Appendix A – SRTM Committed Schemes

DISTRICT	SCHEME	2019	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	✓	✓	✓	✓	✓

DISTRICT	SCHEME	2019	2026	2031	2036	2041
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	Peel Common Rbt.		✓	✓	✓	✓
Fareham	A27 Downend Road, Porchester		✓	✓	✓	✓
Fareham, Gosport	Stubbington Bypass mitigation measures		✓	✓	✓	✓
Fareham, Winchester	M27 J9 and Parkway South roundabout		✓	✓	✓	✓
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		✓	✓	✓	✓

DISTRICT	SCHEME	2019	2026	2031	2036	2041
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/P'mouth	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	Havant Road/Eastern Road	✓	✓	✓	✓	✓
Portsmouth	The Hard, Queen St, Wickham St, Clock St	✓	✓	✓	✓	✓

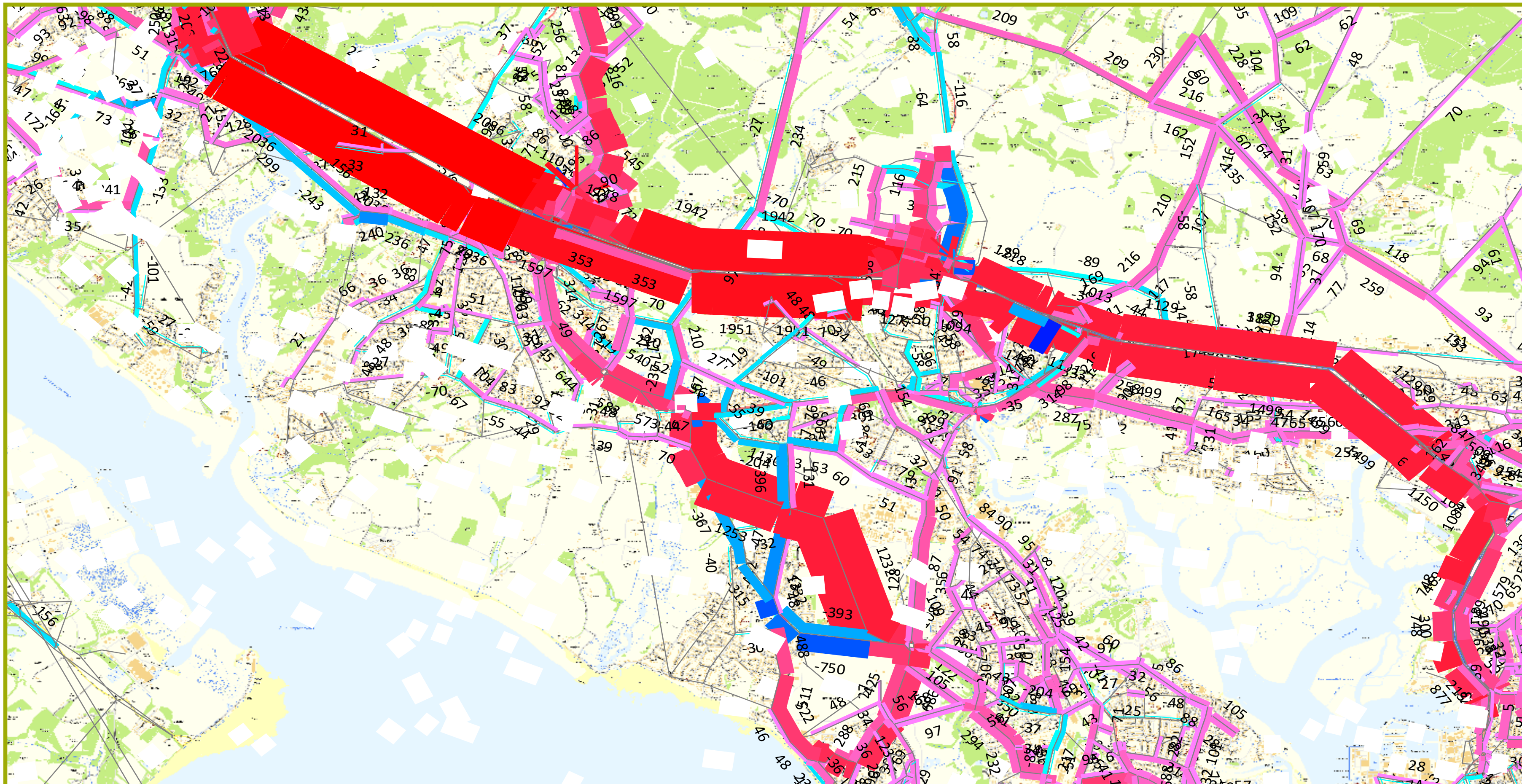
DISTRICT	SCHEME	2019	2026	2031	2036	2041
Portsmouth	Fratton Way	✓	✓	✓	✓	✓
Portsmouth	Isambard Brunel Road	✓	✓	✓	✓	✓
Portsmouth	Anglesea Road / Park Road	✓	✓	✓	✓	✓
Portsmouth	A27 Souhtampton Road Compass Road Paulsgrove	✓	✓	✓	✓	✓
Portsmouth	A27 Southampton Road Port Way	✓	✓	✓	✓	✓
Portsmouth	Aldi Store 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	✓	✓	✓	✓	✓

DISTRICT	SCHEME	2019	2026	2031	2036	2041
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	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	✓	✓	✓	✓	✓

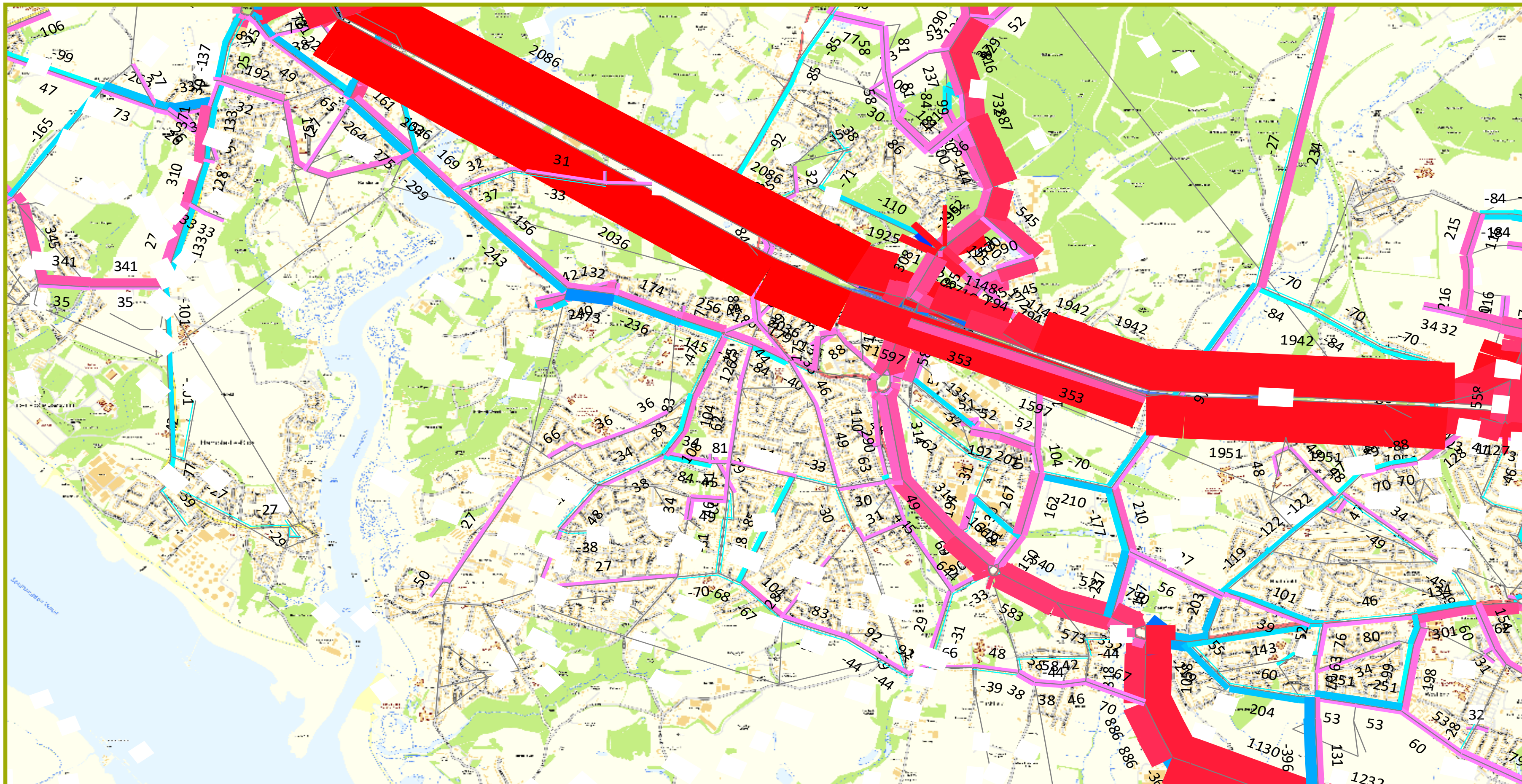
DISTRICT	SCHEME	2019	2026	2031	2036	2041
Southampton	Northam Road /Union Street / Princes Street	✓	✓	✓	✓	✓
Southampton	Saltmarsh Lane / Central Bridge / Albert Road North / Itchen Bridge	✓	✓	✓	✓	✓
Southampton	A33 West Quay Road corridor	✓	✓	✓	✓	✓
Test Valley	M27 J3	✓	✓	✓	✓	✓
Test Valley	M271 Junction 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**		✓	✓	✓	✓
Fareham	**M27 J10**			✓	✓	✓
Fareham	**Welborne Development**			✓	✓	✓

Appendix B – Flow Difference Plots

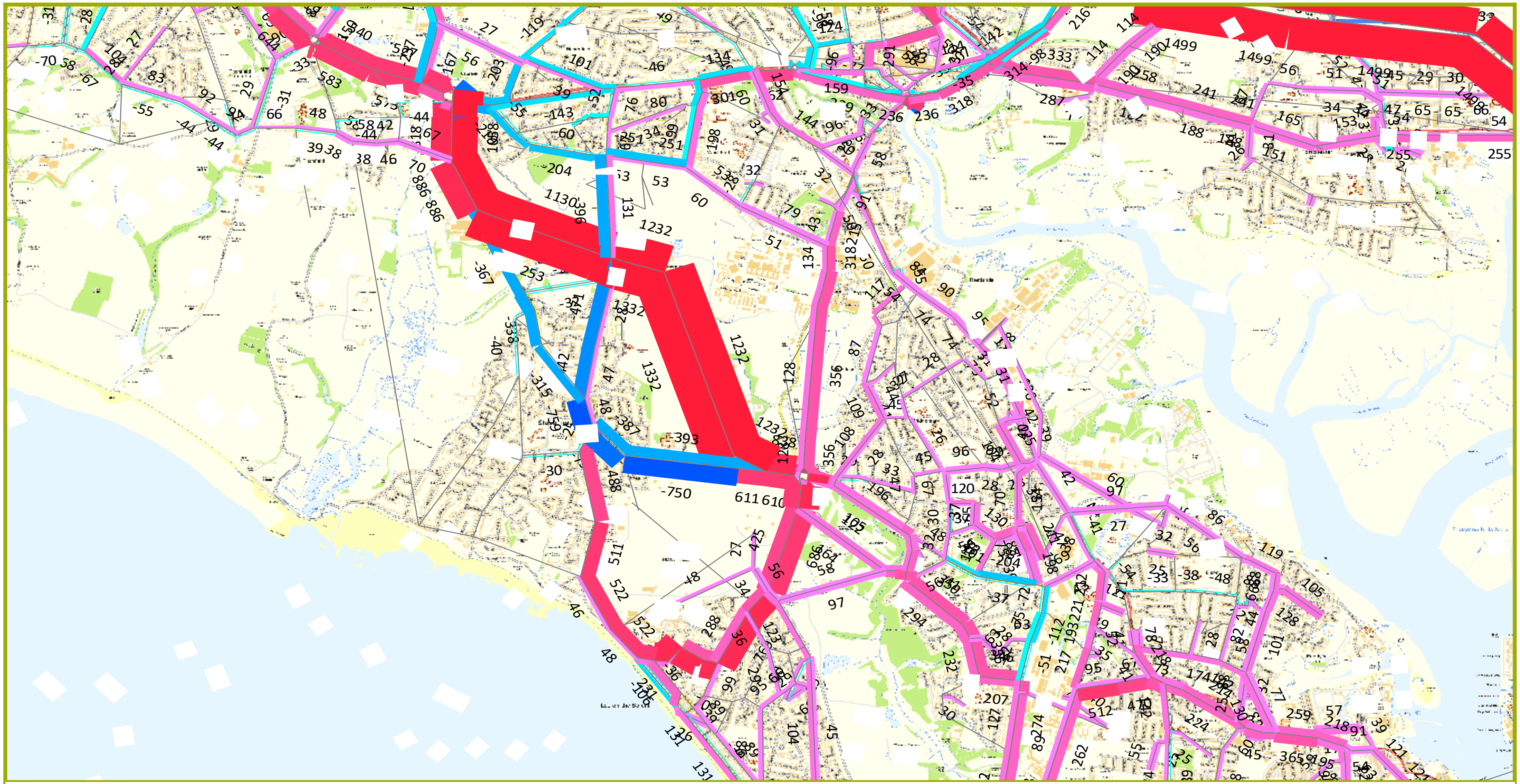
AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



