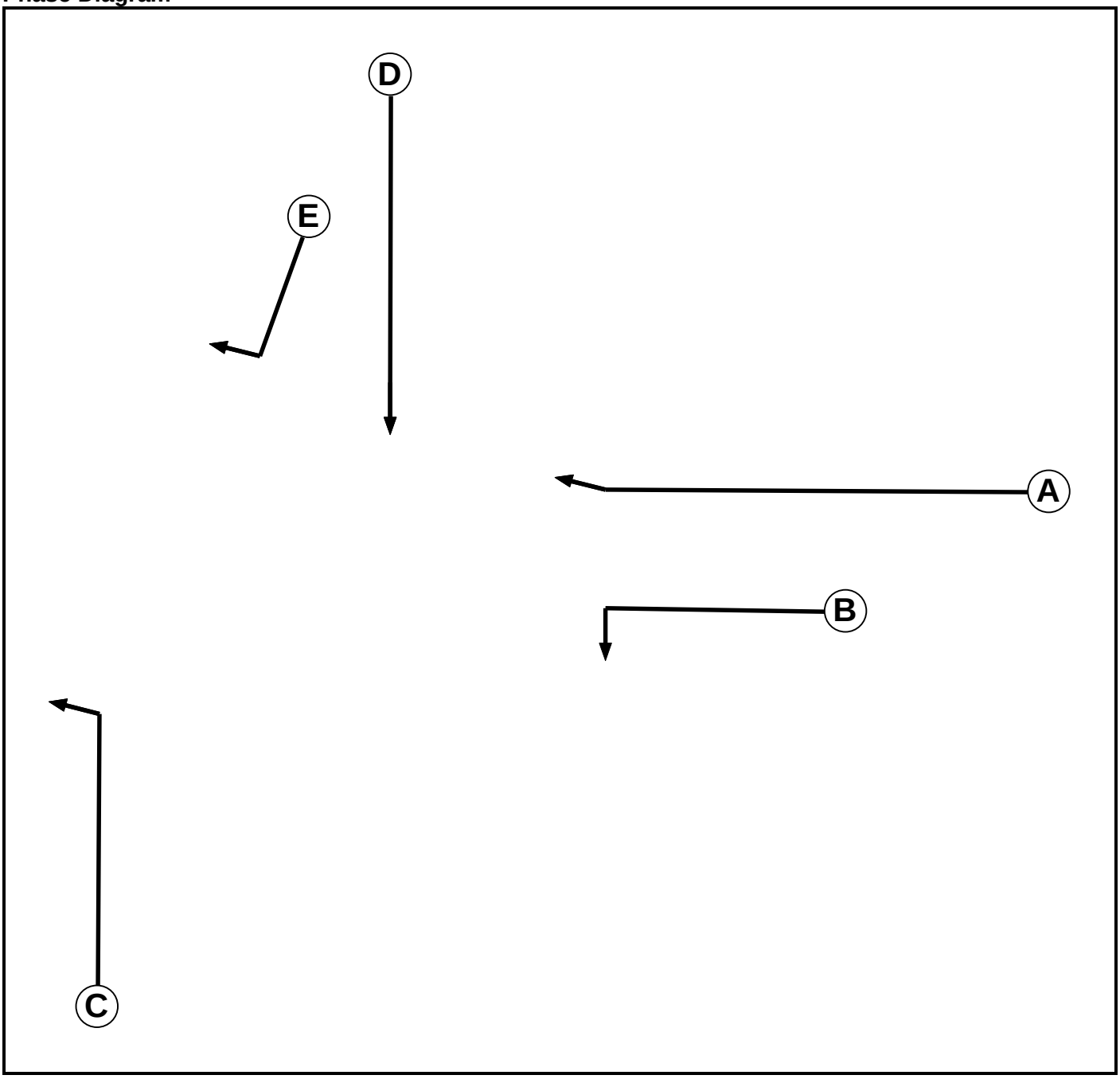
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7

Full Input Data And Results

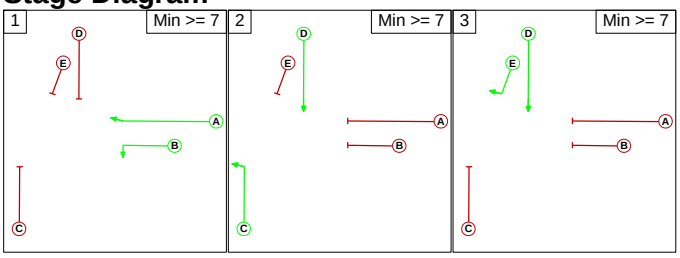
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
			B	C	D	E
	A			8	5	6
	B			-	5	-
	C	5	-			
	D	6	6			
	E	6	-	6		

Phases in Stage

1	A B
2	C D
3	D E

Stage Diagram



Phase Delays

There are no Phase Delays defined					

Prohibited Stage Change

	To Stage			
		1	2	3
From Stage	1		8	6
	2	6		5
	3	6	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A27 Titchfield Gyratory, Fareham

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
4/1 (Titchfield Hill entry)	8/1 (Left)	1000	60	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
	10/1 (Left)	1000	60	7/1	0.33	All					
4/2 (Titchfield Hill entry)	8/2 (Left)	1000	60	7/1	0.33	All	-	-	-	-	-
				7/2	0.33	All					
8/1 (Circulatory towards Fareham)	5/1 (Right)	600	120	1/1	0.19	All	-	-	-	-	-
				1/2	0.19	All					
8/2 (Circulatory towards Fareham)	5/2 (Right)	600	120	1/2	0.19	All	-	-	-	-	-
	5/3 (Right)	600	120	1/2	0.19	All					
	5/4 (Right)	600	120	1/2	0.19	All					

Full Input Data And Results

Lane Input Data

Junction: A27 Titchfield Gyratory, Fareham												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A27 e/b entry)	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
1/2 (A27 e/b entry)	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
2/1 (A27 w/b entry)	U	B	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 11 Left	Inf
2/2 (A27 w/b entry)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
2/3 (A27 w/b entry)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
3/1 (B3334 entry)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Left	Inf
3/2 (B3334 entry)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Left	Inf
4/1 (Titchfield Hill entry)	O		2	3	4.0	Geom	-	3.25	0.00	Y	Arm 8 Left	Inf
											Arm 10 Left	Inf
4/2 (Titchfield Hill entry)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Left	Inf
5/1 (A27 e/b link)	U		2	3	60.0	User	8000	-	-	-	-	-
5/2 (A27 e/b link)	U		2	3	60.0	User	8000	-	-	-	-	-
5/3 (A27 e/b link)	U		2	3	60.0	User	8000	-	-	-	-	-
5/4 (A27 e/b link)	U		2	3	60.0	User	8000	-	-	-	-	-
6/1 (Circulatory toward Stubbington)	U	D	2	3	9.6	Geom	-	3.25	0.00	Y	Arm 11 Ahead	Inf
6/2 (Circulatory toward Stubbington)	U	D	2	3	8.7	Geom	-	3.25	0.00	Y	Arm 11 Ahead	Inf
6/3 (Circulatory toward Stubbington)	U	E	2	3	3.8	Geom	-	3.25	0.00	Y	Arm 7 Right	Inf
7/1 (A27 w/b link)	U		2	3	8.7	User	8000	-	-	-	-	-
7/2 (A27 w/b link)	U		2	3	8.7	User	8000	-	-	-	-	-
8/1 (Circulatory towards Fareham)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	Inf

8/2 (Circulatory towards Fareham)	O		2	3	10.4	Geom	-	3.25	0.00	Y	Arm 5 Right	Inf
9/1 (A27 e/b exit)	U		2	3	60.0	User	8000	-	-	-	-	-
9/2 (A27 e/b exit)	U		2	3	60.0	User	8000	-	-	-	-	-
10/1 (A27 w/b exit)	U		2	3	60.0	User	8000	-	-	-	-	-
10/2 (A27 w/b exit)	U		2	3	60.0	User	8000	-	-	-	-	-
11/1 (B3334 exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
11/2 (B3334 exit)	U		2	3	60.0	Geom	-	3.25	0.00	Y		
12/1 (Titchfield Hill exit)	U		2	3	60.0	User	8000	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2036'	08:00	09:00	01:00	
2: 'PM 2036'	17:00	18:00	01:00	

Scenario 1: 'AM 2036' (FG1: 'AM 2036', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	33	20	1052	760	1865
	B	26	0	411	1	438
	C	1016	163	0	271	1450
	D	1335	8	0	0	1343
	Tot.	2410	191	1463	1032	5096

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM 2036
Junction: A27 Titchfield Gyratory, Fareham	
1/1	919
1/2	946
2/1 (short)	271
2/2 (with short)	774(In) 503(Out)
2/3	676
3/1	672
3/2	671
4/1 (short)	174
4/2 (with short)	438(In) 264(Out)
5/1	1067
5/2	396
5/3	398
5/4	416
6/1	398
6/2 (with short)	416(In) 363(Out)
6/3 (short)	53
7/1	1212
7/2	1363
8/1	148
8/2	264
9/1	1067
9/2	396
10/1	1047
10/2	1363
11/1	669
11/2	363
12/1	191

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Titchfield Gyratory, Fareham								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 e/b entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/2 (A27 e/b entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
2/1 (A27 w/b entry)	3.25	0.00	Y	Arm 11 Left	Inf	100.0 %	1940	1940
2/2 (A27 w/b entry)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
2/3 (A27 w/b entry)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
3/1 (B3334 entry)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/2 (B3334 entry)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
4/1 (Titchfield Hill entry)	3.25	0.00	Y	Arm 8 Left	Inf	85.1 %	1940	1940
				Arm 10 Left	Inf	14.9 %		
4/2 (Titchfield Hill entry)	3.25	0.00	Y	Arm 8 Left	Inf	100.0 %	1940	1940
5/1 (A27 e/b link Lane 1)	This lane uses a directly entered Saturation Flow						8000	8000
5/2 (A27 e/b link Lane 2)	This lane uses a directly entered Saturation Flow						8000	8000
5/3 (A27 e/b link Lane 3)	This lane uses a directly entered Saturation Flow						8000	8000
5/4 (A27 e/b link Lane 4)	This lane uses a directly entered Saturation Flow						8000	8000
6/1 (Circulatory toward Stubbington)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
6/2 (Circulatory toward Stubbington)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
6/3 (Circulatory toward Stubbington)	3.25	0.00	Y	Arm 7 Right	Inf	100.0 %	1940	1940
7/1 (A27 w/b link Lane 1)	This lane uses a directly entered Saturation Flow						8000	8000
7/2 (A27 w/b link Lane 2)	This lane uses a directly entered Saturation Flow						8000	8000
8/1 (Circulatory towards Fareham)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
8/2 (Circulatory towards Fareham)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
9/1 (A27 e/b exit Lane 1)	This lane uses a directly entered Saturation Flow						8000	8000
9/2 (A27 e/b exit Lane 2)	This lane uses a directly entered Saturation Flow						8000	8000
10/1 (A27 w/b exit Lane 1)	This lane uses a directly entered Saturation Flow						8000	8000

10/2 (A27 w/b exit Lane 2)	This lane uses a directly entered Saturation Flow						8000	8000
11/1 (B3334 exit)	3.25	0.00	Y				1940	1940
11/2 (B3334 exit)	3.25	0.00	Y				1940	1940
12/1 (Titchfield Hill exit Lane 1)	This lane uses a directly entered Saturation Flow						8000	8000

Scenario 2: 'PM 2036' (FG2: 'PM 2036', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	2	1346	1087	2435
	B	14	0	333	1	348
	C	791	464	0	127	1382
	D	885	1	27	0	913
	Tot.	1690	467	1706	1215	5078

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM 2036
Junction: A27 Titchfield Gyratory, Fareham	
1/1	1209
1/2	1226
2/1 (short)	127
2/2 (with short)	723(In) 596(Out)
2/3	659
3/1	456
3/2	457
4/1 (short)	90
4/2 (with short)	348(In) 258(Out)
5/1	1285
5/2	421
5/3	540
5/4	550
6/1	540
6/2 (with short)	550(In) 548(Out)
6/3 (short)	2
7/1	1054
7/2	1116
8/1	76
8/2	285
9/1	1285
9/2	421
10/1	601
10/2	1089
11/1	667
11/2	548
12/1	467

Full Input Data And Results

Lane Saturation Flows

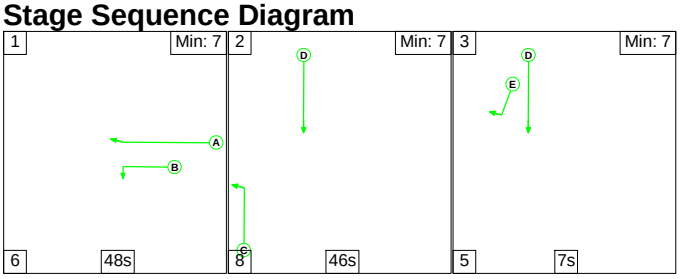
Junction: A27 Titchfield Gyratory, Fareham								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 e/b entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
1/2 (A27 e/b entry)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
2/1 (A27 w/b entry)	3.25	0.00	Y	Arm 11 Left	Inf	100.0 %	1940	1940
2/2 (A27 w/b entry)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
2/3 (A27 w/b entry)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
3/1 (B3334 entry)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
3/2 (B3334 entry)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
4/1 (Titchfield Hill entry)	3.25	0.00	Y	Arm 8 Left	Inf	84.4 %	1940	1940
				Arm 10 Left	Inf	15.6 %		
4/2 (Titchfield Hill entry)	3.25	0.00	Y	Arm 8 Left	Inf	100.0 %	1940	1940
5/1 (A27 e/b link Lane 1)	This lane uses a directly entered Saturation Flow						8000	8000
5/2 (A27 e/b link Lane 2)	This lane uses a directly entered Saturation Flow						8000	8000
5/3 (A27 e/b link Lane 3)	This lane uses a directly entered Saturation Flow						8000	8000
5/4 (A27 e/b link Lane 4)	This lane uses a directly entered Saturation Flow						8000	8000
6/1 (Circulatory toward Stubbington)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
6/2 (Circulatory toward Stubbington)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
6/3 (Circulatory toward Stubbington)	3.25	0.00	Y	Arm 7 Right	Inf	100.0 %	1940	1940
7/1 (A27 w/b link Lane 1)	This lane uses a directly entered Saturation Flow						8000	8000
7/2 (A27 w/b link Lane 2)	This lane uses a directly entered Saturation Flow						8000	8000
8/1 (Circulatory towards Fareham)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
8/2 (Circulatory towards Fareham)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
9/1 (A27 e/b exit Lane 1)	This lane uses a directly entered Saturation Flow						8000	8000
9/2 (A27 e/b exit Lane 2)	This lane uses a directly entered Saturation Flow						8000	8000
10/1 (A27 w/b exit Lane 1)	This lane uses a directly entered Saturation Flow						8000	8000

Full Input Data And Results

10/2 (A27 w/b exit Lane 2)	This lane uses a directly entered Saturation Flow						8000	8000
11/1 (B3334 exit)	3.25	0.00	Y				1940	1940
11/2 (B3334 exit)	3.25	0.00	Y				1940	1940
12/1 (Titchfield Hill exit Lane 1)	This lane uses a directly entered Saturation Flow						8000	8000

Scenario 1: 'AM 2036' (FG1: 'AM 2036', Plan 1: 'Network Control Plan 1')

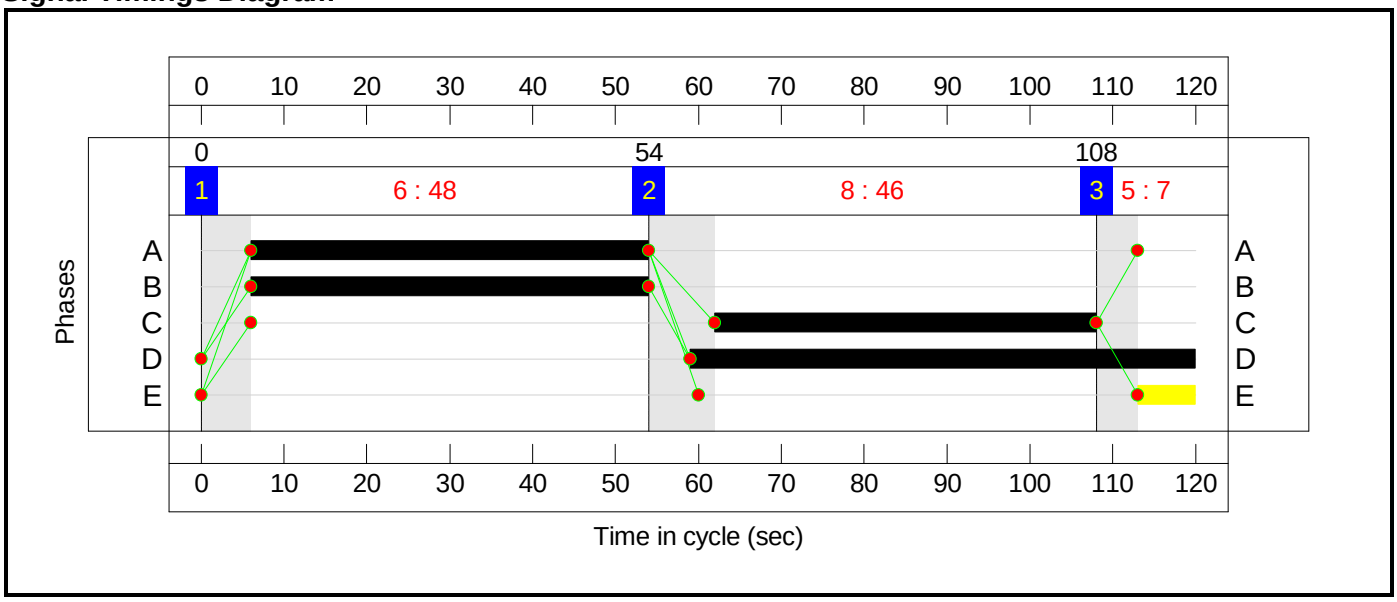
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	48	46	7
Change Point	0	54	108

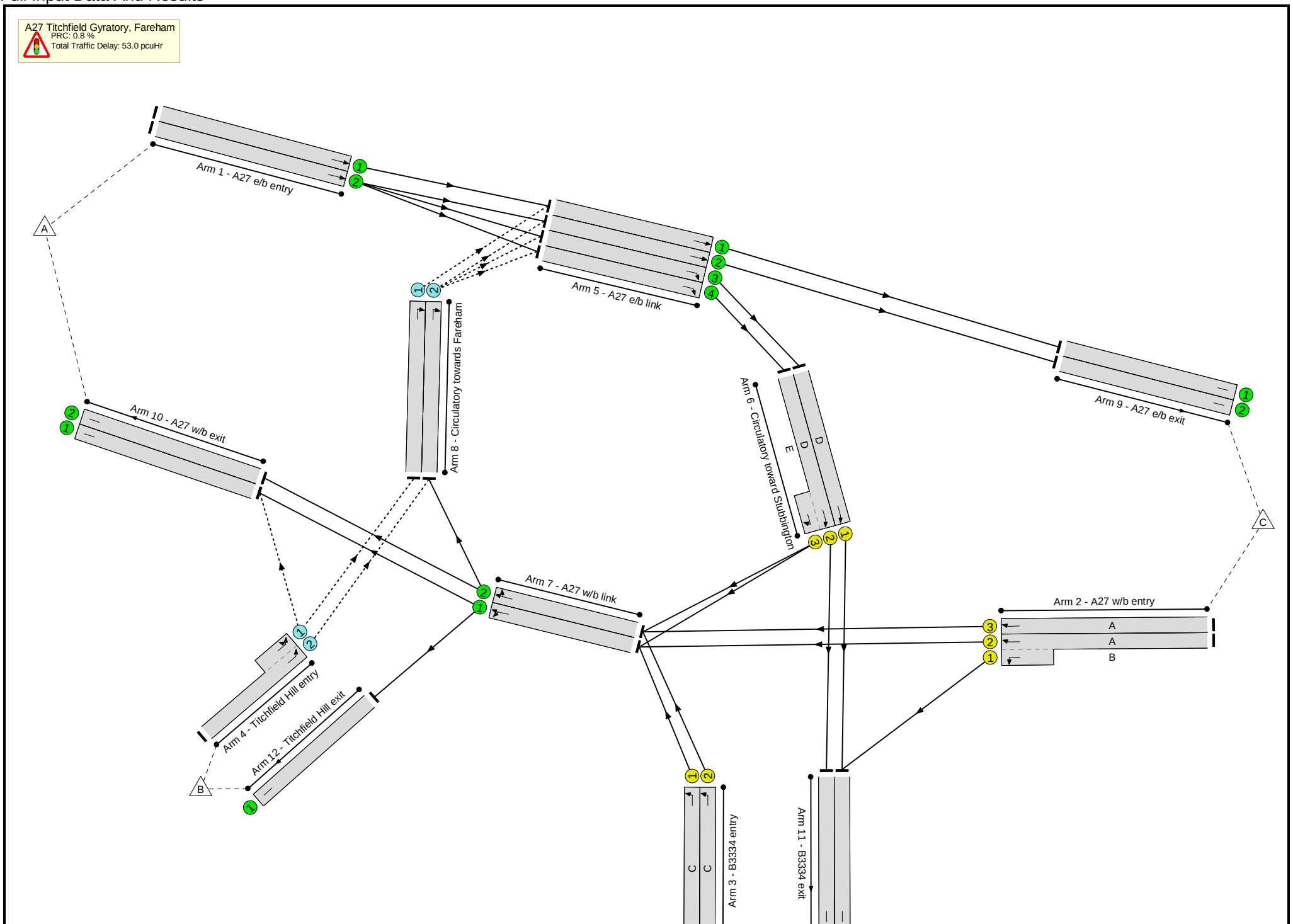
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 Titchfield Gyratory, Fareham - Option 2 - two lane give ways	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
A27 Titchfield Gyratory, Fareham	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
1/1	A27 e/b entry Ahead	U	N/A	N/A	-		-	-	-	919	1940	1940	47.4%
1/2	A27 e/b entry Ahead	U	N/A	N/A	-		-	-	-	946	1940	1940	48.8%
2/2+2/1	A27 w/b entry Ahead Left	U	N/A	N/A	A B		1	48	-	774	1940:1940	570+307	88.2 : 88.2%
2/3	A27 w/b entry Ahead	U	N/A	N/A	A		1	48	-	676	1940	792	85.3%
3/1	B3334 entry Left	U	N/A	N/A	C		1	46	-	672	1940	760	88.4%
3/2	B3334 entry Left	U	N/A	N/A	C		1	46	-	671	1940	760	88.3%
4/2+4/1	Titchfield Hill entry Left Left2	O	N/A	N/A	-		-	-	-	438	1940:1940	296+195	89.2 : 89.2%
5/1	A27 e/b link Ahead	U	N/A	N/A	-		-	-	-	1067	8000	8000	13.3%
5/2	A27 e/b link Ahead	U	N/A	N/A	-		-	-	-	396	8000	8000	5.0%
5/3	A27 e/b link Right	U	N/A	N/A	-		-	-	-	398	8000	8000	5.0%
5/4	A27 e/b link Right	U	N/A	N/A	-		-	-	-	416	8000	8000	5.2%
6/1	Circulatory toward Stubbington Ahead	U	N/A	N/A	D		1	61	-	398	1940	1002	39.7%
6/2+6/3	Circulatory toward Stubbington Right Ahead	U	N/A	N/A	D E		1	61:7	-	416	1940:1940	804+117	45.1 : 45.1%

Full Input Data And Results

7/1	A27 w/b link Ahead Left	U	N/A	N/A	-		-	-	-	1212	8000	8000	15.2%
7/2	A27 w/b link Right Ahead	U	N/A	N/A	-		-	-	-	1363	8000	8000	17.0%
8/1	Circulatory towards Fareham Right	O	N/A	N/A	-		-	-	-	148	1940	245	60.3%
8/2	Circulatory towards Fareham Right	O	N/A	N/A	-		-	-	-	264	1940	420	62.9%
9/1	A27 e/b exit	U	N/A	N/A	-		-	-	-	1067	8000	8000	13.3%
9/2	A27 e/b exit	U	N/A	N/A	-		-	-	-	396	8000	8000	5.0%
10/1	A27 w/b exit	U	N/A	N/A	-		-	-	-	1047	8000	8000	13.1%
10/2	A27 w/b exit	U	N/A	N/A	-		-	-	-	1363	8000	8000	17.0%
11/1	B3334 exit	U	N/A	N/A	-		-	-	-	669	1940	1940	34.5%
11/2	B3334 exit	U	N/A	N/A	-		-	-	-	363	1940	1940	18.7%
12/1	Titchfield Hill exit	U	N/A	N/A	-		-	-	-	191	8000	8000	2.4%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 Titchfield Gyratory, Fareham - Option 2 - two lane give ways	**-**	**-**	**1288**	**0**	**0**	**31.7**	**21.2**	**0.0**	**53.0**	**-**	**-**	**-**	**-**
A27 Titchfield Gyratory, Fareham	**-**	**-**	**1288**	**0**	**0**	**31.7**	**21.2**	**0.0**	**53.0**	**-**	**-**	**-**	**-**
1/1	919	919	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
1/2	946	946	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
2/2+2/1	774	774	-	-	-	6.6	3.5	-	10.1	46.8	20.7	3.5	24.2
2/3	676	676	-	-	-	6.1	2.8	-	8.8	47.0	20.3	2.8	23.1
3/1	672	672	-	-	-	6.3	3.5	-	9.9	52.9	20.7	3.5	24.3
3/2	671	671	-	-	-	6.3	3.5	-	9.8	52.7	20.7	3.5	24.2
4/2+4/1	438	438	876	0	0	1.5	3.6	-	5.2	42.5	4.3	3.6	7.9
5/1	1067	1067	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
5/2	396	396	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
5/3	398	398	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
5/4	416	416	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
6/1	398	398	-	-	-	2.0	0.3	-	2.3	20.6	8.0	0.3	8.3
6/2+6/3	416	416	-	-	-	2.5	0.4	-	2.9	25.5	7.8	0.4	8.2
7/1	1212	1212	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
7/2	1363	1363	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
8/1	148	148	148	0	0	0.1	0.7	-	0.9	21.5	2.0	0.7	2.8
8/2	264	264	264	0	0	0.3	0.8	-	1.2	15.7	4.0	0.8	4.8
9/1	1067	1067	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
9/2	396	396	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
10/1	1047	1047	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
10/2	1363	1363	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
11/1	669	669	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

Full Input Data And Results

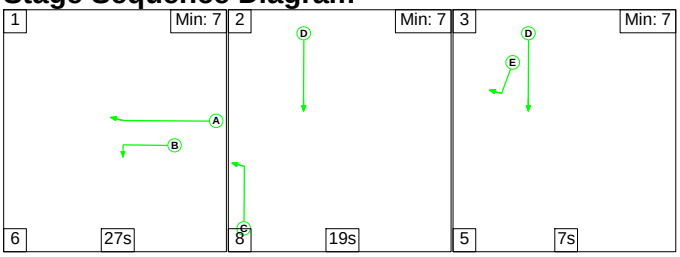
	363	363	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 1.8 Total Delay for Signalled Lanes (pcuHr): 43.84 Cycle Time (s): 120
PRC Over All Lanes (%): 0.8 Total Delay Over All Lanes(pcuHr): 52.99

Full Input Data And Results

Scenario 2: 'PM 2036' (FG2: 'PM 2036', Plan 1: 'Network Control Plan 1')

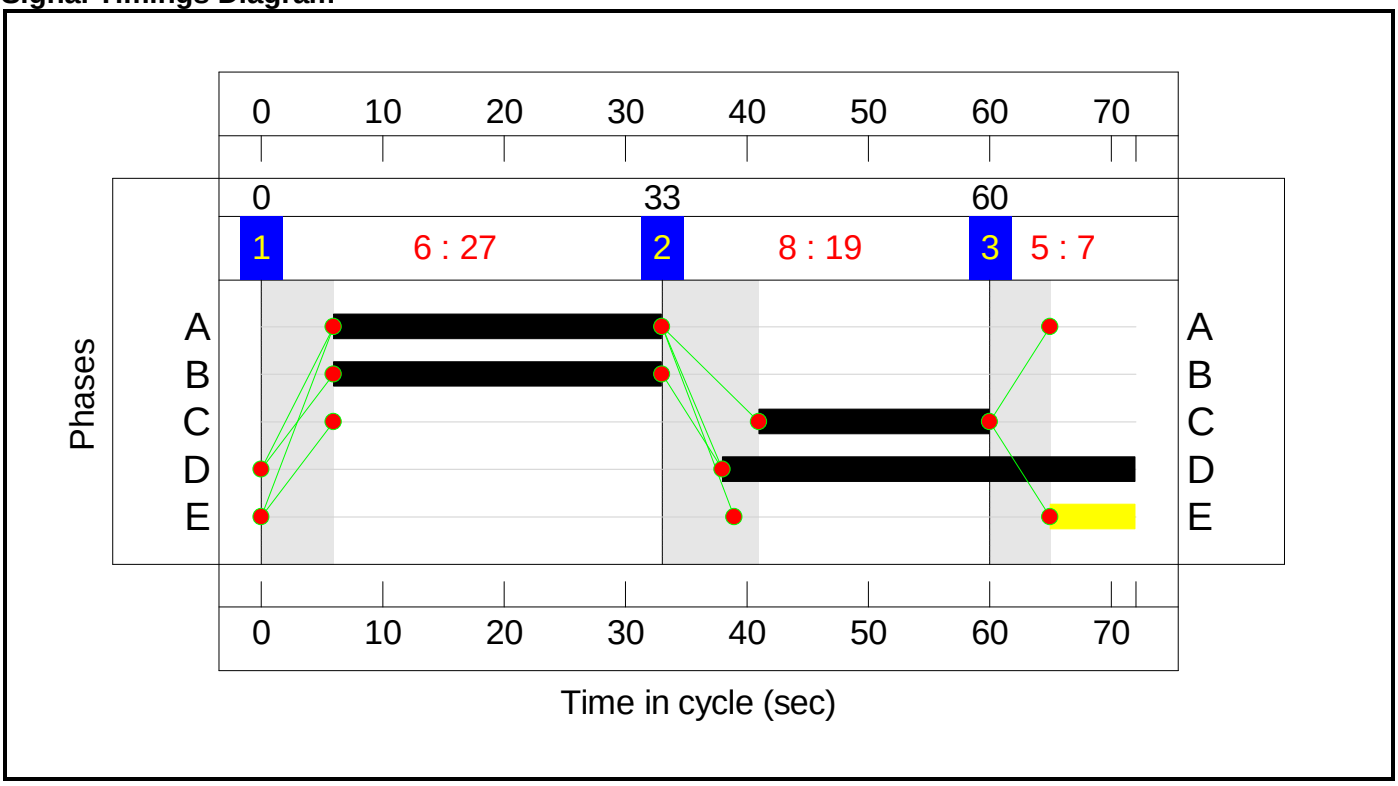
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	27	19	7
Change Point	0	33	60

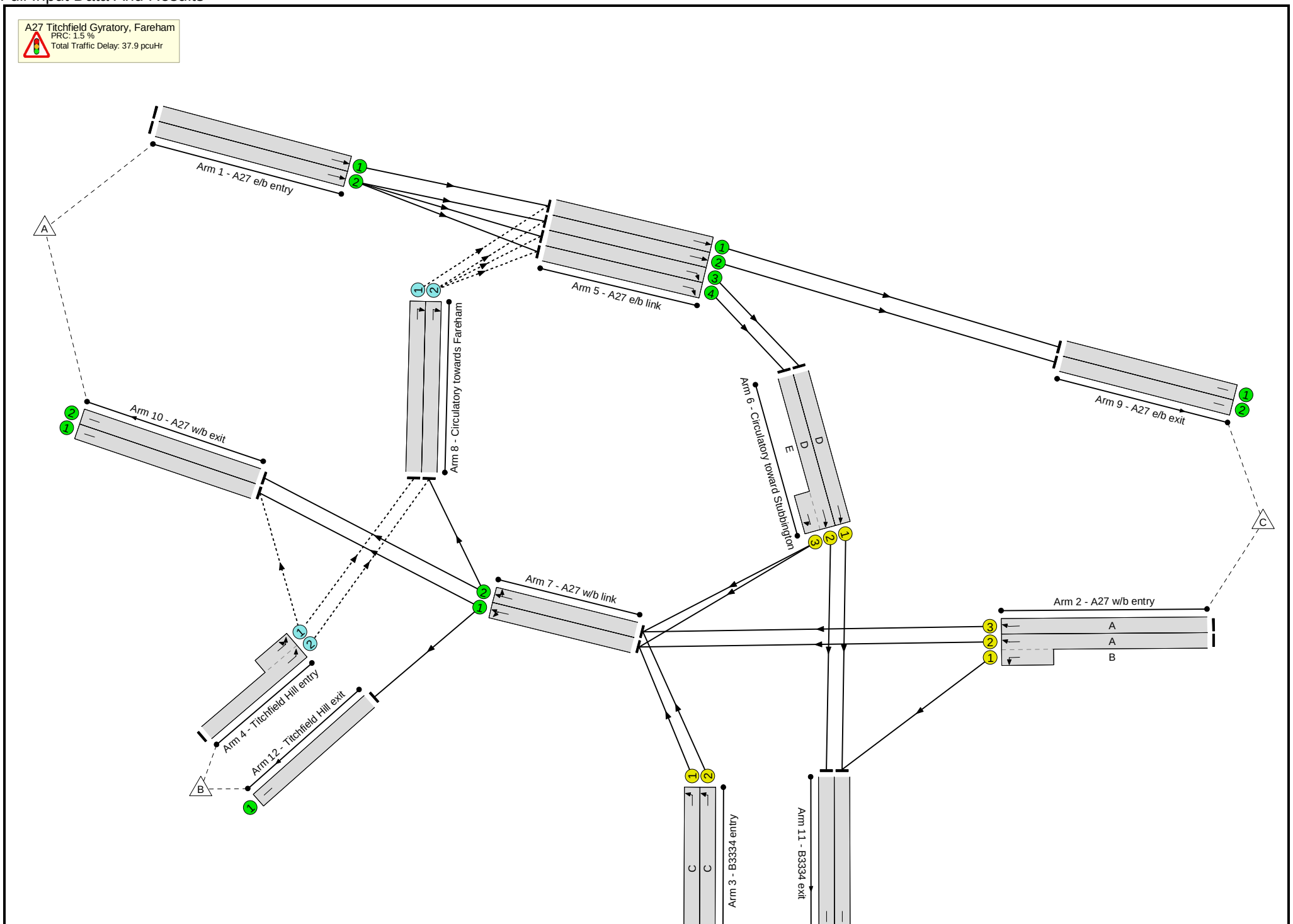
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 Titchfield Gyratory, Fareham - Option 2 - two lane give ways	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
A27 Titchfield Gyratory, Fareham	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.7%**
1/1	A27 e/b entry Ahead	U	N/A	N/A	-		-	-	-	1209	1940	1940	62.3%
1/2	A27 e/b entry Ahead	U	N/A	N/A	-		-	-	-	1226	1940	1940	63.2%
2/2+2/1	A27 w/b entry Ahead Left	U	N/A	N/A	A B		1	27	-	723	1940:1940	672+143	88.7 : 88.7%
2/3	A27 w/b entry Ahead	U	N/A	N/A	A		1	27	-	659	1940	754	87.3%
3/1	B3334 entry Left	U	N/A	N/A	C		1	19	-	456	1940	539	84.6%
3/2	B3334 entry Left	U	N/A	N/A	C		1	19	-	457	1940	539	84.8%
4/2+4/1	Titchfield Hill entry Left Left2	O	N/A	N/A	-		-	-	-	348	1940:1940	413+144	62.4 : 62.4%
5/1	A27 e/b link Ahead	U	N/A	N/A	-		-	-	-	1285	8000	8000	16.1%
5/2	A27 e/b link Ahead	U	N/A	N/A	-		-	-	-	421	8000	8000	5.3%
5/3	A27 e/b link Right	U	N/A	N/A	-		-	-	-	540	8000	8000	6.8%
5/4	A27 e/b link Right	U	N/A	N/A	-		-	-	-	550	8000	8000	6.9%
6/1	Circulatory toward Stubbington Ahead	U	N/A	N/A	D		1	34	-	540	1940	943	57.3%
6/2+6/3	Circulatory toward Stubbington Right Ahead	U	N/A	N/A	D E		1	34:7	-	550	1940:1940	943+3	58.1 : 58.1%

Full Input Data And Results

7/1	A27 w/b link Ahead Left	U	N/A	N/A	-		-	-	-	1054	8000	8000	13.2%
7/2	A27 w/b link Right Ahead	U	N/A	N/A	-		-	-	-	1116	8000	8000	14.0%
8/1	Circulatory towards Fareham Right	O	N/A	N/A	-		-	-	-	76	1940	137	55.4%
8/2	Circulatory towards Fareham Right	O	N/A	N/A	-		-	-	-	285	1940	367	77.7%
9/1	A27 e/b exit	U	N/A	N/A	-		-	-	-	1285	8000	8000	16.1%
9/2	A27 e/b exit	U	N/A	N/A	-		-	-	-	421	8000	8000	5.3%
10/1	A27 w/b exit	U	N/A	N/A	-		-	-	-	601	8000	8000	7.5%
10/2	A27 w/b exit	U	N/A	N/A	-		-	-	-	1089	8000	8000	13.6%
11/1	B3334 exit	U	N/A	N/A	-		-	-	-	667	1940	1940	34.4%
11/2	B3334 exit	U	N/A	N/A	-		-	-	-	548	1940	1940	28.2%
12/1	Titchfield Hill exit	U	N/A	N/A	-		-	-	-	467	8000	8000	5.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 Titchfield Gyratory, Fareham - Option 2 - two lane give ways	**-**	**-**	**1057**	**0**	**0**	**18.6**	**19.3**	**0.0**	**37.9**	**-**	**-**	**-**	**-**
A27 Titchfield Gyratory, Fareham	**-**	**-**	**1057**	**0**	**0**	**18.6**	**19.3**	**0.0**	**37.9**	**-**	**-**	**-**	**-**
1/1	1209	1209	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
1/2	1226	1226	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
2/2+2/1	723	723	-	-	-	3.9	3.6	-	7.6	37.7	12.2	3.6	15.8
2/3	659	659	-	-	-	3.7	3.2	-	7.0	38.0	12.1	3.2	15.3
3/1	456	456	-	-	-	3.1	2.6	-	5.7	45.0	8.5	2.6	11.1
3/2	457	457	-	-	-	3.1	2.6	-	5.7	45.2	8.6	2.6	11.3
4/2+4/1	348	348	696	0	0	0.5	0.8	-	1.3	13.4	2.3	0.8	3.1
5/1	1285	1285	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
5/2	421	421	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
5/3	540	540	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
5/4	550	550	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
6/1	540	540	-	-	-	2.0	0.7	-	2.6	17.6	7.7	0.7	8.3
6/2+6/3	550	550	-	-	-	2.0	0.7	-	2.7	17.8	7.8	0.7	8.5
7/1	1054	1054	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
7/2	1116	1116	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
8/1	76	76	76	0	0	0.0	0.6	-	0.6	28.9	0.2	0.6	0.8
8/2	285	285	285	0	0	0.3	1.7	-	1.9	24.5	5.2	1.7	6.9
9/1	1285	1285	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
9/2	421	421	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
10/1	601	601	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
10/2	1089	1089	-	-	-	0.0	0.1	-	0.1	0.3	0.0	0.1	0.1
11/1	667	667	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3

Full Input Data And Results

	548	548	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2

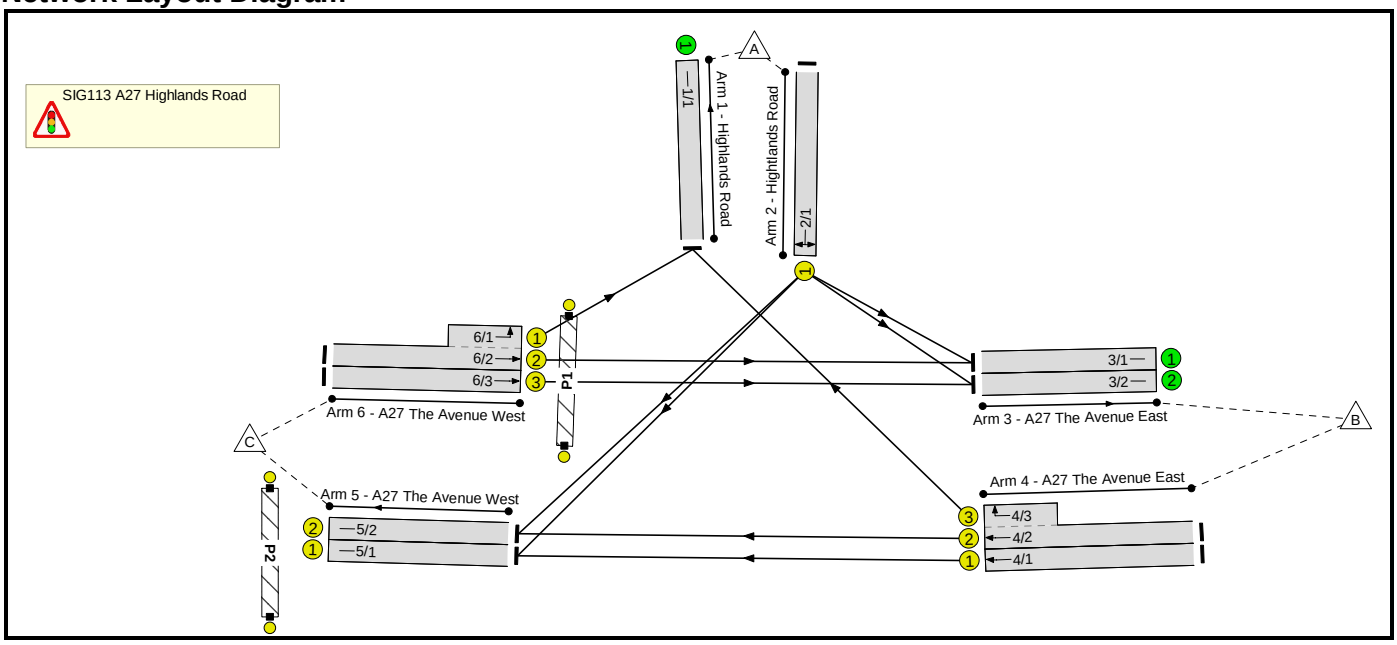
C1 PRC for Signalled Lanes (%): 1.5 Total Delay for Signalled Lanes (pcuHr): 31.33 Cycle Time (s): 72
PRC Over All Lanes (%): 1.5 Total Delay Over All Lanes(pcuHr): 37.94

Full Input Data And Results

User and Project Details

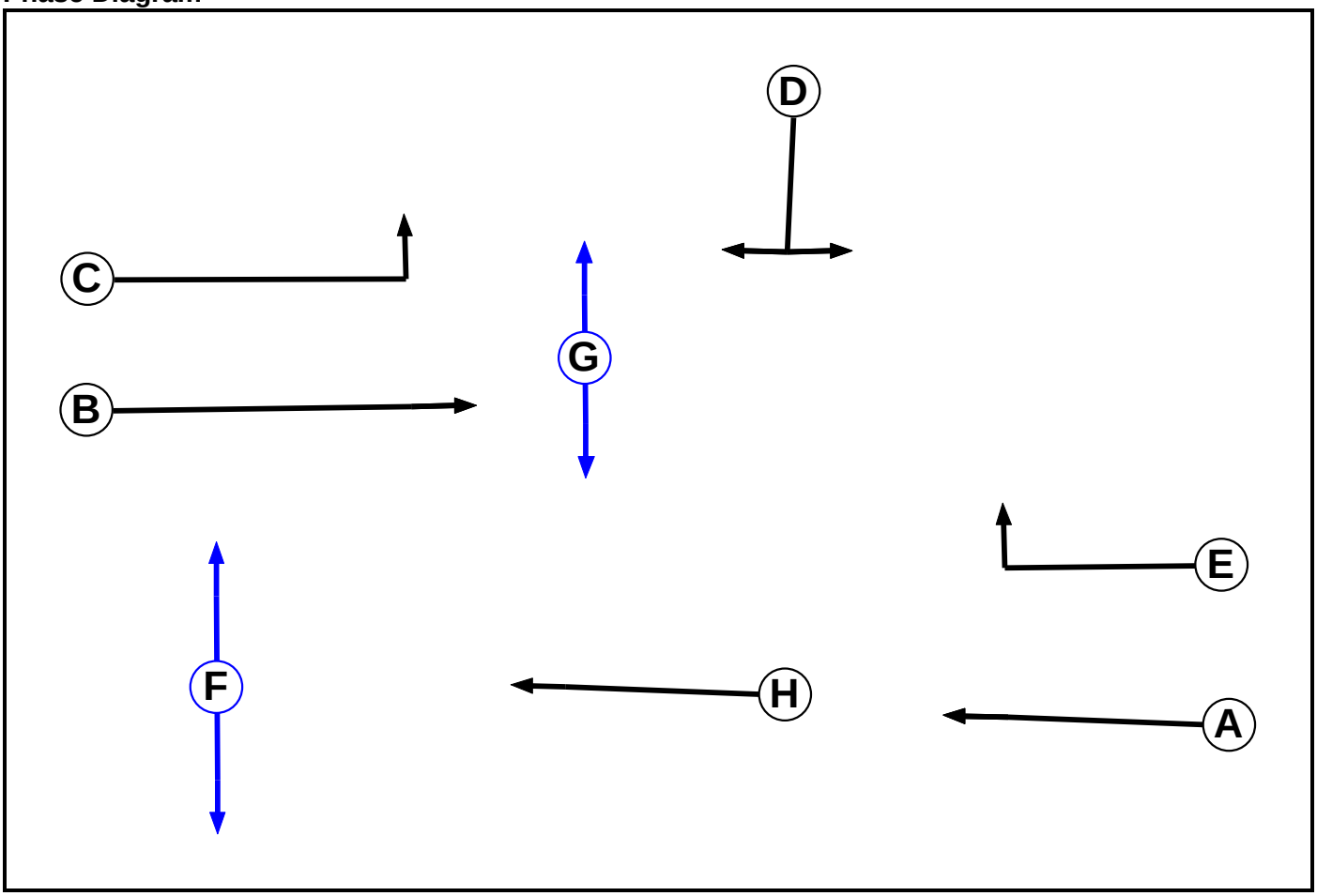
	SIG 113 A27 Highlands Road
	SIG 113 A27
	Fareham, Highlands Road
	HCC SIG113
	12/11/2021
	Zone B to A traffic flows taken as averages from MOVA flow log Oct/Nov21 and growthed to 2036 using Tempro rates (1.0984 AM and 1.08763 PM)
	SIG 113 A27.lsg3x Harley Butler-Evans
	Hampshire County Council
	11 Elizibeth Court

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

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

Full Input Data And Results

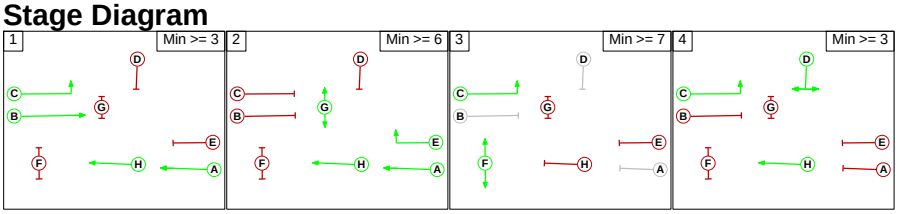
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A						-		
B					8	-	8	
C					6			
D	7	7			6	-	-	
E		6	6	6		-		
F	-	-			-			6
G		8	8	-				
H						8		

Phases in Stage

1	A B C H
2	A E G H
3	C F
4	C D H

Stage Diagram



Phase Delays

2	3	H	Losing	3	3

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		8	8	9
2	8		11	9
3	6	6		6
4	7	7	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: SIG113 A27 Highlands Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

1/1 (Highlands Road)	U		2	3	60.0	Geom	-	3.24	0.00	Y		
2/1 (Hightlands Road)	U	D	2	3	60.0	Geom	-	3.71	0.00	Y	Arm 3 Left	9.00
											Arm 5 Right	27.20
3/1 (A27 The Avenue East)	U		2	3	60.0	Geom	-	3.86	0.00	Y		
3/2 (A27 The Avenue East)	U		2	3	60.0	Geom	-	3.86	0.00	Y		
4/1 (A27 The Avenue East)	U	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Ahead	Inf
4/2 (A27 The Avenue East)	U	A	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 5 Ahead	Inf
4/3 (A27 The Avenue East)	U	E	2	3	5.0	Geom	-	3.20	0.00	Y	Arm 1 Right	12.03
5/1 (A27 The Avenue West)	U	H	2	3	60.0	Geom	-	3.66	0.00	Y		
5/2 (A27 The Avenue West)	U	H	2	3	60.0	Geom	-	3.72	0.00	Y		
6/1 (A27 The Avenue West)	U	C	2	3	5.0	Geom	-	3.97	0.00	Y	Arm 1 Left	18.93
6/2 (A27 The Avenue West)	U	B	2	3	60.0	Geom	-	3.39	0.00	Y	Arm 3 Ahead	Inf
6/3 (A27 The Avenue West)	U	B	2	3	60.0	Geom	-	3.43	0.00	Y	Arm 3 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM '	08:00	09:00	01:00	
2: 'PM'	17:00	18:00	01:00	

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	637	637
	B	86	0	496	582
	C	537	566	0	1103
	Tot.	623	566	1133	2322

Traffic Lane Flows

Lane	Scenario 1: AM
Junction: SIG113 A27 Highlands Road	
1/1	623
2/1	637
3/1	218
3/2	348
4/1	496
4/2 (with short)	86(In) 0(Out)
4/3 (short)	86
5/1	638
5/2	495
6/1 (short)	537
6/2 (with short)	755(In) 218(Out)
6/3	348

Full Input Data And Results

Lane Saturation Flows

1/1 (Highlands Road)	3.24	0.00	Y				1939	1939
2/1 (Hightlands Road)	3.71	0.00	Y	Arm 3 Left	9.00	0.0 %	1882	1882
				Arm 5 Right	27.20	100.0 %		
3/1 (A27 The Avenue East)	3.86	0.00	Y				2001	2001
3/2 (A27 The Avenue East)	3.86	0.00	Y				2001	2001
4/1 (A27 The Avenue East)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
4/2 (A27 The Avenue East)	3.43	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1958	1958
4/3 (A27 The Avenue East)	3.20	0.00	Y	Arm 1 Right	12.03	100.0 %	1720	1720
5/1 (A27 The Avenue West)	3.66	0.00	Y				1981	1981
5/2 (A27 The Avenue West)	3.72	0.00	Y				1987	1987
6/1 (A27 The Avenue West)	3.97	0.00	Y	Arm 1 Left	18.93	100.0 %	1864	1864
6/2 (A27 The Avenue West)	3.39	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1954	1954
6/3 (A27 The Avenue West)	3.43	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1958	1958

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	639	639
	B	85	0	524	609
	C	636	569	0	1205
	Tot.	721	569	1163	2453

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM
Junction: SIG113 A27 Highlands Road	
1/1	721
2/1	639
3/1	212
3/2	357
4/1	524
4/2 (with short)	85(In) 0(Out)
4/3 (short)	85
5/1	637
5/2	526
6/1 (short)	636
6/2 (with short)	848(In) 212(Out)
6/3	357

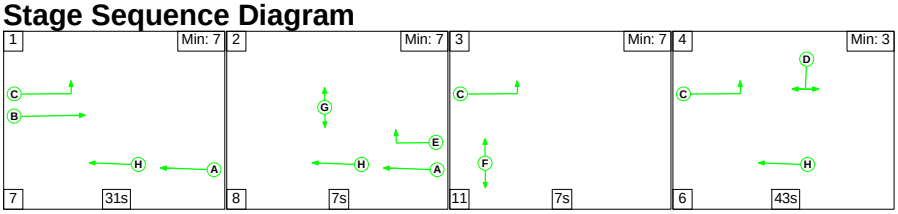
Lane Saturation Flows

1/1 (Highlands Road)	3.24	0.00	Y				1939	1939
2/1 (Hightlands Road)	3.71	0.00	Y	Arm 3 Left Arm 5 Right	9.00 27.20	0.0 % 100.0 %	1882	1882
3/1 (A27 The Avenue East)	3.86	0.00	Y				2001	2001
3/2 (A27 The Avenue East)	3.86	0.00	Y				2001	2001
4/1 (A27 The Avenue East)	3.30	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1945	1945
4/2 (A27 The Avenue East)	3.43	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1958	1958
4/3 (A27 The Avenue East)	3.20	0.00	Y	Arm 1 Right	12.03	100.0 %	1720	1720
5/1 (A27 The Avenue West)	3.66	0.00	Y				1981	1981
5/2 (A27 The Avenue West)	3.72	0.00	Y				1987	1987
6/1 (A27 The Avenue West)	3.97	0.00	Y	Arm 1 Left	18.93	100.0 %	1864	1864
6/2 (A27 The Avenue West)	3.39	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1954	1954
6/3 (A27 The Avenue West)	3.43	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1958	1958

Full Input Data And Results

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

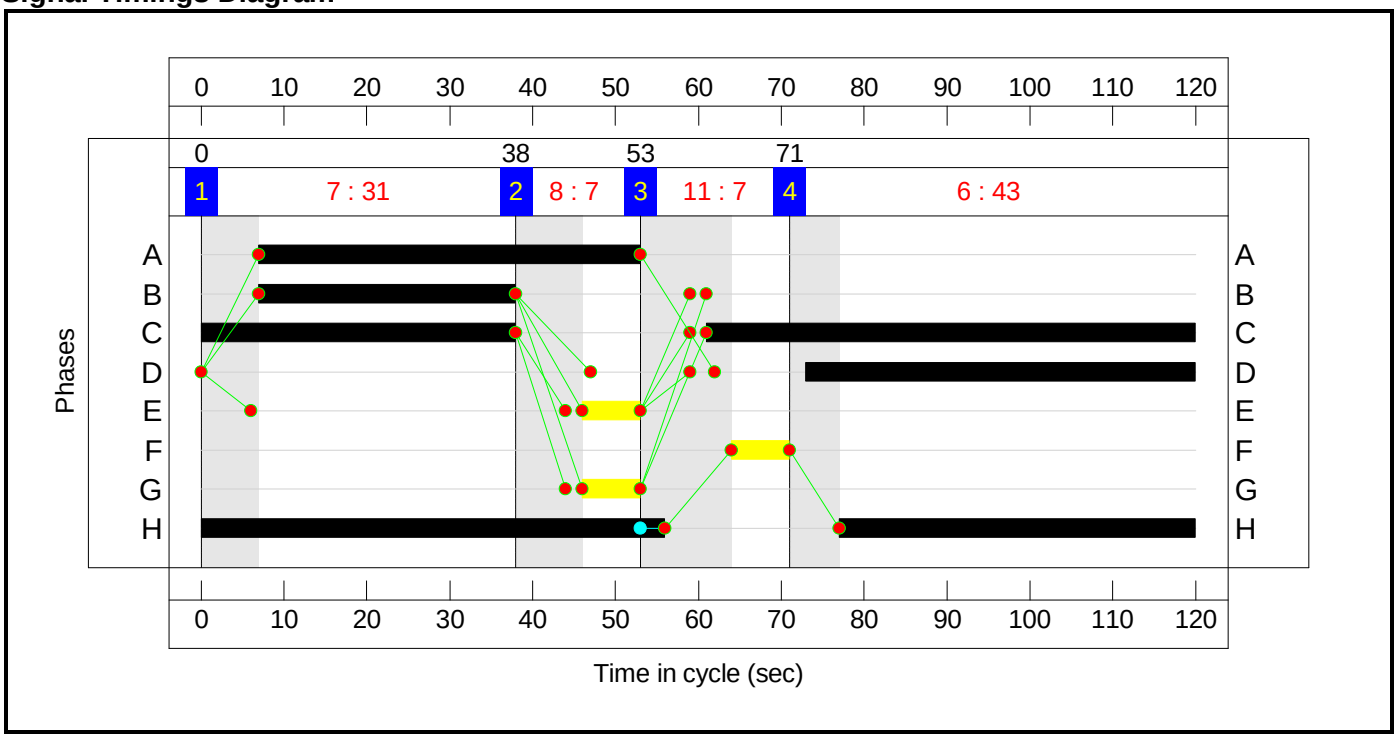
Stage Sequence Diagram



Stage Timings

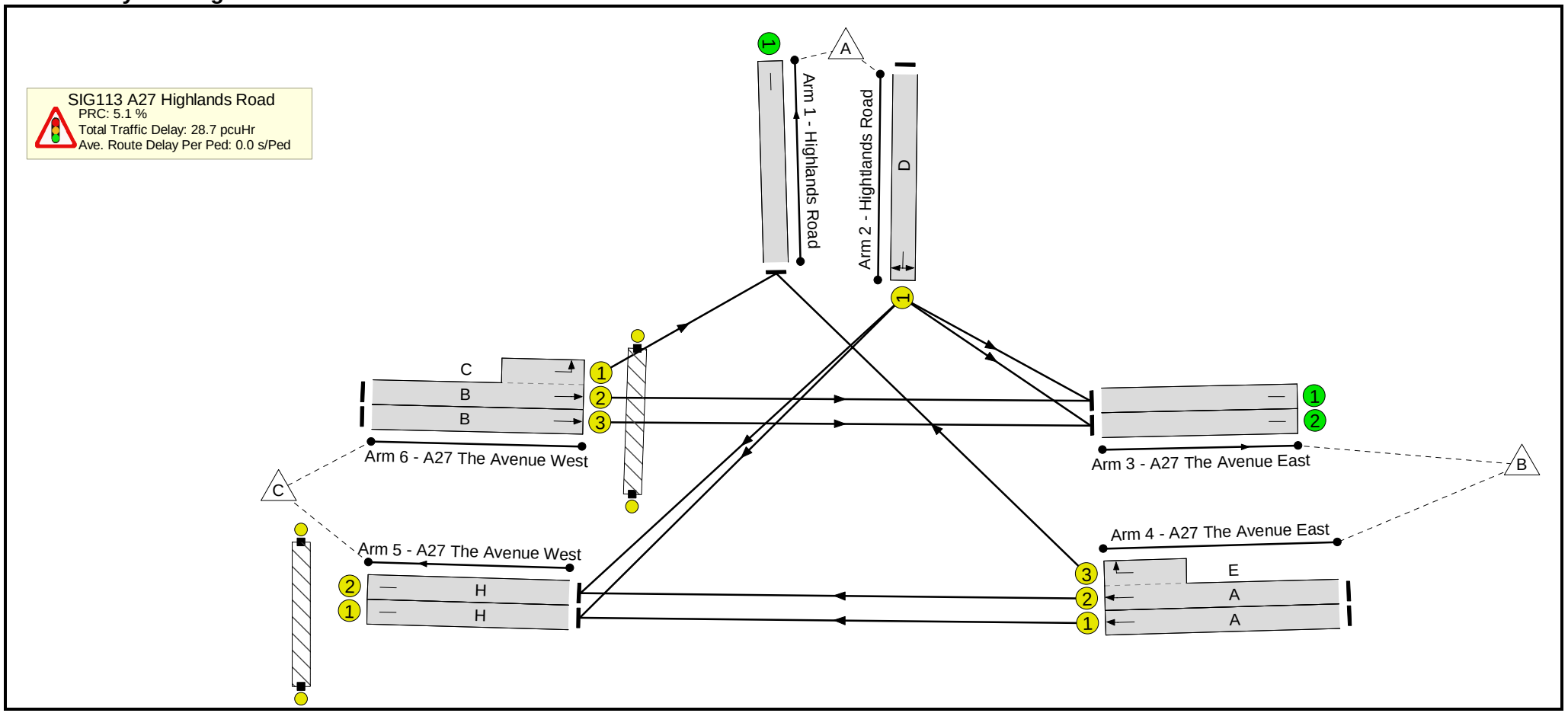
Stage	1	2	3	4
Duration	31	7	7	43
Change Point	0	38	53	71

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: SIG 113 A27	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.6%**
SIG113 A27 Highlands Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.6%**
1/1	Highlands Road	U	N/A	N/A	-		-	-	-	623	1939	1939	32.1%
2/1	Hightlands Road Left Right	U	N/A	N/A	D		1	47	-	637	1882	753	84.6%
3/1	A27 The Avenue East	U	N/A	N/A	-		-	-	-	218	2001	2001	10.9%
3/2	A27 The Avenue East	U	N/A	N/A	-		-	-	-	348	2001	2001	17.4%
4/1	A27 The Avenue East Ahead	U	N/A	N/A	A		1	46	-	496	1945	762	65.1%
4/2+4/3	A27 The Avenue East Right Ahead	U	N/A	N/A	A E		1	46:7	-	86	1958:1720	0+115	0.0 : 75.0%
5/1	A27 The Avenue West	U	N/A	N/A	H		1	99	-	638	1981	1651	38.6%
5/2	A27 The Avenue West	U	N/A	N/A	H		1	99	-	495	1987	1656	29.9%
6/2+6/1	A27 The Avenue West Left Ahead	U	N/A	N/A	B C		1	31:97	-	755	1954:1864	255+627	85.6 : 85.6%
6/3	A27 The Avenue West Ahead	U	N/A	N/A	B		1	31	-	348	1958	522	66.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

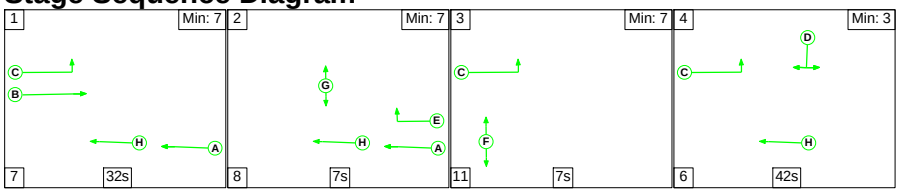
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: SIG 113 A27	**-**	**-**	**0**	**0**	**0**	**19.0**	**9.7**	**0.0**	**28.7**	**-**	**-**	**-**	**-**
SIG113 A27 Highlands Road	**-**	**-**	**0**	**0**	**0**	**19.0**	**9.7**	**0.0**	**28.7**	**-**	**-**	**-**	**-**
1/1	623	623	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
2/1	637	637	-	-	-	5.8	2.6	-	8.4	47.5	19.1	2.6	21.7
3/1	218	218	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/2	348	348	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	496	496	-	-	-	4.1	0.9	-	5.0	36.5	13.4	0.9	14.3
4/2+4/3	86	86	-	-	-	1.3	1.4	-	2.7	112.3	2.8	1.4	4.2
5/1	638	638	-	-	-	1.1	0.3	-	1.4	8.1	8.7	0.3	9.0
5/2	495	495	-	-	-	0.0	0.2	-	0.2	1.7	0.1	0.2	0.3
6/2+6/1	755	755	-	-	-	2.9	2.9	-	5.7	27.3	10.0	2.9	12.9
6/3	348	348	-	-	-	3.8	1.0	-	4.8	49.5	10.3	1.0	11.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 5.1 Total Delay for Signalled Lanes (pcuHr): 28.28 Cycle Time (s): 120
PRC Over All Lanes (%): 5.1 Total Delay Over All Lanes(pcuHr): 28.69

Full Input Data And Results

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

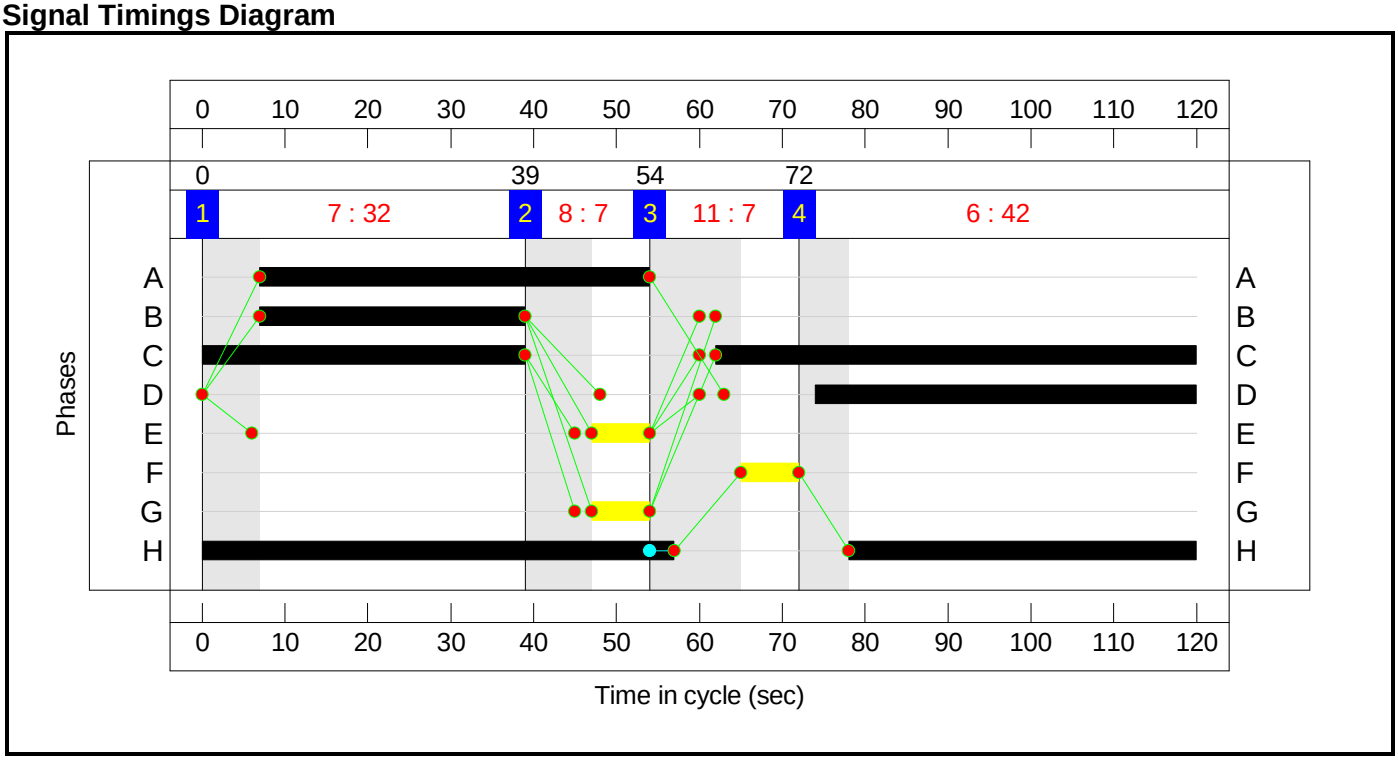
Stage Sequence Diagram



Stage Timings

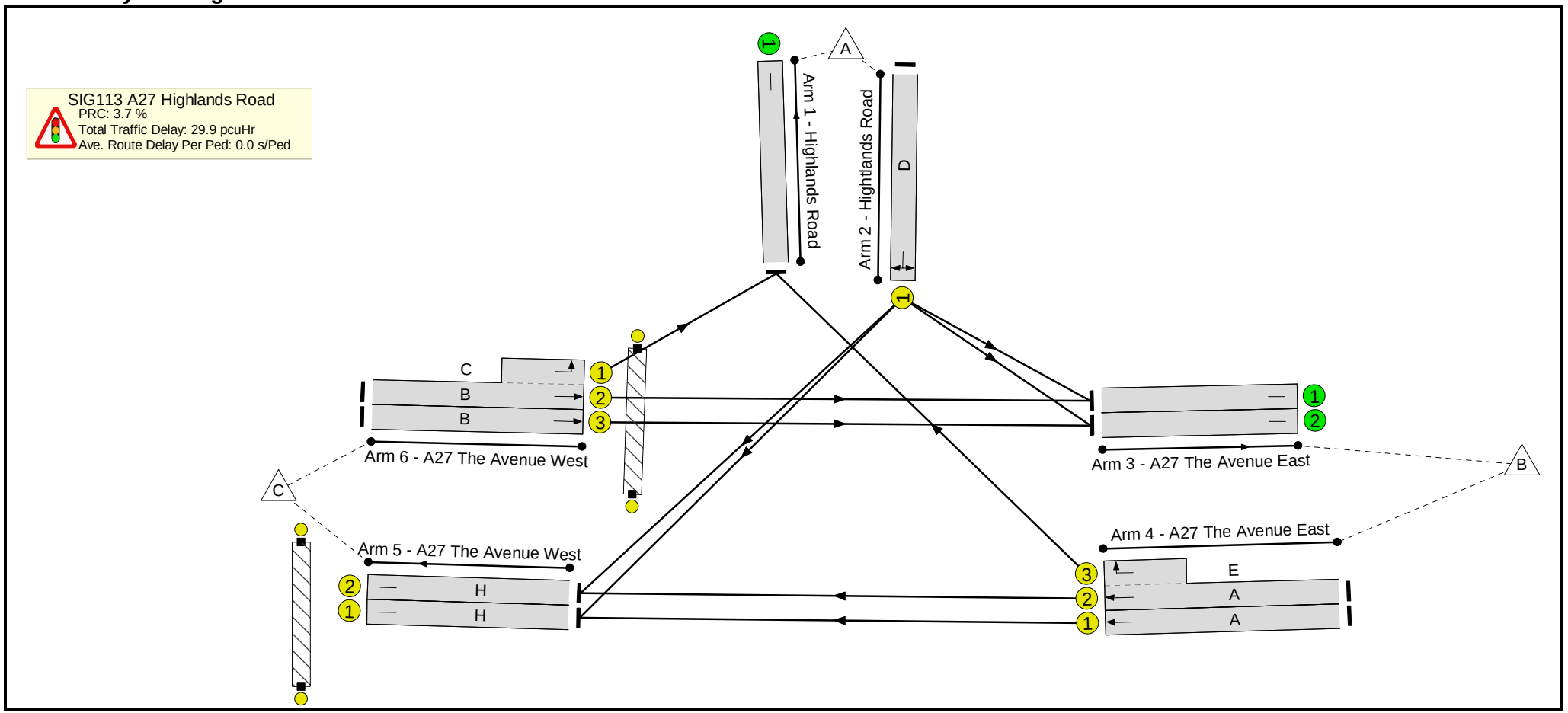
Stage	1	2	3	4
Duration	32	7	7	42
Change Point	0	39	54	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: SIG 113 A27	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**
SIG113 A27 Highlands Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.8%**
1/1	Highlands Road	U	N/A	N/A	-		-	-	-	721	1939	1939	37.2%
2/1	Hightlands Road Left Right	U	N/A	N/A	D		1	46	-	639	1882	737	86.7%
3/1	A27 The Avenue East	U	N/A	N/A	-		-	-	-	212	2001	2001	10.6%
3/2	A27 The Avenue East	U	N/A	N/A	-		-	-	-	357	2001	2001	17.8%
4/1	A27 The Avenue East Ahead	U	N/A	N/A	A		1	47	-	524	1945	778	67.4%
4/2+4/3	A27 The Avenue East Right Ahead	U	N/A	N/A	A E		1	47:7	-	85	1958:1720	0+115	0.0 : 74.1%
5/1	A27 The Avenue West	U	N/A	N/A	H		1	99	-	637	1981	1651	38.6%
5/2	A27 The Avenue West	U	N/A	N/A	H		1	99	-	526	1987	1656	31.8%
6/2+6/1	A27 The Avenue West Left Ahead	U	N/A	N/A	B C		1	32:97	-	848	1954:1864	244+733	86.8 : 86.8%
6/3	A27 The Avenue West Ahead	U	N/A	N/A	B		1	32	-	357	1958	538	66.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: SIG 113 A27	**-**	**-**	**0**	**0**	**0**	**19.4**	**10.5**	**0.0**	**29.9**	**-**	**-**	**-**	**-**
SIG113 A27 Highlands Road	**-**	**-**	**0**	**0**	**0**	**19.4**	**10.5**	**0.0**	**29.9**	**-**	**-**	**-**	**-**
1/1	721	721	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1	639	639	-	-	-	6.0	3.1	-	9.0	50.9	19.5	3.1	22.6
3/1	212	212	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/2	357	357	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	524	524	-	-	-	4.3	1.0	-	5.3	36.6	14.3	1.0	15.3
4/2+4/3	85	85	-	-	-	1.3	1.3	-	2.6	110.7	2.8	1.3	4.1
5/1	637	637	-	-	-	1.2	0.3	-	1.5	8.5	9.2	0.3	9.5
5/2	526	526	-	-	-	0.0	0.2	-	0.2	1.7	0.1	0.2	0.4
6/2+6/1	848	848	-	-	-	2.8	3.1	-	5.9	25.2	9.9	3.1	13.1
6/3	357	357	-	-	-	3.8	1.0	-	4.8	48.4	10.5	1.0	11.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

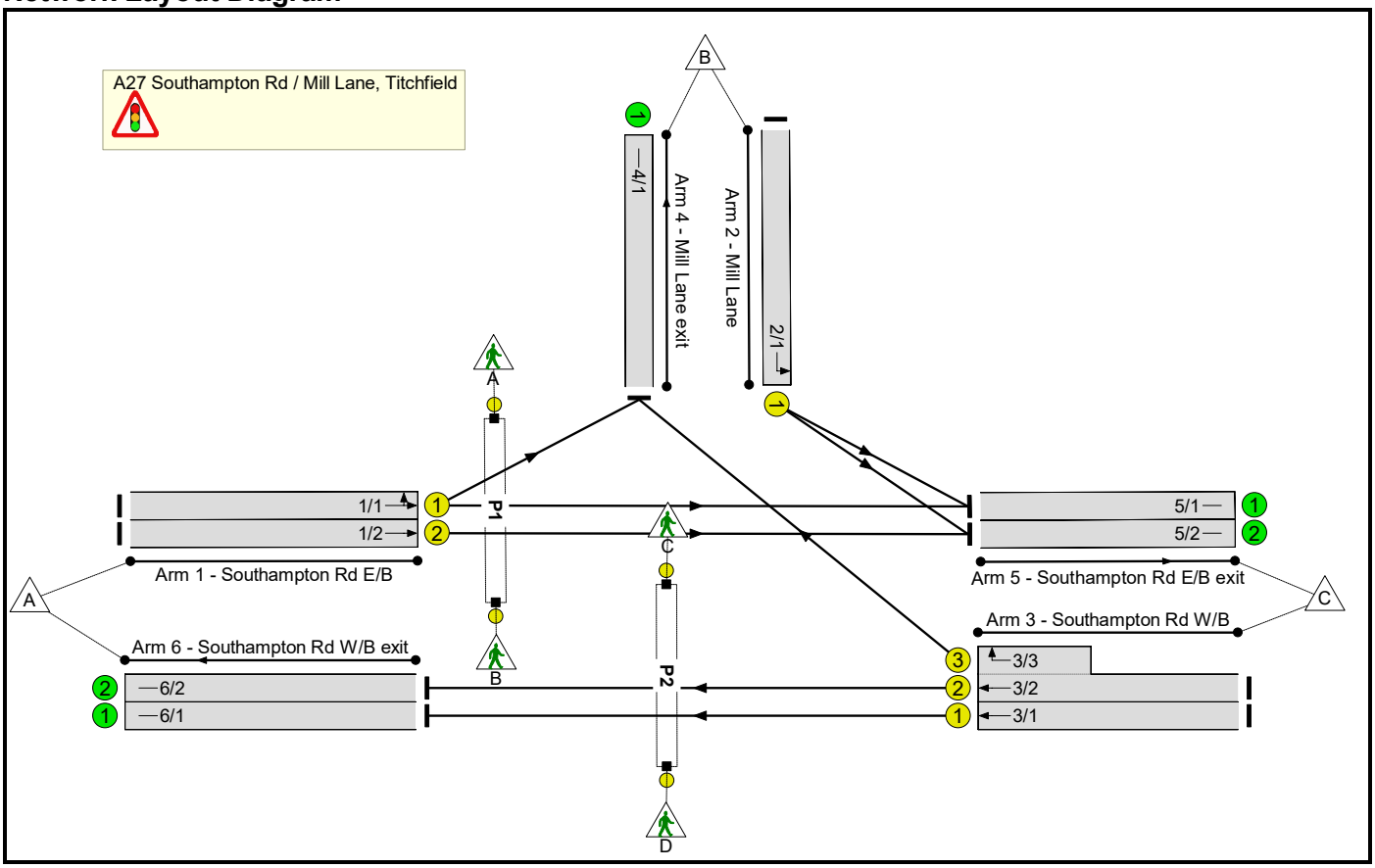
C1 PRC for Signalled Lanes (%): 3.7 Total Delay for Signalled Lanes (pcuHr): 29.47 Cycle Time (s): 120
PRC Over All Lanes (%): 3.7 Total Delay Over All Lanes(pcuHr): 29.93