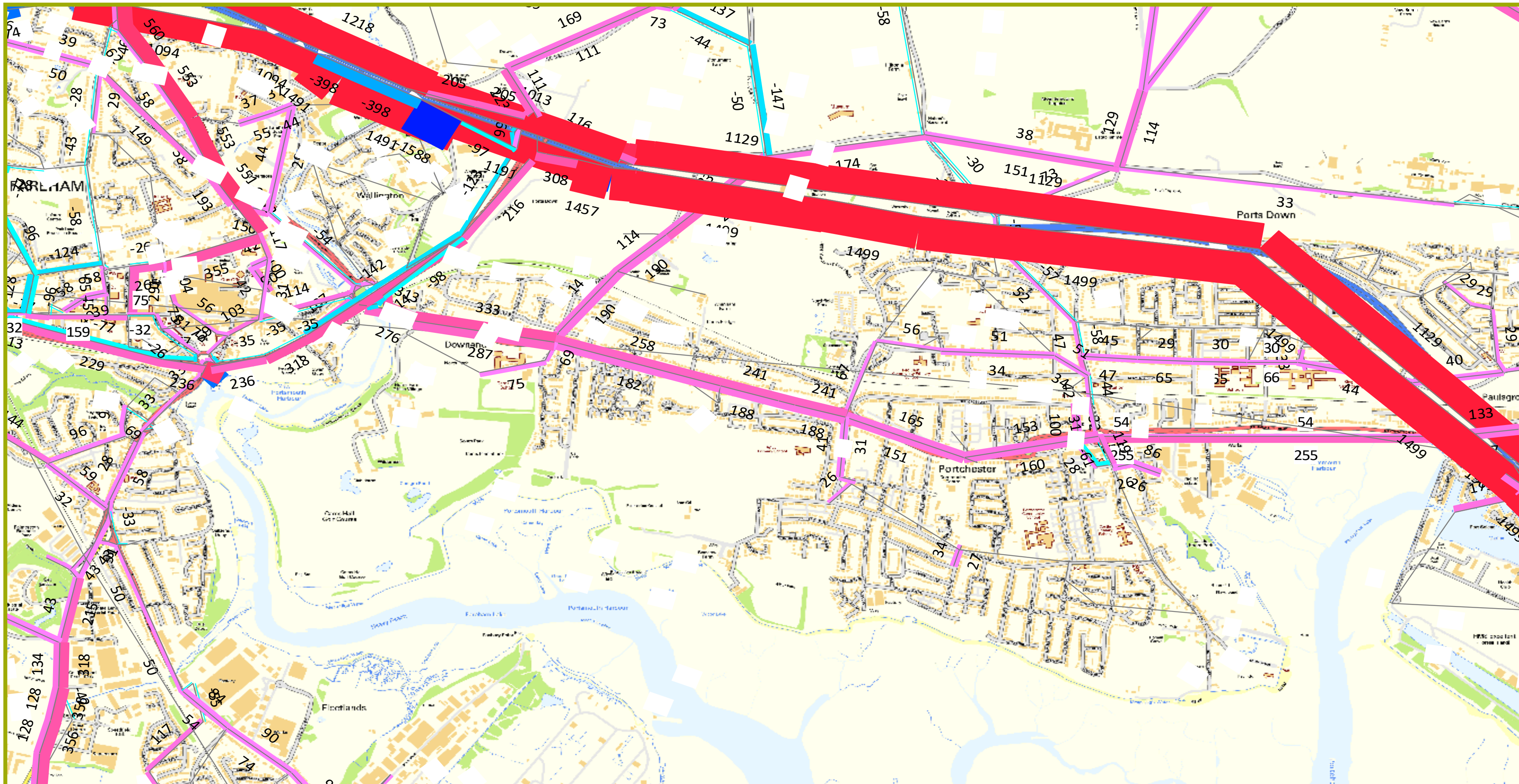
AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015

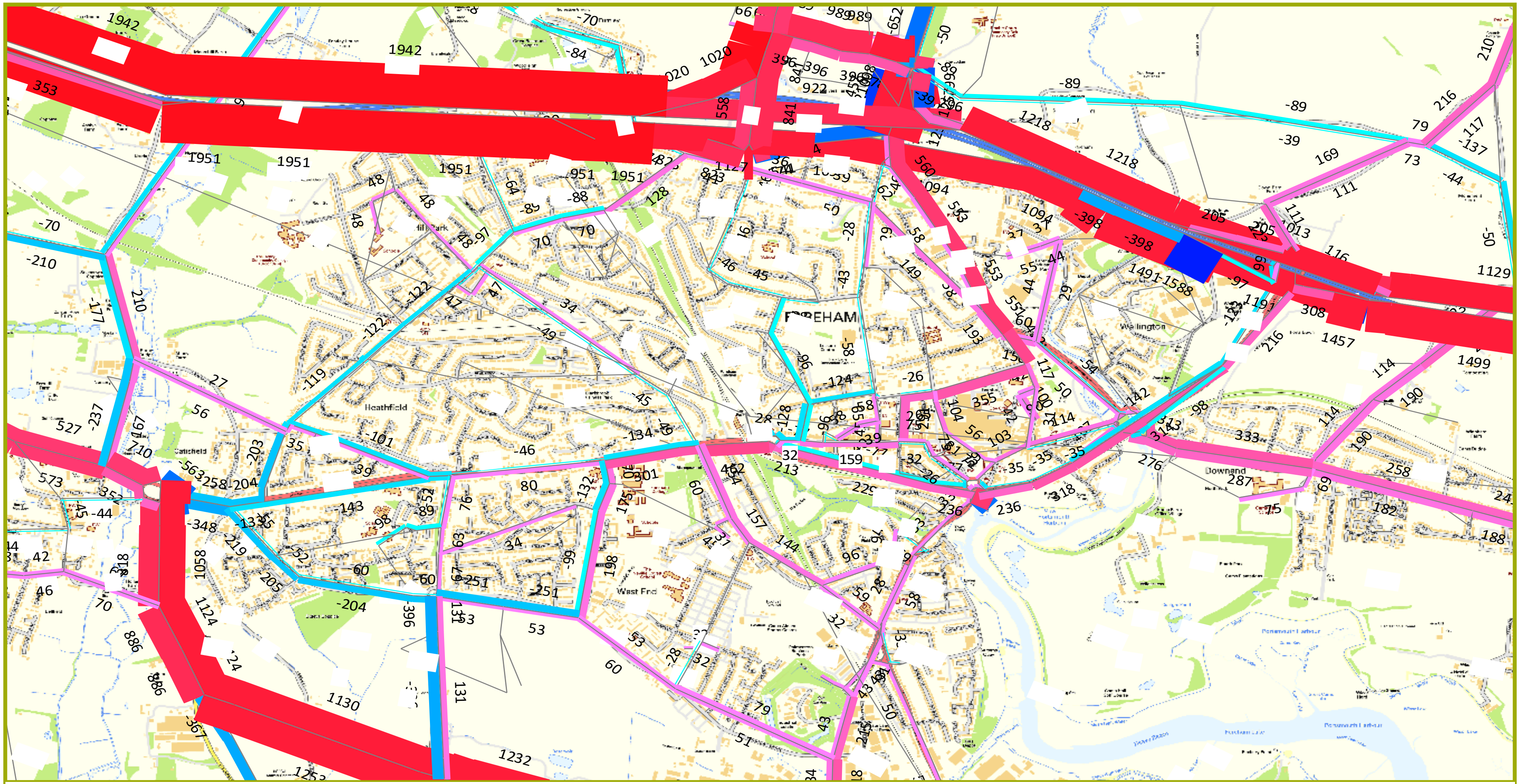


AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



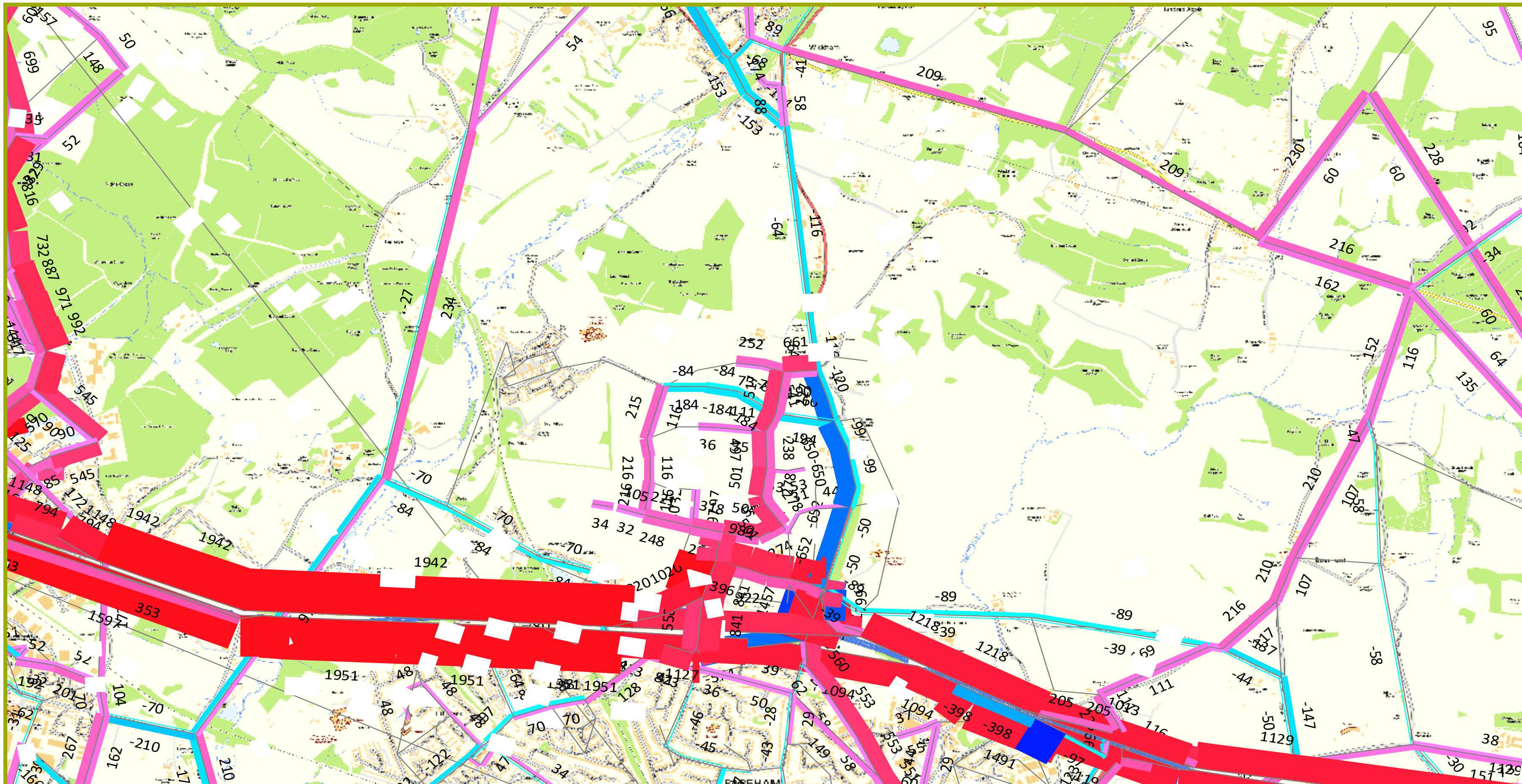
SYSTRA

AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015

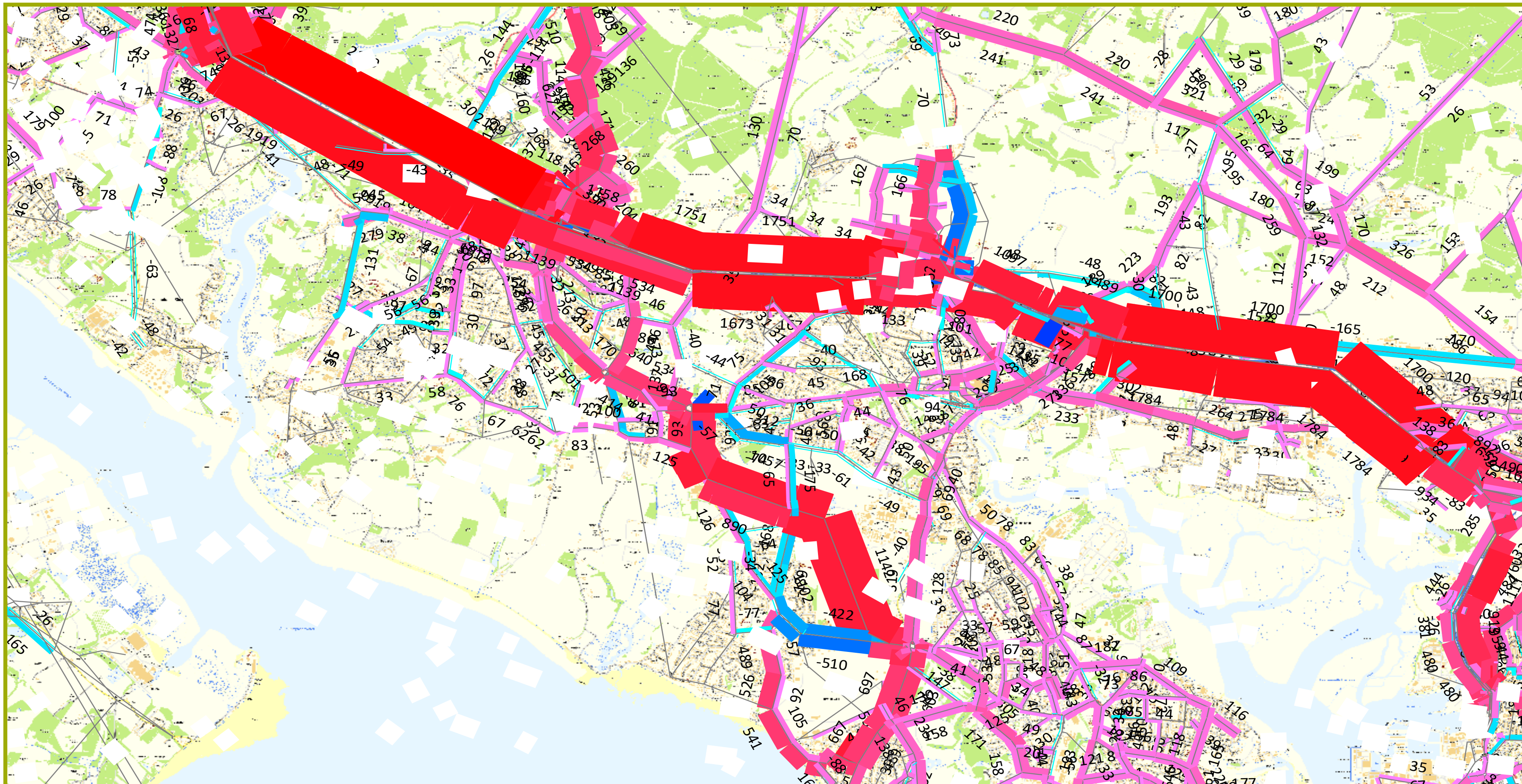


SYSTRA

AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015

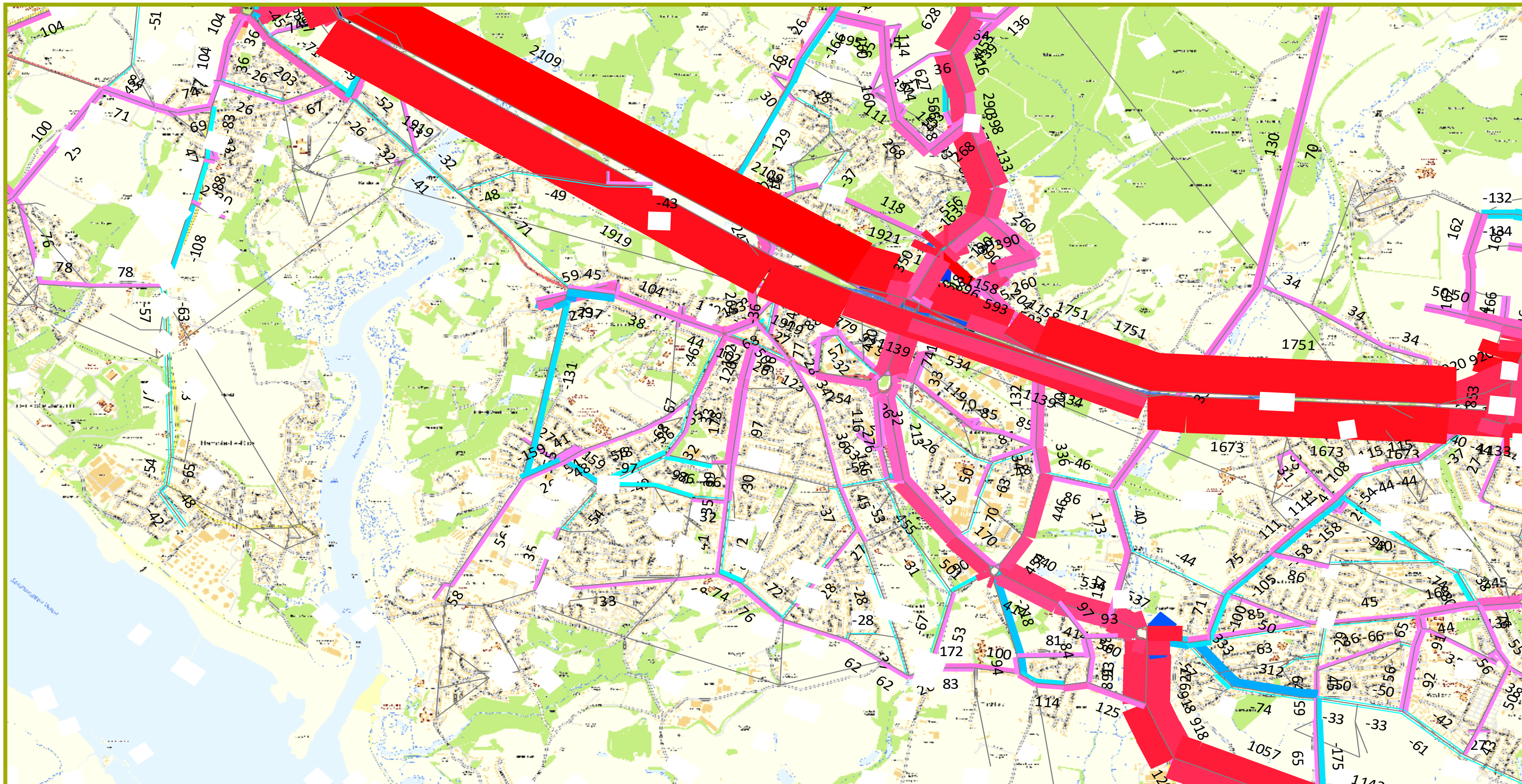


PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