Full Input Data And Results

User and Project Details

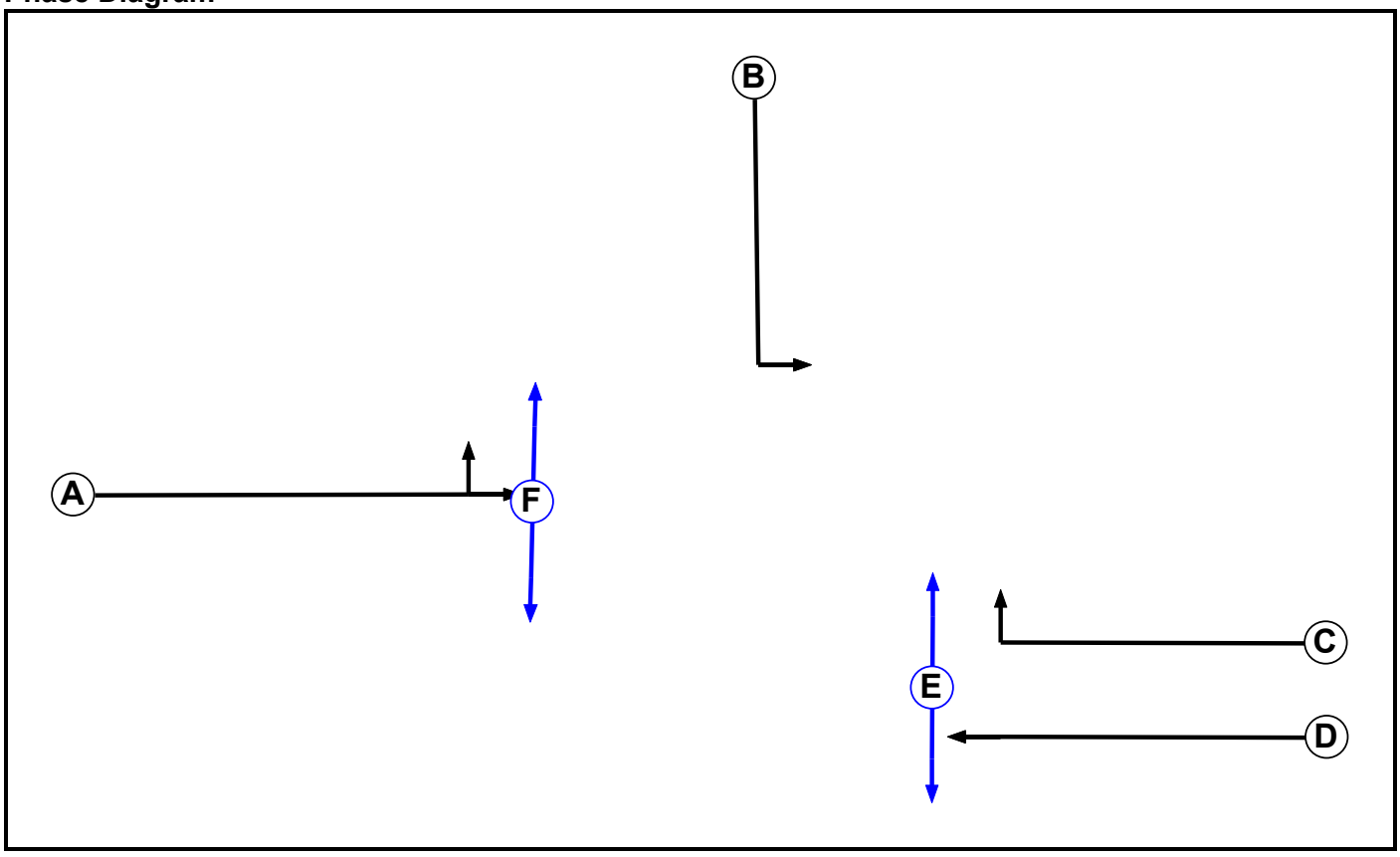
Project:	**STRM Fareham Local Plan**
Title:	**A27 Southampton Rd / Mill Lane, Titchfield - PM 2036**
Location:	A27 Southampton Rd jct Mill Lane, Titchfield
Date Started:	15/10/2021
Date Completed:	07/12/2021
Flow Details:	Flows as per STRM Fareham Local Plan Do Minimum 2036.
Additional detail:	Stage length data from MOVA log 08/07/2020. 07.12.2021:- PM cycle time incrased to 120 secs.
File name:	A27 Southampton Rd jct Mill Lane, Titchfield - Existing layout.lsg3x
Author:	Mike Kester
Company:	ITS Group, Hampshire County Council
Address:	EII South, Winchester

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	2		7	7
E	Pedestrian	2		6	6
F	Pedestrian	1		6	6

Full Input Data And Results

Phase Intergreens Matrix

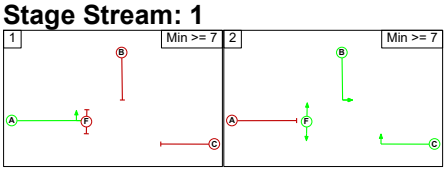
		Starting Phase					
			B	C	D	E	F
Terminating Phase	A			7			
	B	5					
	C	5					
	D						
	E				0		
	F	0					

Phases in Stage

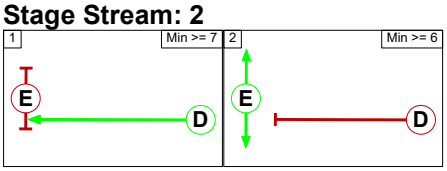
1	1	A
1	2	B C F
2	1	D
2	2	E

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		9
	2	5	

Full Input Data And Results

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A27 Southampton Rd / Mill Lane, Titchfield
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A27 Southampton Rd / Mill Lane, Titchfield												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Southampton Rd E/B)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Left	Inf
											Arm 5 Ahead	Inf
1/2 (Southampton Rd E/B)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
2/1 (Mill Lane)	U	B	2	3	60.0	User	1650	-	-	-	-	-
3/1 (Southampton Rd W/B)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
3/2 (Southampton Rd W/B)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
3/3 (Southampton Rd W/B)	U	C	2	3	6.1	User	1650	-	-	-	-	-
4/1 (Mill Lane exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Southampton Rd E/B exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Southampton Rd E/B exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Southampton Rd W/B exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (Southampton Rd W/B exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2036'	08:00	09:00	01:00	
2: 'PM 2036'	16:00	17:00	01:00	

Scenario 1: 'AM 2036' (FG1: 'AM 2036', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	1482	1482
	B	0	0	364	364
	C	2155	82	0	2237
	Tot.	2155	82	1846	4083

Full Input Data And Results

Traffic Lane Flows

Junction: A27 Southampton Rd / Mill Lane, Titchfield	
1/1	741
1/2	741
2/1	364
3/1	1100
3/2 (with short)	1137(In) 1055(Out)
3/3 (short)	82
4/1	82
5/1	938
5/2	908
6/1	1100
6/2	1055

Lane Saturation Flows

Junction: A27 Southampton Rd / Mill Lane, Titchfield								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Southampton Rd E/B)	3.25	0.00	Y	Arm 4 Left	Inf	0.0 %	1940	1940
				Arm 5 Ahead	Inf	100.0 %		
1/2 (Southampton Rd E/B)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
2/1 (Mill Lane Lane 1)	This lane uses a directly entered Saturation Flow						1650	1650
3/1 (Southampton Rd W/B)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (Southampton Rd W/B)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/3 (Southampton Rd W/B Lane 3)	This lane uses a directly entered Saturation Flow						1650	1650
4/1 (Mill Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Southampton Rd E/B exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Southampton Rd E/B exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Southampton Rd W/B exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Southampton Rd W/B exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'PM 2036' (FG2: 'PM 2036', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin					
		0	91	2073	2164
		0	0	376	376
		1409	268	0	1677
		1409	359	2449	4217

Traffic Lane Flows

Junction: A27 Southampton Rd / Mill Lane, Titchfield	
1/1	1082
1/2	1082
2/1	376
3/1	1290
3/2 (with short)	387(In) 119(Out)
3/3 (short)	268
4/1	359
5/1	1194
5/2	1255
6/1	1290
6/2	119

Full Input Data And Results

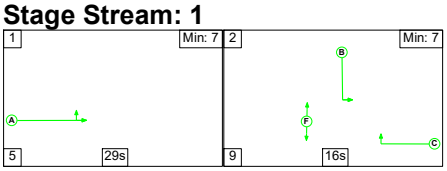
Lane Saturation Flows

Junction: A27 Southampton Rd / Mill Lane, Titchfield								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Southampton Rd E/B)	3.25	0.00	Y	Arm 4 Left	Inf	8.4 %	1940	1940
				Arm 5 Ahead	Inf	91.6 %		
1/2 (Southampton Rd E/B)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
2/1 (Mill Lane Lane 1)	This lane uses a directly entered Saturation Flow						1650	1650
3/1 (Southampton Rd W/B)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/2 (Southampton Rd W/B)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
3/3 (Southampton Rd W/B Lane 3)	This lane uses a directly entered Saturation Flow						1650	1650
4/1 (Mill Lane exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Southampton Rd E/B exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Southampton Rd E/B exit Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Southampton Rd W/B exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Southampton Rd W/B exit Lane 2)	Infinite Saturation Flow						Inf	Inf

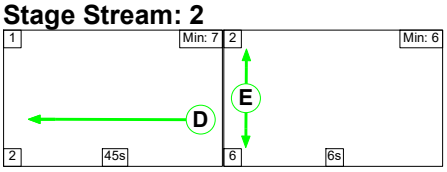
Scenario 1: 'AM 2036' (FG1: 'AM 2036', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

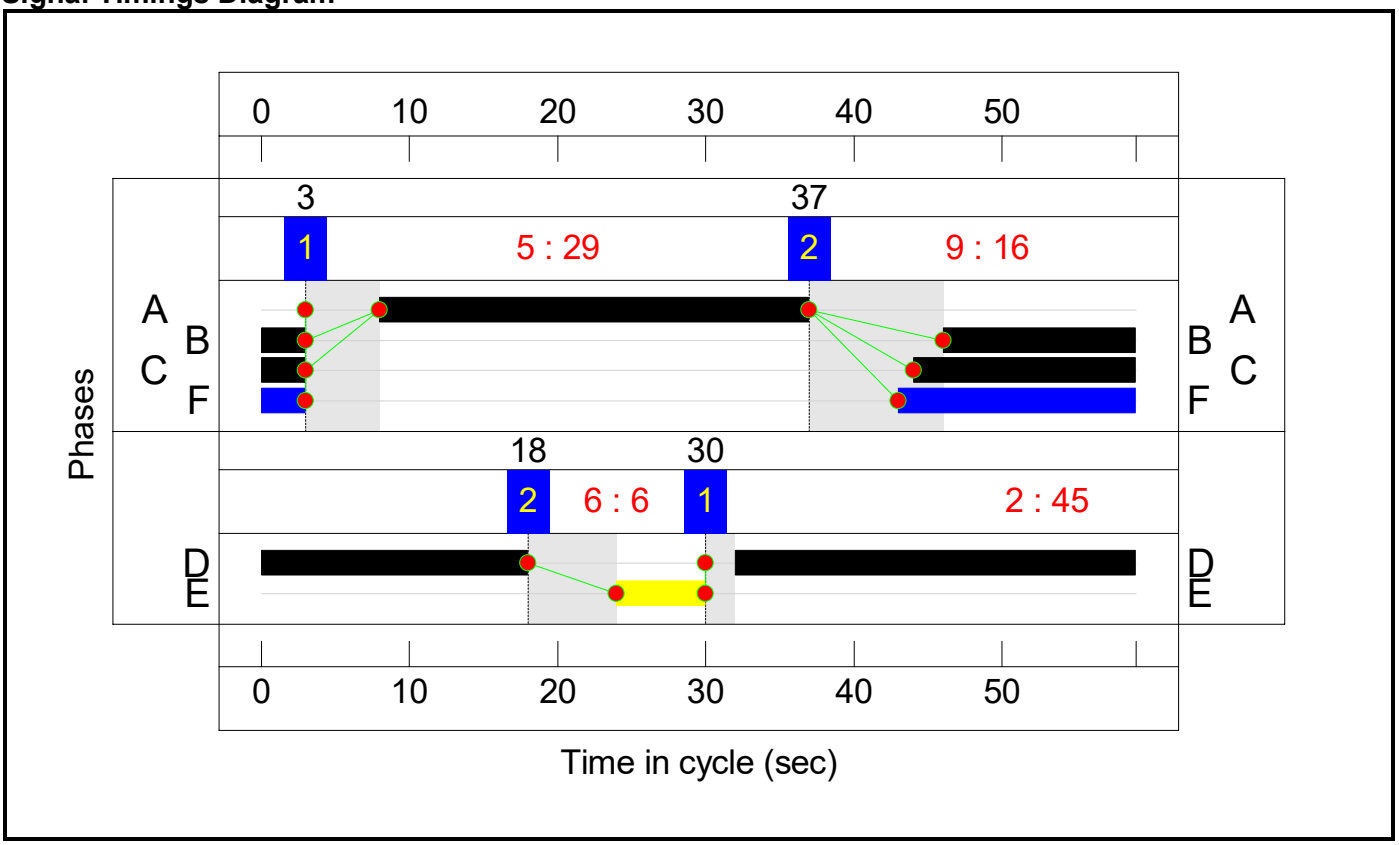
Stage	1	2
Duration	29	16
Change Point	3	37

Full Input Data And Results

Stage Stream: 2

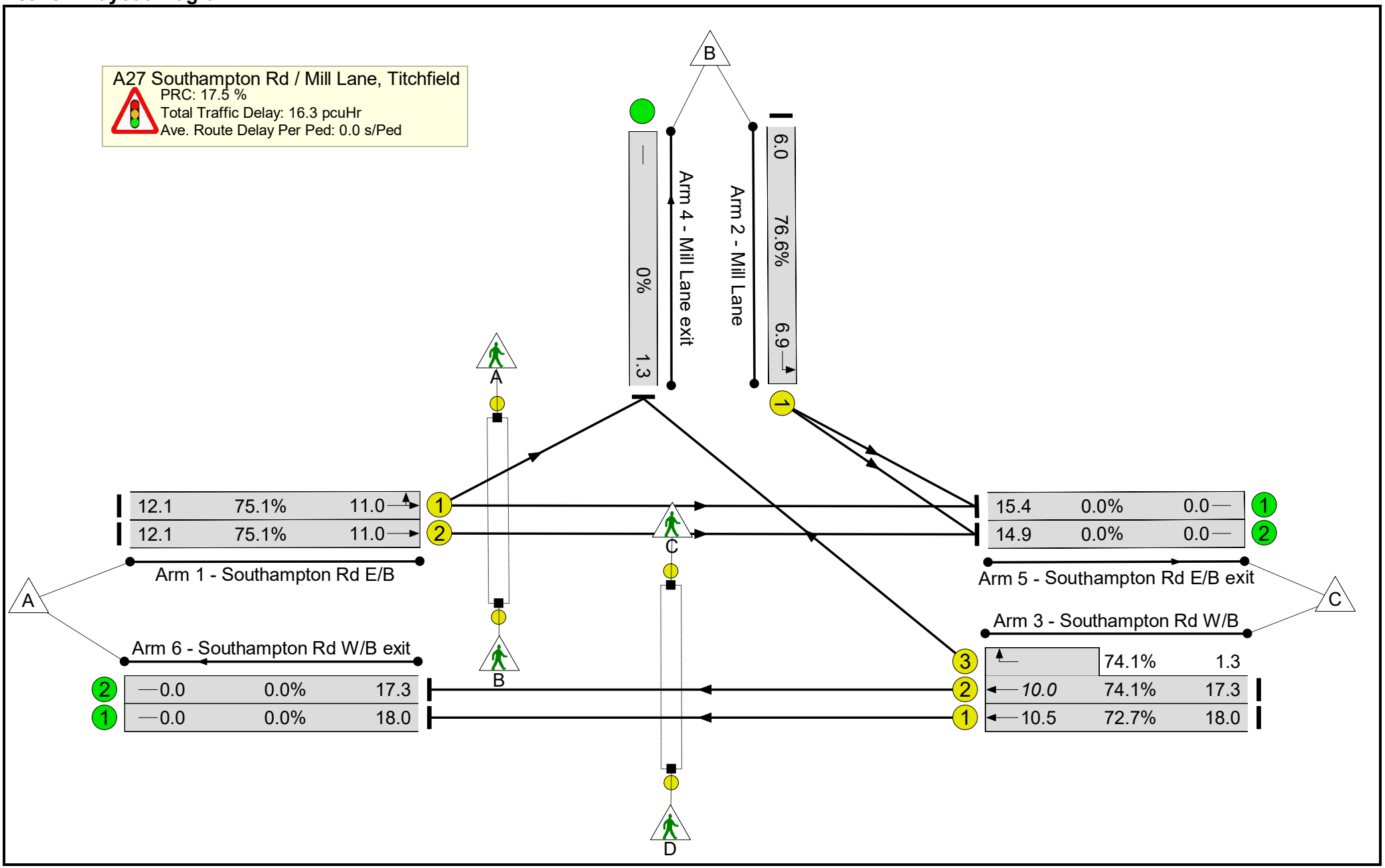
Stage	1	2
Duration	45	6
Change Point	30	18

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 Southampton Rd / Mill Lane, Titchfield - PM 2036	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**
A27 Southampton Rd / Mill Lane, Titchfield	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.6%**
1/1	Southampton Rd E/B Left Ahead	U	1	N/A	A		1	29	-	741	1940	986	75.1%
1/2	Southampton Rd E/B Ahead	U	1	N/A	A		1	29	-	741	1940	986	75.1%
2/1	Mill Lane Left	U	1	N/A	B		1	16	-	364	1650	475	76.6%
3/1	Southampton Rd W/B Ahead	U	2	N/A	D		1	45	-	1100	1940	1513	72.7%
3/2+3/3	Southampton Rd W/B Right Ahead	U	2	N/A	D C		1	45:18	-	1137	1940:1650	1424+111	74.1 : 74.1%
4/1	Mill Lane exit	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%
5/1	Southampton Rd E/B exit	U	N/A	N/A	-		-	-	-	938	Inf	Inf	0.0%
5/2	Southampton Rd E/B exit	U	N/A	N/A	-		-	-	-	908	Inf	Inf	0.0%
6/1	Southampton Rd W/B exit	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
6/2	Southampton Rd W/B exit	U	N/A	N/A	-		-	-	-	1055	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	19	-	0	-	23186	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	E		1	6	-	0	-	7322	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 Southampton Rd / Mill Lane, Titchfield - PM 2036	**-**	**-**	**0**	**0**	**0**	**8.9**	**7.3**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
A27 Southampton Rd / Mill Lane, Titchfield	**-**	**-**	**0**	**0**	**0**	**8.9**	**7.3**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
1/1	741	741	-	-	-	2.4	1.5	-	3.9	18.8	9.5	1.5	11.0
1/2	741	741	-	-	-	2.4	1.5	-	3.9	18.8	9.5	1.5	11.0
2/1	364	364	-	-	-	1.9	1.6	-	3.5	34.9	5.4	1.6	6.9
3/1	1100	1100	-	-	-	1.0	1.3	-	2.3	7.6	9.2	1.3	10.5
3/2+3/3	1137	1137	-	-	-	1.2	1.4	-	2.7	8.4	8.6	1.4	10.0
4/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

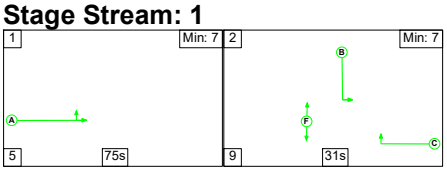
C1	Stream: 1	PRC for Signalled Lanes (%):	17.5	Total Delay for Signalled Lanes (pcuHr):	11.26	Cycle Time (s):	59
C1	Stream: 2	PRC for Signalled Lanes (%):	21.5	Total Delay for Signalled Lanes (pcuHr):	5.00	Cycle Time (s):	59
		PRC Over All Lanes (%):	17.5	Total Delay Over All Lanes(pcuHr):	16.26		

Full Input Data And Results

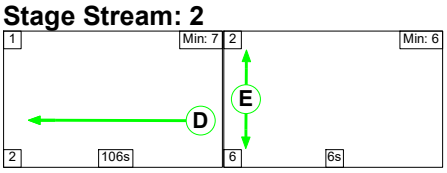
Scenario 2: 'PM 2036' (FG2: 'PM 2036', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

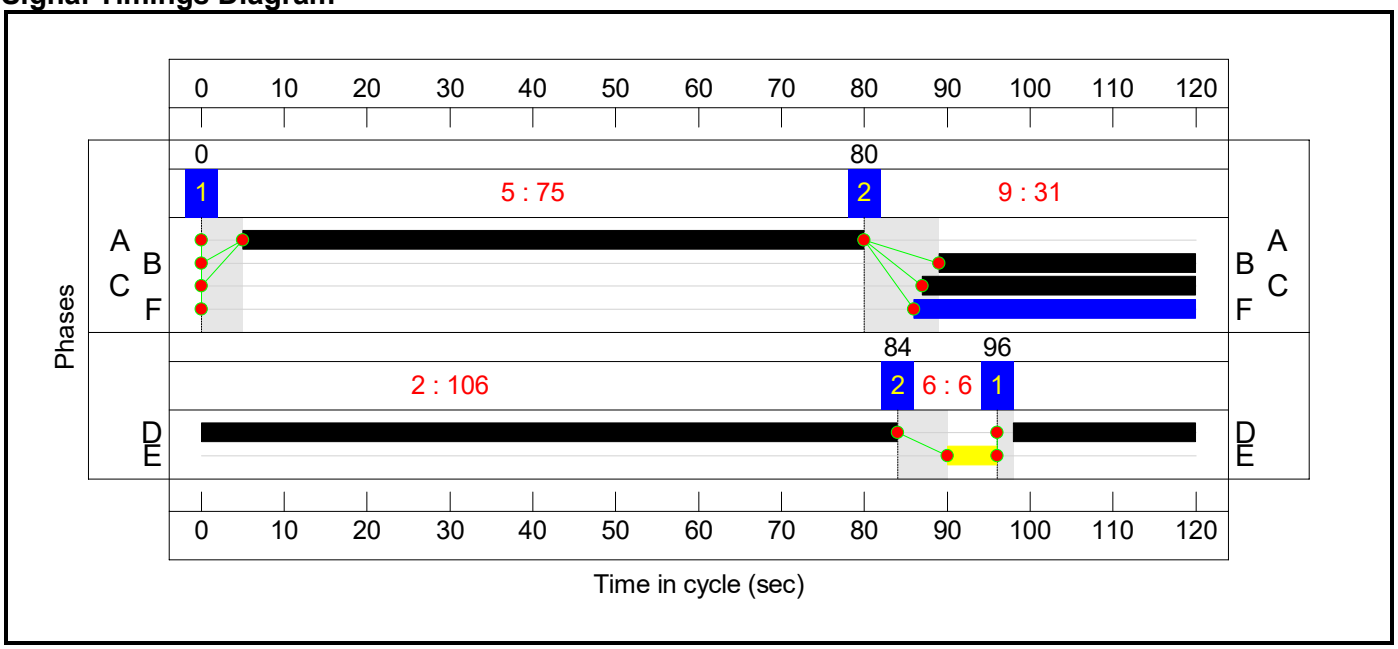
Stage Stream: 1

Stage	1	2
Duration	75	31
Change Point	0	80

Stage Stream: 2

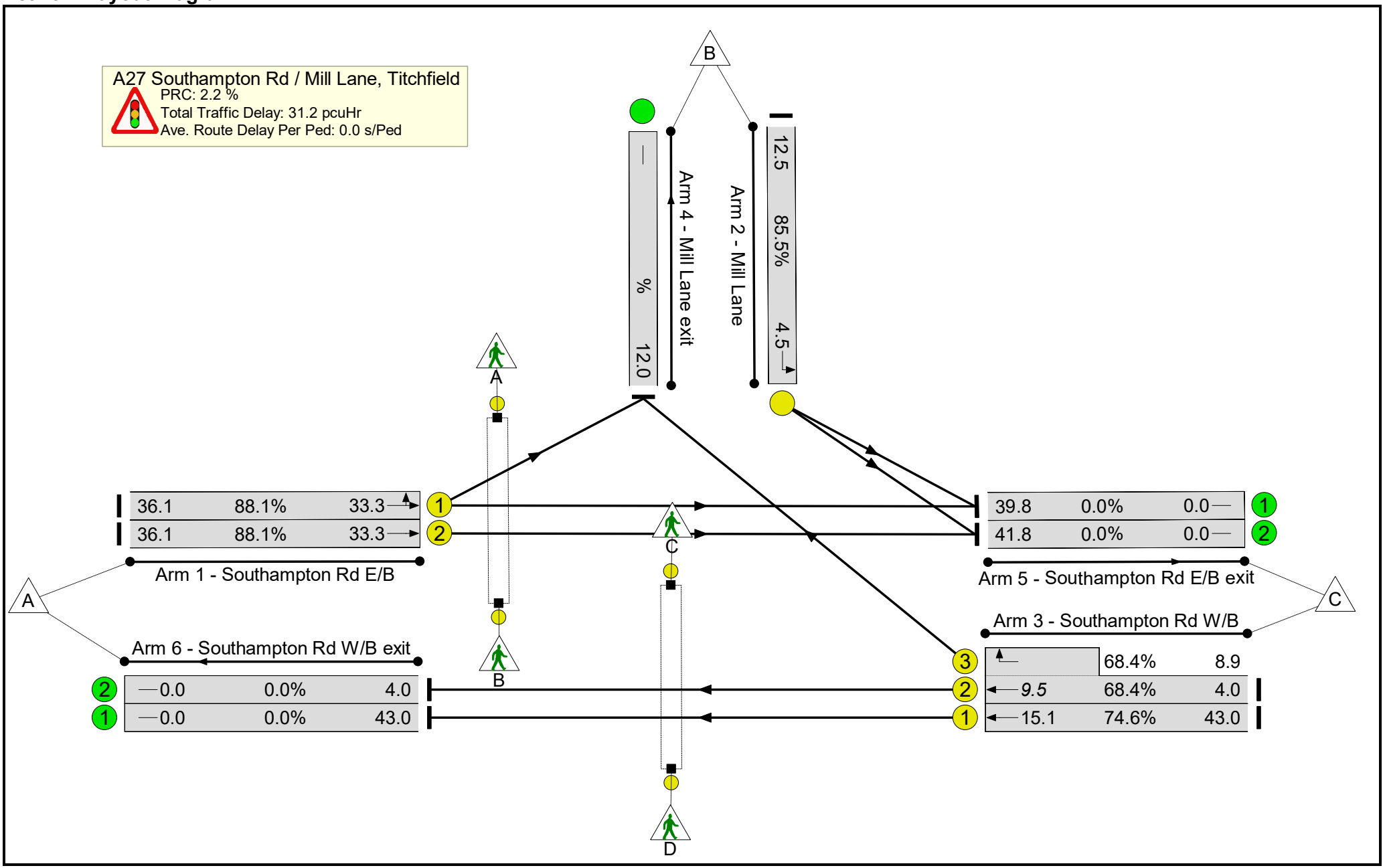
Stage	1	2
Duration	106	6
Change Point	96	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 Southampton Rd / Mill Lane, Titchfield - PM 2036	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
A27 Southampton Rd / Mill Lane, Titchfield	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.1%**
1/1	Southampton Rd E/B Left Ahead	U	1	N/A	A		1	75	-	1082	1940	1229	88.1%
1/2	Southampton Rd E/B Ahead	U	1	N/A	A		1	75	-	1082	1940	1229	88.1%
2/1	Mill Lane Left	U	1	N/A	B		1	31	-	376	1650	440	85.5%
3/1	Southampton Rd W/B Ahead	U	2	N/A	D		1	106	-	1290	1940	1730	74.6%
3/2+3/3	Southampton Rd W/B Right Ahead	U	2	N/A	D C		1	106:33	-	387	1940:1650	174+392	68.4 : 68.4%
4/1	Mill Lane exit	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
5/1	Southampton Rd E/B exit	U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
5/2	Southampton Rd E/B exit	U	N/A	N/A	-		-	-	-	1255	Inf	Inf	0.0%
6/1	Southampton Rd W/B exit	U	N/A	N/A	-		-	-	-	1290	Inf	Inf	0.0%
6/2	Southampton Rd W/B exit	U	N/A	N/A	-		-	-	-	119	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	F		1	34	-	0	-	20400	0.0%
Ped Link: P2	Unnamed Ped Link	-	2	-	E		1	6	-	0	-	3600	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 Southampton Rd / Mill Lane, Titchfield - PM 2036	**-**	**-**	**0**	**0**	**0**	**18.9**	**12.3**	**0.0**	**31.2**	**-**	**-**	**-**	**-**
A27 Southampton Rd / Mill Lane, Titchfield	**-**	**-**	**0**	**0**	**0**	**18.9**	**12.3**	**0.0**	**31.2**	**-**	**-**	**-**	**-**
1/1	1082	1082	-	-	-	5.5	3.5	-	9.0	30.0	29.8	3.5	33.3
1/2	1082	1082	-	-	-	5.5	3.5	-	9.0	30.0	29.8	3.5	33.3
2/1	376	376	-	-	-	4.4	2.7	-	7.1	67.7	11.8	2.7	14.5
3/1	1290	1290	-	-	-	0.8	1.5	-	2.2	6.2	13.6	1.5	15.1
3/2+3/3	387	387	-	-	-	2.8	1.1	-	3.9	36.0	8.5	1.1	9.5
4/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1194	1194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1290	1290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	119	119	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1	Stream: 1	PRC for Signalled Lanes (%):	2.2	Total Delay for Signalled Lanes (pcuHr):	25.08	Cycle Time (s):	120
C1	Stream: 2	PRC for Signalled Lanes (%):	20.7	Total Delay for Signalled Lanes (pcuHr):	6.08	Cycle Time (s):	120
		PRC Over All Lanes (%):	2.2	Total Delay Over All Lanes(pcuHr):	31.15		

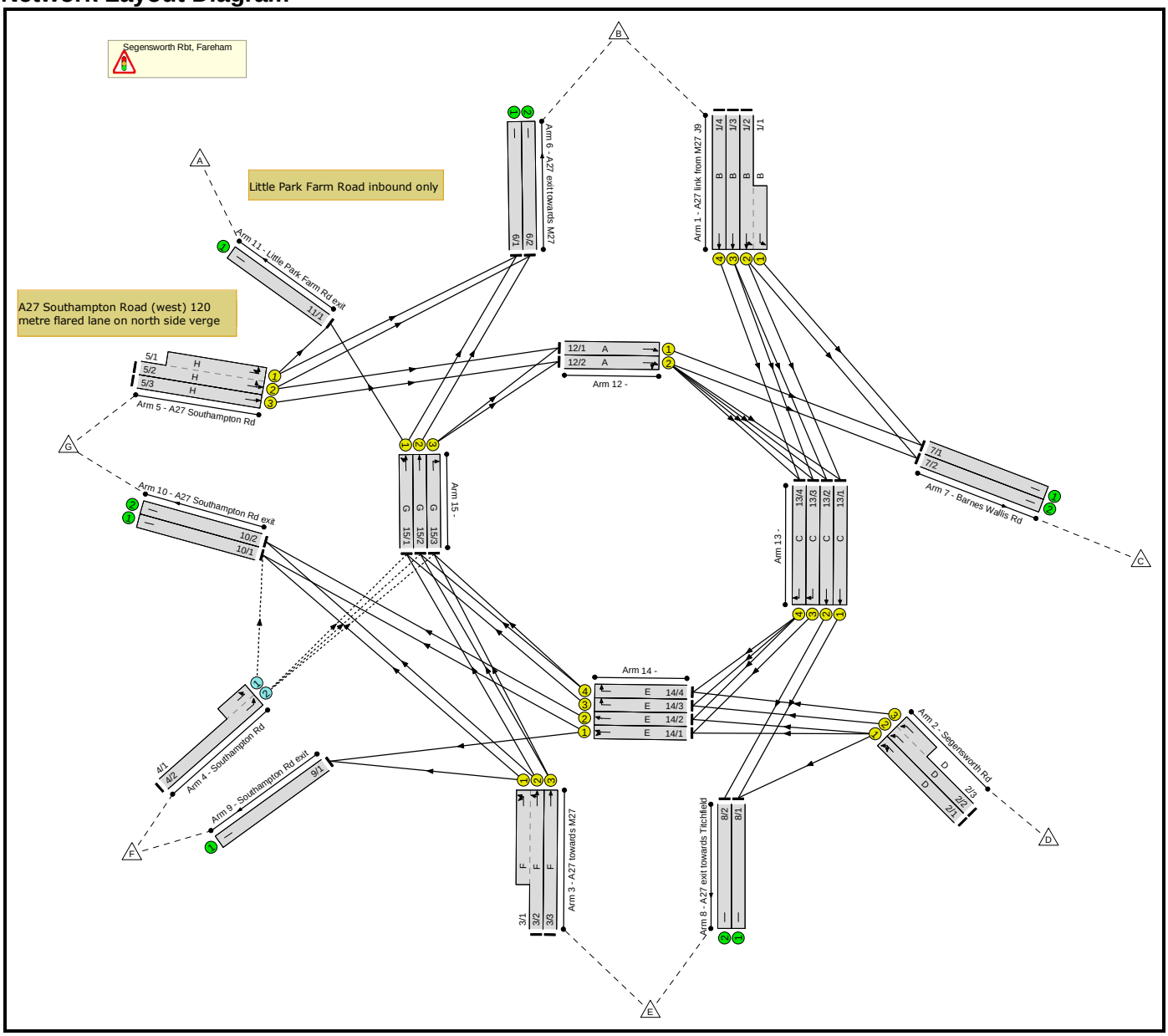
Full Input Data And Results

User and Project Details

Project:	**STRM Fareham Local Plan**
Title:	**A27 Segensworth Rbt, Fareham - AM Peak**
Location:	
Date Started:	18.10.2021
Date Completed:	13.12.2021
Model Assumptions:	Little Park Farm Road entry to roundabout closed. All Little Park Farm Road traffic re-assigned to A27 Southampton Road west
Flow Details:	2036 predicted flows used
Additional detail:	06.12.2021:- Lanes 1/1 & 1/2 changed to 60 PCU length due to queuing on lanes 14/1 & 14/2. Arms 4 & 6 changed to give-way. 10.12.2021:- Give-way entries 4/1, 4/2, 6/1, 6/2 amended with intercept 0.33 and maximum flow of 1000 as per User Guide section 3.3.1.1 13.12.2021:- Cycle times as per ASTRID.
File name:	Segensworth Rbt Option 3 LPFR closed & A27W 3 lanes.lsg3x
Author:	Mike Kester
Company:	ITS Group, Hampshire County Council
Address:	EII South, Winchester

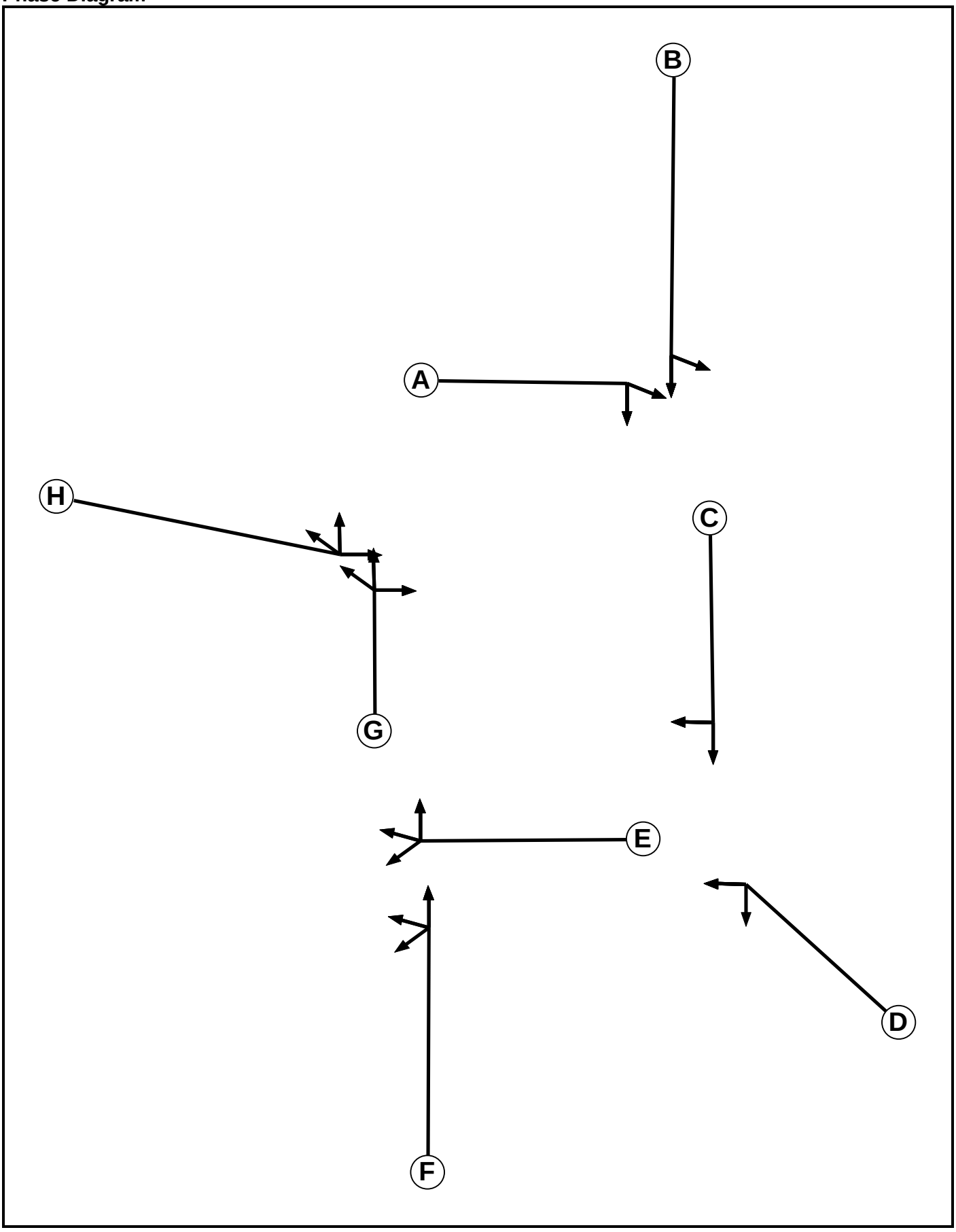
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Phase Intergreens Matrix