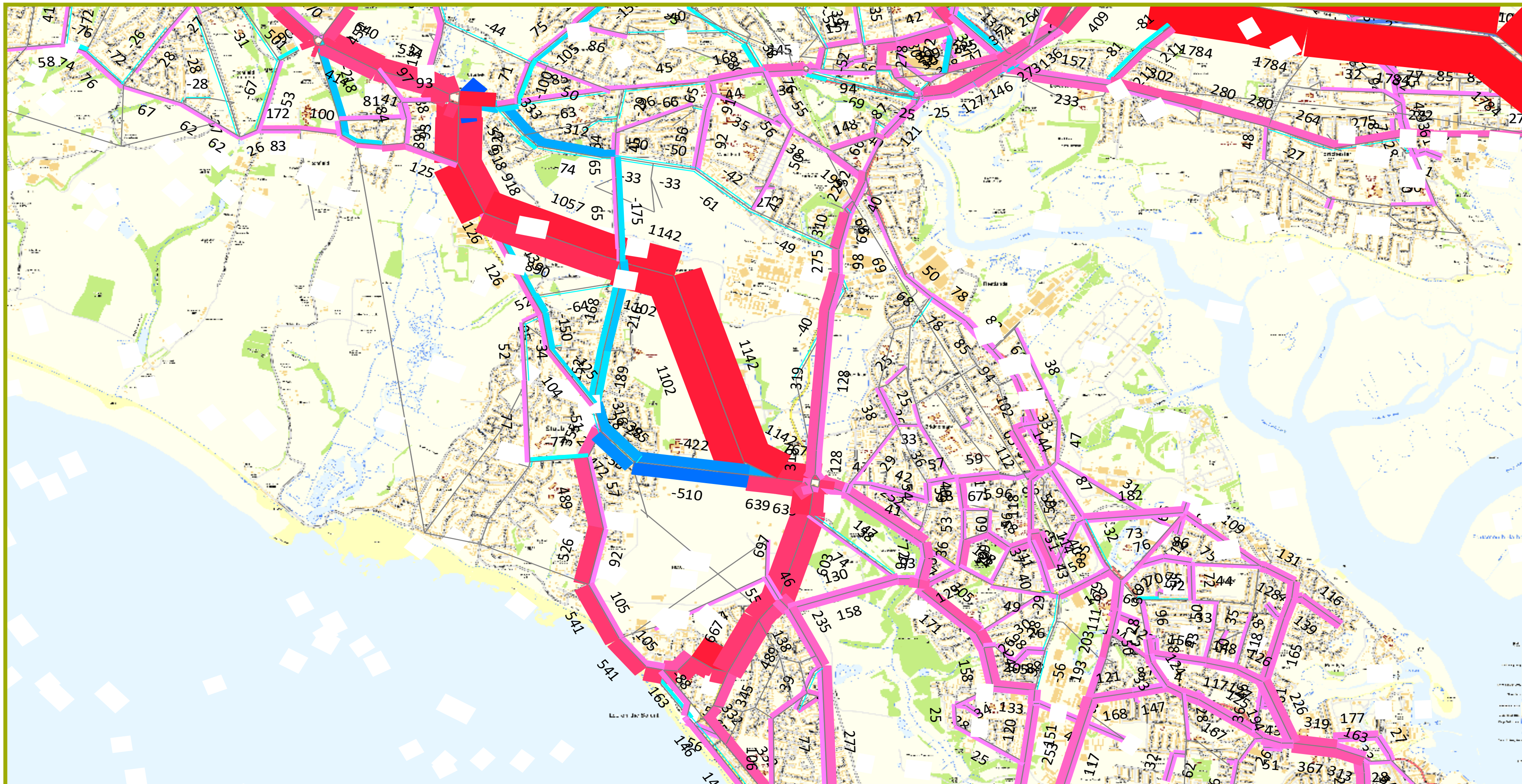
SYSTRA

PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



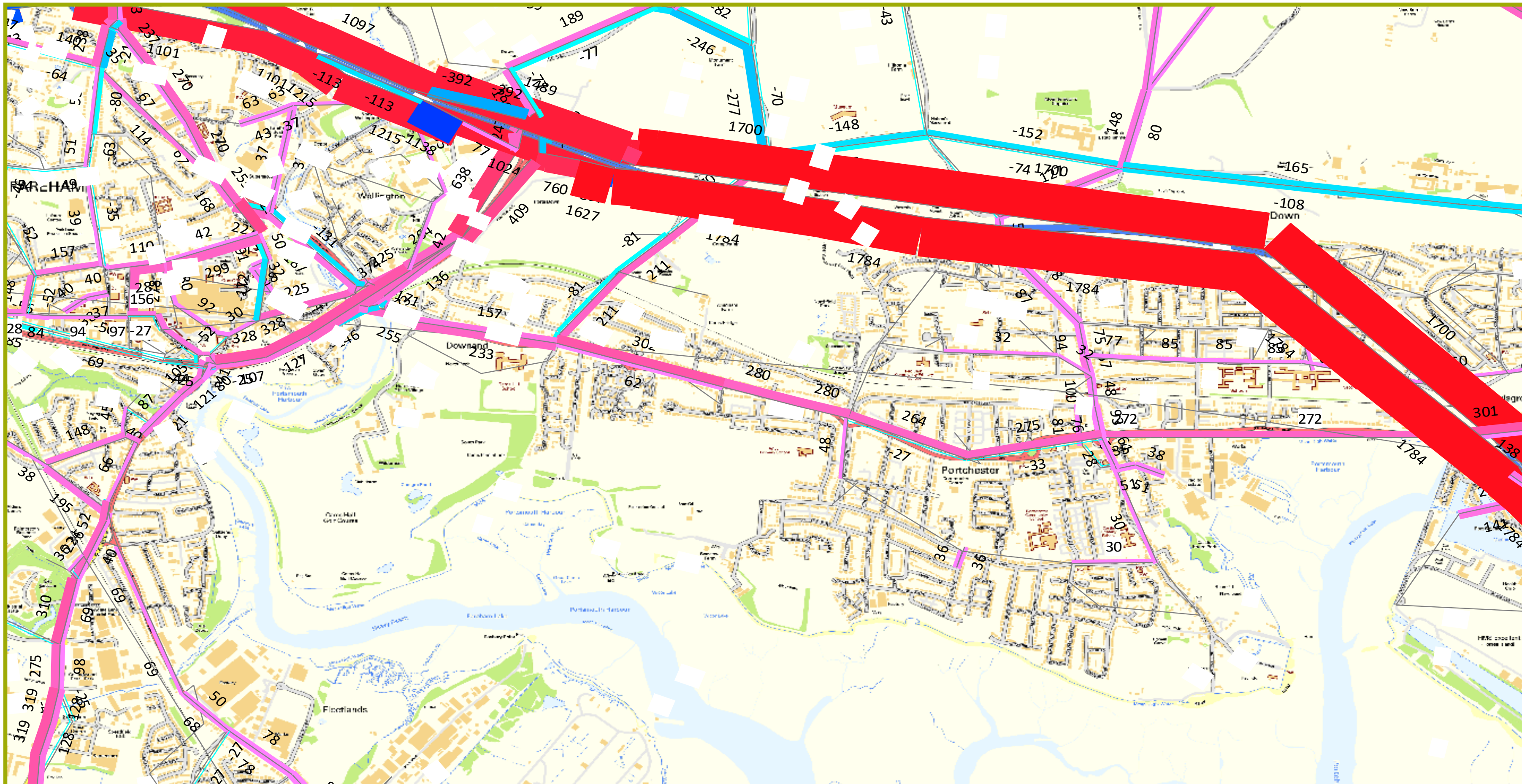
SYSTRA

PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015

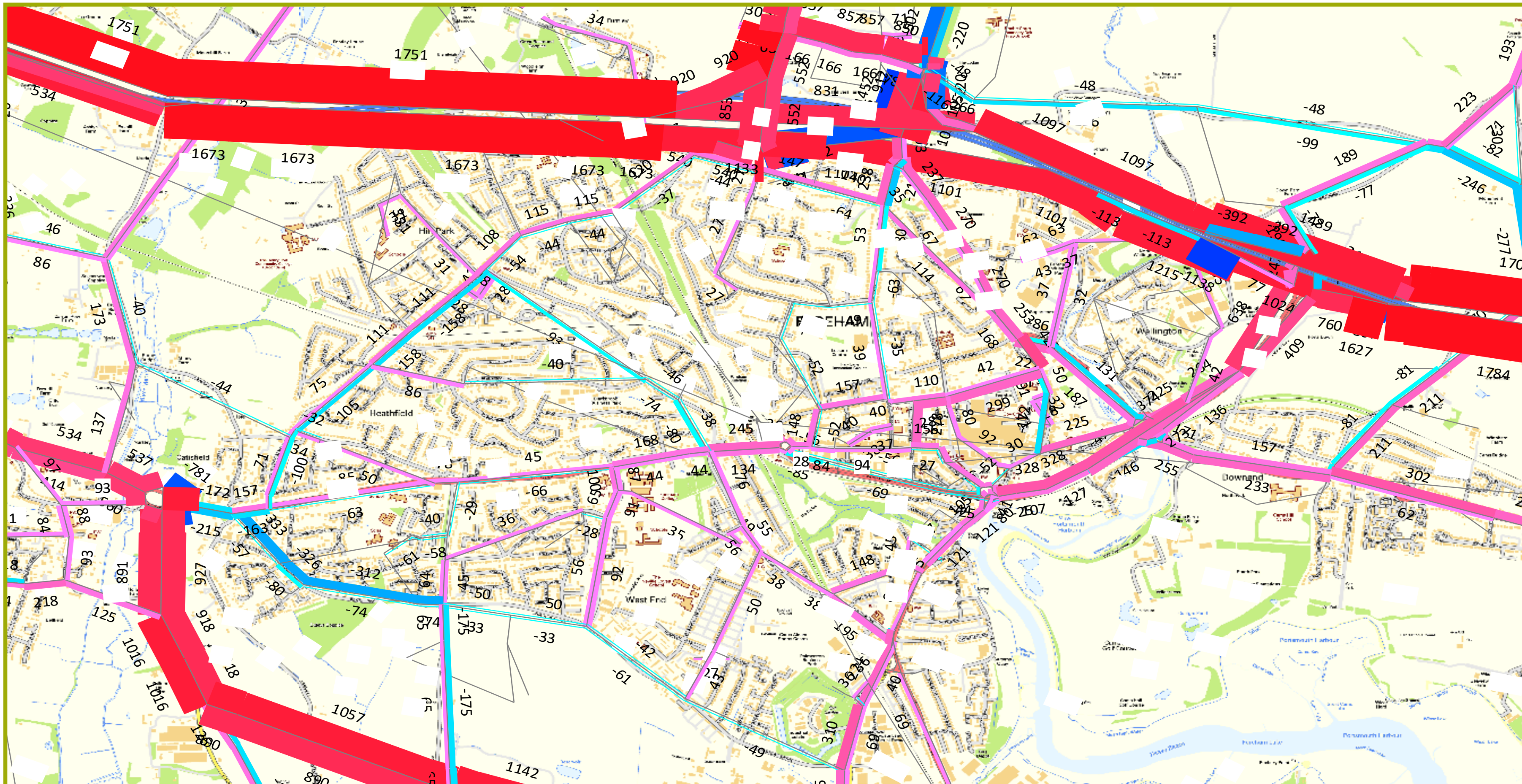


SYSTRA

PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015

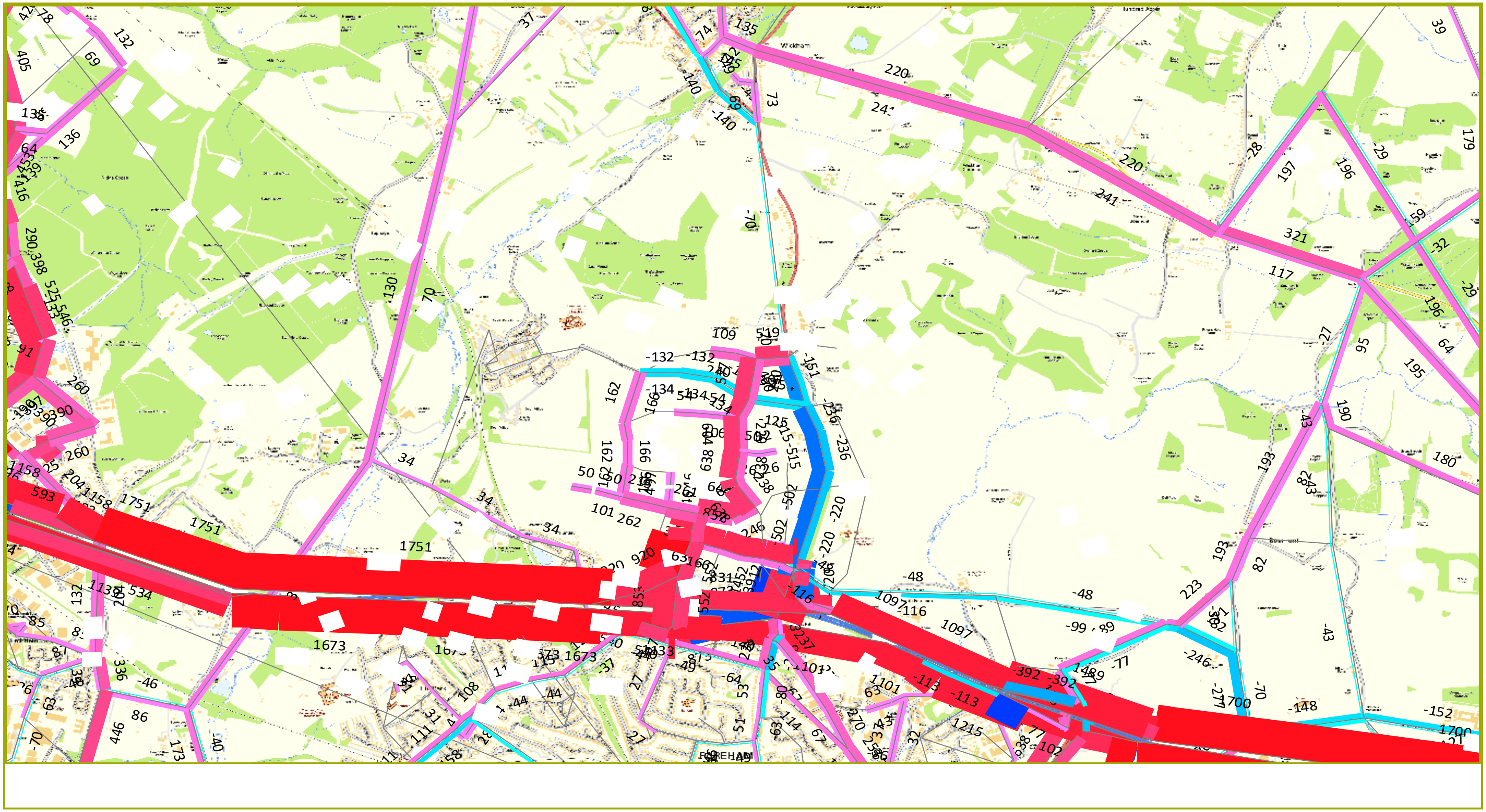


PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015