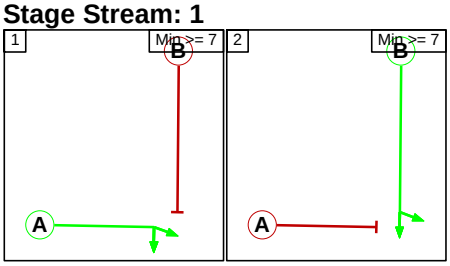
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		5	-	-	-	-	-	-
	B	5		-	-	-	-	-	-
	C	-	-		6	-	-	-	-
	D	-	-	6		-	-	-	-
	E	-	-	-	-		5	-	-
	F	-	-	-	-	5		-	-
	G	-	-	-	-	-	-		5
	H	-	-	-	-	-	-	5	

Phases in Stage

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

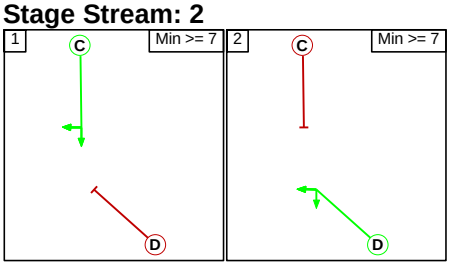
Stage Diagram

Stage Stream: 1

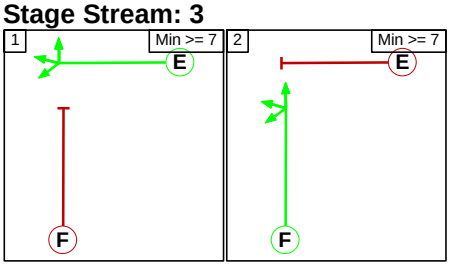


Full Input Data And Results

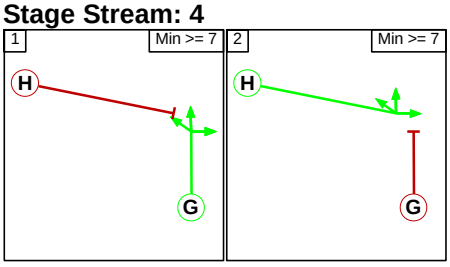
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Phase Delays

Stage Stream: 1

There are no Phase Delays defined					

Stage Stream: 2

There are no Phase Delays defined					

Stage Stream: 3

There are no Phase Delays defined					

Stage Stream: 4

There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Stage Stream: 2

	To Stage		
From Stage			
			6
		6	

Stage Stream: 3

	To Stage		
From Stage			
			5
		5	

Stage Stream: 4

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Segensworth Rbt, Fareham

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
4/1 (Southampton Rd)	10/1 (Left)	1000	0	3/1	0.33	All	-	-	-	-	-
				14/1	0.33	All					
	15/1 (Left)	1000	0	14/1	0.33	All					
				14/2	0.33	All					
				14/3	0.33	All					
4/2 (Southampton Rd)	15/2 (Left)	1000	0	14/1	0.33	All	-	-	-	-	-
				14/2	0.33	All					
				14/3	0.33	All					
				14/4	0.33	All					
				3/1	0.33	All					
				3/2	0.33	All					
	15/3 (Left)	1000	0	14/1	0.33	All					
				14/2	0.33	All					
				14/3	0.33	All					
				14/4	0.33	All					
				3/1	0.33	All					
				3/2	0.33	All					
				3/3	0.33	All					

Full Input Data And Results

Lane Input Data

Junction: Segensworth Rbt, Fareham												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A27 link from M27 J9)	U	B	2	3	7.0	Geom	-	3.25	0.00	Y	Arm 7 Left	Inf
1/2 (A27 link from M27 J9)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Left	Inf
											Arm 13 Ahead	Inf
1/3 (A27 link from M27 J9)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 13 Ahead	Inf
1/4 (A27 link from M27 J9)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 13 Ahead	Inf
2/1 (Segensworth Rd)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 U-Turn	Inf
											Arm 14 Ahead	Inf
2/2 (Segensworth Rd)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 14 Ahead	Inf
2/3 (Segensworth Rd)	U	D	2	3	4.7	Geom	-	3.25	0.00	Y	Arm 14 Ahead	Inf
3/1 (A27 towards M27)	U	F	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 9 Left	Inf
											Arm 10 Left	Inf
3/2 (A27 towards M27)	U	F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 10 Left	Inf
											Arm 15 Ahead	Inf
3/3 (A27 towards M27)	U	F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 15 Ahead	Inf
4/1 (Southampton Rd)	O		2	3	4.0	Geom	-	3.25	0.00	Y	Arm 10 Left	Inf
4/2 (Southampton Rd)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 15 Left	Inf
5/1 (A27 Southampton Rd)	U	H	2	3	20.0	Geom	-	3.25	0.00	Y	Arm 6 Left	Inf
											Arm 11 U-Turn	Inf
5/2 (A27 Southampton Rd)	U	H	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	Inf
											Arm 12 Ahead	Inf

Full Input Data And Results

5/3 (A27 Southampton Rd)	U	H	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 12 Ahead	Inf
6/1 (A27 exit towards M27)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (A27 exit towards M27)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Barnes Wallis Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (Barnes Wallis Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (A27 exit towards Titchfield)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (A27 exit towards Titchfield)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Southampton Rd exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (A27 Southampton Rd exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2 (A27 Southampton Rd exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (Little Park Farm Rd exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
12/2	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
											Arm 13 Right	Inf
13/1	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Ahead	Inf
13/2	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Ahead	Inf
13/3	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 14 Right	Inf
13/4	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 14 Right	Inf
14/1	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 9 Ahead	Inf
											Arm 10 Ahead	Inf

14/2	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 10 Ahead	Inf
14/3	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 15 Right	Inf
14/4	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 15 Right	Inf
15/1	U	G	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
											Arm 11 Left	Inf
15/2	U	G	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
15/3	U	G	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 12 Right	Inf

Traffic Flow Groups

1: '2036 AM'	08:00	09:00	01:00	
2: '2036 PM'	17:00	18:00	01:00	

Scenario 1: '2036 AM' (FG1: '2036 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	0	0	0	0	0	0
	B	0	0	1124	0	811	80	541	2556
	C	0	0	0	0	0	0	0	0
	D	77	375	1	0	19	13	111	596
	E	0	1814	472	0	151	0	439	2876
	F	0	22	4	0	5	0	162	193
	G	0	890	394	0	291	0	0	1575
	Tot.	77	3101	1995	0	1277	93	1253	7796

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2036 AM
Junction: Segensworth Rbt, Fareham	
1/1 (short)	599
1/2 (with short)	1199(In) 600(Out)
1/3	863
1/4	494
2/1	143
2/2 (with short)	453(In) 111(Out)
2/3 (short)	342
3/1 (short)	404
3/2 (with short)	1534(In) 1130(Out)
3/3	1342
4/1 (short)	162
4/2 (with short)	193(In) 31(Out)
5/1 (short)	558
5/2 (with short)	1115(In) 557(Out)
5/3	460
6/1	1687
6/2	1414
7/1	1232
7/2	763
8/1	372
8/2	905
9/1	93
10/1	724
10/2	529
11/1	77
12/1	633
12/2	685
13/1	353
13/2	905
13/3	127
13/4	494
14/1	251
14/2	494
14/3	111
14/4	342

Full Input Data And Results

15/1	1206
15/2	1082
15/3	633

Full Input Data And Results

Lane Saturation Flows

Junction: Segensworth Rbt, Fareham								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 link from M27 J9)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
1/2 (A27 link from M27 J9)	3.25	0.00	Y	Arm 7 Left	Inf	87.5 %	1940	1940
				Arm 13 Ahead	Inf	12.5 %		
1/3 (A27 link from M27 J9)	3.25	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1940	1940
1/4 (A27 link from M27 J9)	3.25	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1940	1940
2/1 (Segensworth Rd)	3.25	0.00	Y	Arm 8 U-Turn	Inf	13.3 %	1940	1940
				Arm 14 Ahead	Inf	86.7 %		
2/2 (Segensworth Rd)	3.25	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1940	1940
2/3 (Segensworth Rd)	3.25	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1940	1940
3/1 (A27 towards M27)	3.25	0.00	Y	Arm 9 Left	Inf	0.0 %	1940	1940
				Arm 10 Left	Inf	100.0 %		
3/2 (A27 towards M27)	3.25	0.00	Y	Arm 10 Left	Inf	3.1 %	1940	1940
				Arm 15 Ahead	Inf	96.9 %		
3/3 (A27 towards M27)	3.25	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1940	1940
4/1 (Southampton Rd)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
4/2 (Southampton Rd)	3.25	0.00	Y	Arm 15 Left	Inf	100.0 %	1940	1940
5/1 (A27 Southampton Rd)	3.25	0.00	Y	Arm 6 Left	Inf	100.0 %	1940	1940
				Arm 11 U-Turn	Inf	0.0 %		
5/2 (A27 Southampton Rd)	3.25	0.00	Y	Arm 6 Left	Inf	59.6 %	1940	1940
				Arm 12 Ahead	Inf	40.4 %		
5/3 (A27 Southampton Rd)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
6/1 (A27 exit towards M27 Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 exit towards M27 Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Barnes Wallis Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Barnes Wallis Rd Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A27 exit towards Titchfield Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

8/2 (A27 exit towards Titchfield Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Southampton Rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Southampton Rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Southampton Rd exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Little Park Farm Rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
12/2	3.25	0.00	Y	Arm 7 Ahead	Inf	34.7 %	1940	1940
				Arm 13 Right	Inf	65.3 %		
13/1	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
13/2	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
13/3	3.25	0.00	Y	Arm 14 Right	Inf	100.0 %	1940	1940
13/4	3.25	0.00	Y	Arm 14 Right	Inf	100.0 %	1940	1940
14/1	3.25	0.00	Y	Arm 9 Ahead	Inf	37.1 %	1940	1940
				Arm 10 Ahead	Inf	62.9 %		
14/2	3.25	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1940	1940
14/3	3.25	0.00	Y	Arm 15 Right	Inf	100.0 %	1940	1940
14/4	3.25	0.00	Y	Arm 15 Right	Inf	100.0 %	1940	1940
15/1	3.25	0.00	Y	Arm 6 Ahead	Inf	93.6 %	1940	1940
				Arm 11 Left	Inf	6.4 %		
15/2	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
15/3	3.25	0.00	Y	Arm 12 Right	Inf	100.0 %	1940	1940

Scenario 2: '2036 PM' (FG2: '2036 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	0	0	0	0	0	0	0
	B	56	0	689	0	802	163	851	2561
	C	0	0	0	0	0	0	0	0
	D	249	457	1	0	237	42	371	1357
	E	0	1107	225	0	94	0	272	1698
	F	0	11	4	0	5	0	121	141
	G	0	1004	245	0	616	5	0	1870
	Tot.	305	2579	1164	0	1754	210	1615	7627

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2036 PM
Junction: Segensworth Rbt, Fareham	
1/1 (short)	553
1/2 (with short)	1111(In) 558(Out)
1/3	765
1/4	685
2/1	650
2/2 (with short)	707(In) 284(Out)
2/3 (short)	423
3/1 (short)	270
3/2 (with short)	896(In) 626(Out)
3/3	802
4/1 (short)	121
4/2 (with short)	141(In) 20(Out)
5/1 (short)	624
5/2 (with short)	1249(In) 625(Out)
5/3	621
6/1	1283
6/2	1296
7/1	1028
7/2	136
8/1	999
8/2	755
9/1	210
10/1	883
10/2	732
11/1	305
12/1	475
12/2	720
13/1	762
13/2	755
13/3	390
13/4	685
14/1	702
14/2	730
14/3	340
14/4	423

Full Input Data And Results

15/1	964
15/2	916
15/3	329

Full Input Data And Results

Lane Saturation Flows

Junction: Segensworth Rbt, Fareham								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 link from M27 J9)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
1/2 (A27 link from M27 J9)	3.25	0.00	Y	Arm 7 Left	Inf	24.4 %	1940	1940
				Arm 13 Ahead	Inf	75.6 %		
1/3 (A27 link from M27 J9)	3.25	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1940	1940
1/4 (A27 link from M27 J9)	3.25	0.00	Y	Arm 13 Ahead	Inf	100.0 %	1940	1940
2/1 (Segensworth Rd)	3.25	0.00	Y	Arm 8 U-Turn	Inf	36.5 %	1940	1940
				Arm 14 Ahead	Inf	63.5 %		
2/2 (Segensworth Rd)	3.25	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1940	1940
2/3 (Segensworth Rd)	3.25	0.00	Y	Arm 14 Ahead	Inf	100.0 %	1940	1940
3/1 (A27 towards M27)	3.25	0.00	Y	Arm 9 Left	Inf	0.0 %	1940	1940
				Arm 10 Left	Inf	100.0 %		
3/2 (A27 towards M27)	3.25	0.00	Y	Arm 10 Left	Inf	0.3 %	1940	1940
				Arm 15 Ahead	Inf	99.7 %		
3/3 (A27 towards M27)	3.25	0.00	Y	Arm 15 Ahead	Inf	100.0 %	1940	1940
4/1 (Southampton Rd)	3.25	0.00	Y	Arm 10 Left	Inf	100.0 %	1940	1940
4/2 (Southampton Rd)	3.25	0.00	Y	Arm 15 Left	Inf	100.0 %	1940	1940
5/1 (A27 Southampton Rd)	3.25	0.00	Y	Arm 6 Left	Inf	100.0 %	1940	1940
				Arm 11 U-Turn	Inf	0.0 %		
5/2 (A27 Southampton Rd)	3.25	0.00	Y	Arm 6 Left	Inf	60.8 %	1940	1940
				Arm 12 Ahead	Inf	39.2 %		
5/3 (A27 Southampton Rd)	3.25	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1940	1940
6/1 (A27 exit towards M27 Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (A27 exit towards M27 Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Barnes Wallis Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
7/2 (Barnes Wallis Rd Lane 2)	Infinite Saturation Flow						Inf	Inf
8/1 (A27 exit towards Titchfield Lane 1)	Infinite Saturation Flow						Inf	Inf

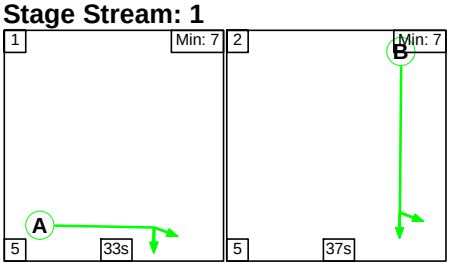
Full Input Data And Results

8/2 (A27 exit towards Titchfield Lane 2)	Infinite Saturation Flow						Inf	Inf
9/1 (Southampton Rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/1 (A27 Southampton Rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
10/2 (A27 Southampton Rd exit Lane 2)	Infinite Saturation Flow						Inf	Inf
11/1 (Little Park Farm Rd exit Lane 1)	Infinite Saturation Flow						Inf	Inf
12/1	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
12/2	3.25	0.00	Y	Arm 7 Ahead	Inf	0.0 %	1940	1940
				Arm 13 Right	Inf	100.0 %		
13/1	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
13/2	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
13/3	3.25	0.00	Y	Arm 14 Right	Inf	100.0 %	1940	1940
13/4	3.25	0.00	Y	Arm 14 Right	Inf	100.0 %	1940	1940
14/1	3.25	0.00	Y	Arm 9 Ahead	Inf	29.9 %	1940	1940
				Arm 10 Ahead	Inf	70.1 %		
14/2	3.25	0.00	Y	Arm 10 Ahead	Inf	100.0 %	1940	1940
14/3	3.25	0.00	Y	Arm 15 Right	Inf	100.0 %	1940	1940
14/4	3.25	0.00	Y	Arm 15 Right	Inf	100.0 %	1940	1940
15/1	3.25	0.00	Y	Arm 6 Ahead	Inf	68.4 %	1940	1940
				Arm 11 Left	Inf	31.6 %		
15/2	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
15/3	3.25	0.00	Y	Arm 12 Right	Inf	100.0 %	1940	1940

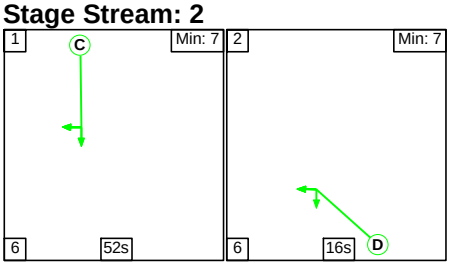
Scenario 1: '2036 AM' (FG1: '2036 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

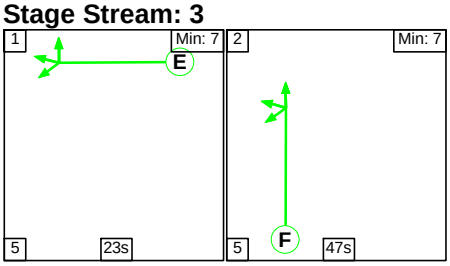


Stage Stream: 2

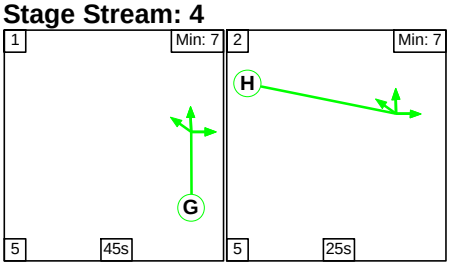


Full Input Data And Results

Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	37
Change Point	0	38

Stage Stream: 2

Stage	1	2
Duration	52	16
Change Point	26	4

Stage Stream: 3

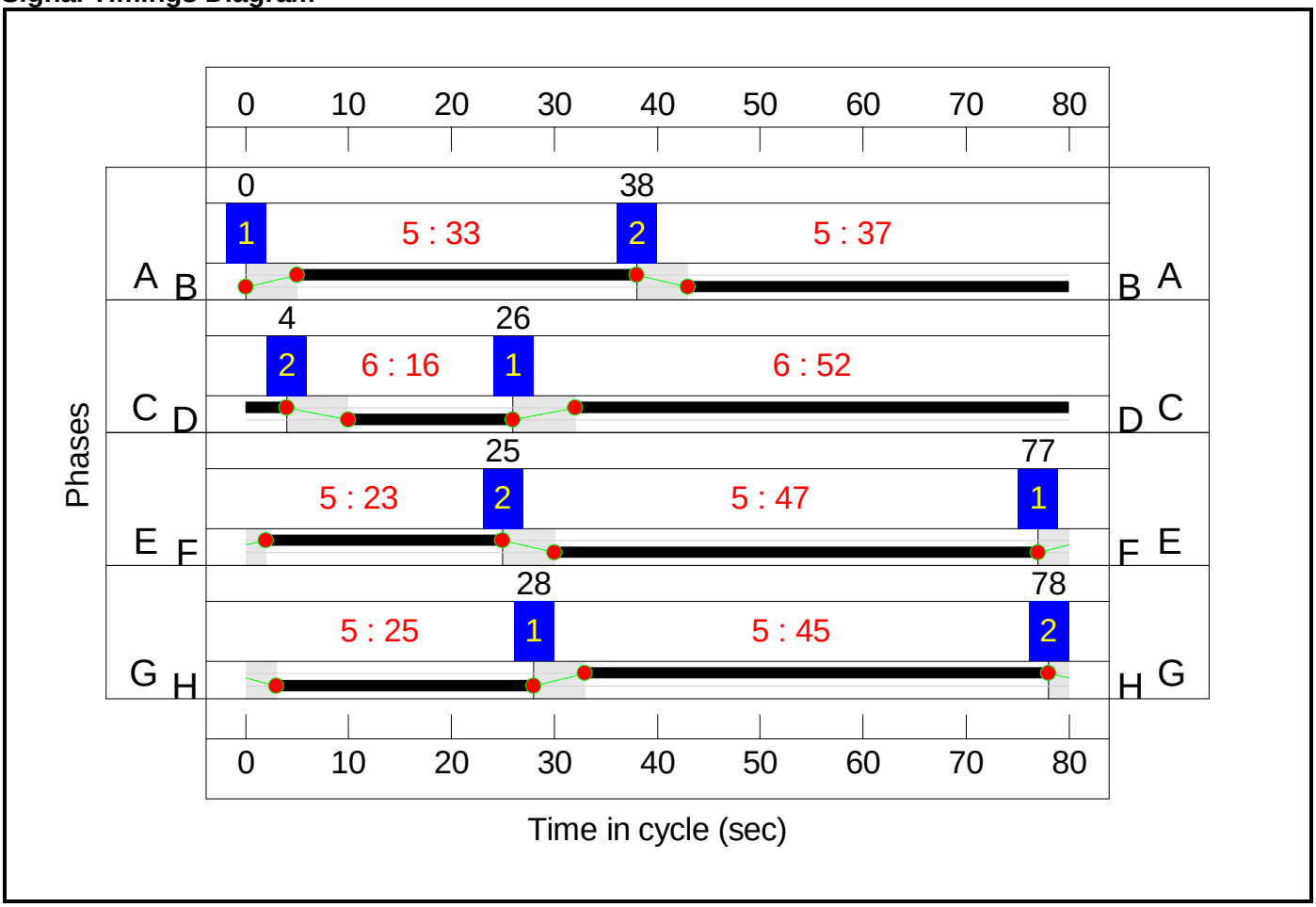
Stage	1	2
Duration	23	47
Change Point	77	25

Stage Stream: 4

Stage	1	2
Duration	45	25
Change Point	28	78

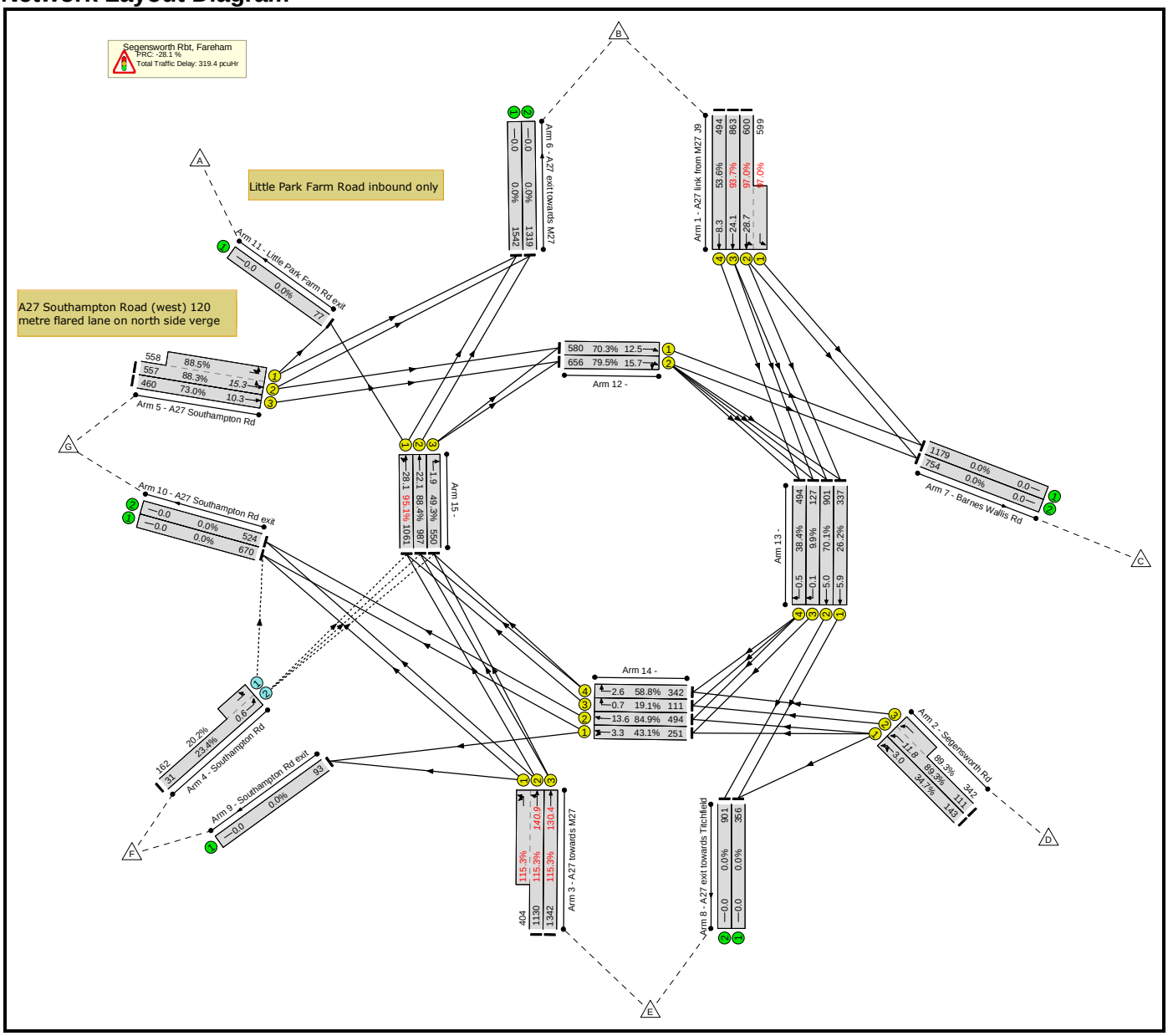
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 Segensworth Rbt, Fareham - AM Peak	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.3%**
Segensworth Rbt, Fareham	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.3%**
1/2+1/1	A27 link from M27 J9 Left Ahead	U	1	N/A	B		1	37	-	1199	1940:1940	618+617	97.0 : 97.0%
1/3	A27 link from M27 J9 Ahead	U	1	N/A	B		1	37	-	863	1940	921	93.7%
1/4	A27 link from M27 J9 Ahead	U	1	N/A	B		1	37	-	494	1940	921	53.6%
2/1	Segensworth Rd U-Turn Ahead	U	2	N/A	D		1	16	-	143	1940	412	34.7%
2/2+2/3	Segensworth Rd Ahead	U	2	N/A	D		1	16	-	453	1940:1940	124+383	89.3 : 89.3%
3/2+3/1	A27 towards M27 Left Left2 Ahead	U	3	N/A	F		1	47	-	1534	1940:1940	980+350	115.3 : 115.3%
3/3	A27 towards M27 Ahead	U	3	N/A	F		1	47	-	1342	1940	1164	115.3%
4/2+4/1	Southampton Rd Left Left2	O	N/A	N/A	-		-	-	-	193	1940:1940	132+801	23.4 : 20.2%
5/2+5/1	A27 Southampton Rd Left U-Turn Ahead	U	4	N/A	H		1	25	-	1115	1940:1940	631+631	88.3 : 88.5%
5/3	A27 Southampton Rd Ahead	U	4	N/A	H		1	25	-	460	1940	631	73.0%
6/1	A27 exit towards M27	U	N/A	N/A	-		-	-	-	1687	Inf	Inf	0.0%
6/2	A27 exit towards M27	U	N/A	N/A	-		-	-	-	1414	Inf	Inf	0.0%
7/1	Barnes Wallis Rd	U	N/A	N/A	-		-	-	-	1232	Inf	Inf	0.0%
7/2	Barnes Wallis Rd	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%

Full Input Data And Results

8/1	A27 exit towards Titchfield	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
8/2	A27 exit towards Titchfield	U	N/A	N/A	-		-	-	-	905	Inf	Inf	0.0%
9/1	Southampton Rd exit	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
10/1	A27 Southampton Rd exit	U	N/A	N/A	-		-	-	-	724	Inf	Inf	0.0%
10/2	A27 Southampton Rd exit	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
11/1	Little Park Farm Rd exit	U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%
12/1	Ahead	U	1	N/A	A		1	33	-	633	1940	825	70.3%
12/2	Ahead Right	U	1	N/A	A		1	33	-	685	1940	825	79.5%
13/1	Ahead	U	2	N/A	C		1	52	-	353	1940	1285	26.2%
13/2	Ahead	U	2	N/A	C		1	52	-	905	1940	1285	70.1%
13/3	Right	U	2	N/A	C		1	52	-	127	1940	1285	9.9%
13/4	Right	U	2	N/A	C		1	52	-	494	1940	1285	38.4%
14/1	Ahead Ahead2	U	3	N/A	E		1	23	-	251	1940	582	43.1%
14/2	Ahead	U	3	N/A	E		1	23	-	494	1940	582	84.9%
14/3	Right	U	3	N/A	E		1	23	-	111	1940	582	19.1%
14/4	Right	U	3	N/A	E		1	23	-	342	1940	582	58.8%
15/1	Ahead Left	U	4	N/A	G		1	45	-	1206	1940	1115	95.1%
15/2	Ahead	U	4	N/A	G		1	45	-	1082	1940	1115	88.4%
15/3	Right	U	4	N/A	G		1	45	-	633	1940	1115	49.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 Segensworth Rbt, Fareham - AM Peak	**-**	**-**	**310**	**76**	**0**	**74.9**	**244.4**	**0.0**	**319.4**	**-**	**-**	**-**	**-**
Segensworth Rbt, Fareham	**-**	**-**	**310**	**76**	**0**	**74.9**	**244.4**	**0.0**	**319.4**	**-**	**-**	**-**	**-**
1/2+1/1	1199	1199	-	-	-	5.7	10.4	-	16.1	48.5	18.3	10.4	28.7
1/3	863	863	-	-	-	4.8	6.1	-	10.9	45.3	18.0	6.1	24.1
1/4	494	494	-	-	-	2.0	0.6	-	2.6	19.0	7.7	0.6	8.3
2/1	143	143	-	-	-	1.1	0.3	-	1.3	33.5	2.7	0.3	3.0
2/2+2/3	453	453	-	-	-	3.7	3.7	-	7.4	58.9	8.2	3.7	11.8
3/2+3/1	1534	1331	-	-	-	12.4	105.3	-	117.8	276.4	35.6	105.3	140.9
3/3	1342	1164	-	-	-	15.1	92.6	-	107.7	288.9	37.7	92.6	130.4
4/2+4/1	193	193	310	76	0	0.1	0.1	-	0.3	5.0	0.4	0.1	0.6
5/2+5/1	1115	1115	-	-	-	7.9	3.6	-	11.6	37.3	11.6	3.6	15.3
5/3	460	460	-	-	-	3.1	1.3	-	4.4	34.3	8.9	1.3	10.3
6/1	1542	1542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1319	1319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	580	580	-	-	-	3.1	1.2	-	4.3	26.8	11.3	1.2	12.5
12/2	656	656	-	-	-	2.0	1.9	-	3.9	21.2	13.8	1.9	15.7
13/1	337	337	-	-	-	1.1	0.2	-	1.3	13.5	5.7	0.2	5.9

Full Input Data And Results

	127	127	-	-	-	0.0	0.1	-	0.1	2.1	0.1	0.1	0.1
	251	251	-	-	-	0.7	0.4	-	1.0	15.0	2.9	0.4	3.3
	111	111	-	-	-	0.4	0.1	-	0.5	15.5	0.5	0.1	0.7
	1061	1061	-	-	-	2.1	7.6	-	9.7	32.8	20.5	7.6	28.1
	550	550	-	-	-	0.5	0.5	-	1.0	6.5	1.4	0.5	1.9

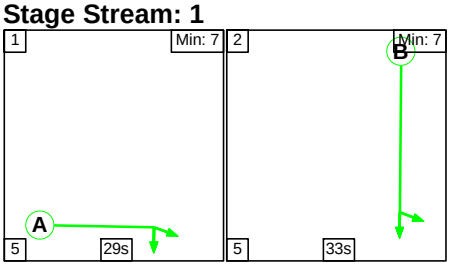
C1	Stream: 1	PRC for Signalled Lanes (%):	-7.8	Total Delay for Signalled Lanes (pcuHr):	37.78	Cycle Time (s):	80
C1	Stream: 2	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	12.20	Cycle Time (s):	80
C1	Stream: 3	PRC for Signalled Lanes (%):	-28.1	Total Delay for Signalled Lanes (pcuHr):	235.32	Cycle Time (s):	80
C1	Stream: 4	PRC for Signalled Lanes (%):	-5.7	Total Delay for Signalled Lanes (pcuHr):	33.80	Cycle Time (s):	80
		PRC Over All Lanes (%):	-28.1	Total Delay Over All Lanes(pcuHr):	319.36		

Full Input Data And Results

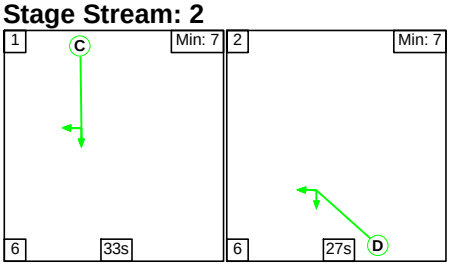
Scenario 2: '2036 PM' (FG2: '2036 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

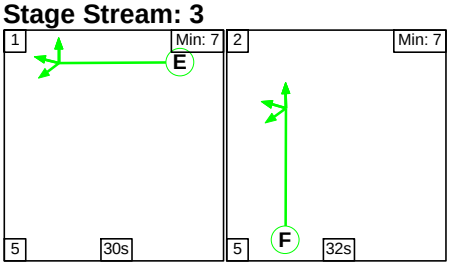
Stage Stream: 1



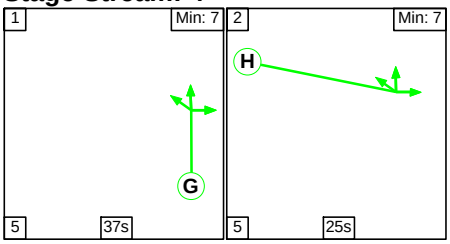
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	33
Change Point	0	34

Stage Stream: 2

Stage	1	2
Duration	33	27
Change Point	37	4

Stage Stream: 3

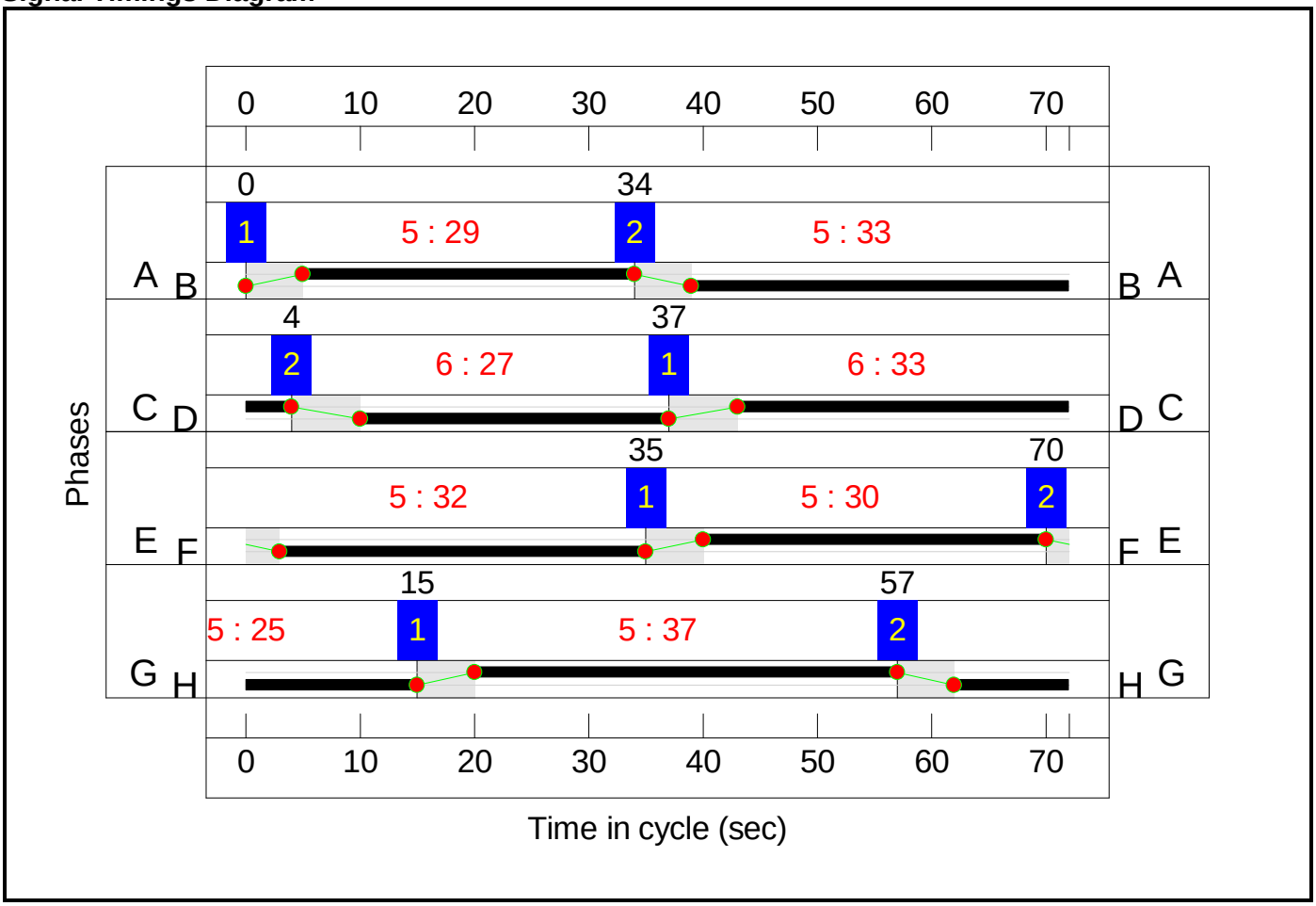
Stage	1	2
Duration	30	32
Change Point	35	70

Full Input Data And Results

Stage Stream: 4

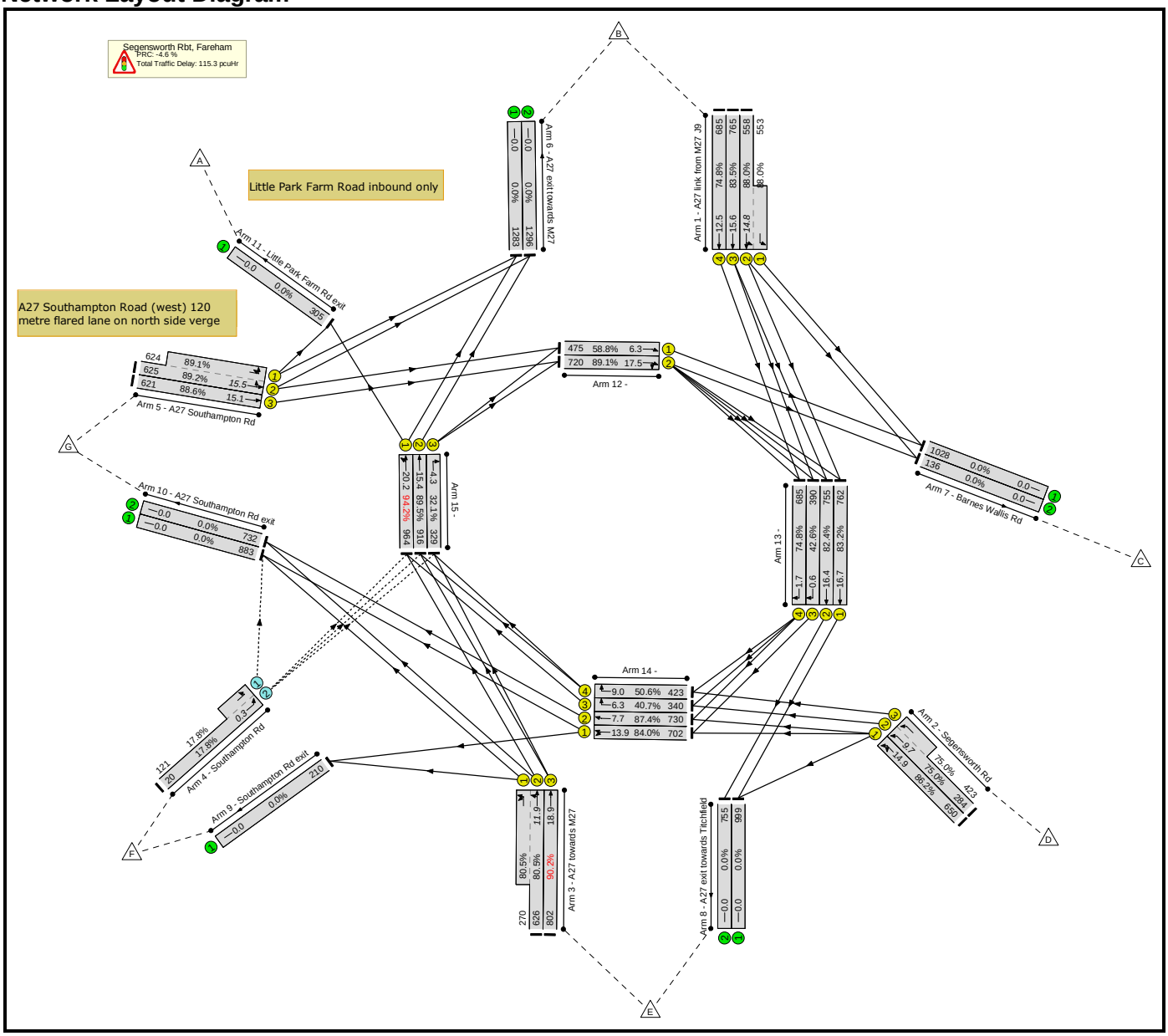
Stage	1	2
Duration	37	25
Change Point	15	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A27 Segensworth Rbt, Fareham - AM Peak	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.2%**
Segensworth Rbt, Fareham	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.2%**
1/2+1/1	A27 link from M27 J9 Left Ahead	U	1	N/A	B		1	33	-	1111	1940:1940	634+629	88.0 : 88.0%
1/3	A27 link from M27 J9 Ahead	U	1	N/A	B		1	33	-	765	1940	916	83.5%
1/4	A27 link from M27 J9 Ahead	U	1	N/A	B		1	33	-	685	1940	916	74.8%
2/1	Segensworth Rd U-Turn Ahead	U	2	N/A	D		1	27	-	650	1940	754	86.2%
2/2+2/3	Segensworth Rd Ahead	U	2	N/A	D		1	27	-	707	1940:1940	379+564	75.0 : 75.0%
3/2+3/1	A27 towards M27 Left Left2 Ahead	U	3	N/A	F		1	32	-	896	1940:1940	778+335	80.5 : 80.5%
3/3	A27 towards M27 Ahead	U	3	N/A	F		1	32	-	802	1940	889	90.2%
4/2+4/1	Southampton Rd Left Left2	O	N/A	N/A	-		-	-	-	141	1940:1940	112+679	17.8 : 17.8%
5/2+5/1	A27 Southampton Rd Left U-Turn Ahead	U	4	N/A	H		1	25	-	1249	1940:1940	701+701	89.2 : 89.1%
5/3	A27 Southampton Rd Ahead	U	4	N/A	H		1	25	-	621	1940	701	88.6%
6/1	A27 exit towards M27	U	N/A	N/A	-		-	-	-	1283	Inf	Inf	0.0%
6/2	A27 exit towards M27	U	N/A	N/A	-		-	-	-	1296	Inf	Inf	0.0%
7/1	Barnes Wallis Rd	U	N/A	N/A	-		-	-	-	1028	Inf	Inf	0.0%
7/2	Barnes Wallis Rd	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%

Full Input Data And Results

8/1	A27 exit towards Titchfield	U	N/A	N/A	-		-	-	-	999	Inf	Inf	0.0%
8/2	A27 exit towards Titchfield	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
9/1	Southampton Rd exit	U	N/A	N/A	-		-	-	-	210	Inf	Inf	0.0%
10/1	A27 Southampton Rd exit	U	N/A	N/A	-		-	-	-	883	Inf	Inf	0.0%
10/2	A27 Southampton Rd exit	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
11/1	Little Park Farm Rd exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
12/1	Ahead	U	1	N/A	A		1	29	-	475	1940	808	58.8%
12/2	Ahead Right	U	1	N/A	A		1	29	-	720	1940	808	89.1%
13/1	Ahead	U	2	N/A	C		1	33	-	762	1940	916	83.2%
13/2	Ahead	U	2	N/A	C		1	33	-	755	1940	916	82.4%
13/3	Right	U	2	N/A	C		1	33	-	390	1940	916	42.6%
13/4	Right	U	2	N/A	C		1	33	-	685	1940	916	74.8%
14/1	Ahead Ahead2	U	3	N/A	E		1	30	-	702	1940	835	84.0%
14/2	Ahead	U	3	N/A	E		1	30	-	730	1940	835	87.4%
14/3	Right	U	3	N/A	E		1	30	-	340	1940	835	40.7%
14/4	Right	U	3	N/A	E		1	30	-	423	1940	835	50.6%
15/1	Ahead Left	U	4	N/A	G		1	37	-	964	1940	1024	94.2%
15/2	Ahead	U	4	N/A	G		1	37	-	916	1940	1024	89.5%
15/3	Right	U	4	N/A	G		1	37	-	329	1940	1024	32.1%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A27 Segensworth Rbt, Fareham - AM Peak	**-**	**-**	**251**	**31**	**0**	**61.2**	**54.1**	**0.0**	**115.3**	**-**	**-**	**-**	**-**
Segensworth Rbt, Fareham	**-**	**-**	**251**	**31**	**0**	**61.2**	**54.1**	**0.0**	**115.3**	**-**	**-**	**-**	**-**
1/2+1/1	1111	1111	-	-	-	4.4	3.5	-	7.9	25.6	11.3	3.5	14.8
1/3	765	765	-	-	-	3.5	2.5	-	6.0	28.1	13.2	2.5	15.6
1/4	685	685	-	-	-	2.9	1.5	-	4.4	23.2	11.0	1.5	12.5
2/1	650	650	-	-	-	3.7	2.9	-	6.6	36.5	11.9	2.9	14.9
2/2+2/3	707	707	-	-	-	3.3	1.5	-	4.8	24.5	8.2	1.5	9.7
3/2+3/1	896	896	-	-	-	3.6	2.0	-	5.7	22.7	9.9	2.0	11.9
3/3	802	802	-	-	-	4.0	4.2	-	8.2	36.8	14.7	4.2	18.9
4/2+4/1	141	141	251	31	0	0.0	0.1	-	0.2	3.9	0.2	0.1	0.3
5/2+5/1	1249	1249	-	-	-	7.5	3.9	-	11.4	32.9	11.6	3.9	15.5
5/3	621	621	-	-	-	3.7	3.6	-	7.3	42.4	11.6	3.6	15.1
6/1	1283	1283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	1296	1296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	999	999	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	475	475	-	-	-	1.1	0.7	-	1.8	13.8	5.5	0.7	6.3
12/2	720	720	-	-	-	2.2	3.8	-	5.9	29.7	13.8	3.8	17.5
13/1	762	762	-	-	-	3.4	2.4	-	5.8	27.5	14.3	2.4	16.7

Full Input Data And Results

13/2	755	755	-	-	-	3.4	2.3	-	5.7	27.2	14.1	2.3	16.4
13/3	390	390	-	-	-	0.1	0.4	-	0.5	4.4	0.3	0.4	0.6
13/4	685	685	-	-	-	0.1	1.5	-	1.6	8.4	0.3	1.5	1.7
14/1	702	702	-	-	-	3.0	2.5	-	5.5	28.2	11.3	2.5	13.9
14/2	730	730	-	-	-	1.7	3.3	-	5.0	24.5	4.5	3.3	7.7
14/3	340	340	-	-	-	1.8	0.3	-	2.2	22.9	6.0	0.3	6.3
14/4	423	423	-	-	-	2.7	0.5	-	3.2	27.5	8.5	0.5	9.0
15/1	964	964	-	-	-	2.5	6.6	-	9.1	33.9	13.6	6.6	20.2
15/2	916	916	-	-	-	2.0	4.0	-	6.0	23.4	11.4	4.0	15.4
15/3	329	329	-	-	-	0.4	0.2	-	0.6	6.6	4.1	0.2	4.3

C1	Stream: 1	PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	26.05	Cycle Time (s):	72
C1	Stream: 2	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	24.99	Cycle Time (s):	72
C1	Stream: 3	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	29.73	Cycle Time (s):	72
C1	Stream: 4	PRC for Signalled Lanes (%):	-4.6	Total Delay for Signalled Lanes (pcuHr):	34.36	Cycle Time (s):	72
		PRC Over All Lanes (%):	-4.6	Total Delay Over All Lanes(pcuHr):	115.28		

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Whiteley Lane Barnes Wallis Rd Cartwright Dr roundabout mitigation.j9
Path: K:\ITS Group\CONTROL\Users\Users\JAM\Fareham Local Plan\2021 Local Junction Modelling
Report generation date: 15/12/2021 14:42:58

»2036 DM peaks - 2036 DM, AM
»2036 DM peaks - 2036 DM , PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2036 DM peaks - 2036 DM									
Arm 1	D1	1.0	4.19	0.49	A	D2	0.0	3.65	0.03	A
Arm 2		1.8	5.78	0.64	A		0.4	2.50	0.26	A
Arm 3		0.0	6.21	0.03	A		0.2	3.70	0.17	A
Arm 4		0.9	6.77	0.47	A		39.5	117.10	1.04	F

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

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

File summary

File Description

Title	Proposed mitigation
Location	Whiteley Lane/Barnes Wallis Road/Cartwright Drive, Segensworth
Site number	
Date	08/12/2021
Version	
Status	(new file)
Identifier	
Client	HCC Traded Services
Jobnumber	
Enumerator	IT2000\surnjm
Description	Proposed mitigation layout Flared lanes on Cartwright Drive and Whiteley Lane north approaches

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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓
D2	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2036 DM peaks	Systra 2036 Do Minimum flows	✓	100.000	100.000

2036 DM peaks - 2036 DM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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	untitled	Standard Roundabout		1, 2, 3, 4	5.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Whiteley Lane north	Single lane flaring to 2 lane entry
2	Cartwright Drive	Single lane flaring to 2 lane entry
3	Whiteley Lane south	Existing single lane entry
4	Barnes Wallis Road	Existing single lane entry

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	2.40	8.50	28.0	25.0	40.0	17.0	
2	4.10	6.50	42.0	16.0	40.0	0.0	
3	3.50	5.80	7.0	25.0	40.0	20.0	
4	2.80	5.60	7.0	20.0	40.0	16.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.702	1916
2	0.735	2027
3	0.608	1462
4	0.572	1278

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2036 DM	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	750	100.000
2		ONE HOUR	✓	1031	100.000
3		ONE HOUR	✓	15	100.000
4		ONE HOUR	✓	447	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	445	42	263
	2	367	0	0	664
	3	8	1	0	6
	4	149	294	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	5
	3	0	0	0	0
	4	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.49	4.19	1.0	A	688	1032
2	0.64	5.78	1.8	A	946	1419
3	0.03	6.21	0.0	A	14	21
4	0.47	6.77	0.9	A	410	615

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	565	141	224	1759	0.321	563	393	0.0	0.5	3.000	A
2	776	194	232	1857	0.418	773	555	0.0	0.7	3.419	A
3	11	3	971	872	0.013	11	35	0.0	0.0	4.180	A
4	337	84	282	1116	0.301	335	700	0.0	0.4	4.744	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	674	169	268	1728	0.390	674	470	0.5	0.6	3.413	A
2	927	232	278	1823	0.508	926	664	0.7	1.1	4.130	A
3	13	3	1162	756	0.018	13	41	0.0	0.0	4.846	A
4	402	100	338	1085	0.370	401	838	0.4	0.6	5.433	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	826	206	328	1686	0.490	825	575	0.6	1.0	4.175	A
2	1135	284	340	1778	0.639	1132	813	1.1	1.8	5.726	A
3	17	4	1421	598	0.028	16	51	0.0	0.0	6.186	A
4	492	123	413	1042	0.473	491	1025	0.6	0.9	6.734	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	826	206	329	1685	0.490	826	577	1.0	1.0	4.189	A
2	1135	284	340	1777	0.639	1135	815	1.8	1.8	5.781	A
3	17	4	1425	596	0.028	17	51	0.0	0.0	6.207	A
4	492	123	414	1041	0.473	492	1027	0.9	0.9	6.770	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	674	169	270	1727	0.390	675	473	1.0	0.6	3.427	A
2	927	232	278	1823	0.508	930	667	1.8	1.1	4.173	A
3	13	3	1167	753	0.018	14	41	0.0	0.0	4.868	A
4	402	100	339	1084	0.371	403	841	0.9	0.6	5.468	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	565	141	226	1758	0.321	565	395	0.6	0.5	3.022	A
2	776	194	233	1856	0.418	778	558	1.1	0.7	3.448	A
3	11	3	976	869	0.013	11	35	0.0	0.0	4.197	A
4	337	84	284	1116	0.302	337	704	0.6	0.4	4.780	A

2036 DM peaks - 2036 DM , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - 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	untitled	Standard Roundabout		1, 2, 3, 4	71.60	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2036 DM	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	30	100.000
2		ONE HOUR	✓	482	100.000
3		ONE HOUR	✓	177	100.000
4		ONE HOUR	✓	1041	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	17	13	0
	2	111	0	42	329
	3	0	174	0	3
	4	0	1041	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	5
	3	0	0	0	0
	4	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.03	3.65	0.0	A	28	41
2	0.26	2.50	0.4	A	442	663
3	0.17	3.70	0.2	A	162	244
4	1.04	117.10	39.5	F	955	1433

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	23	6	906	1281	0.018	23	83	0.0	0.0	2.861	A
2	363	91	10	2020	0.180	362	918	0.0	0.2	2.242	A
3	133	33	330	1262	0.106	133	41	0.0	0.1	3.187	A
4	784	196	214	1155	0.678	775	249	0.0	2.1	9.736	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	27	7	1083	1156	0.023	27	100	0.0	0.0	3.186	A
2	433	108	12	2019	0.215	433	1098	0.2	0.3	2.346	A
3	159	40	395	1222	0.130	159	49	0.1	0.1	3.385	A
4	936	234	256	1131	0.827	926	298	2.1	4.5	17.641	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33	8	1257	1034	0.032	33	122	0.0	0.0	3.594	A
2	531	133	14	2017	0.263	530	1275	0.3	0.4	2.503	A
3	195	49	484	1168	0.167	195	61	0.1	0.2	3.697	A
4	1146	287	314	1098	1.043	1065	365	4.5	24.8	62.595	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33	8	1279	1019	0.032	33	122	0.0	0.0	3.651	A
2	531	133	14	2017	0.263	531	1297	0.4	0.4	2.503	A
3	195	49	484	1168	0.167	195	61	0.2	0.2	3.698	A
4	1146	287	314	1098	1.044	1087	366	24.8	39.5	117.095	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	27	7	1225	1056	0.026	27	100	0.0	0.0	3.499	A
2	433	108	12	2019	0.215	434	1240	0.4	0.3	2.349	A
3	159	40	396	1222	0.130	159	49	0.2	0.2	3.390	A
4	936	234	256	1131	0.827	1069	299	39.5	6.3	72.212	F

18:00 - 18:15

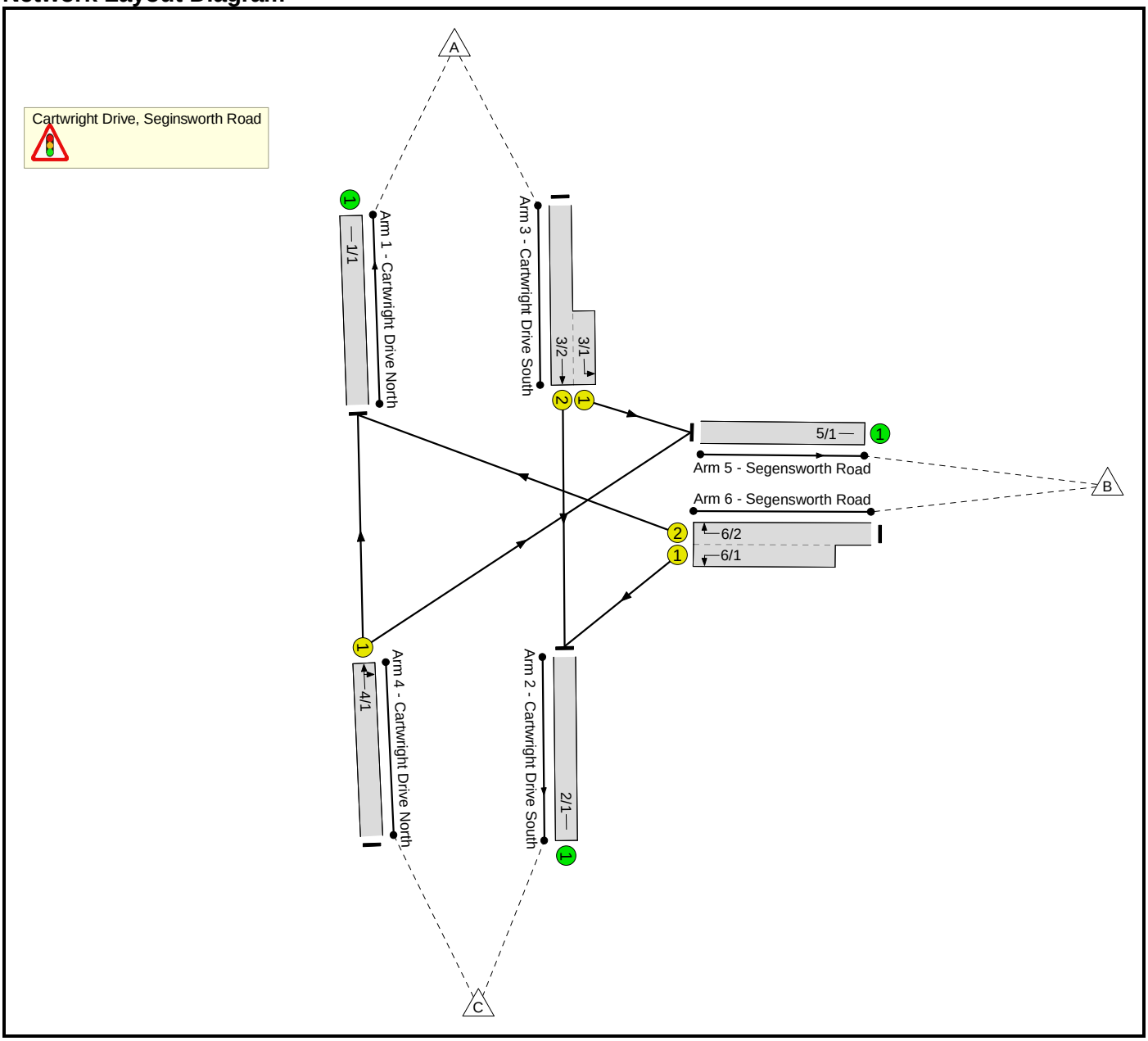
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	23	6	931	1263	0.018	23	84	0.0	0.0	2.904	A
2	363	91	10	2020	0.180	363	944	0.3	0.2	2.245	A
3	133	33	331	1261	0.106	133	41	0.2	0.1	3.194	A
4	784	196	215	1155	0.679	800	250	6.3	2.3	11.091	B

Full Input Data And Results

User and Project Details

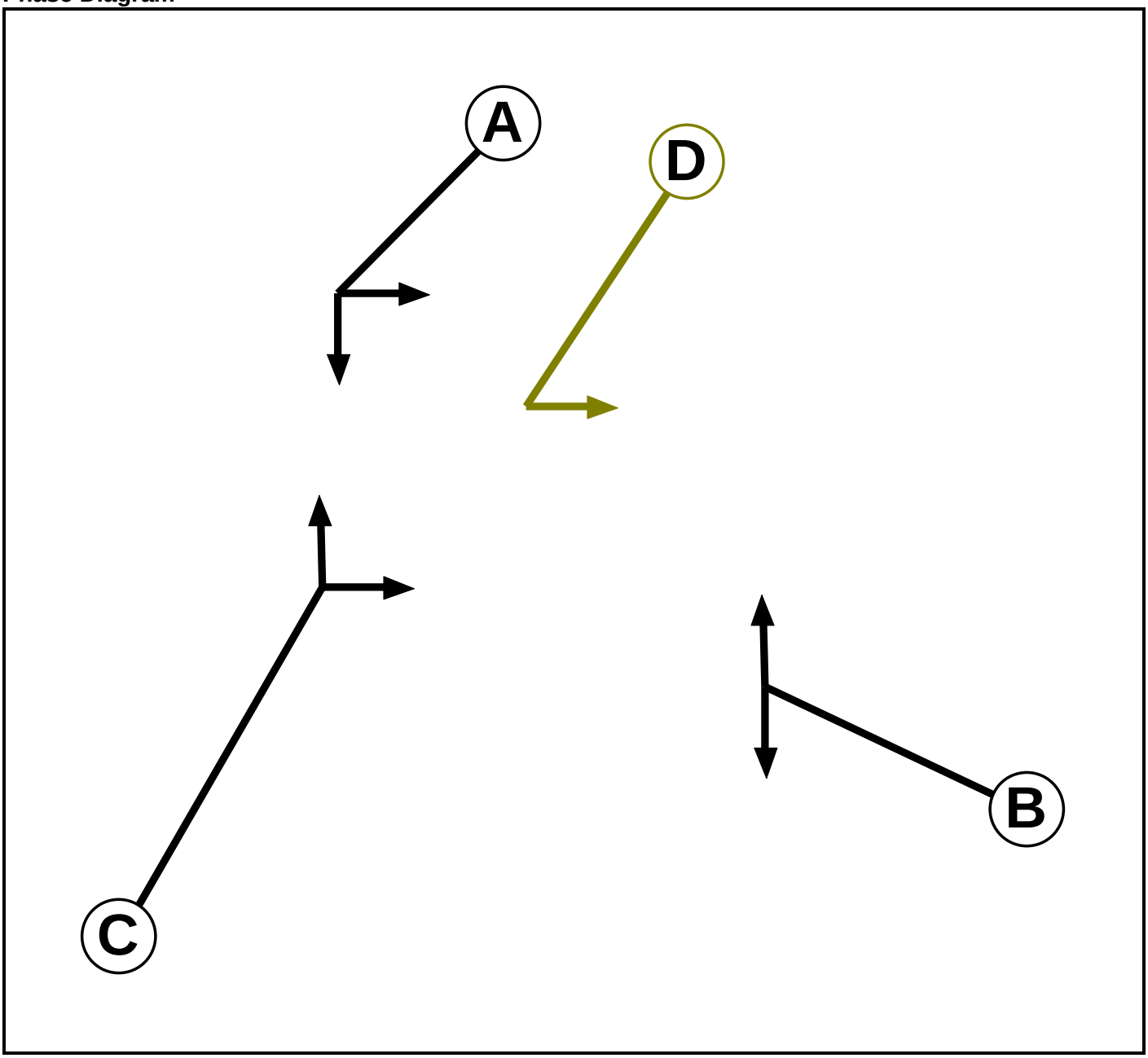
	Cartwright Drive Linsig 2a two new lanes arm A and B left turn filter.lsg3x

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Filter	A	4	0

Full Input Data And Results

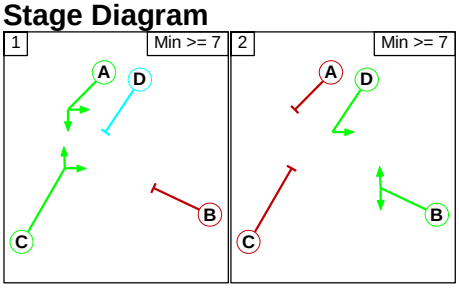
Phase Intergreens Matrix

		Starting Phase			
			B	C	D
Terminating Phase	A				
	B	5		5	
	C				-
	D			-	

Phases in Stage

1	A C
2	B D

Stage Diagram



Phase Delays

There are no Phase Delays defined					

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		7
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Cartwright Drive, Seginsworth Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

1/1 (Cartwright Drive North)	U		2	3	60.0	User	1800	-	-	-	-	-
2/1 (Cartwright Drive South)	U		2	3	60.0	User	1800	-	-	-	-	-
3/1 (Cartwright Drive South)	U	A D	2	3	5.0	User	1800	-	-	-	-	-
3/2 (Cartwright Drive South)	U	A	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 2 Ahead	Inf
4/1 (Cartwright Drive North)	U	C	2	3	60.0	User	1800	-	-	-	-	-
5/1 (Segensworth Road)	U		2	3	60.0	User	1800	-	-	-	-	-
6/1 (Segensworth Road)	U	B	2	3	15.0	User	1800	-	-	-	-	-
6/2 (Segensworth Road)	U	B	2	3	60.0	User	1800	-	-	-	-	-

Traffic Flow Groups

1: 'AM Peak'	08:00	09:00	01:00	
2: 'PM Peak'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	333	407	740
	B	202	0	103	305
	C	893	0	0	893
	Tot.	1095	333	510	1938

Full Input Data And Results

Traffic Lane Flows

1/1	1095
2/1	510
3/1 (short)	333
3/2 (with short)	740(In) 407(Out)
4/1	893
5/1	333
6/1 (short)	103
6/2 (with short)	305(In) 202(Out)

Lane Saturation Flows

Junction: Cartwright Drive, Seginsworth Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Cartwright Drive North Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Cartwright Drive South Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Cartwright Drive South Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Cartwright Drive South)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
4/1 (Cartwright Drive North Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Segensworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Segensworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Segensworth Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	809	423	1232
	B	258	0	347	605
	C	123	0	0	123
	Tot.	381	809	770	1960

Full Input Data And Results

Traffic Lane Flows

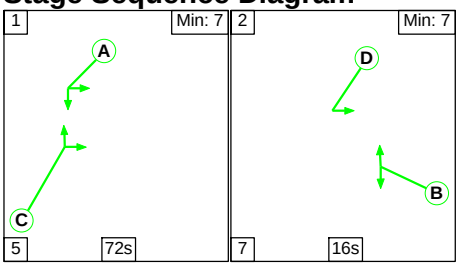
Lane	Scenario 2: PM
Junction: Cartwright Drive, Seginsworth Road	
1/1	381
2/1	770
3/1 (short)	809
3/2 (with short)	1232(In) 423(Out)
4/1	123
5/1	809
6/1 (short)	347
6/2 (with short)	605(In) 258(Out)

Lane Saturation Flows

Junction: Cartwright Drive, Seginsworth Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Cartwright Drive North Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Cartwright Drive South Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Cartwright Drive South Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (Cartwright Drive South)	4.00	0.00	Y	Arm 2 Ahead	Inf	100.0 %	2015	2015
4/1 (Cartwright Drive North Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
5/1 (Segensworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/1 (Segensworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
6/2 (Segensworth Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800

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

Stage Sequence Diagram

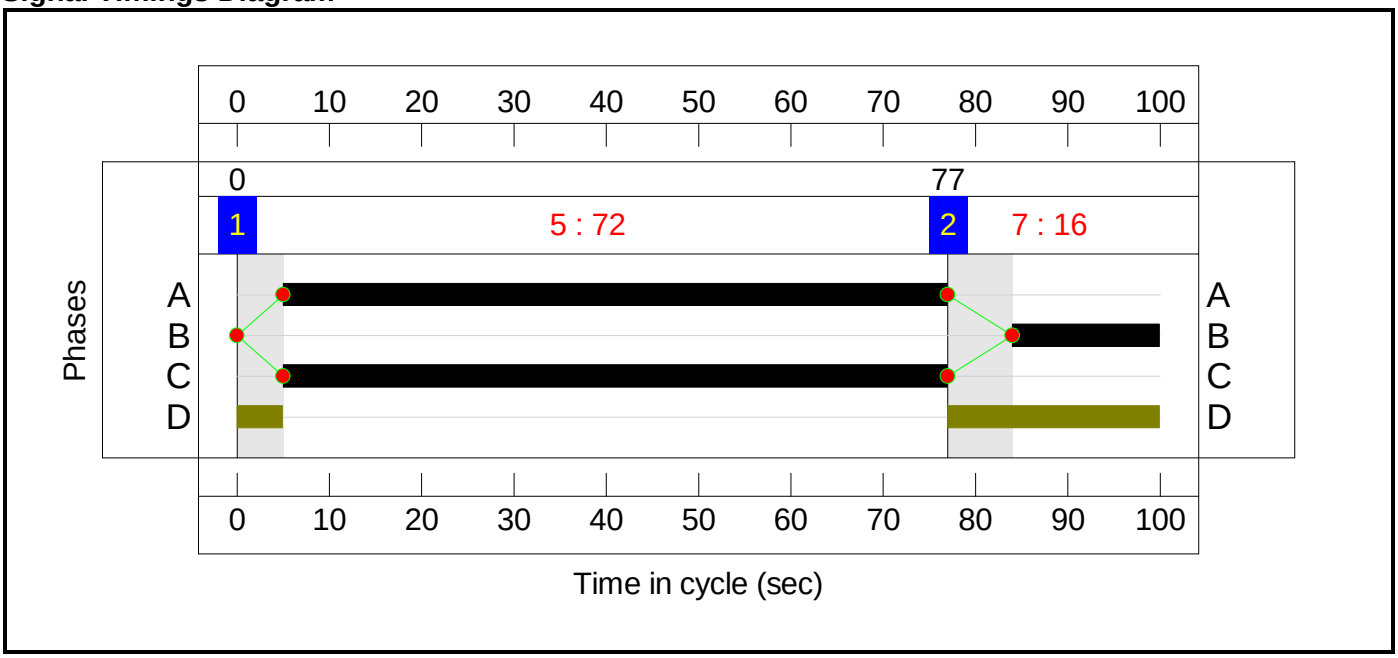


Full Input Data And Results

Stage Timings

Stage	1	2
Duration	72	16
Change Point	0	77

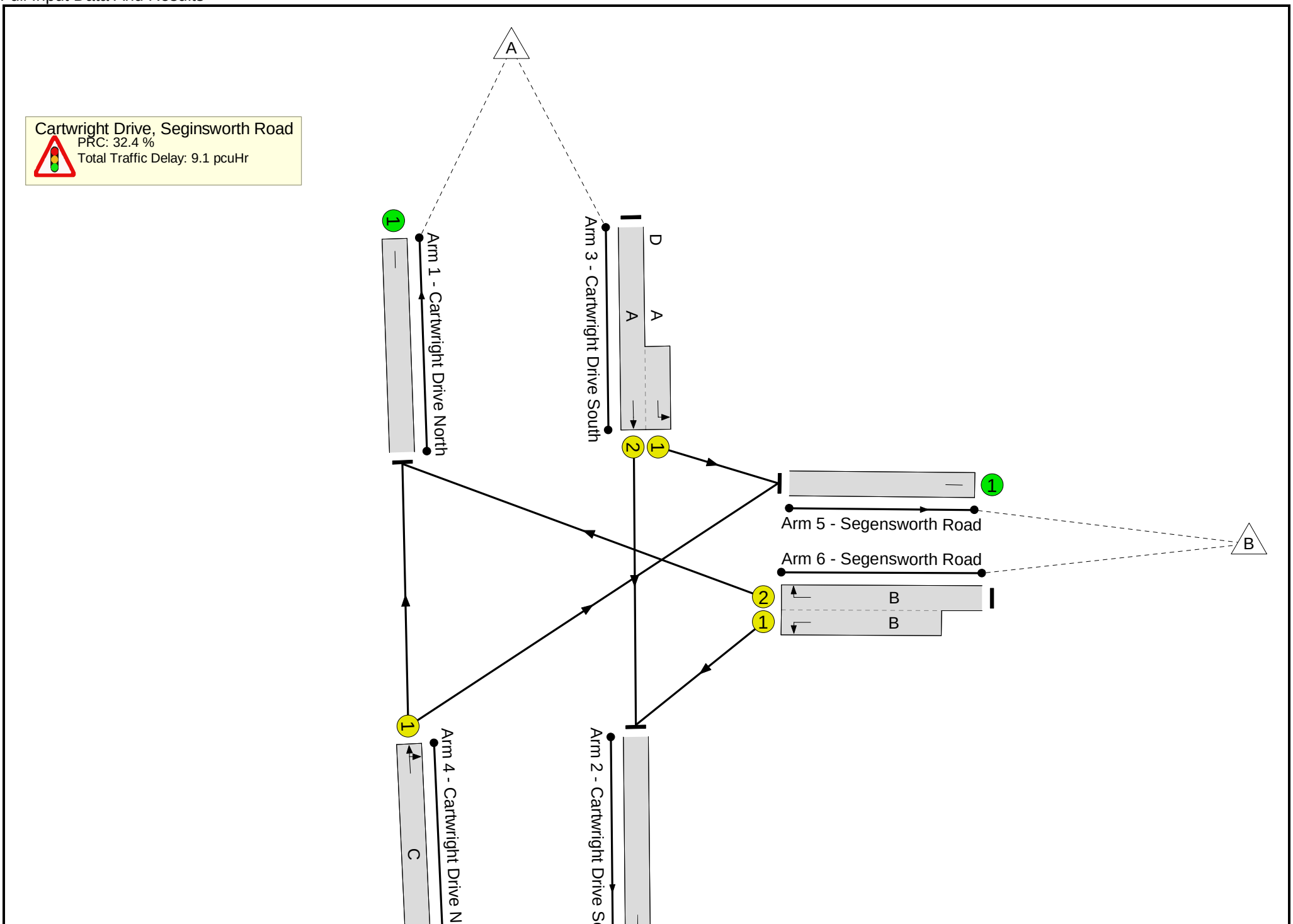
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.0%**
Cartwright Drive, Seginsworth Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.0%**
1/1	Cartwright Drive North	U	N/A	N/A	-		-	-	-	1095	1800	1800	60.8%
2/1	Cartwright Drive South	U	N/A	N/A	-		-	-	-	510	1800	1800	28.3%
3/2+3/1	Cartwright Drive South Ahead Left	U	N/A	N/A	A	D	1	72:100	28	740	2015:1800	853+698	47.7 : 47.7%
4/1	Cartwright Drive North Ahead Right	U	N/A	N/A	C		1	72	-	893	1800	1314	68.0%
5/1	Segensworth Road	U	N/A	N/A	-		-	-	-	333	1800	1800	18.5%
6/2+6/1	Segensworth Road Right Left	U	N/A	N/A	B		1	16	-	305	1800:1800	306+156	66.0 : 66.0%

Full Input Data And Results

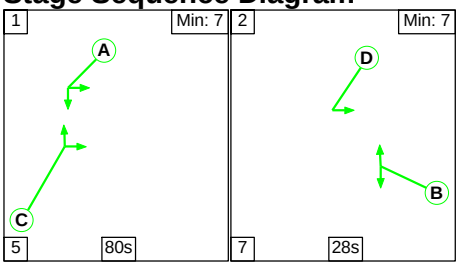
	-	**-**	**0**	**0**	**0**	**5.5**	**3.6**	**0.0**	**9.1**	**-**	**-**	**-**	**-**
	1095	1095	-	-	-	0.0	0.8	-	0.8	2.5	0.0	0.8	0.8
	740	740	-	-	-	0.5	0.5	-	1.0	4.7	3.7	0.5	4.2
	333	333	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 32.4 Total Delay for Signalled Lanes (pcuHr): 8.00 Cycle Time (s): 100
PRC Over All Lanes (%): 32.4 Total Delay Over All Lanes(pcuHr): 9.09