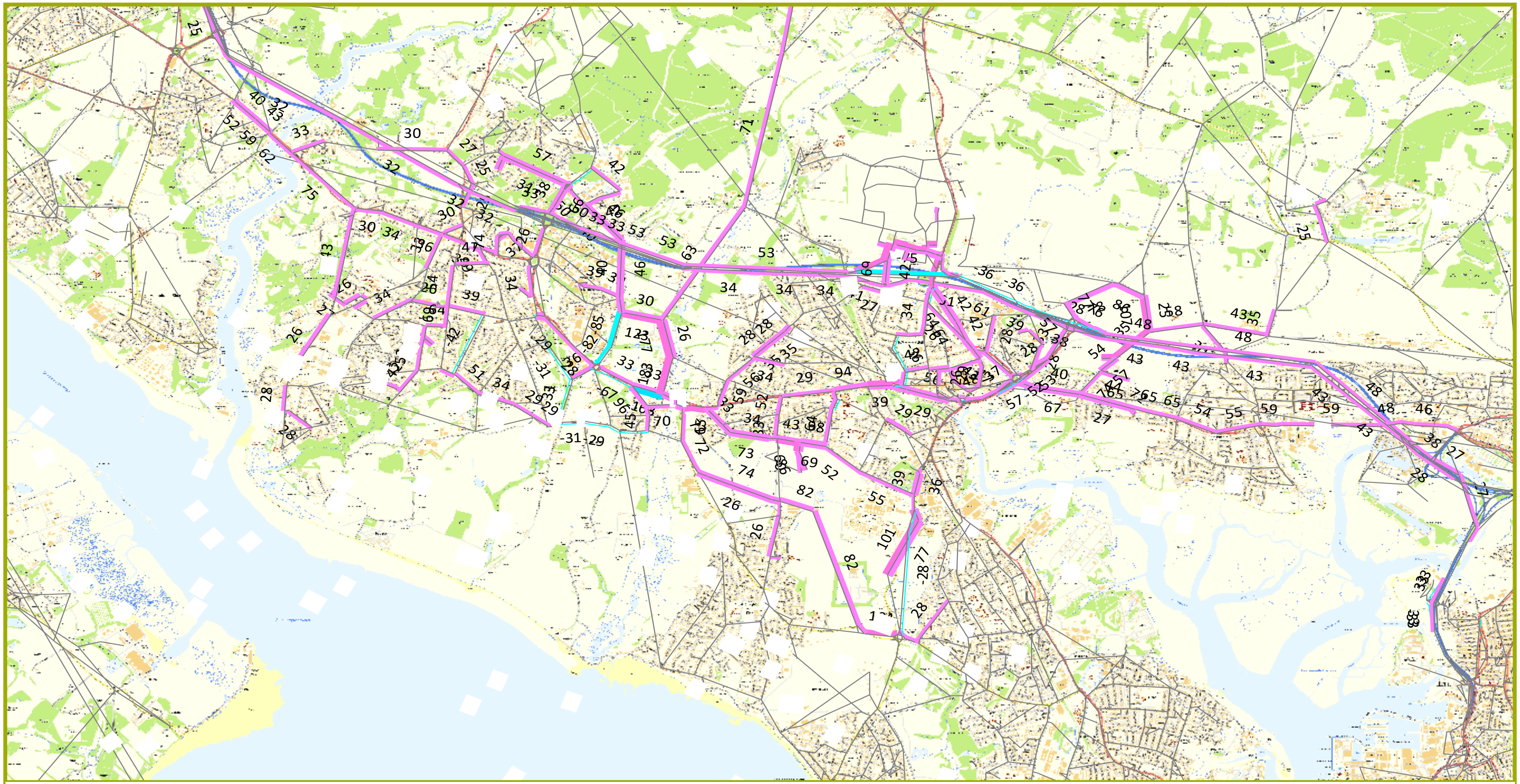


SYSTRA

PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015

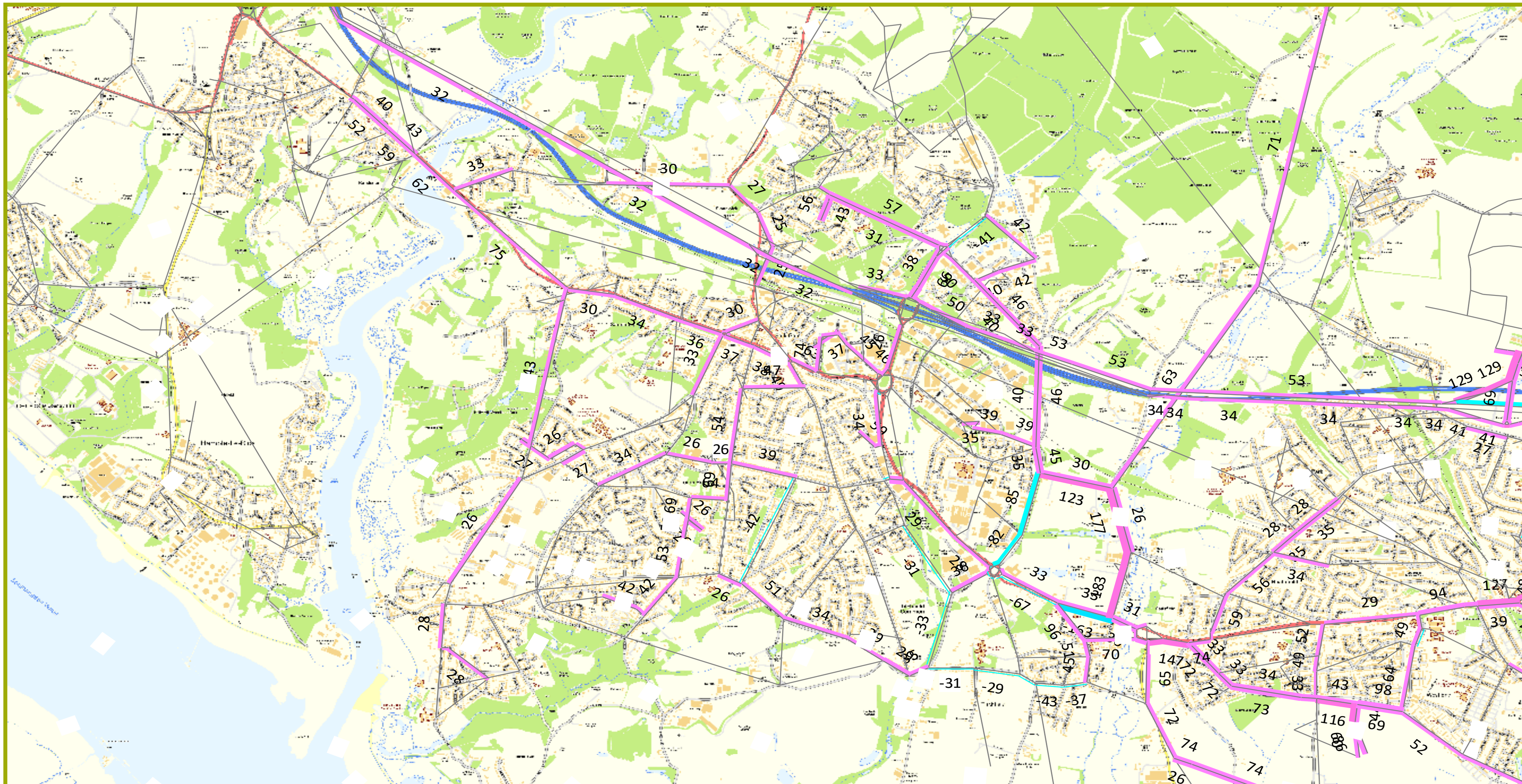


AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036

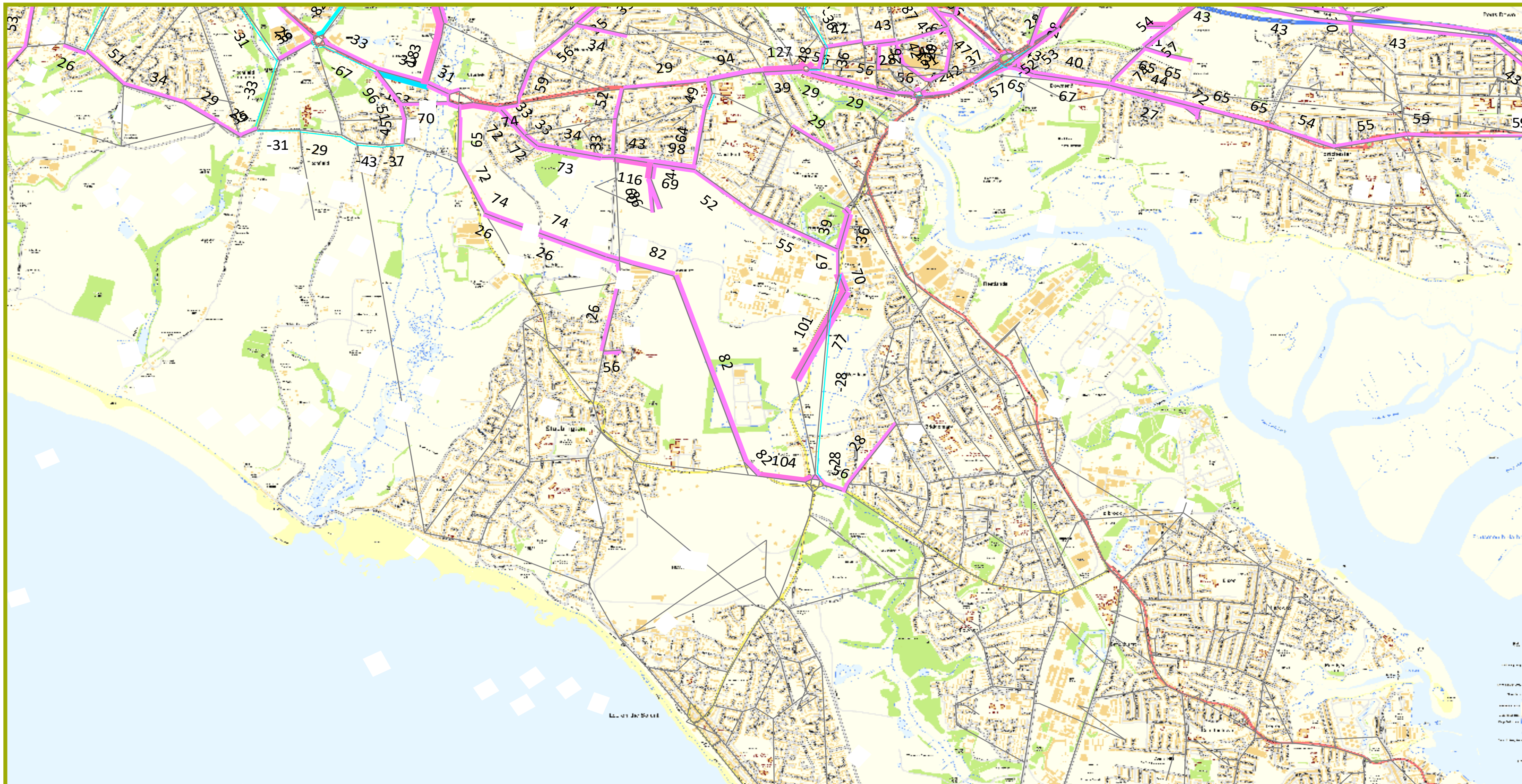


SYSTRA

AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



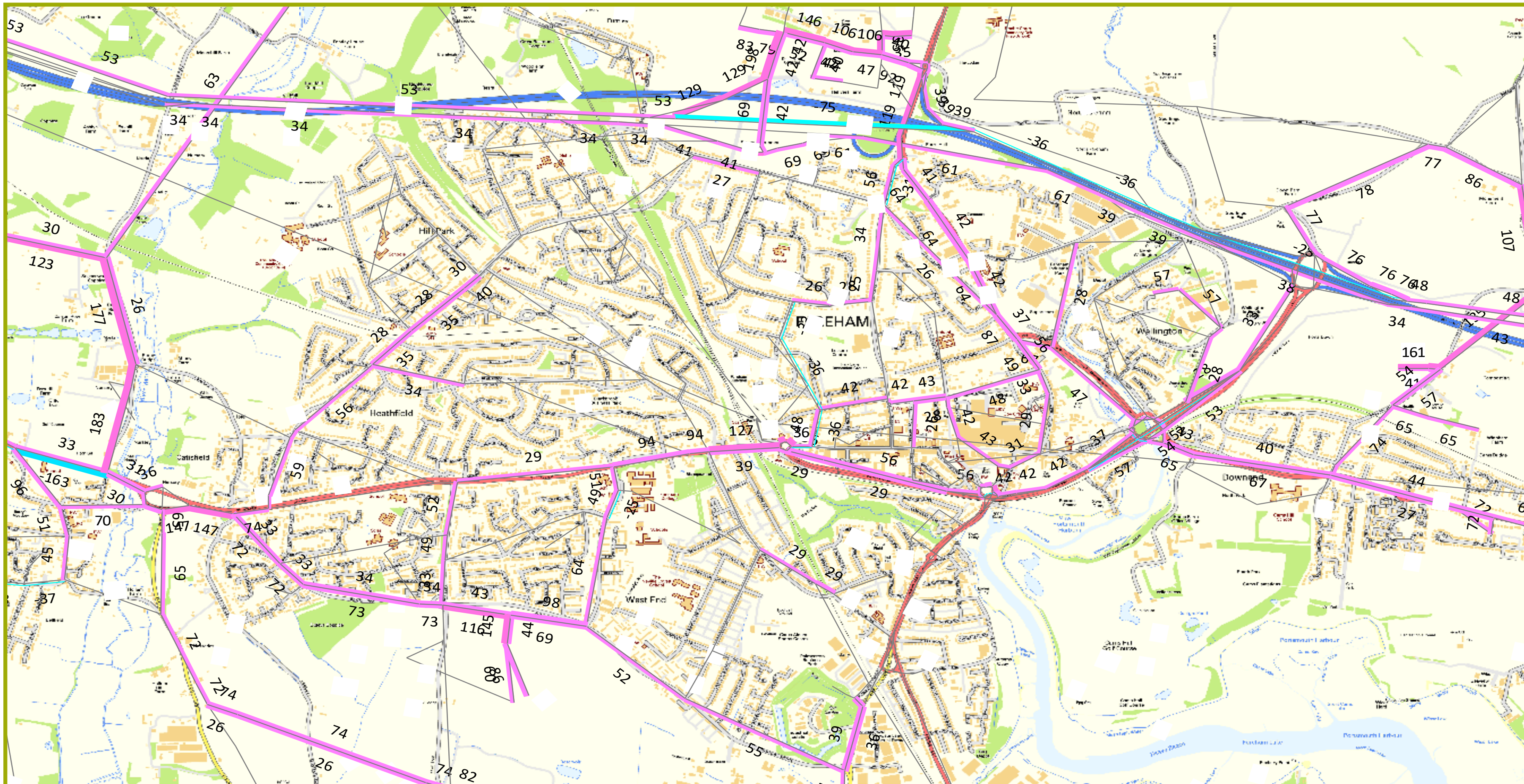
AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036