Full Input Data And Results

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

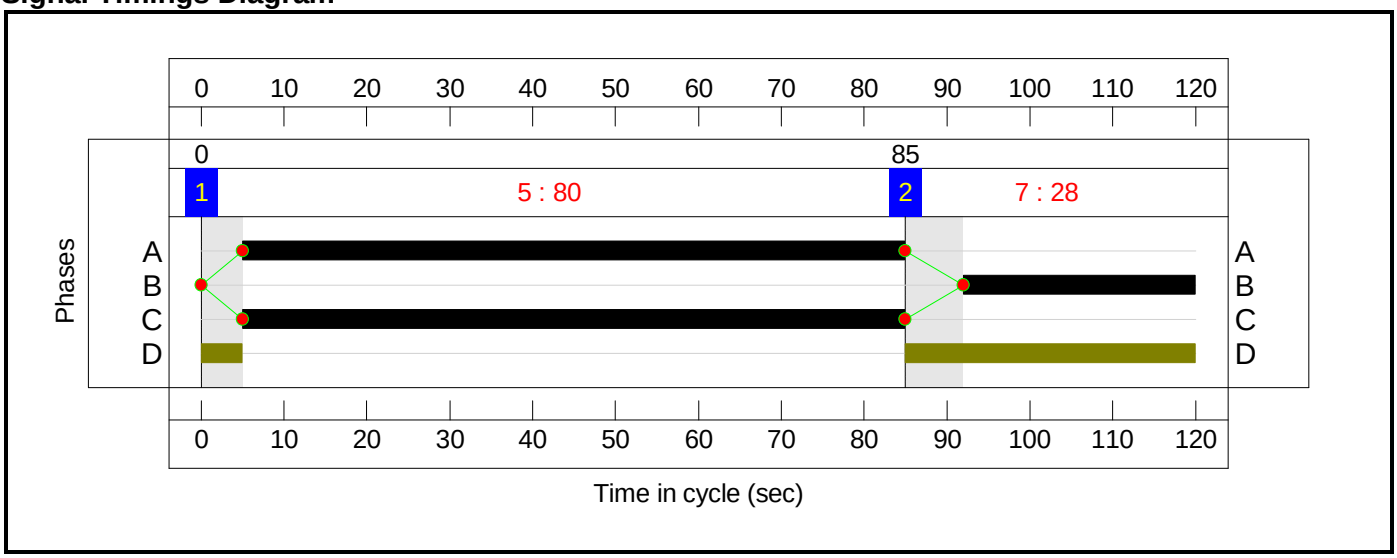
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	80	28
Change Point	0	85

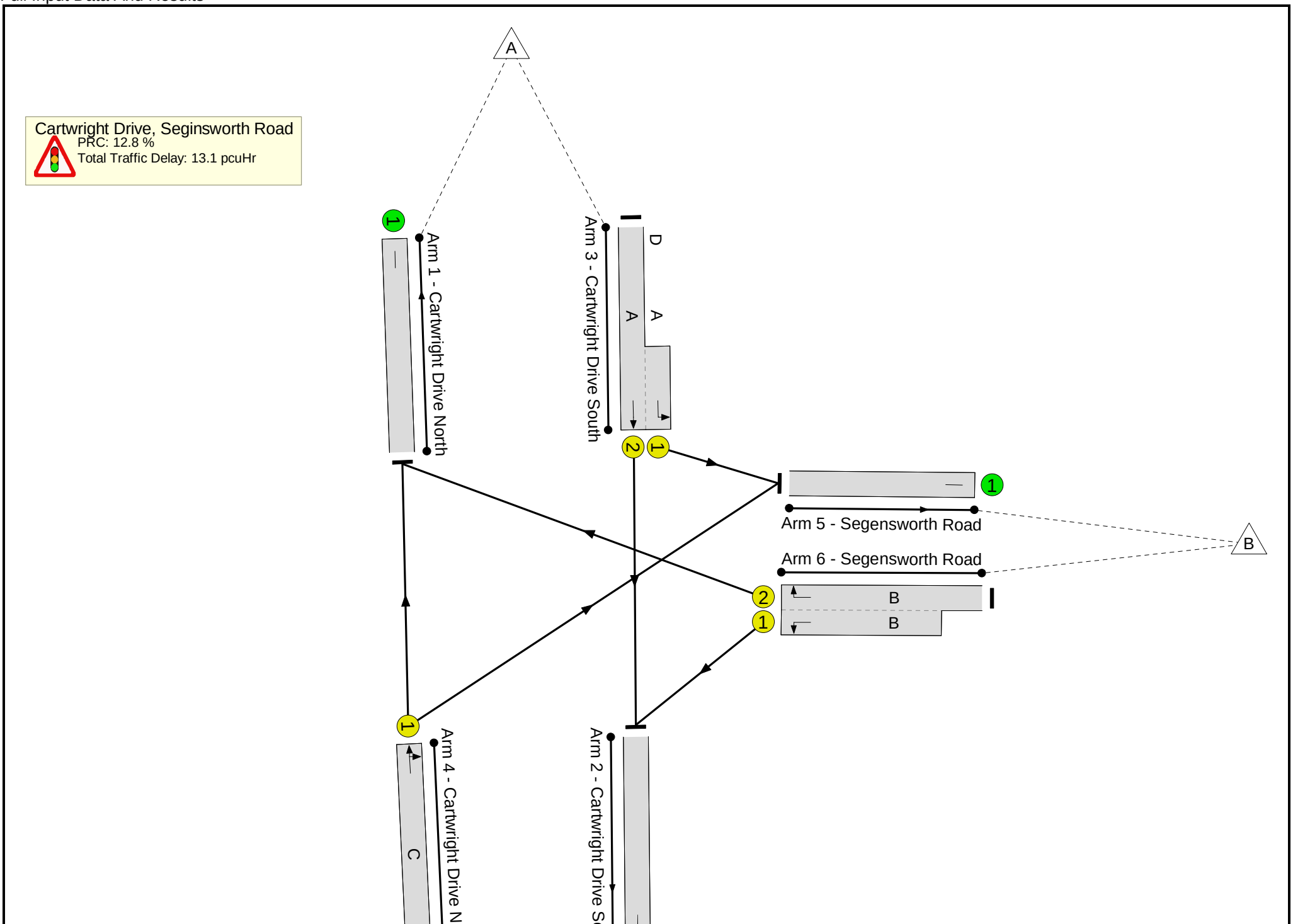
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.8%**
Cartwright Drive, Seginsworth Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.8%**
1/1	Cartwright Drive North	U	N/A	N/A	-		-	-	-	381	1800	1800	21.2%
2/1	Cartwright Drive South	U	N/A	N/A	-		-	-	-	770	1800	1800	42.8%
3/2+3/1	Cartwright Drive South Ahead Left	U	N/A	N/A	A	D	1	80:120	40	1232	2015:1800	535+1023	79.1 : 79.1%
4/1	Cartwright Drive North Ahead Right	U	N/A	N/A	C		1	80	-	123	1800	1215	10.1%
5/1	Segensworth Road	U	N/A	N/A	-		-	-	-	809	1800	1800	44.9%
6/2+6/1	Segensworth Road Right Left	U	N/A	N/A	B		1	28	-	605	1800:1800	323+435	79.8 : 79.8%

Full Input Data And Results

		-	**0**	**0**	**0**	**8.3**	**4.8**	**0.0**	**13.1**	**-**	**-**	**-**	**-**
		381	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
		1232	-	-	-	1.0	1.9	-	2.9	8.5	10.8	1.9	12.7
		809	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4

C1 PRC for Signalled Lanes (%): 12.8 Total Delay for Signalled Lanes (pcuHr): 12.14 Cycle Time (s): 120
PRC Over All Lanes (%): 12.8 Total Delay Over All Lanes(pcuHr): 13.06

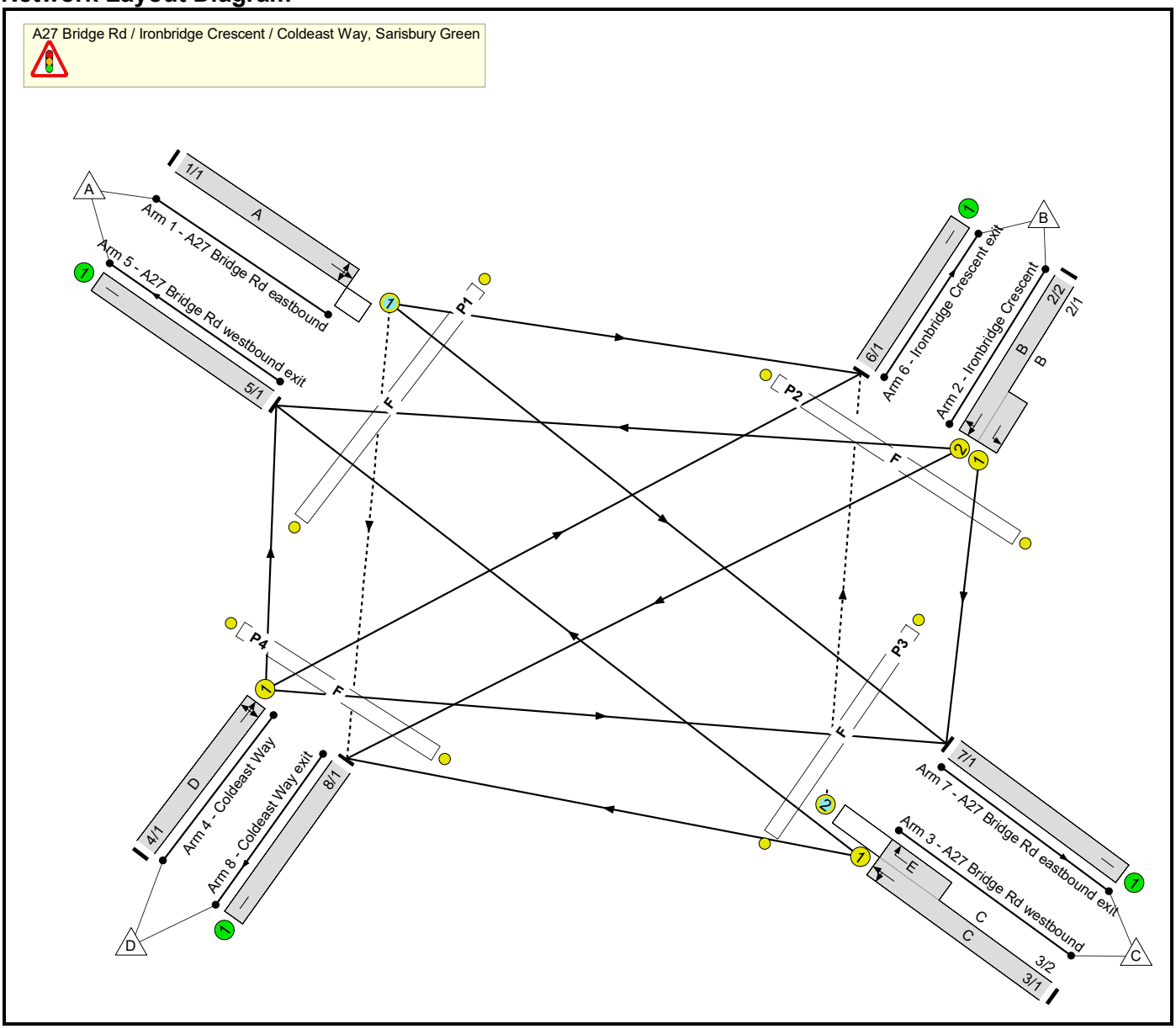
Full Input Data And Results

User and Project Details

Project:	**STRM Fareham Local Plan**
Title:	**A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green**
Location:	
Date Started:	15.10.2021
Date Completed:	09.12.2021
Flow Details:	2036 predicted flows as per email from JAM 02.12.2021
Additional detail:	Flows amended flowing feedback from ITS on original data. 06.12.2021:- Layout amended: - Lane 3/2 added 5 PCU length - Lane 2/1 added 4 PCU length - Storage area in front of stopline for 3/2 changed to 4 PCU's with 2 right turners in intergreen. - Phase E A27 w/b RTIA added to appear in additional stage 2 with phase C. 08.12.2021:- - Ped phase added with extra scenarios for appearance.
File name:	A27 Bridge Rd jct Coldeast Way - REVISED LAYOUT.lsg3x
Author:	Mike Kester
Company:	ITS Group, Hampshire County Council
Address:	EII South, Winchester

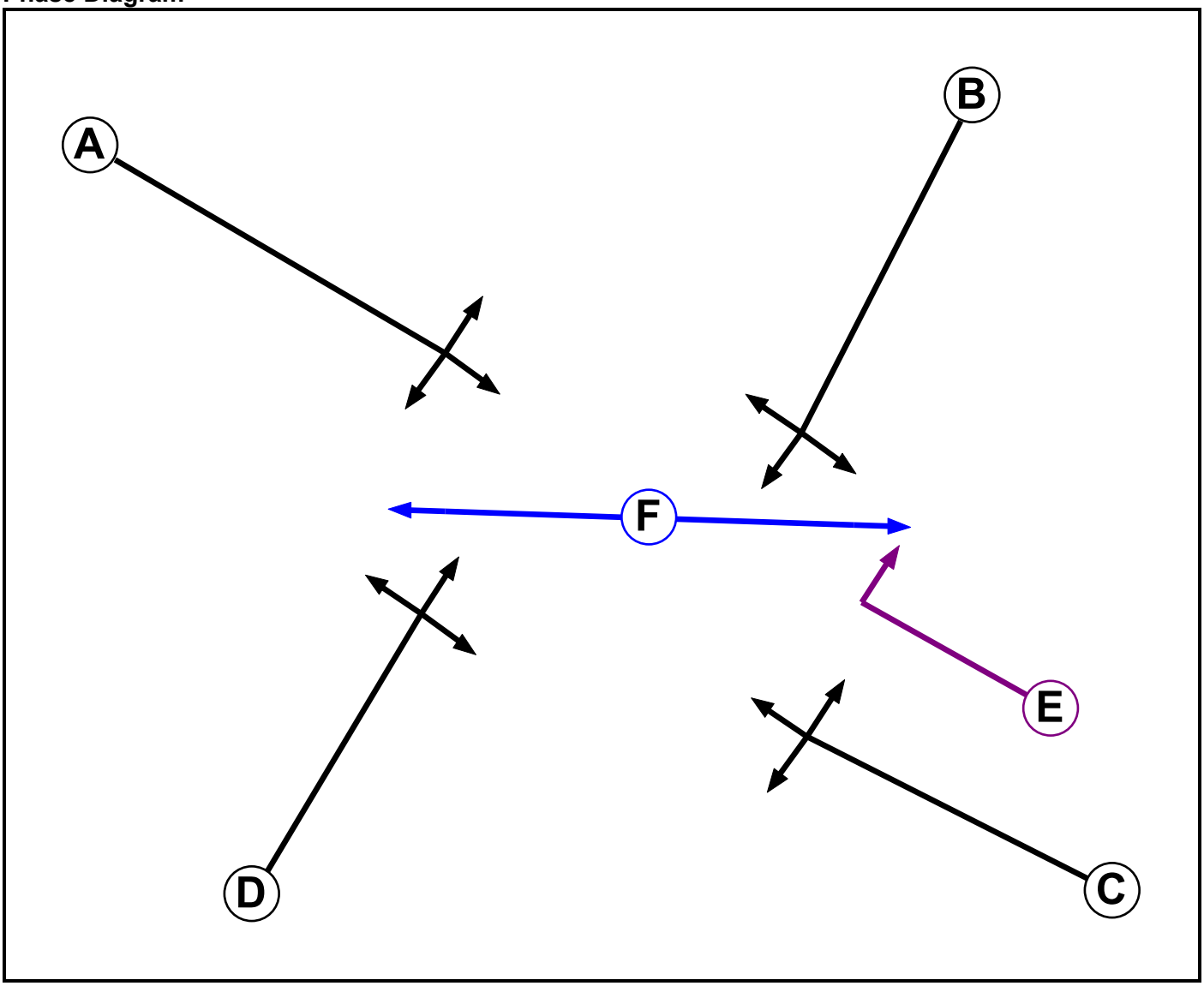
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	C	4	4
F	Pedestrian		7	7

Full Input Data And Results

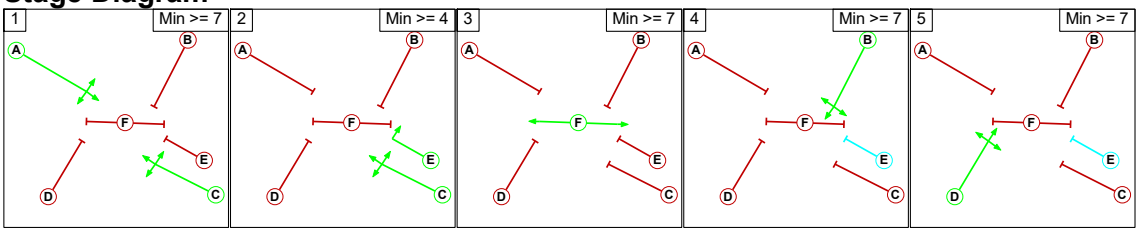
Phase Intergreens Matrix

	Starting Phase						
Terminating Phase			B	C	D	E	F
	A				8	6	10
	B	7		7	8	-	10
	C				8		
	D	7	9	7			10
	E	6	-		-		
	F						

Phases in Stage

1	A C
2	C E
3	F
4	B
5	D

Stage Diagram



Phase Delays

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

Prohibited Stage Change

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (A27 Bridge Rd eastbound)	8/1 (Right)	1439	0	3/1	1.09	To 8/1 (Left)	2.00	2.00	0.50	2	2.00
3/2 (A27 Bridge Rd westbound)	6/1 (Right)	1439	0	1/1	1.09	To 6/1 (Left) To 7/1 (Ahead)	4.00	-	0.50	4	2.00

Full Input Data And Results

Lane Input Data

Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A27 Bridge Rd eastbound)	O	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	Inf
											Arm 7 Ahead	Inf
											Arm 8 Right	Inf
2/1 (Ironbridge Crescent)	U	B	2	3	4.0	Geom	-	3.25	0.00	Y	Arm 7 Left	Inf
2/2 (Ironbridge Crescent)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Right	Inf
											Arm 8 Ahead	Inf
3/1 (A27 Bridge Rd westbound)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	Inf
3/2 (A27 Bridge Rd westbound)	O	C E	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 6 Right	Inf
4/1 (Coldeast Way)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Left	Inf
											Arm 6 Ahead	Inf
											Arm 7 Right	Inf
5/1 (A27 Bridge Rd westbound exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Ironbridge Crescent exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A27 Bridge Rd eastbound exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Coldeast Way exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2036'	08:00	09:00	01:00	
2: 'PM 2036'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: 'AM 2036 - No peds' (FG1: 'AM 2036', Plan 1: 'No Peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin						
		0	173	360	52	585
		212	0	219	0	431
		476	225	0	62	763
		31	1	78	0	110
		719	399	657	114	1889

Traffic Lane Flows

Lane	Scenario 1: AM 2036 - No peds
Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	
1/1	585
2/1 (short)	219
2/2 (with short)	431(In) 212(Out)
3/1 (with short)	763(In) 538(Out)
3/2 (short)	225
4/1	110
5/1	719
6/1	399
7/1	657
8/1	114

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 Bridge Rd eastbound)	3.25	0.00	Y	Arm 6 Left	Inf	29.6 %	1940	1940
				Arm 7 Ahead	Inf	61.5 %		
				Arm 8 Right	Inf	8.9 %		
2/1 (Ironbridge Crescent)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/2 (Ironbridge Crescent)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	88.5 %	1940	1940
				Arm 8 Left	Inf	11.5 %		
3/2 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 6 Right	Inf	100.0 %	1940	1940
4/1 (Coldeast Way)	3.25	0.00	Y	Arm 5 Left	Inf	28.2 %	1940	1940
				Arm 6 Ahead	Inf	0.9 %		
				Arm 7 Right	Inf	70.9 %		
5/1 (A27 Bridge Rd westbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ironbridge Crescent exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Bridge Rd eastbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Coldeast Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM 2036 - No peds' (FG2: 'PM 2036', Plan 1: 'No Peds')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	173	408	195	776
	B	254	0	184	0	438
	C	497	224	0	67	788
	D	18	0	54	0	72
	Tot.	769	397	646	262	2074

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: PM 2036 - No peds
Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	
1/1	776
2/1 (short)	184
2/2 (with short)	438(In) 254(Out)
3/1 (with short)	788(In) 564(Out)
3/2 (short)	224
4/1	72
5/1	769
6/1	397
7/1	646
8/1	262

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 Bridge Rd eastbound)	3.25	0.00	Y	Arm 6 Left	Inf	22.3 %	1940	1940
				Arm 7 Ahead	Inf	52.6 %		
				Arm 8 Right	Inf	25.1 %		
2/1 (Ironbridge Crescent)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/2 (Ironbridge Crescent)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	88.1 %	1940	1940
				Arm 8 Left	Inf	11.9 %		
3/2 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 6 Right	Inf	100.0 %	1940	1940
4/1 (Coldeast Way)	3.25	0.00	Y	Arm 5 Left	Inf	25.0 %	1940	1940
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	Inf	75.0 %		
5/1 (A27 Bridge Rd westbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ironbridge Crescent exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Bridge Rd eastbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Coldeast Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM 2036 - Peds every' (FG1: 'AM 2036', Plan 2: 'Peds Every')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	173	360	52	585
	B	212	0	219	0	431
	C	476	225	0	62	763
	D	31	1	78	0	110
	Tot.	719	399	657	114	1889

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: AM 2036 - Peds every
Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	
1/1	585
2/1 (short)	219
2/2 (with short)	431(In) 212(Out)
3/1 (with short)	763(In) 538(Out)
3/2 (short)	225
4/1	110
5/1	719
6/1	399
7/1	657
8/1	114

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 Bridge Rd eastbound)	3.25	0.00	Y	Arm 6 Left	Inf	29.6 %	1940	1940
				Arm 7 Ahead	Inf	61.5 %		
				Arm 8 Right	Inf	8.9 %		
2/1 (Ironbridge Crescent)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/2 (Ironbridge Crescent)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	88.5 %	1940	1940
				Arm 8 Left	Inf	11.5 %		
3/2 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 6 Right	Inf	100.0 %	1940	1940
4/1 (Coldeast Way)	3.25	0.00	Y	Arm 5 Left	Inf	28.2 %	1940	1940
				Arm 6 Ahead	Inf	0.9 %		
				Arm 7 Right	Inf	70.9 %		
5/1 (A27 Bridge Rd westbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ironbridge Crescent exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Bridge Rd eastbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Coldeast Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM 2036 - Peds every' (FG2: 'PM 2036', Plan 2: 'Peds Every')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	173	408	195	776
	B	254	0	184	0	438
	C	497	224	0	67	788
	D	18	0	54	0	72
	Tot.	769	397	646	262	2074

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM 2036 - Peds every
Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	
1/1	776
2/1 (short)	184
2/2 (with short)	438(In) 254(Out)
3/1 (with short)	788(In) 564(Out)
3/2 (short)	224
4/1	72
5/1	769
6/1	397
7/1	646
8/1	262

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 Bridge Rd eastbound)	3.25	0.00	Y	Arm 6 Left	Inf	22.3 %	1940	1940
				Arm 7 Ahead	Inf	52.6 %		
				Arm 8 Right	Inf	25.1 %		
2/1 (Ironbridge Crescent)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/2 (Ironbridge Crescent)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	88.1 %	1940	1940
				Arm 8 Left	Inf	11.9 %		
3/2 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 6 Right	Inf	100.0 %	1940	1940
4/1 (Coldeast Way)	3.25	0.00	Y	Arm 5 Left	Inf	25.0 %	1940	1940
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	Inf	75.0 %		
5/1 (A27 Bridge Rd westbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ironbridge Crescent exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Bridge Rd eastbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Coldeast Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'AM 2036 - Peds every other' (FG1: 'AM 2036', Plan 3: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	173	360	52	585
	B	212	0	219	0	431
	C	476	225	0	62	763
	D	31	1	78	0	110
	Tot.	719	399	657	114	1889

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: AM 2036 - Peds every other
Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	
1/1	585
2/1 (short)	219
2/2 (with short)	431(In) 212(Out)
3/1 (with short)	763(In) 538(Out)
3/2 (short)	225
4/1	110
5/1	719
6/1	399
7/1	657
8/1	114

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 Bridge Rd eastbound)	3.25	0.00	Y	Arm 6 Left	Inf	29.6 %	1940	1940
				Arm 7 Ahead	Inf	61.5 %		
				Arm 8 Right	Inf	8.9 %		
2/1 (Ironbridge Crescent)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/2 (Ironbridge Crescent)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	88.5 %	1940	1940
				Arm 8 Left	Inf	11.5 %		
3/2 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 6 Right	Inf	100.0 %	1940	1940
4/1 (Coldeast Way)	3.25	0.00	Y	Arm 5 Left	Inf	28.2 %	1940	1940
				Arm 6 Ahead	Inf	0.9 %		
				Arm 7 Right	Inf	70.9 %		
5/1 (A27 Bridge Rd westbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ironbridge Crescent exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Bridge Rd eastbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Coldeast Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM 2036 - Peds every other' (FG2: 'PM 2036', Plan 3: 'Peds Every Other')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	173	408	195	776
	B	254	0	184	0	438
	C	497	224	0	67	788
	D	18	0	54	0	72
	Tot.	769	397	646	262	2074

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM 2036 - Peds every other
Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	
1/1	776
2/1 (short)	184
2/2 (with short)	438(In) 254(Out)
3/1 (with short)	788(In) 564(Out)
3/2 (short)	224
4/1	72
5/1	769
6/1	397
7/1	646
8/1	262

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 Bridge Rd eastbound)	3.25	0.00	Y	Arm 6 Left	Inf	22.3 %	1940	1940
				Arm 7 Ahead	Inf	52.6 %		
				Arm 8 Right	Inf	25.1 %		
2/1 (Ironbridge Crescent)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/2 (Ironbridge Crescent)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	88.1 %	1940	1940
				Arm 8 Left	Inf	11.9 %		
3/2 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 6 Right	Inf	100.0 %	1940	1940
4/1 (Coldeast Way)	3.25	0.00	Y	Arm 5 Left	Inf	25.0 %	1940	1940
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	Inf	75.0 %		
5/1 (A27 Bridge Rd westbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ironbridge Crescent exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Bridge Rd eastbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Coldeast Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'AM 2036 - Peds every third' (FG1: 'AM 2036', Plan 4: 'Peds Every Third')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	173	360	52	585
	B	212	0	219	0	431
	C	476	225	0	62	763
	D	31	1	78	0	110
	Tot.	719	399	657	114	1889

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: AM 2036 - Peds every third
Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	
1/1	585
2/1 (short)	219
2/2 (with short)	431(In) 212(Out)
3/1 (with short)	763(In) 538(Out)
3/2 (short)	225
4/1	110
5/1	719
6/1	399
7/1	657
8/1	114

Full Input Data And Results

Lane Saturation Flows

Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 Bridge Rd eastbound)	3.25	0.00	Y	Arm 6 Left	Inf	29.6 %	1940	1940
				Arm 7 Ahead	Inf	61.5 %		
				Arm 8 Right	Inf	8.9 %		
2/1 (Ironbridge Crescent)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/2 (Ironbridge Crescent)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	88.5 %	1940	1940
				Arm 8 Left	Inf	11.5 %		
3/2 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 6 Right	Inf	100.0 %	1940	1940
4/1 (Coldeast Way)	3.25	0.00	Y	Arm 5 Left	Inf	28.2 %	1940	1940
				Arm 6 Ahead	Inf	0.9 %		
				Arm 7 Right	Inf	70.9 %		
5/1 (A27 Bridge Rd westbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ironbridge Crescent exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Bridge Rd eastbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Coldeast Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM 2036 - Peds every third' (FG2: 'PM 2036', Plan 4: 'Peds Every Third')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	173	408	195	776
	B	254	0	184	0	438
	C	497	224	0	67	788
	D	18	0	54	0	72
	Tot.	769	397	646	262	2074

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: PM 2036 - Peds every third
Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	
1/1	776
2/1 (short)	184
2/2 (with short)	438(In) 254(Out)
3/1 (with short)	788(In) 564(Out)
3/2 (short)	224
4/1	72
5/1	769
6/1	397
7/1	646
8/1	262

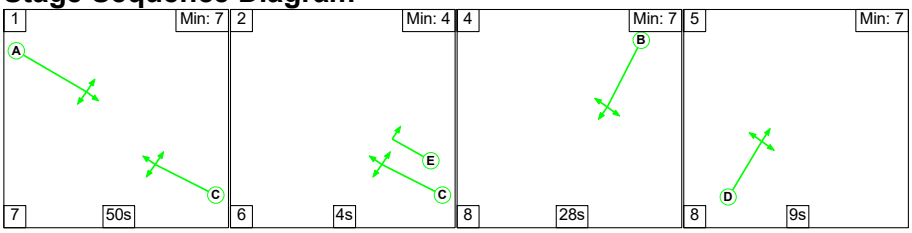
Full Input Data And Results

Lane Saturation Flows

Junction: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A27 Bridge Rd eastbound)	3.25	0.00	Y	Arm 6 Left	Inf	22.3 %	1940	1940
				Arm 7 Ahead	Inf	52.6 %		
				Arm 8 Right	Inf	25.1 %		
2/1 (Ironbridge Crescent)	3.25	0.00	Y	Arm 7 Left	Inf	100.0 %	1940	1940
2/2 (Ironbridge Crescent)	3.25	0.00	Y	Arm 5 Right	Inf	100.0 %	1940	1940
				Arm 8 Ahead	Inf	0.0 %		
3/1 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 5 Ahead	Inf	88.1 %	1940	1940
				Arm 8 Left	Inf	11.9 %		
3/2 (A27 Bridge Rd westbound)	3.25	0.00	Y	Arm 6 Right	Inf	100.0 %	1940	1940
4/1 (Coldeast Way)	3.25	0.00	Y	Arm 5 Left	Inf	25.0 %	1940	1940
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	Inf	75.0 %		
5/1 (A27 Bridge Rd westbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Ironbridge Crescent exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A27 Bridge Rd eastbound exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Coldeast Way exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM 2036 - No peds' (FG1: 'AM 2036', Plan 1: 'No Peds')

Stage Sequence Diagram

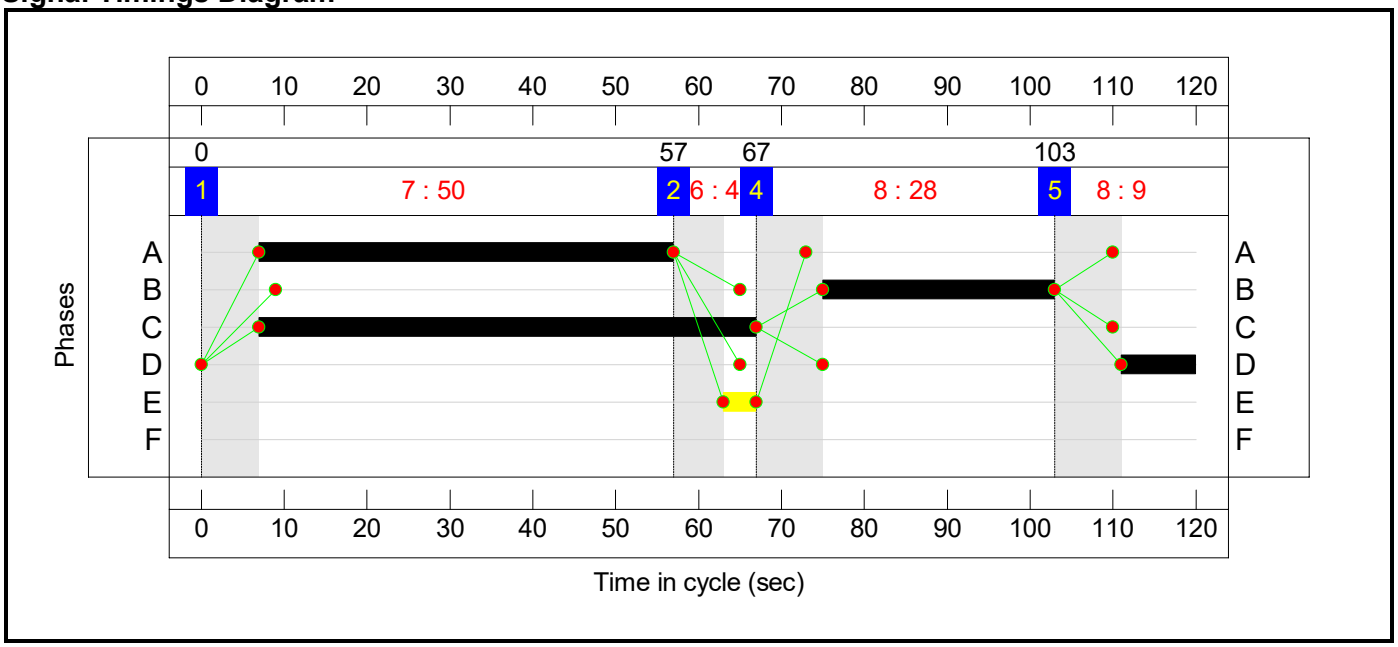


Stage Timings

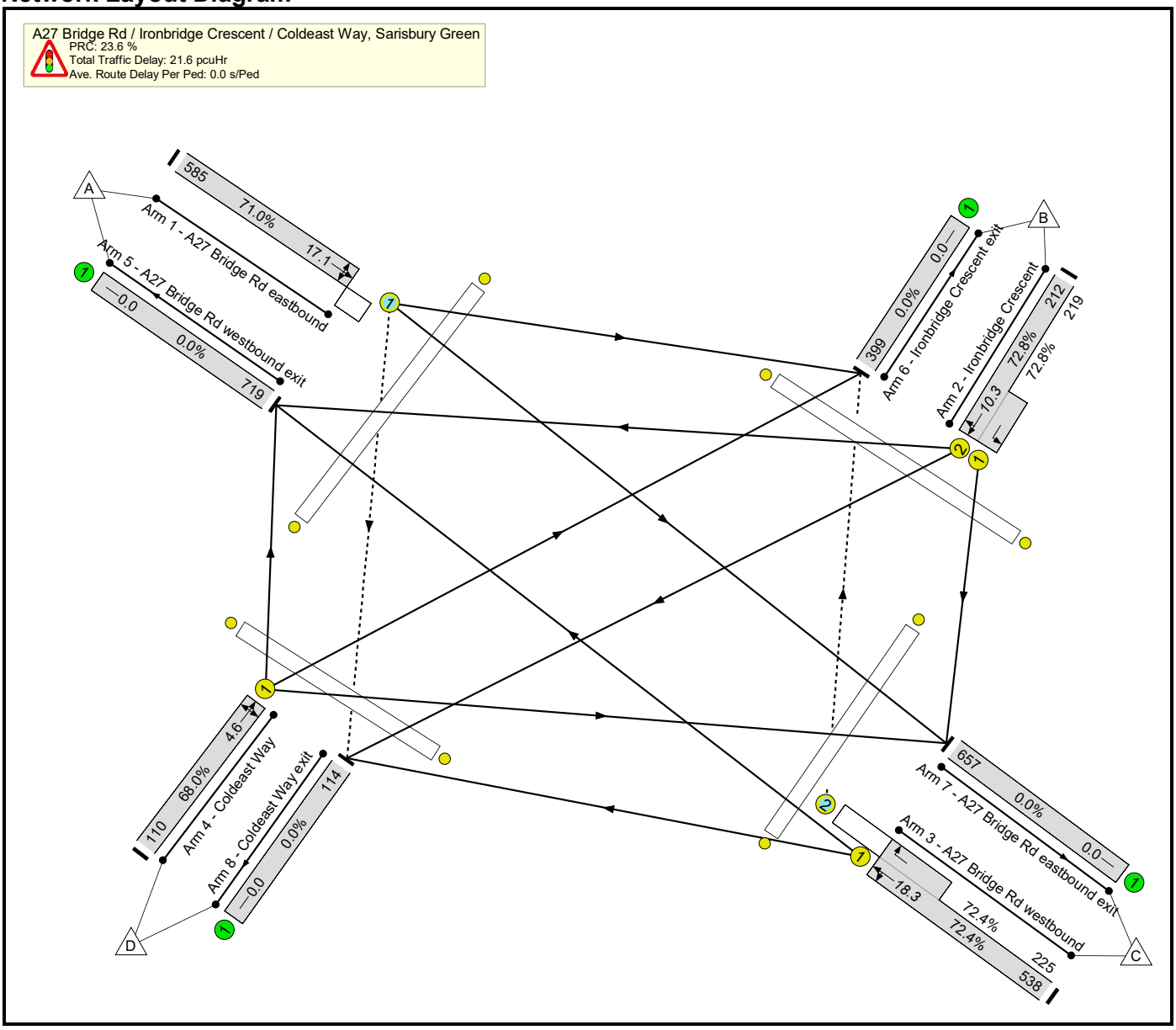
Stage	1	2	4	5
Duration	50	4	28	9
Change Point	0	57	67	103

Full Input Data And Results

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Full Input Data And Results

Network Results

	Description	Type	Stream	Filtered Route		Phase	Greens	(s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	(%)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.8%**
1/1	A27 Bridge Rd eastbound Left Ahead Right	O	N/A	N/A	A		1	50	-	585	1940	825	71.0%
2/2+2/1	Ironbridge Crescent Right Left Ahead	U	N/A	N/A	B		1	28	-	431	1940:1940	291+301	72.8 : 72.8%
3/1+3/2	A27 Bridge Rd westbound Ahead Right Left	U+O	N/A	N/A	C	E	1	60	4	763	1940:1940	743+311	72.4 : 72.4%
4/1	Coldeast Way Left Ahead Right	U	N/A	N/A	D		1	9	-	110	1940	162	68.0%
5/1	A27 Bridge Rd westbound exit	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
6/1	Ironbridge Crescent exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
7/1	A27 Bridge Rd eastbound exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/1	Coldeast Way exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
Ped Link: P1	A27 west	-	N/A	-	F		0	0	-	0	-	0	0.0%
Ped Link: P2	Ironbridge Crescent	-	N/A	-	F		0	0	-	0	-	0	0.0%
Ped Link: P3	A27 east	-	N/A	-	F		0	0	-	0	-	0	0.0%
Ped Link: P4	Coldeast Way	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

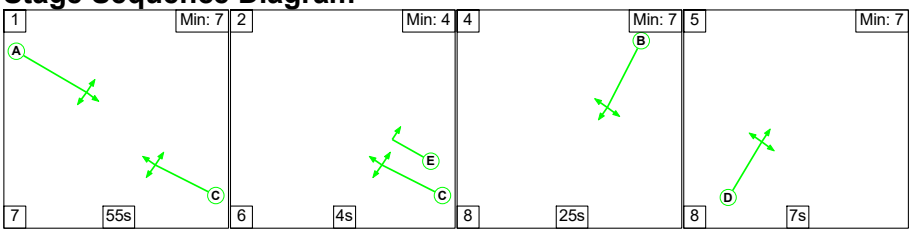
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Oversat Delay (pcuHr)	Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Oversat Queue (pcu)	Max Queue (pcu)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**202**	**67**	**8**	**15.6**	**4.9**	**1.2**	**21.6**	**-**	**-**	**-**	**-**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**202**	**67**	**8**	**15.6**	**4.9**	**1.2**	**21.6**	**-**	**-**	**-**	**-**
1/1	585	585	52	0	0	4.6	1.2	0.0	5.8	35.8	15.9	1.2	17.1
2/2+2/1	431	431	-	-	-	4.7	1.3	-	6.0	50.4	8.9	1.3	10.3
3/1+3/2	763	763	150	67	8	4.6	1.3	1.2	7.1	33.5	17.0	1.3	18.3
4/1	110	110	-	-	-	1.6	1.0	-	2.7	87.0	3.5	1.0	4.6
5/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 23.6 Total Delay for Signalled Lanes (pcuHr): 21.63 Cycle Time (s): 120
PRC Over All Lanes (%): 23.6 Total Delay Over All Lanes(pcuHr): 21.63

Full Input Data And Results

Scenario 2: 'PM 2036 - No peds' (FG2: 'PM 2036', Plan 1: 'No Peds')

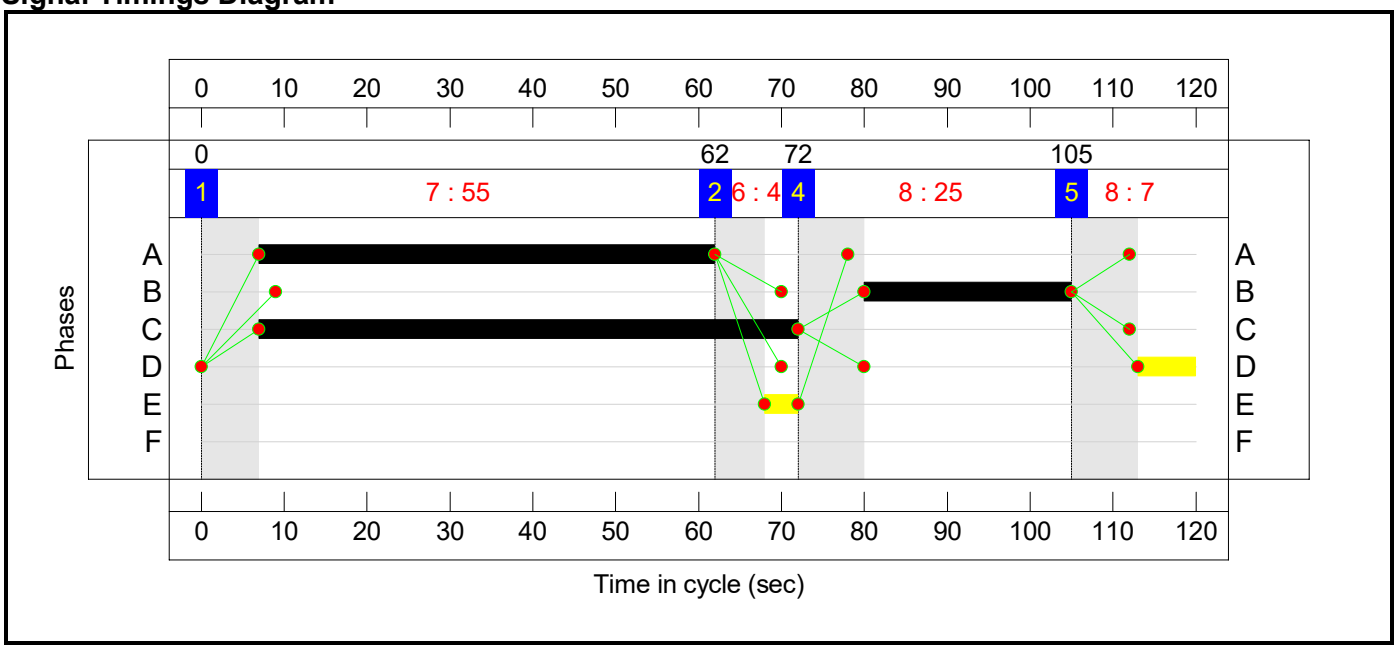
Stage Sequence Diagram



Stage Timings

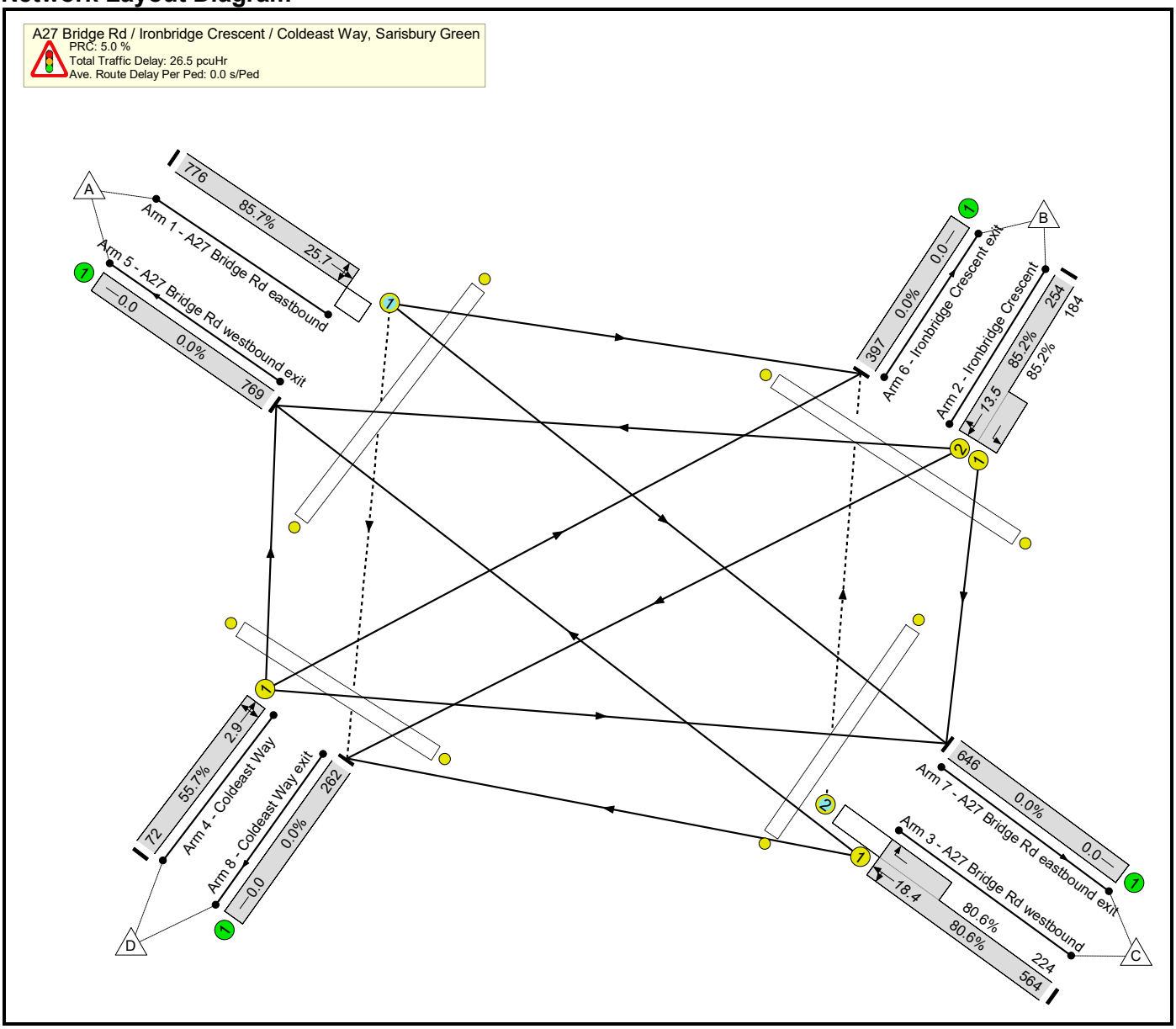
Stage	1	2	4	5
Duration	55	4	25	7
Change Point	0	62	72	105

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

	Description	Type	Stream	Filtered Route		Phase	Greens	(s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	(%)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.7%**
1/1	A27 Bridge Rd eastbound Left Ahead Right	O	N/A	N/A	A		1	55	-	776	1940	905	85.7%
2/2+2/1	Ironbridge Crescent Right Left Ahead	U	N/A	N/A	B		1	25	-	438	1940:1940	298+216	85.2 : 85.2%
3/1+3/2	A27 Bridge Rd westbound Ahead Right Left	U+O	N/A	N/A	C	E	1	65	4	788	1940:1940	700+278	80.6 : 80.6%
4/1	Coldeast Way Left Ahead Right	U	N/A	N/A	D		1	7	-	72	1940	129	55.7%
5/1	A27 Bridge Rd westbound exit	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
6/1	Ironbridge Crescent exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
7/1	A27 Bridge Rd eastbound exit	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
8/1	Coldeast Way exit	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
Ped Link: P1	A27 west	-	N/A	-	F		0	0	-	0	-	0	0.0%
Ped Link: P2	Ironbridge Crescent	-	N/A	-	F		0	0	-	0	-	0	0.0%
Ped Link: P3	A27 east	-	N/A	-	F		0	0	-	0	-	0	0.0%
Ped Link: P4	Coldeast Way	-	N/A	-	F		0	0	-	0	-	0	0.0%

Full Input Data And Results

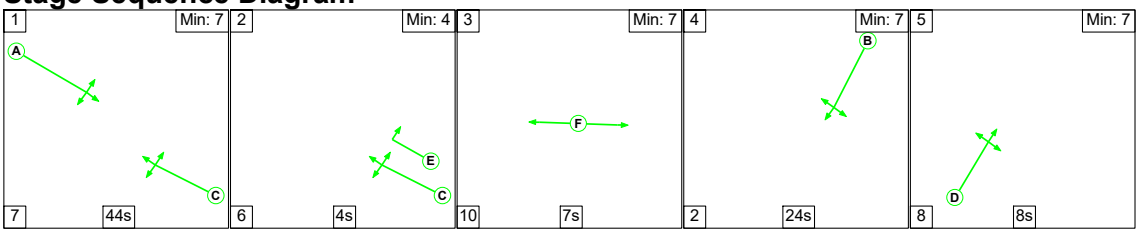
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Oversat Delay (pcuHr)	Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Oversat Queue (pcu)	Max Queue (pcu)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**284**	**128**	**7**	**16.8**	**8.2**	**1.5**	**26.5**	**-**	**-**	**-**	**-**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**284**	**128**	**7**	**16.8**	**8.2**	**1.5**	**26.5**	**-**	**-**	**-**	**-**
1/1	776	776	195	0	0	6.1	2.9	0.0	9.0	41.8	22.8	2.9	25.7
2/2+2/1	438	438	-	-	-	5.2	2.7	-	7.9	65.2	10.9	2.7	13.5
3/1+3/2	788	788	89	128	7	4.3	2.0	1.5	7.9	35.9	16.4	2.0	18.4
4/1	72	72	-	-	-	1.1	0.6	-	1.7	85.0	2.3	0.6	2.9
5/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 5.0 Total Delay for Signalled Lanes (pcuHr): 26.50 Cycle Time (s): 120
PRC Over All Lanes (%): 5.0 Total Delay Over All Lanes(pcuHr): 26.50

Full Input Data And Results

Scenario 3: 'AM 2036 - Peds every' (FG1: 'AM 2036', Plan 2: 'Peds Every')

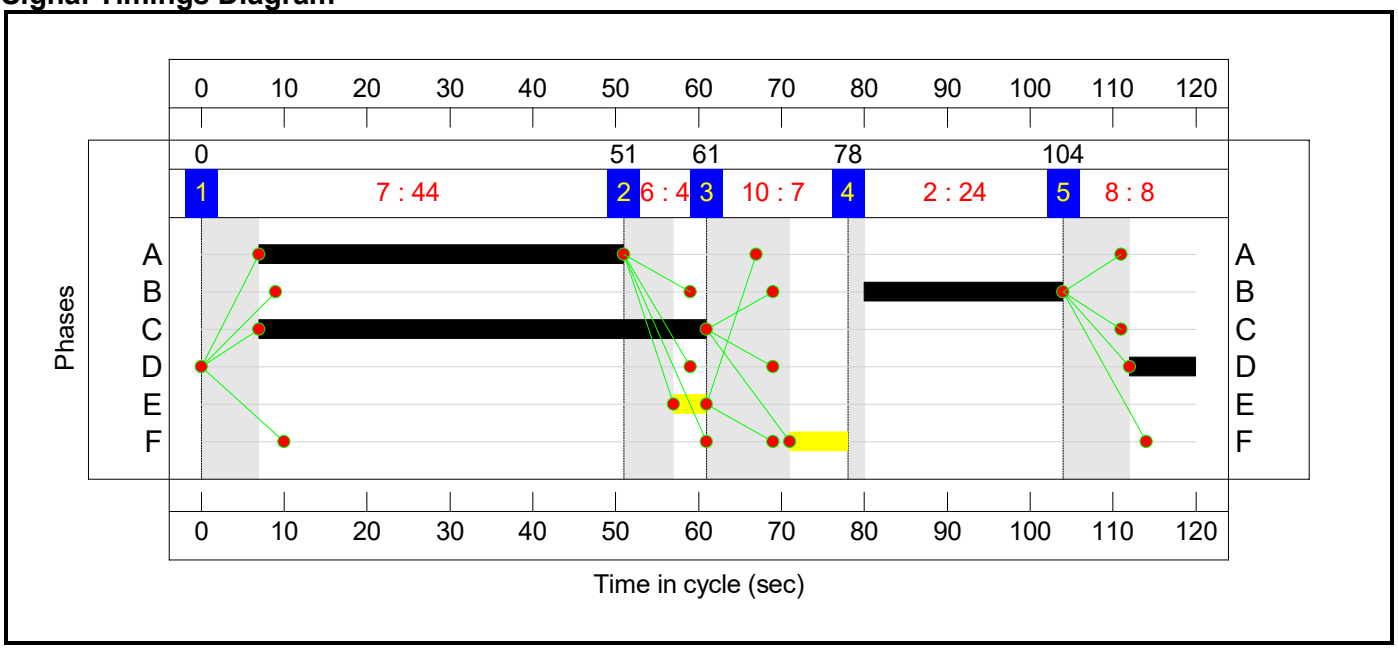
Stage Sequence Diagram



Stage Timings

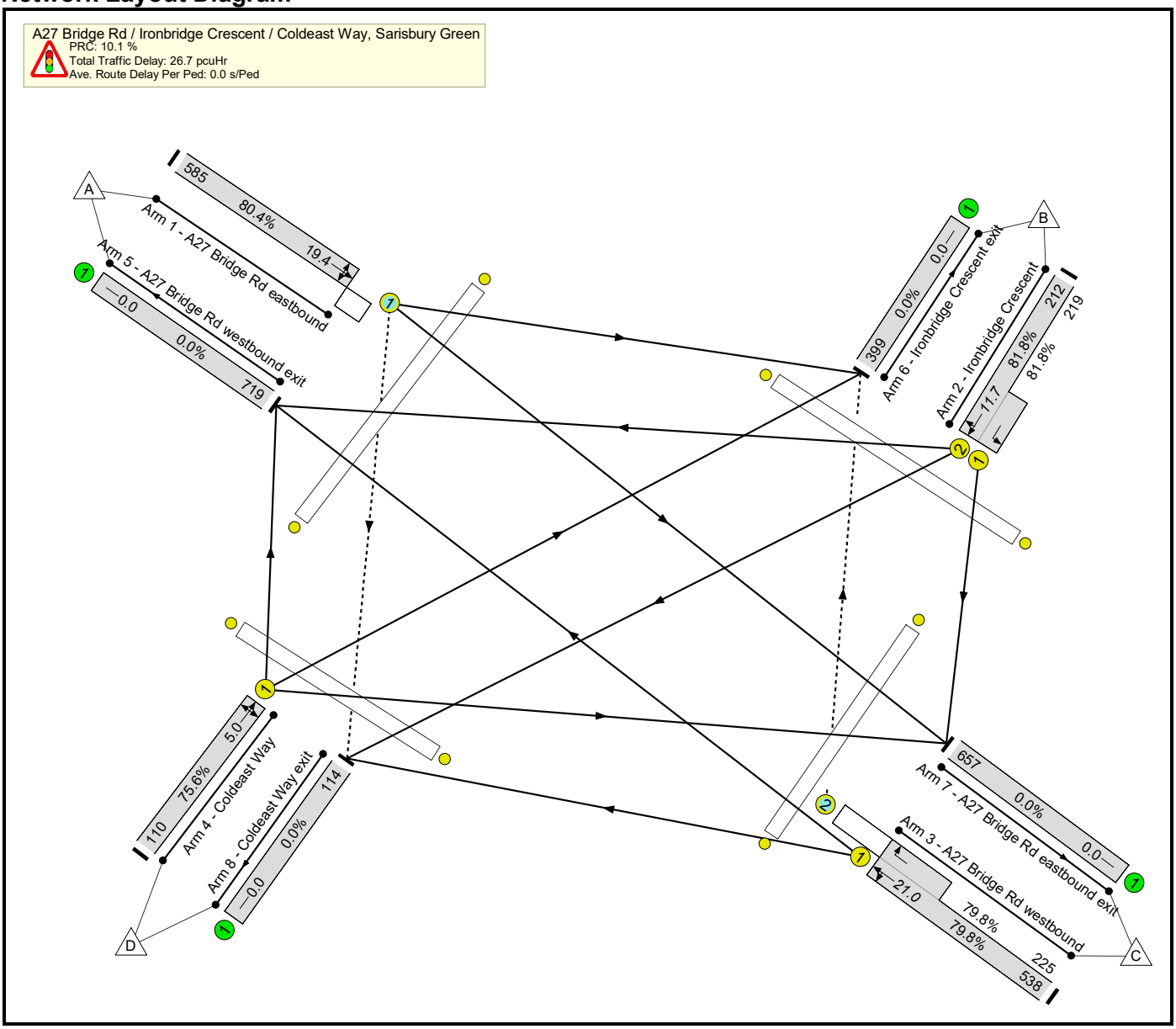
Stage	1	2	3	4	5
Duration	44	4	7	24	8
Change Point	0	51	61	78	104

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

	Description	Type	Stream	Filtered Route		Phase	Greens	(s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	(%)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.8%**
1/1	A27 Bridge Rd eastbound Left Ahead Right	O	N/A	N/A	A		1	44	-	585	1940	728	80.4%
2/2+2/1	Ironbridge Crescent Right Left Ahead	U	N/A	N/A	B		1	24	-	431	1940:1940	259+268	81.8 : 81.8%
3/1+3/2	A27 Bridge Rd westbound Ahead Right Left	U+O	N/A	N/A	C	E	1	54	4	763	1940:1940	674+282	79.8 : 79.8%
4/1	Coldeast Way Left Ahead Right	U	N/A	N/A	D		1	8	-	110	1940	146	75.6%
5/1	A27 Bridge Rd westbound exit	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
6/1	Ironbridge Crescent exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
7/1	A27 Bridge Rd eastbound exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/1	Coldeast Way exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
Ped Link: P1	A27 west	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Ironbridge Crescent	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	A27 east	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Coldeast Way	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

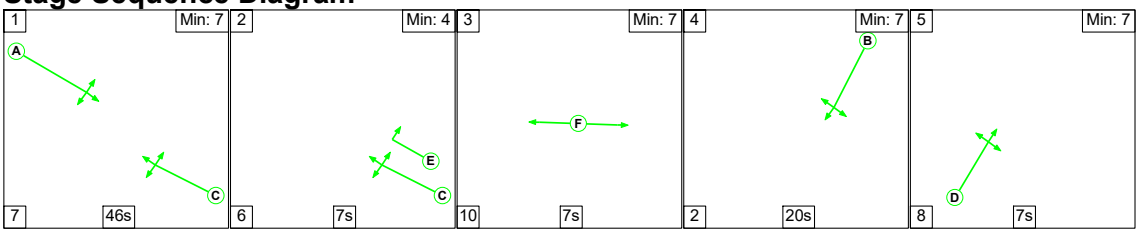
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Oversat Delay (pcuHr)	Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Oversat Queue (pcu)	Max Queue (pcu)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**141**	**129**	**8**	**18.0**	**7.5**	**1.2**	**26.7**	**-**	**-**	**-**	**-**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**141**	**129**	**8**	**18.0**	**7.5**	**1.2**	**26.7**	**-**	**-**	**-**	**-**
1/1	585	585	52	0	0	5.5	2.0	0.0	7.4	45.8	17.4	2.0	19.4
2/2+2/1	431	431	-	-	-	5.2	2.1	-	7.3	61.0	9.5	2.1	11.7
3/1+3/2	763	763	89	129	8	5.7	1.9	1.2	8.8	41.7	19.1	1.9	21.0
4/1	110	110	-	-	-	1.7	1.4	-	3.1	101.4	3.6	1.4	5.0
5/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 10.1 Total Delay for Signalled Lanes (pcuHr): 26.69 Cycle Time (s): 120
PRC Over All Lanes (%): 10.1 Total Delay Over All Lanes(pcuHr): 26.69

Full Input Data And Results

Scenario 4: 'PM 2036 - Peds every' (FG2: 'PM 2036', Plan 2: 'Peds Every')

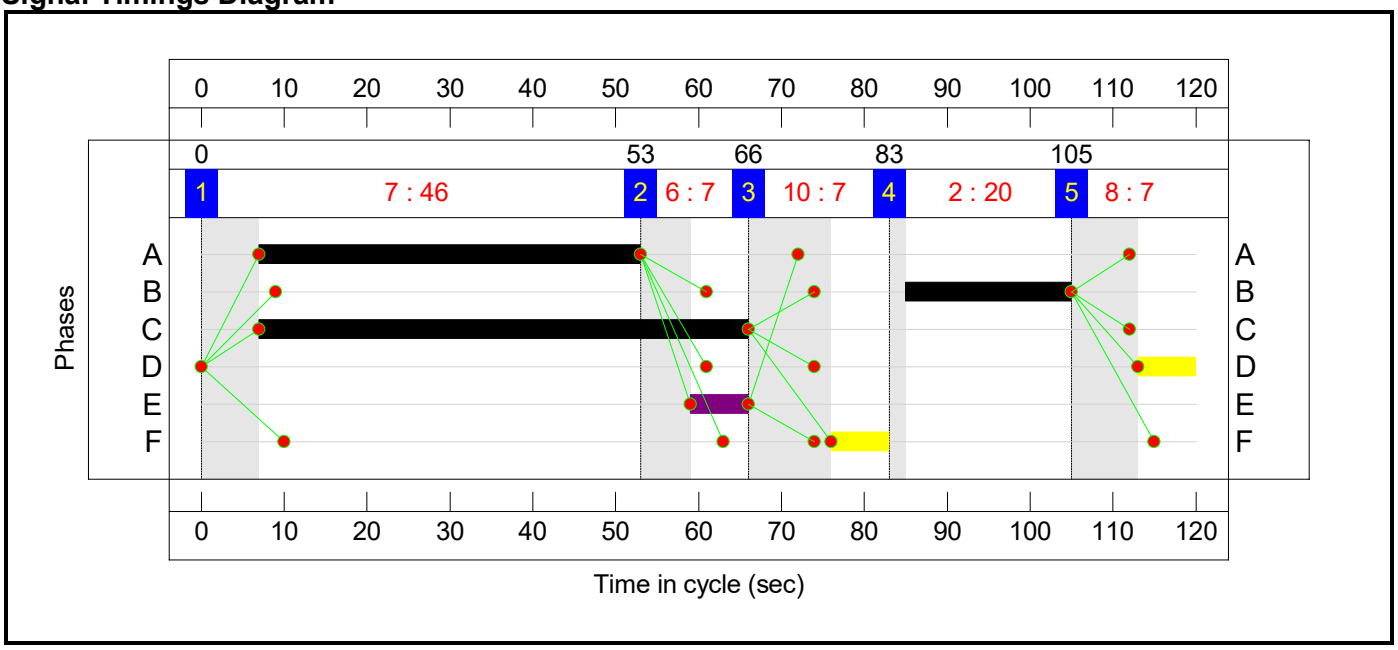
Stage Sequence Diagram



Stage Timings

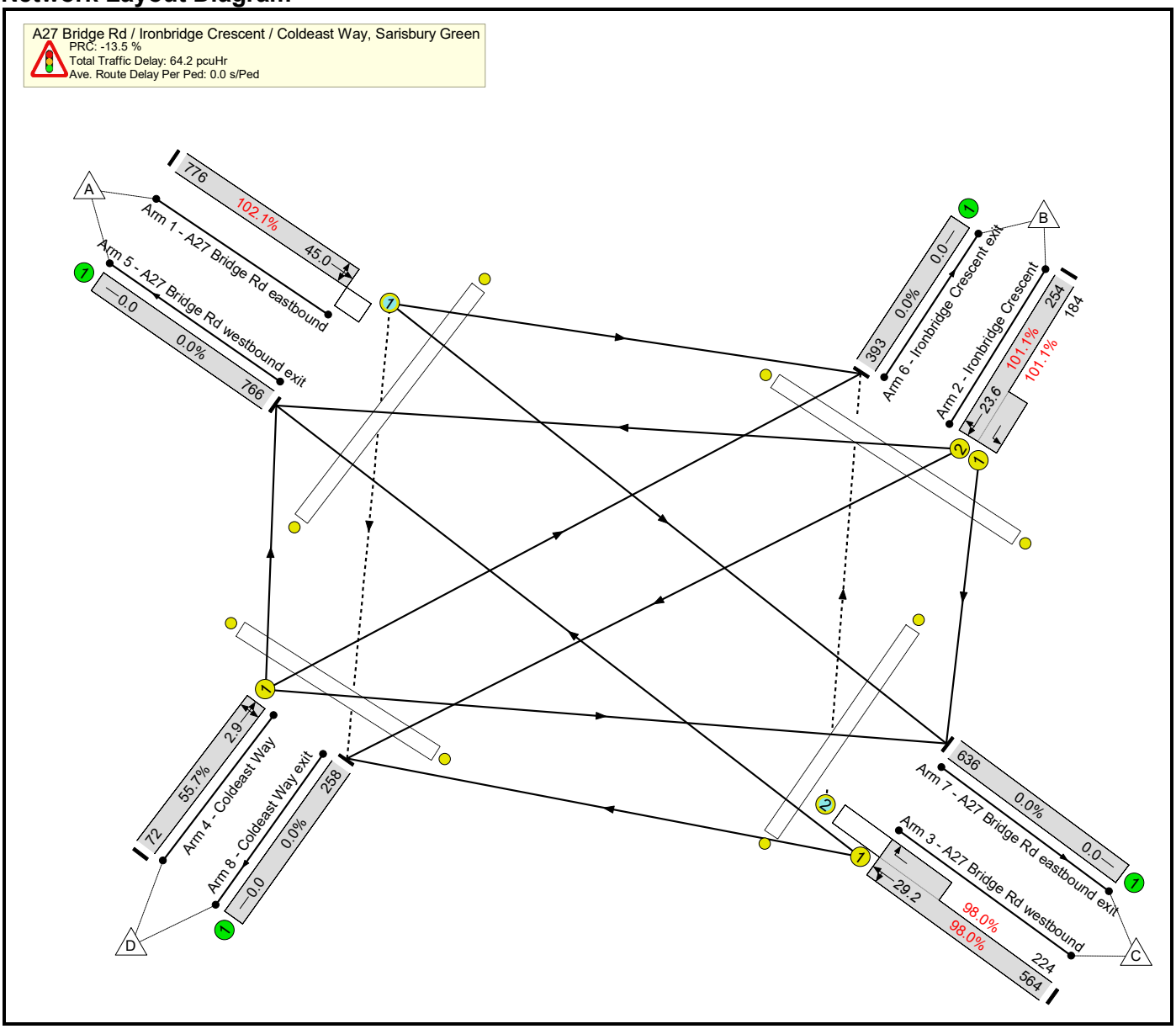
Stage	1	2	3	4	5
Duration	46	7	7	20	7
Change Point	0	53	66	83	105

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

	Description	Type	Stream	Filtered Route		Phase	Greens	(s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	(%)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.1%**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.1%**
1/1	A27 Bridge Rd eastbound Left Ahead Right	O	N/A	N/A	A		1	46	-	776	1940	760	102.1%
2/2+2/1	Ironbridge Crescent Right Left Ahead	U	N/A	N/A	B		1	20	-	438	1940:1940	251+182	101.1 : 101.1%
3/1+3/2	A27 Bridge Rd westbound Ahead Right Left	U+O	N/A	N/A	C	E	1	59	7	788	1940:1940	575+228	98.0 : 98.0%
4/1	Coldeast Way Left Ahead Right	U	N/A	N/A	D		1	7	-	72	1940	129	55.7%
5/1	A27 Bridge Rd westbound exit	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
6/1	Ironbridge Crescent exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
7/1	A27 Bridge Rd eastbound exit	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
8/1	Coldeast Way exit	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
Ped Link: P1	A27 west	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Ironbridge Crescent	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	A27 east	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Coldeast Way	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

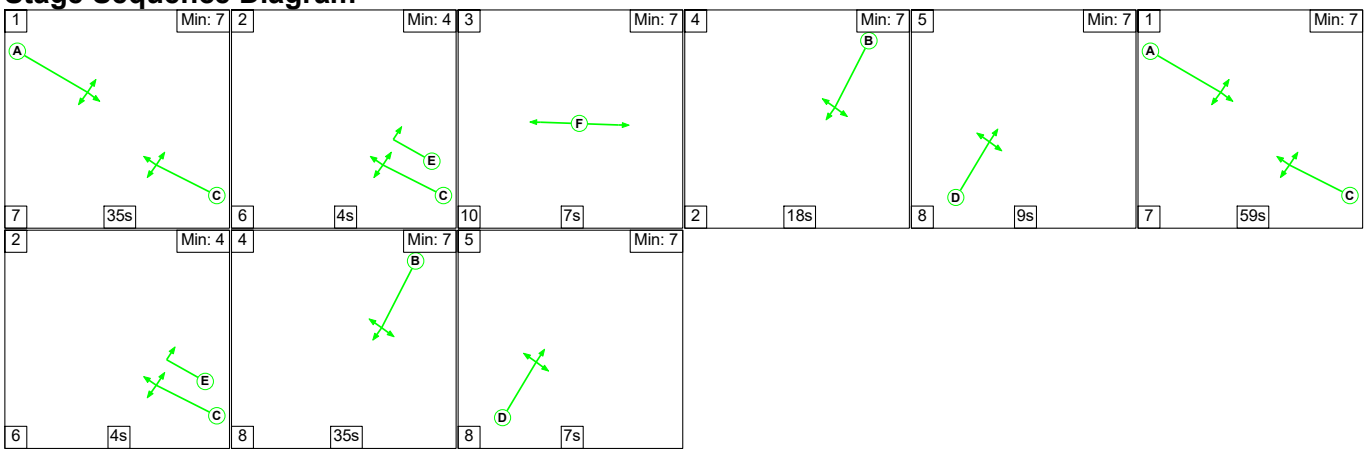
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Oversat Delay (pcuHr)	Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Oversat Queue (pcu)	Max Queue (pcu)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**191**	**169**	**55**	**21.4**	**41.5**	**1.3**	**64.2**	**-**	**-**	**-**	**-**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**191**	**169**	**55**	**21.4**	**41.5**	**1.3**	**64.2**	**-**	**-**	**-**	**-**
1/1	776	760	191	0	0	8.8	18.5	0.0	27.3	126.9	26.4	18.5	45.0
2/2+2/1	438	433	-	-	-	6.0	11.7	-	17.7	145.7	11.9	11.7	23.6
3/1+3/2	788	788	0	169	55	5.5	10.6	1.3	17.4	79.6	18.6	10.6	29.2
4/1	72	72	-	-	-	1.1	0.6	-	1.7	85.0	2.3	0.6	2.9
5/1	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -13.5 Total Delay for Signalled Lanes (pcuHr): 64.19 Cycle Time (s): 120
PRC Over All Lanes (%): -13.5 Total Delay Over All Lanes(pcuHr): 64.19

Full Input Data And Results

Scenario 5: 'AM 2036 - Peds every other' (FG1: 'AM 2036', Plan 3: 'Peds Every Other')

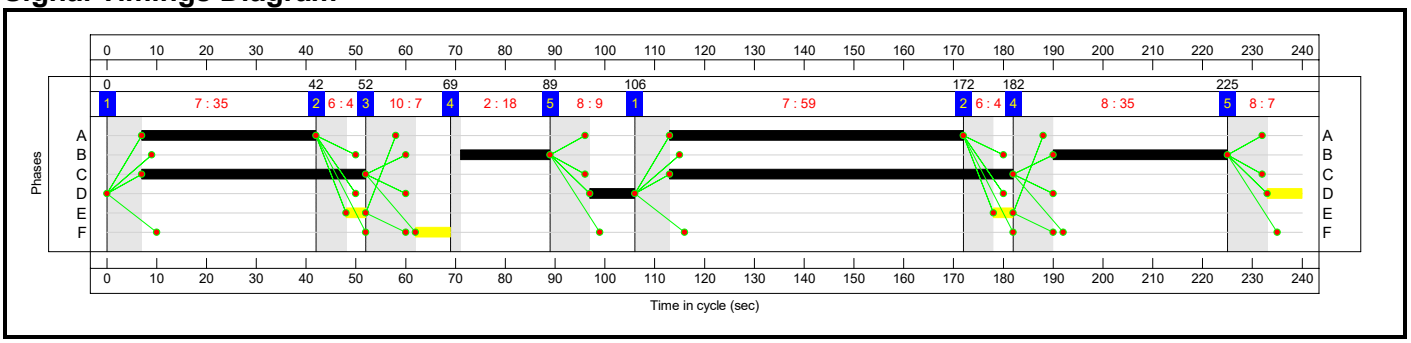
Stage Sequence Diagram



Stage Timings

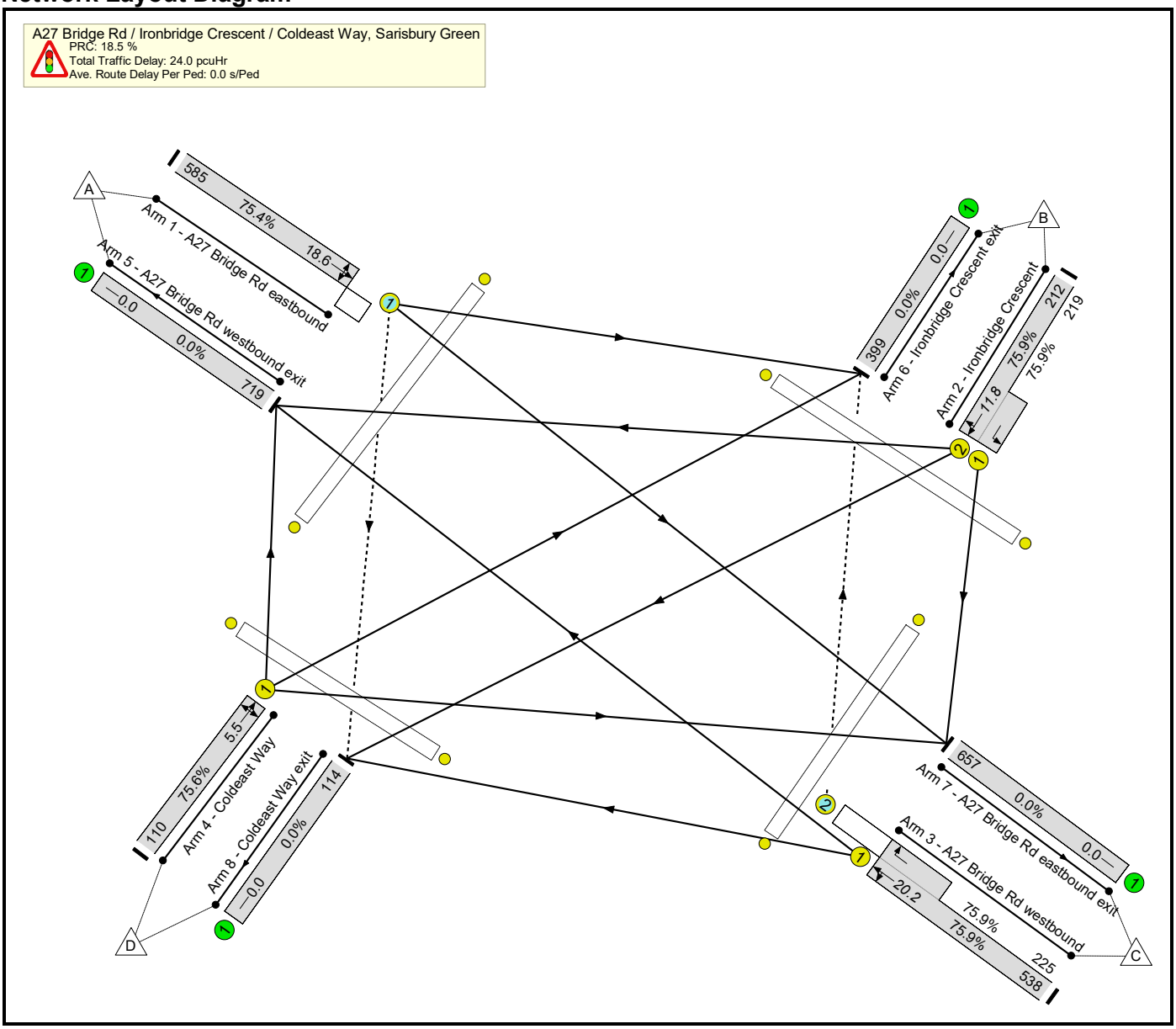
Stage	1	2	3	4	5	1	2	4	5
Duration	35	4	7	18	9	59	4	35	7
Change Point	0	42	52	69	89	106	172	182	225