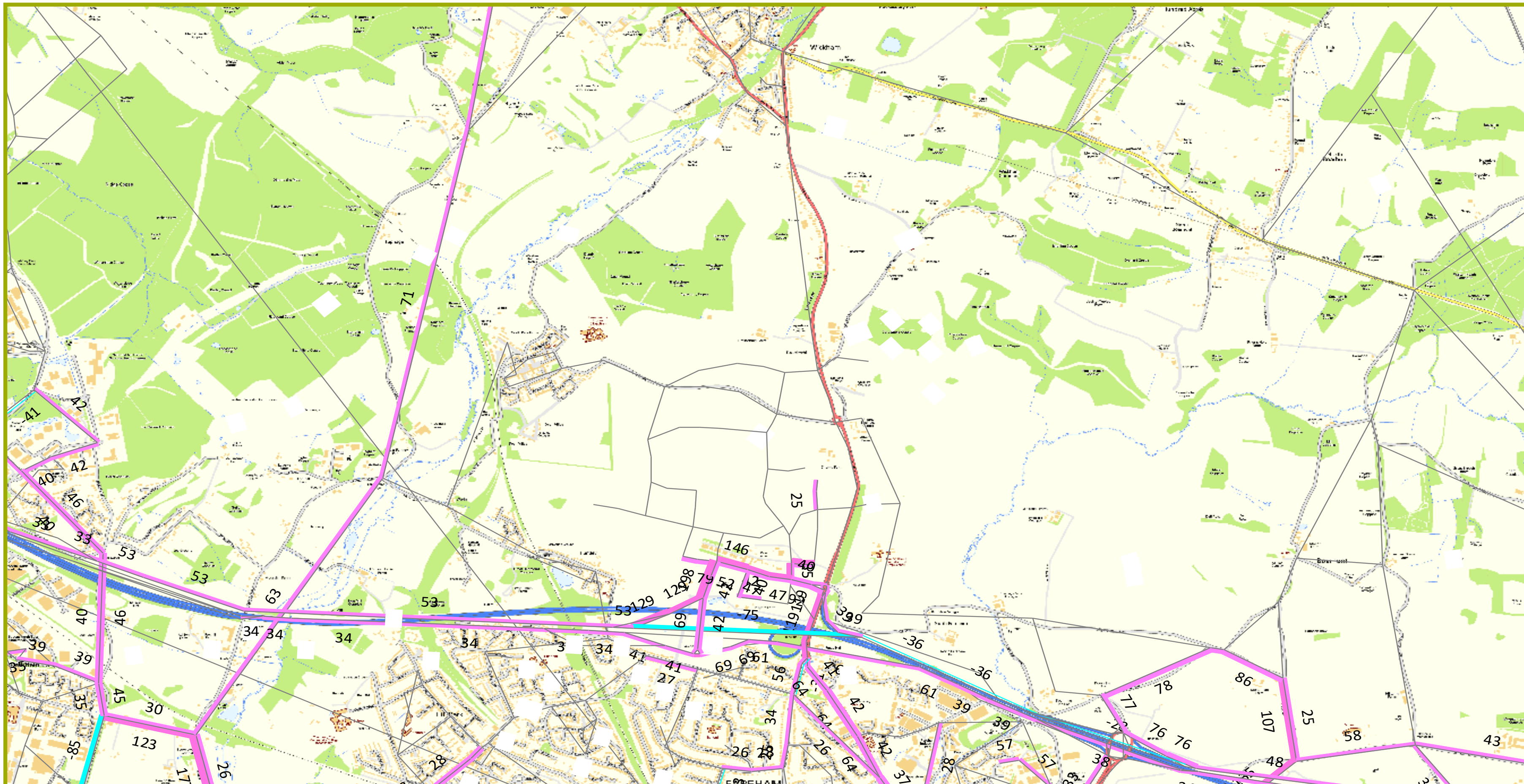
SYSTRA

AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



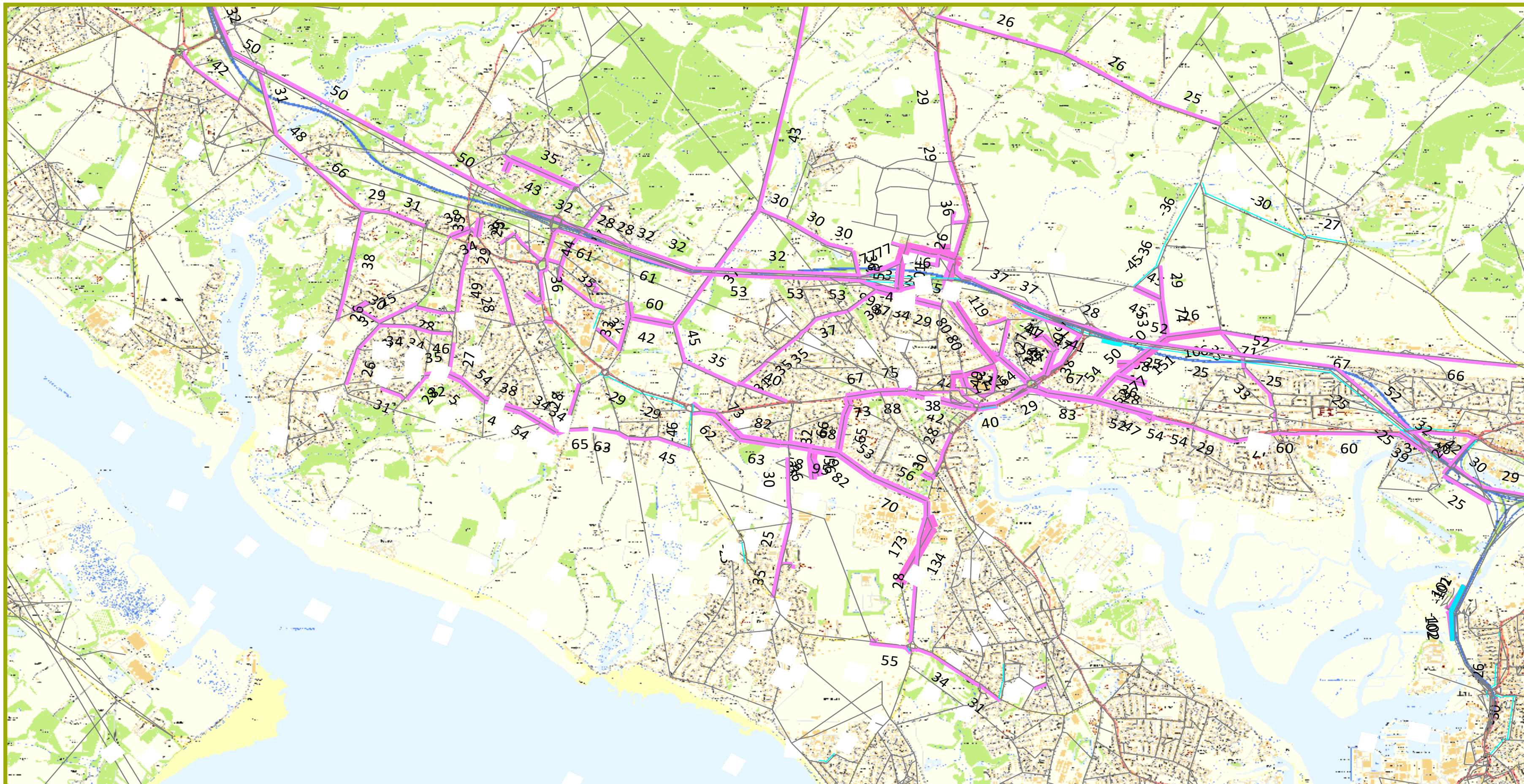
SYSTRA

AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



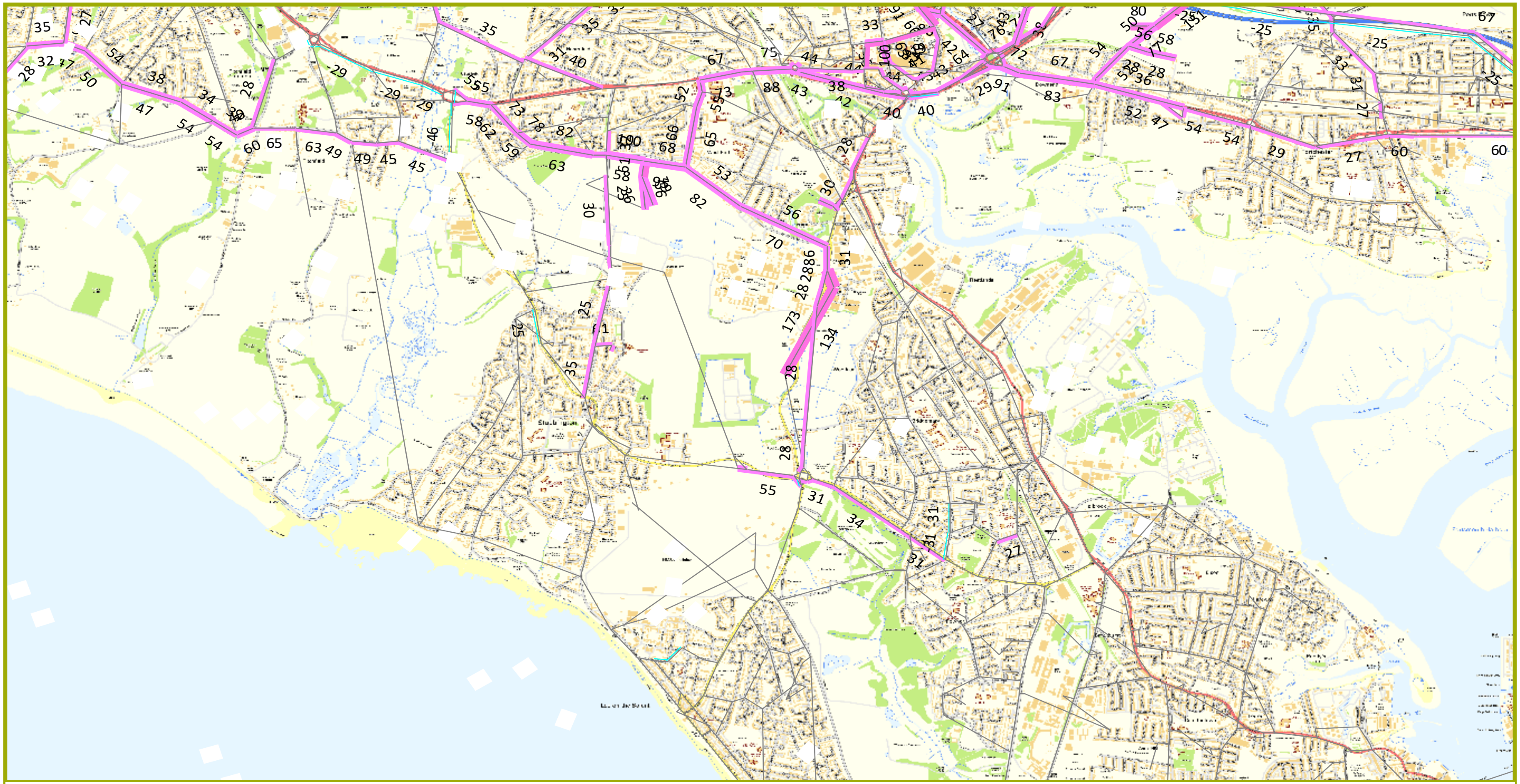
SYSTRA

PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036