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

	Description	Type	Stream	Filtered Route		Phase	Greens	(s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	(%)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/1	A27 Bridge Rd eastbound Left Ahead Right	O	N/A	N/A	A		2	94	-	585	1940	776	75.4%
2/2+2/1	Ironbridge Crescent Right Left Ahead	U	N/A	N/A	B		2	53	-	431	1940:1940	279+288	75.9 : 75.9%
3/1+3/2	A27 Bridge Rd westbound Ahead Right Left	U+O	N/A	N/A	C	E	2	114	8	763	1940:1940	709+296	75.9 : 75.9%
4/1	Coldeast Way Left Ahead Right	U	N/A	N/A	D		2	16	-	110	1940	146	75.6%
5/1	A27 Bridge Rd westbound exit	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
6/1	Ironbridge Crescent exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
7/1	A27 Bridge Rd eastbound exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/1	Coldeast Way exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
Ped Link: P1	A27 west	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Ironbridge Crescent	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	A27 east	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Coldeast Way	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

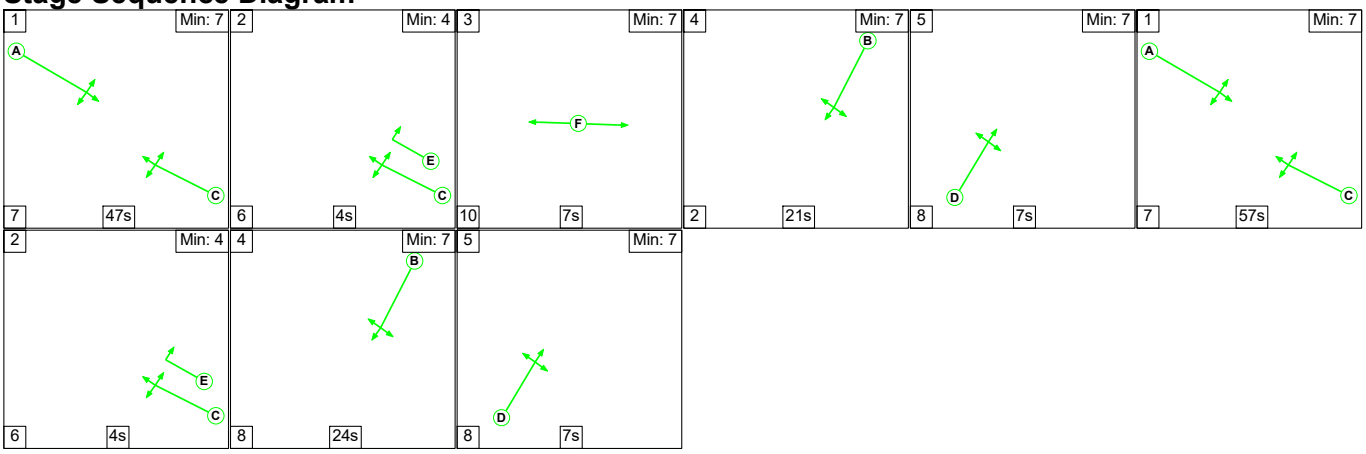
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Oversat Delay (pcuHr)	Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Oversat Queue (pcu)	Max Queue (pcu)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**172**	**77**	**28**	**16.8**	**6.0**	**1.1**	**24.0**	**-**	**-**	**-**	**-**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**172**	**77**	**28**	**16.8**	**6.0**	**1.1**	**24.0**	**-**	**-**	**-**	**-**
1/1	585	585	52	0	0	5.0	1.5	0.0	6.5	40.2	17.1	1.5	18.6
2/2+2/1	431	431	-	-	-	4.9	1.5	-	6.5	54.0	10.3	1.5	11.8
3/1+3/2	763	763	120	77	28	5.2	1.6	1.1	7.8	36.9	18.7	1.6	20.2
4/1	110	110	-	-	-	1.7	1.4	-	3.1	102.3	4.1	1.4	5.5
5/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 18.5 Total Delay for Signalled Lanes (pcuHr): 23.95 Cycle Time (s): 240
PRC Over All Lanes (%): 18.5 Total Delay Over All Lanes(pcuHr): 23.95

Full Input Data And Results

Scenario 6: 'PM 2036 - Peds every other' (FG2: 'PM 2036', Plan 3: 'Peds Every Other')

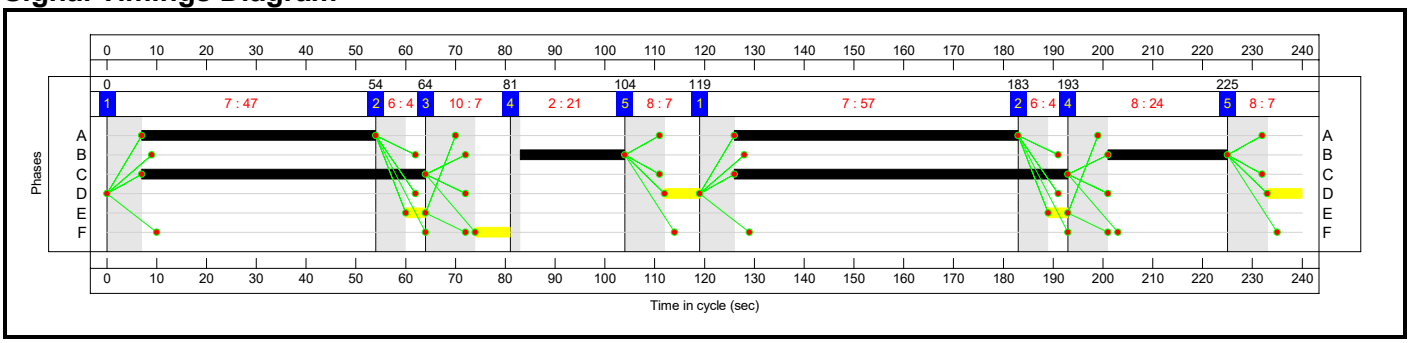
Stage Sequence Diagram



Stage Timings

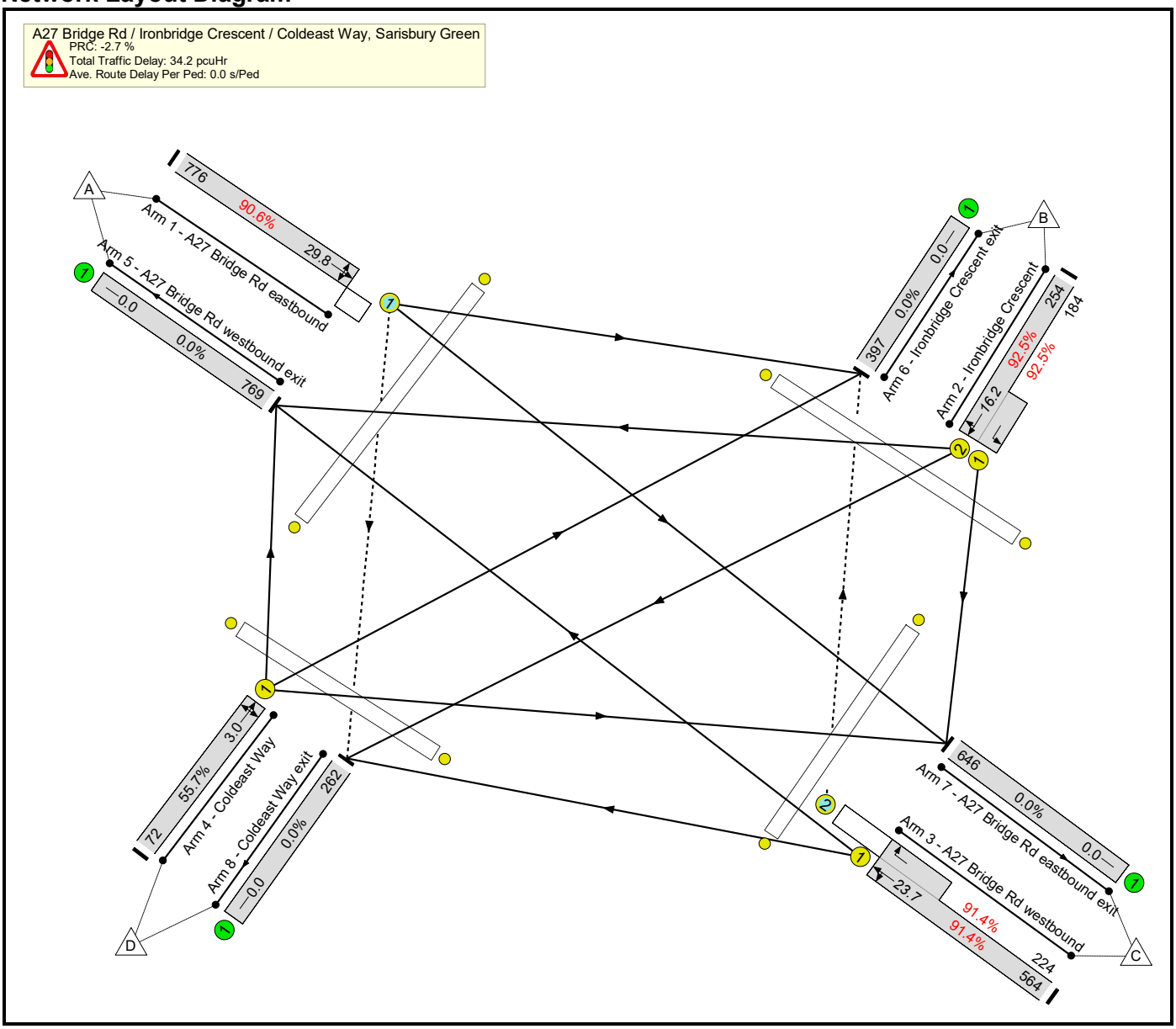
Stage	1	2	3	4	5	1	2	4	5
Duration	47	4	7	21	7	57	4	24	7
Change Point	0	54	64	81	104	119	183	193	225

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

	Description	Type	Stream	Filtered Route		Phase	Greens	(s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	(%)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.5%**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.5%**
1/1	A27 Bridge Rd eastbound Left Ahead Right	O	N/A	N/A	A		2	104	-	776	1940	857	90.6%
2/2+2/1	Ironbridge Crescent Right Left Ahead	U	N/A	N/A	B		2	45	-	438	1940:1940	275+199	92.5 : 92.5%
3/1+3/2	A27 Bridge Rd westbound Ahead Right Left	U+O	N/A	N/A	C	E	2	124	8	788	1940:1940	617+245	91.4 : 91.4%
4/1	Coldeast Way Left Ahead Right	U	N/A	N/A	D		2	14	-	72	1940	129	55.7%
5/1	A27 Bridge Rd westbound exit	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
6/1	Ironbridge Crescent exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
7/1	A27 Bridge Rd eastbound exit	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
8/1	Coldeast Way exit	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
Ped Link: P1	A27 west	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Ironbridge Crescent	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	A27 east	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Coldeast Way	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

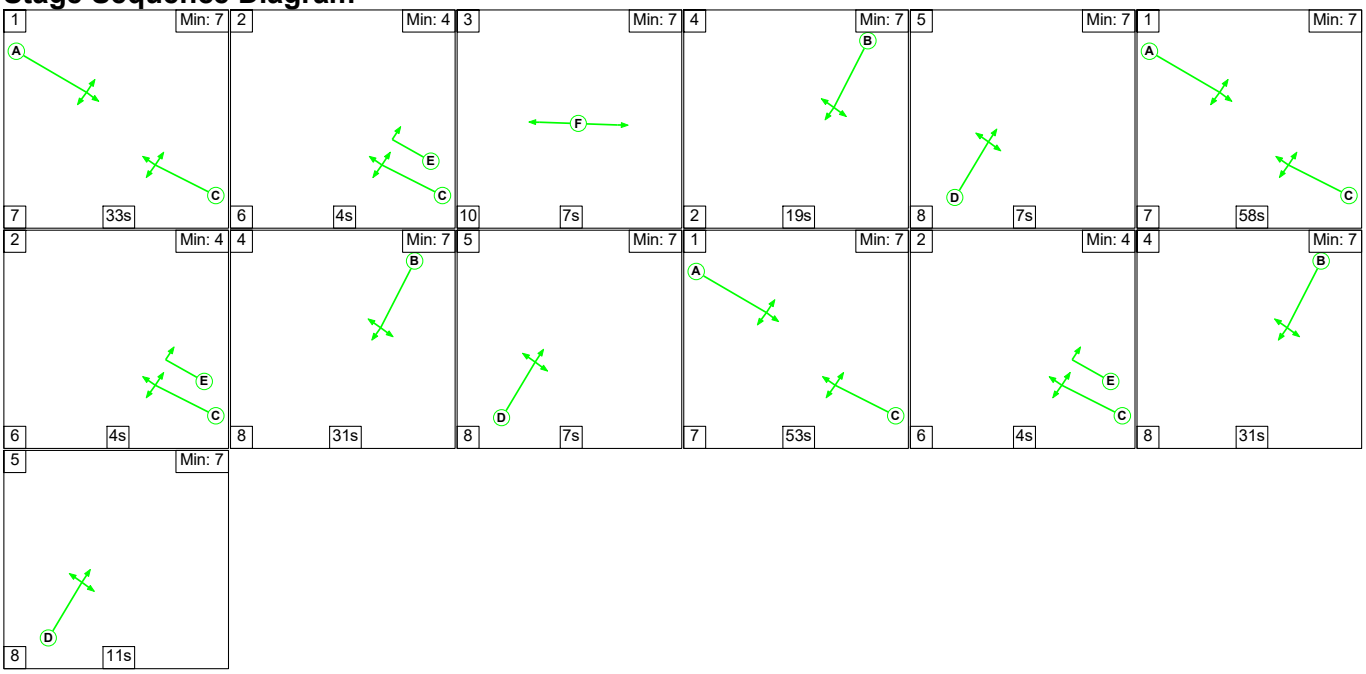
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Oversat Delay (pcuHr)	Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Oversat Queue (pcu)	Max Queue (pcu)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**251**	**129**	**39**	**18.3**	**14.5**	**1.5**	**34.2**	**-**	**-**	**-**	**-**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**251**	**129**	**39**	**18.3**	**14.5**	**1.5**	**34.2**	**-**	**-**	**-**	**-**
1/1	776	776	195	0	0	6.7	4.3	0.0	11.1	51.4	25.4	4.3	29.8
2/2+2/1	438	438	-	-	-	5.5	4.8	-	10.4	85.3	11.3	4.8	16.2
3/1+3/2	788	788	56	129	39	4.9	4.7	1.5	11.1	50.7	19.0	4.7	23.7
4/1	72	72	-	-	-	1.1	0.6	-	1.7	85.0	2.3	0.6	3.0
5/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	34.25	Cycle Time (s): 240
	PRC Over All Lanes (%):	-2.7	Total Delay Over All Lanes(pcuHr):	34.25	

Full Input Data And Results

Scenario 7: 'AM 2036 - Peds every third' (FG1: 'AM 2036', Plan 4: 'Peds Every Third')

Stage Sequence Diagram

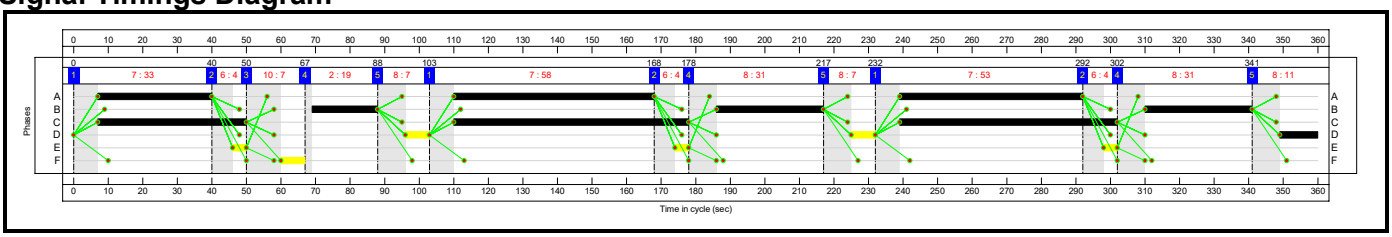


Stage Timings

	33	4	7	19	7	58	4	31	7	53
	0	40	50	67	88	103	168	178	217	232

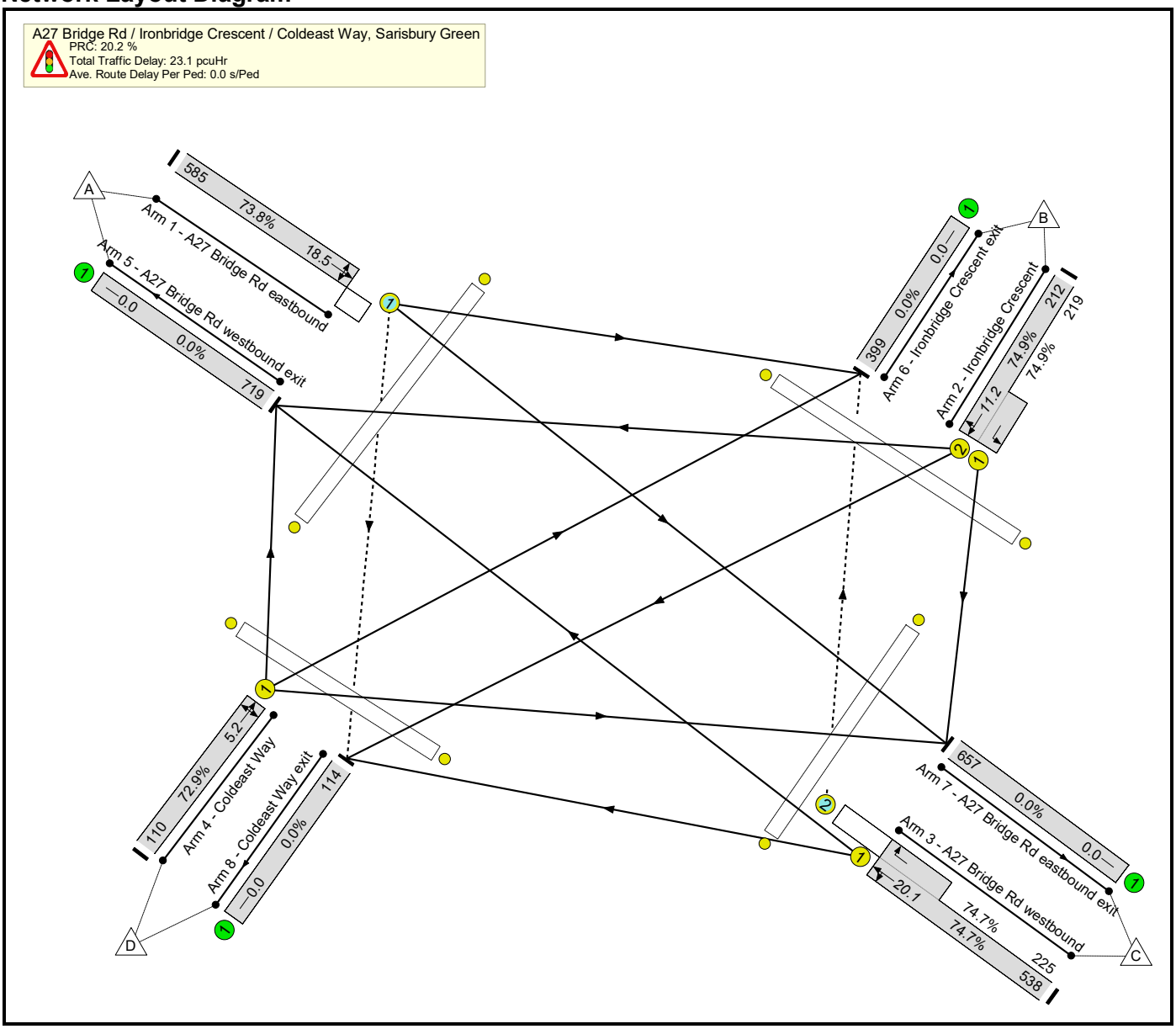
	4	31	11							
	292	302	341							

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

	Description	Type	Stream	Filtered Route		Phase	Greens	(s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	(%)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
1/1	A27 Bridge Rd eastbound Left Ahead Right	O	N/A	N/A	A		3	144	-	585	1940	792	73.8%
2/2+2/1	Ironbridge Crescent Right Left Ahead	U	N/A	N/A	B		3	81	-	431	1940:1940	283+293	74.9 : 74.9%
3/1+3/2	A27 Bridge Rd westbound Ahead Right Left	U+O	N/A	N/A	C	E	3	174	12	763	1940:1940	720+301	74.7 : 74.7%
4/1	Coldeast Way Left Ahead Right	U	N/A	N/A	D		3	25	-	110	1940	151	72.9%
5/1	A27 Bridge Rd westbound exit	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
6/1	Ironbridge Crescent exit	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
7/1	A27 Bridge Rd eastbound exit	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
8/1	Coldeast Way exit	U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
Ped Link: P1	A27 west	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Ironbridge Crescent	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	A27 east	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Coldeast Way	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

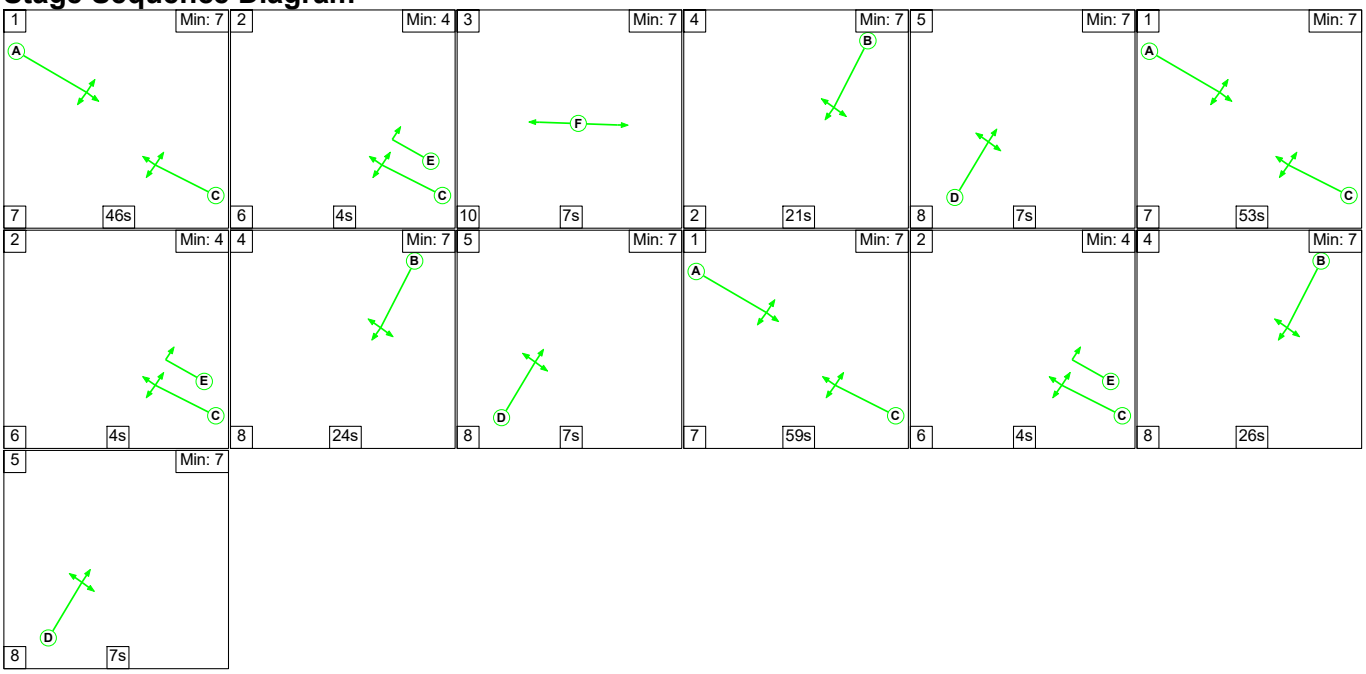
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Oversat Delay (pcuHr)	Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Oversat Queue (pcu)	Max Queue (pcu)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**182**	**70**	**25**	**16.4**	**5.6**	**1.1**	**23.1**	**-**	**-**	**-**	**-**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**182**	**70**	**25**	**16.4**	**5.6**	**1.1**	**23.1**	**-**	**-**	**-**	**-**
1/1	585	585	52	0	0	4.9	1.4	0.0	6.3	38.7	17.1	1.4	18.5
2/2+2/1	431	431	-	-	-	4.8	1.5	-	6.3	52.6	9.8	1.5	11.2
3/1+3/2	763	763	130	70	25	5.0	1.5	1.1	7.6	35.7	18.7	1.5	20.1
4/1	110	110	-	-	-	1.7	1.3	-	2.9	96.1	3.9	1.3	5.2
5/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 20.2 Total Delay for Signalled Lanes (pcuHr): 23.08 Cycle Time (s): 360
PRC Over All Lanes (%): 20.2 Total Delay Over All Lanes(pcuHr): 23.08

Full Input Data And Results

Scenario 8: 'PM 2036 - Peds every third' (FG2: 'PM 2036', Plan 4: 'Peds Every Third')

Stage Sequence Diagram

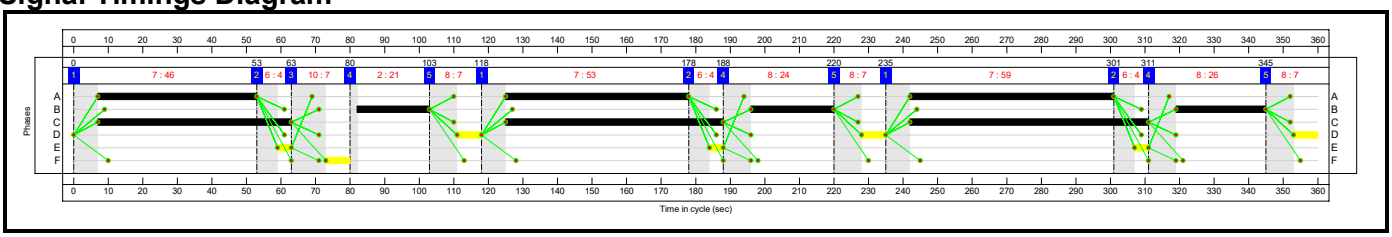


Stage Timings

	46	4	7	21	7	53	4	24	7	59
	0	53	63	80	103	118	178	188	220	235

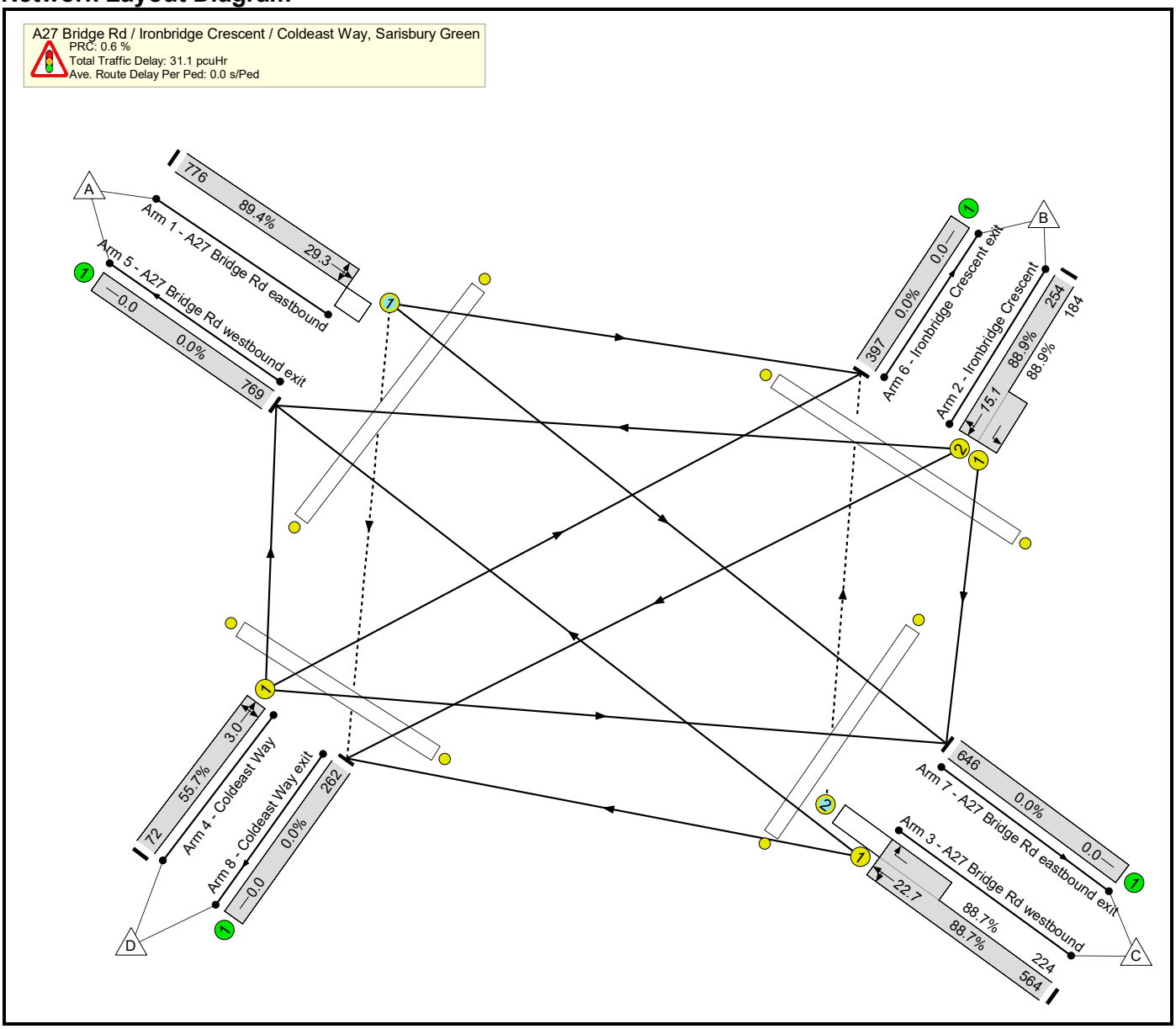
	4	26	7							
	301	311	345							

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

	Description	Type	Stream	Filtered Route		Phase	Greens	(s)	Green (s)	Flow (pcu)	(pcu/Hr)	(pcu)	(%)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
1/1	A27 Bridge Rd eastbound Left Ahead Right	O	N/A	N/A	A		3	158	-	776	1940	868	89.4%
2/2+2/1	Ironbridge Crescent Right Left Ahead	U	N/A	N/A	B		3	71	-	438	1940:1940	286+207	88.9 : 88.9%
3/1+3/2	A27 Bridge Rd westbound Ahead Right Left	U+O	N/A	N/A	C	E	3	188	12	788	1940:1940	636+252	88.7 : 88.7%
4/1	Coldeast Way Left Ahead Right	U	N/A	N/A	D		3	21	-	72	1940	129	55.7%
5/1	A27 Bridge Rd westbound exit	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
6/1	Ironbridge Crescent exit	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
7/1	A27 Bridge Rd eastbound exit	U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
8/1	Coldeast Way exit	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
Ped Link: P1	A27 west	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Ironbridge Crescent	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	A27 east	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P4	Coldeast Way	-	N/A	-	F		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Oversat Delay (pcuHr)	Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Oversat Queue (pcu)	Max Queue (pcu)
Network: A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**258**	**120**	**41**	**17.8**	**11.7**	**1.5**	**31.1**	**-**	**-**	**-**	**-**
A27 Bridge Rd / Ironbridge Crescent / Coldeast Way, Sarisbury Green	**-**	**-**	**258**	**120**	**41**	**17.8**	**11.7**	**1.5**	**31.1**	**-**	**-**	**-**	**-**
1/1	776	776	195	0	0	6.6	3.9	0.0	10.5	48.7	25.4	3.9	29.3
2/2+2/1	438	438	-	-	-	5.4	3.6	-	9.0	73.7	11.6	3.6	15.1
3/1+3/2	788	788	63	120	41	4.7	3.7	1.5	9.9	45.2	19.0	3.7	22.7
4/1	72	72	-	-	-	1.1	0.6	-	1.7	85.1	2.4	0.6	3.0
5/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	PRC for Signalled Lanes (%):	0.6	Total Delay for Signalled Lanes (pcuHr):	31.07	Cycle Time (s):	360
	PRC Over All Lanes (%):	0.6	Total Delay Over All Lanes(pcuHr):	31.07		

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Botley Road Yew Tree Drive roundabout mitigation.j9
Path: K:\ITS Group\CONTROL\Users\Users\JAM\Fareham Local Plan\2021 Local Junction Modelling
Report generation date: 15/12/2021 14:53:31

»2036 DM - 2036 DM, AM
»2036 DM - 2036 DM, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2036 DM - 2036 DM									
Arm 1	D1	2.8	13.85	0.74	B	D2	2.8	11.65	0.74	B
Arm 2		1.0	4.80	0.50	A		0.7	4.68	0.40	A
Arm 3		3.4	14.12	0.77	B		2.0	8.62	0.66	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	Fareham Local Plan
Location	Botley Road/Yew Tree Drive roundabout, Whiteley
Site number	
Date	08/12/2021
Version	
Status	(new file)
Identifier	
Client	HCC Traded Services
Jobnumber	
Enumerator	IT2000\surnjm
Description	Mitigation measure - Yew Tree Drive flared approach

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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2036 DM	AM	Systra Do Minimum traffic flow	ONE HOUR	07:45	09:15	15	✓
D2	2036 DM	PM	Systra Do Minimum traffic flow data	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2036 DM	Systra Do Minimum traffic flow data	✓	100.000	100.000

2036 DM - 2036 DM, AM

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	untitled	Standard Roundabout		1, 2, 3	11.13	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Botley Road north	Botley Road north
2	Yew Tree Drive	Yew Tree Drive
3	Botley Road south	Botley Road south

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	3.00	4.60	9.2	22.0	39.0	4.0	
2	3.00	7.80	18.2	90.0	30.0	6.5	
3	3.00	5.70	11.6	7.0	37.0	26.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.600	1336
2	0.736	1901
3	0.537	1269

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2036 DM	AM	Systra Do Minimum traffic flow	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	686	100.000
2		ONE HOUR	✓	673	100.000
3		ONE HOUR	✓	799	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	180	506
	2	227	0	446
	3	317	482	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.74	13.85	2.8	B	629	944
2	0.50	4.80	1.0	A	618	926
3	0.77	14.12	3.4	B	733	1100

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	516	129	360	1120	0.461	513	407	0.0	0.9	5.987	A
2	507	127	378	1622	0.312	505	495	0.0	0.5	3.216	A
3	602	150	170	1178	0.511	597	713	0.0	1.0	6.207	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	617	154	432	1077	0.573	615	488	0.9	1.3	7.872	A
2	605	151	453	1567	0.386	604	593	0.5	0.6	3.738	A
3	718	180	204	1160	0.619	716	854	1.0	1.6	8.131	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	755	189	527	1020	0.740	750	596	1.3	2.7	13.238	B
2	741	185	553	1494	0.496	740	723	0.6	1.0	4.765	A
3	880	220	249	1135	0.775	873	1043	1.6	3.3	13.494	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	755	189	530	1018	0.742	755	599	2.7	2.8	13.852	B
2	741	185	557	1491	0.497	741	729	1.0	1.0	4.800	A
3	880	220	250	1135	0.775	879	1048	3.3	3.4	14.120	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	617	154	437	1074	0.574	622	492	2.8	1.4	8.195	A
2	605	151	459	1563	0.387	606	601	1.0	0.6	3.768	A
3	718	180	205	1160	0.619	725	861	3.4	1.7	8.474	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	516	129	364	1117	0.462	519	411	1.4	0.9	6.121	A
2	507	127	382	1619	0.313	507	500	0.6	0.5	3.239	A
3	602	150	171	1178	0.511	604	719	1.7	1.1	6.354	A

2036 DM - 2036 DM, PM

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	untitled	Standard Roundabout		1, 2, 3	8.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2036 DM	PM	Systra Do Minimum traffic flow data	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	809	100.000
2		ONE HOUR	✓	464	100.000
3		ONE HOUR	✓	752	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	42	767
	2	31	0	433
	3	553	199	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	2
	2	0	0	0
	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.74	11.65	2.8	B	742	1114
2	0.40	4.68	0.7	A	426	639
3	0.66	8.62	2.0	A	690	1035

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	609	152	149	1247	0.489	605	437	0.0	1.0	5.685	A
2	349	87	574	1478	0.236	348	180	0.0	0.3	3.182	A
3	566	142	23	1257	0.450	563	899	0.0	0.8	5.239	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	727	182	179	1229	0.592	725	524	1.0	1.4	7.254	A
2	417	104	688	1395	0.299	417	216	0.3	0.4	3.679	A
3	676	169	28	1255	0.539	675	1076	0.8	1.2	6.283	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	891	223	218	1205	0.739	885	641	1.4	2.8	11.294	B
2	511	128	840	1283	0.398	510	264	0.4	0.7	4.652	A
3	828	207	34	1251	0.662	825	1315	1.2	1.9	8.507	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	891	223	219	1205	0.739	890	643	2.8	2.8	11.653	B
2	511	128	844	1279	0.399	511	265	0.7	0.7	4.684	A
3	828	207	34	1251	0.662	828	1321	1.9	2.0	8.624	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	727	182	180	1228	0.592	733	527	2.8	1.5	7.476	A
2	417	104	695	1390	0.300	418	218	0.7	0.4	3.708	A
3	676	169	28	1254	0.539	679	1085	2.0	1.2	6.382	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	609	152	150	1246	0.489	611	441	1.5	1.0	5.797	A
2	349	87	579	1474	0.237	350	182	0.4	0.3	3.202	A
3	566	142	23	1257	0.450	568	906	1.2	0.8	5.309	A