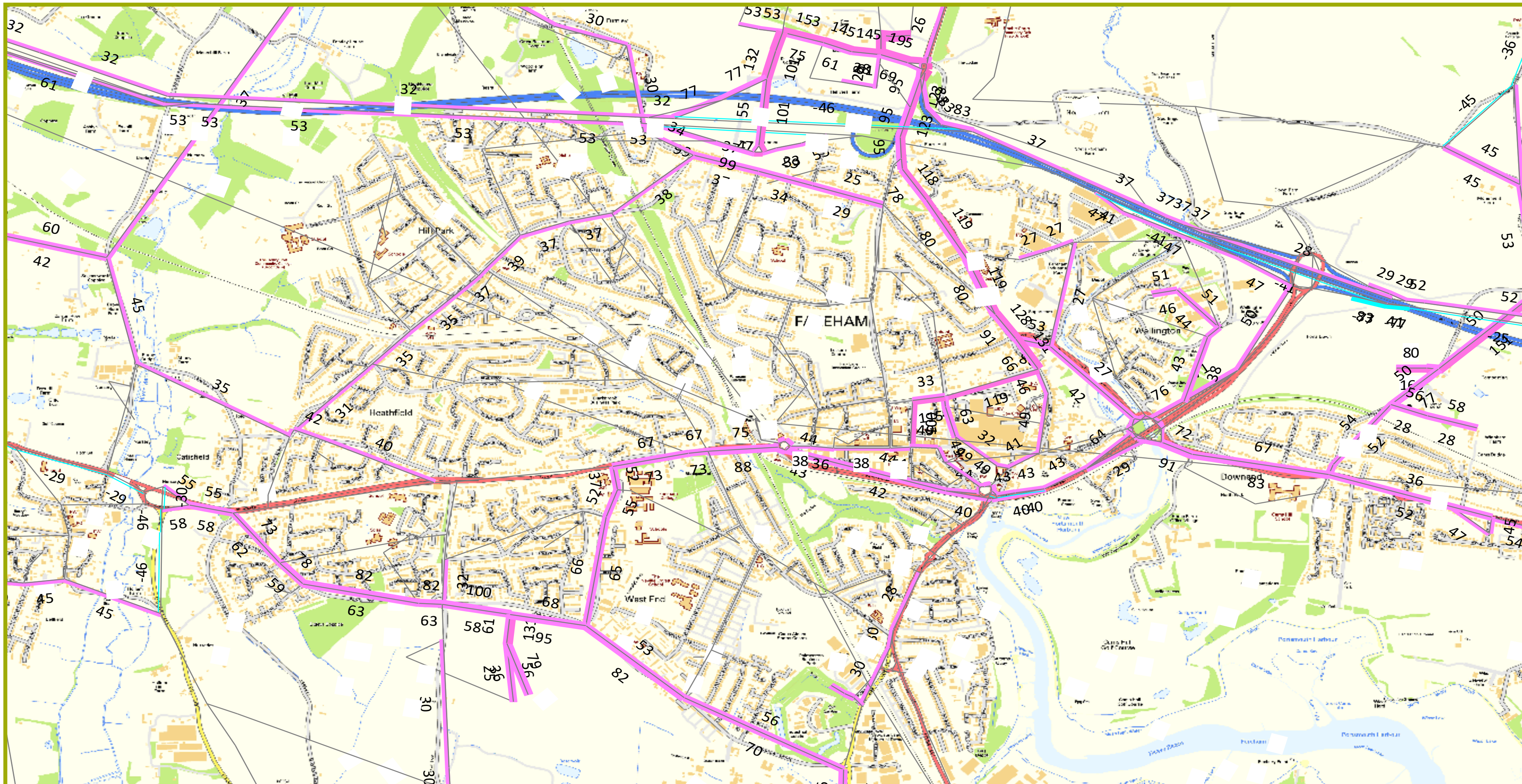
PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036

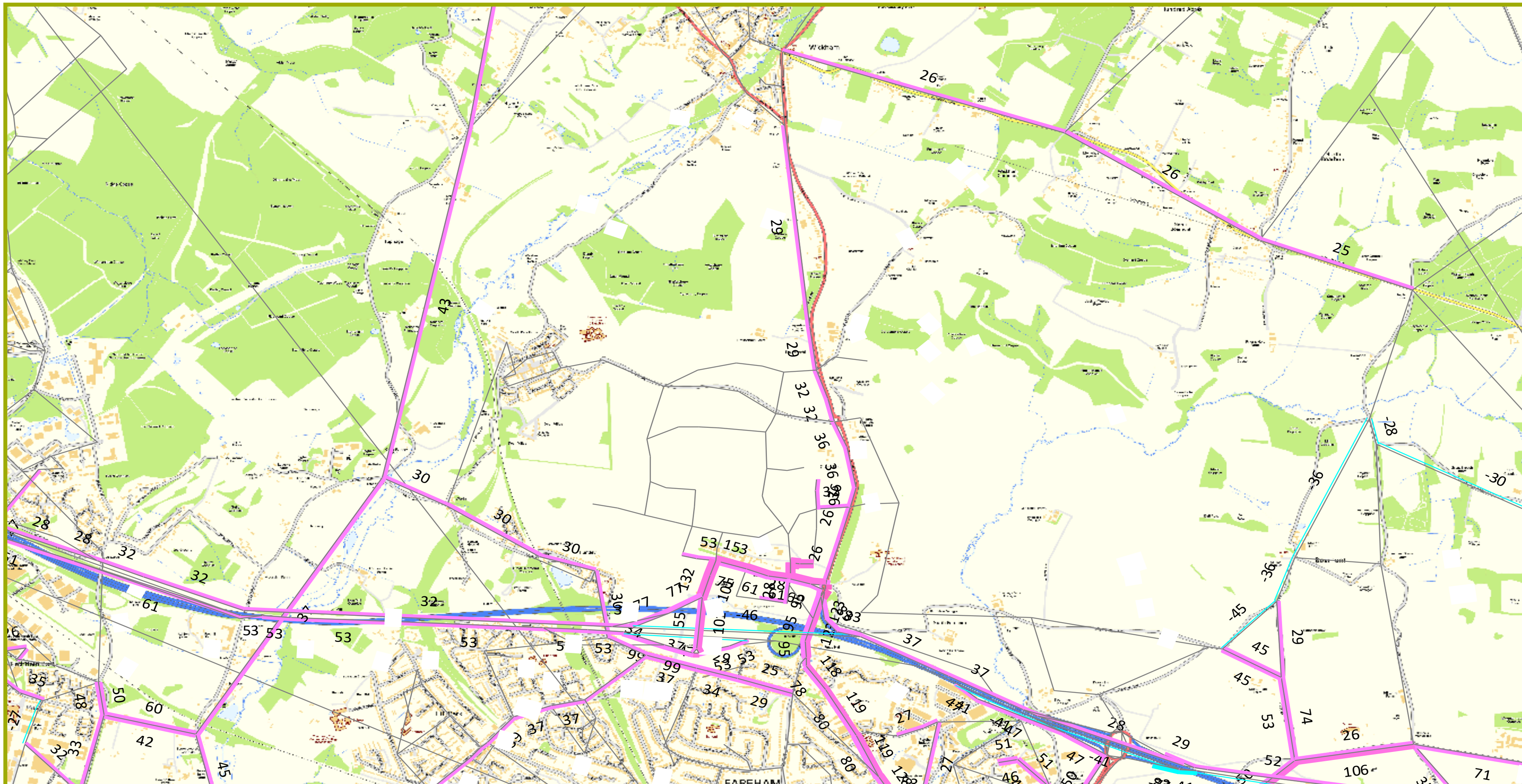
SYSTRA

PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



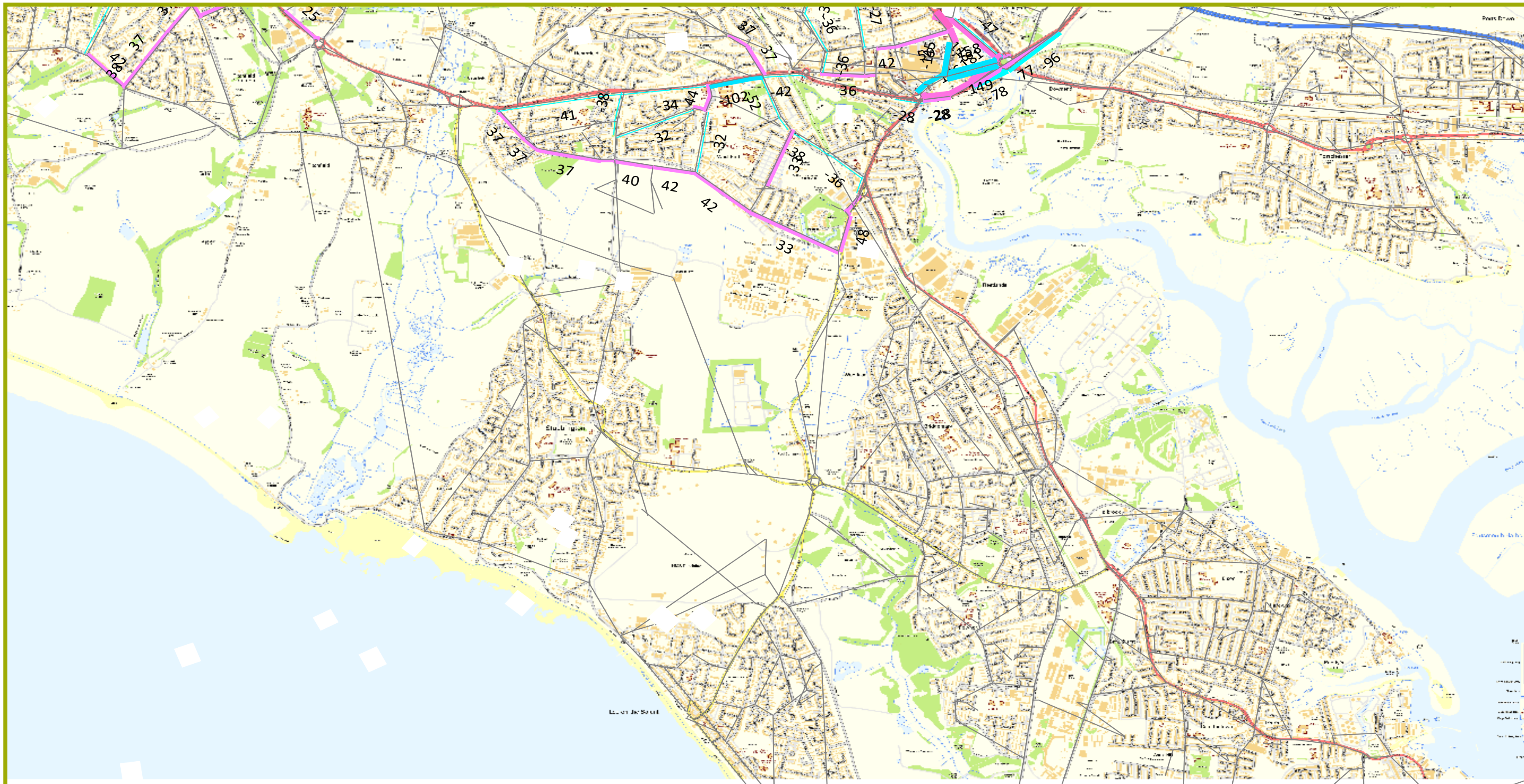
AM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

AM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

AM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

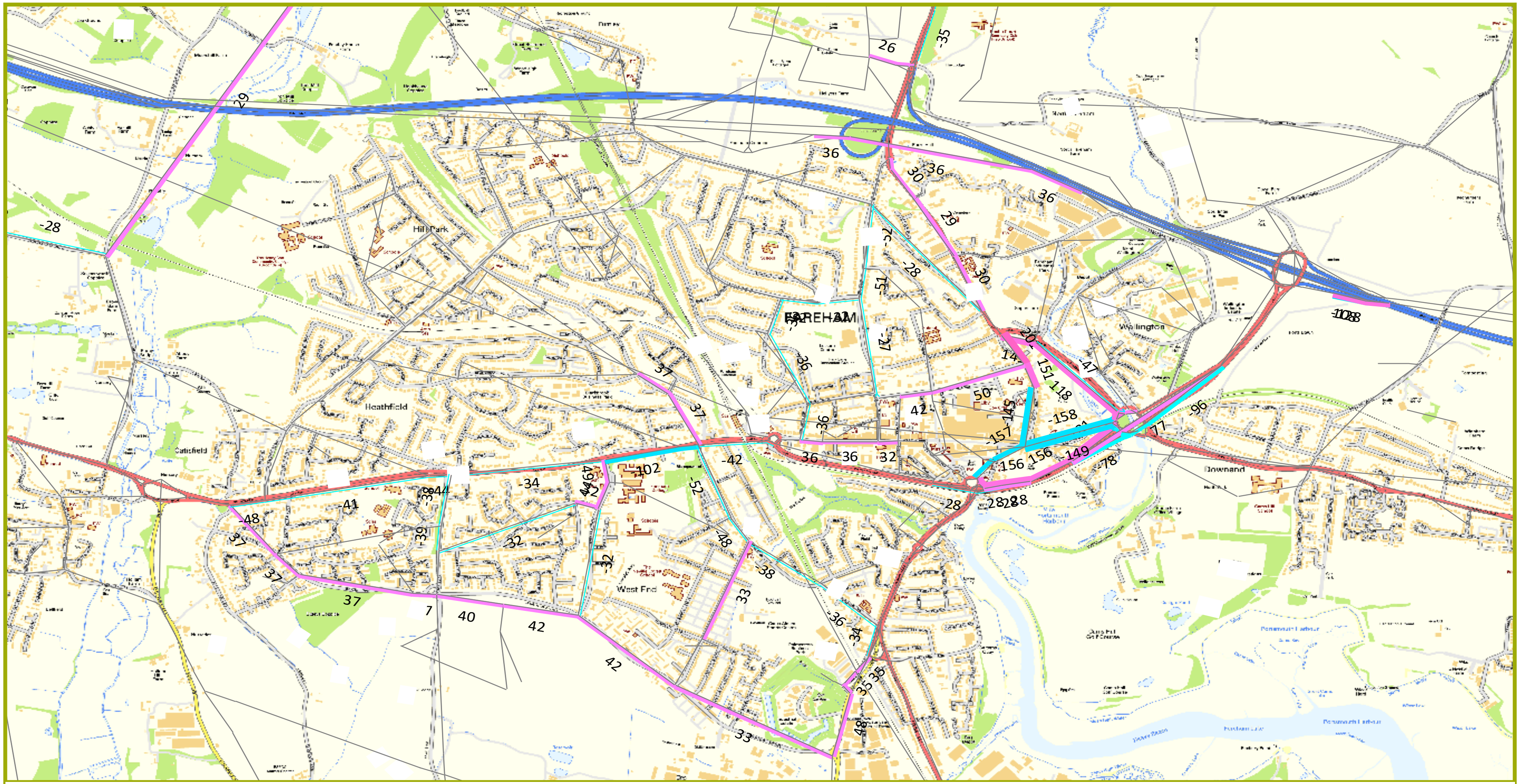


SYSTRA

AM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

AM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

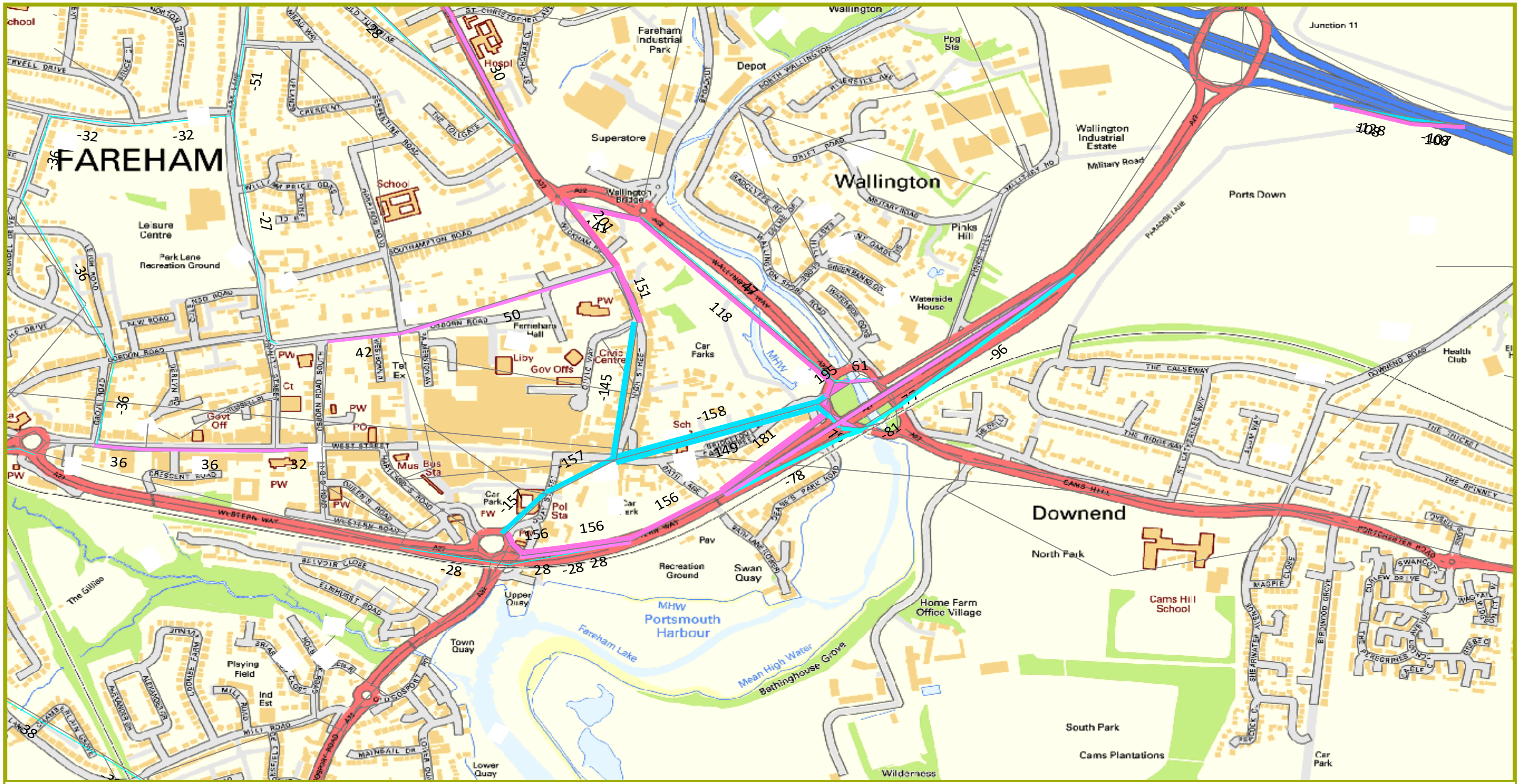


SYSTRA

AM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

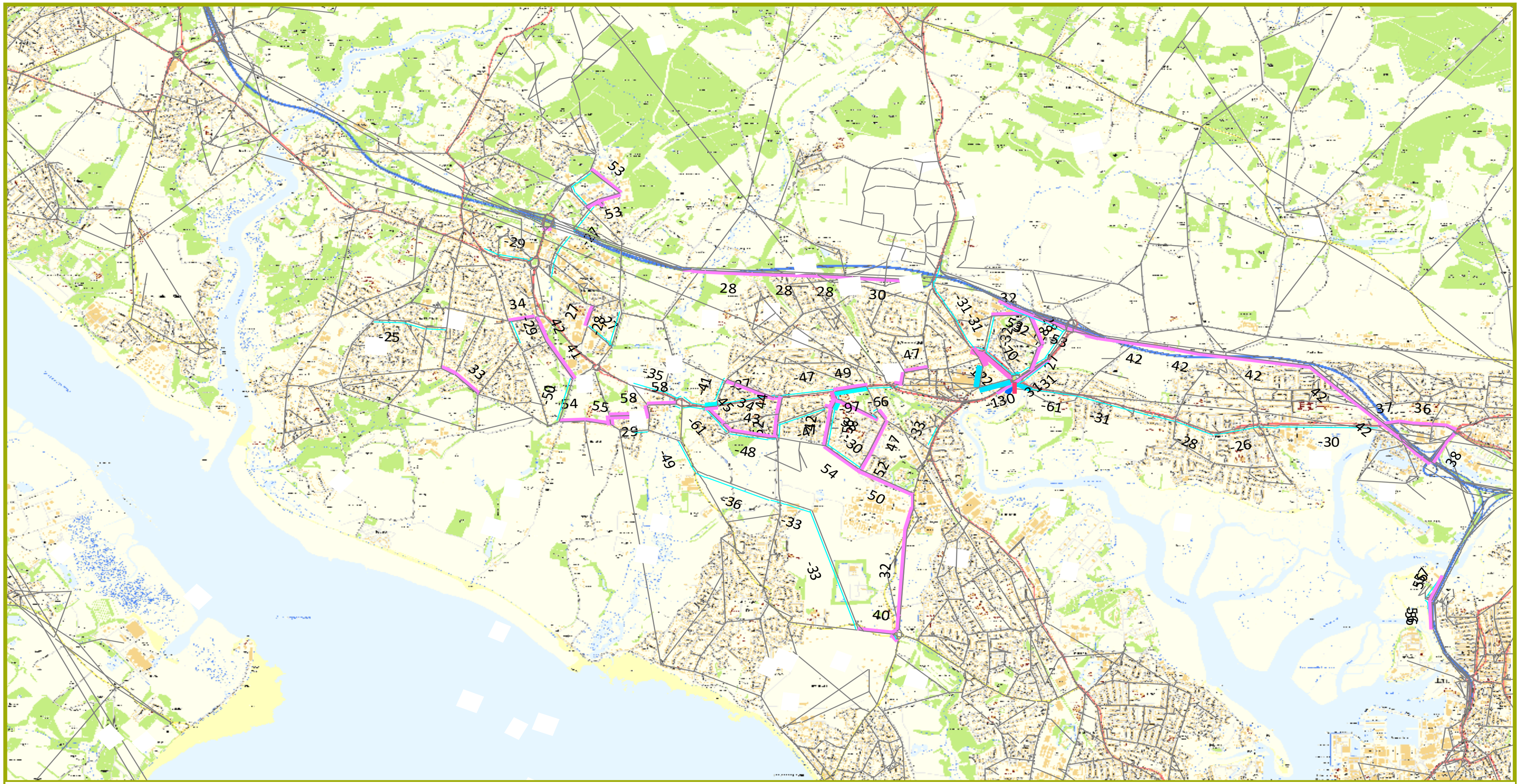
SYSTRA

AM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036



SYSTRA

PM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036



SYSTRA

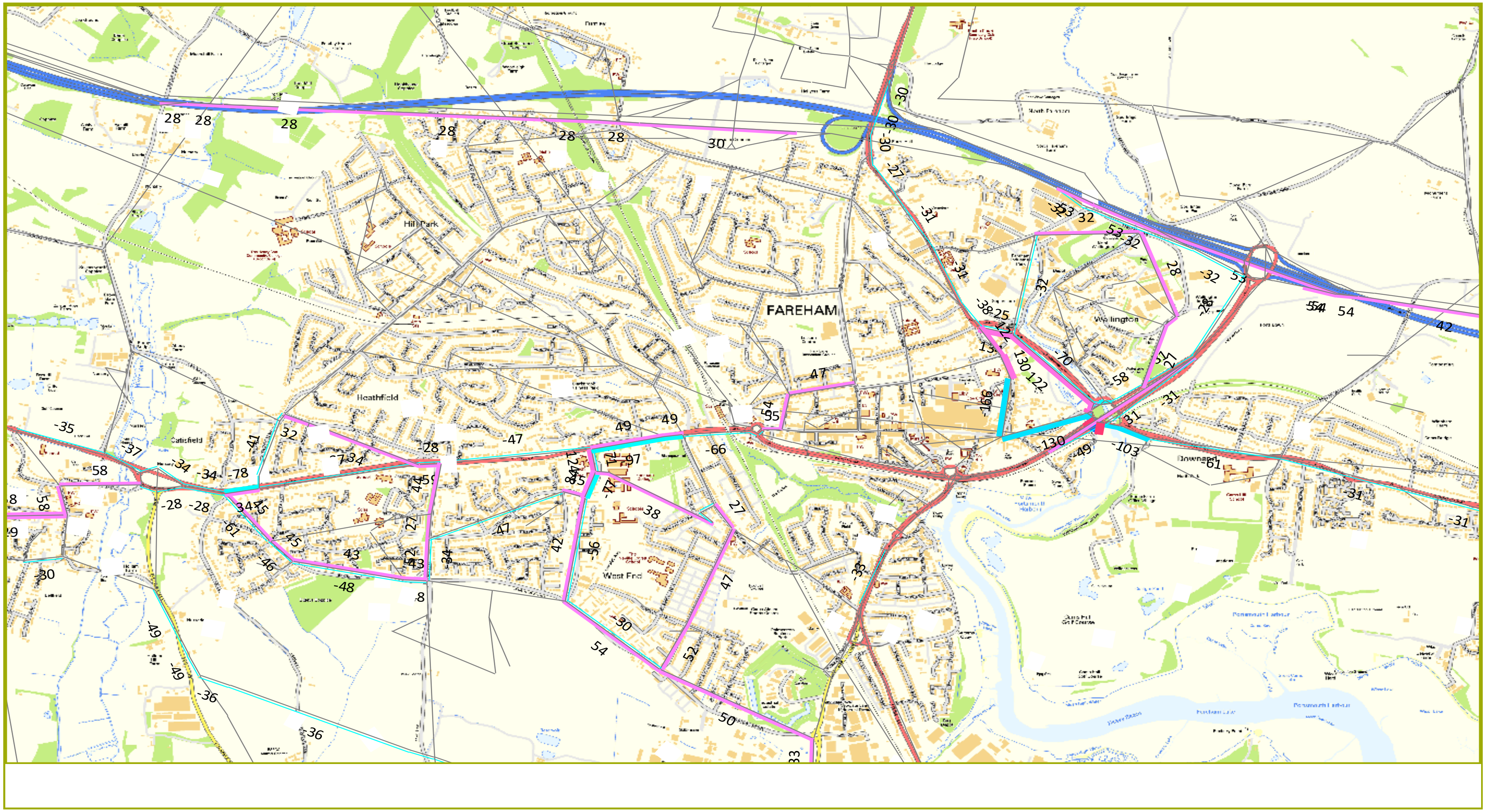
PM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

PM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

PM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

PM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

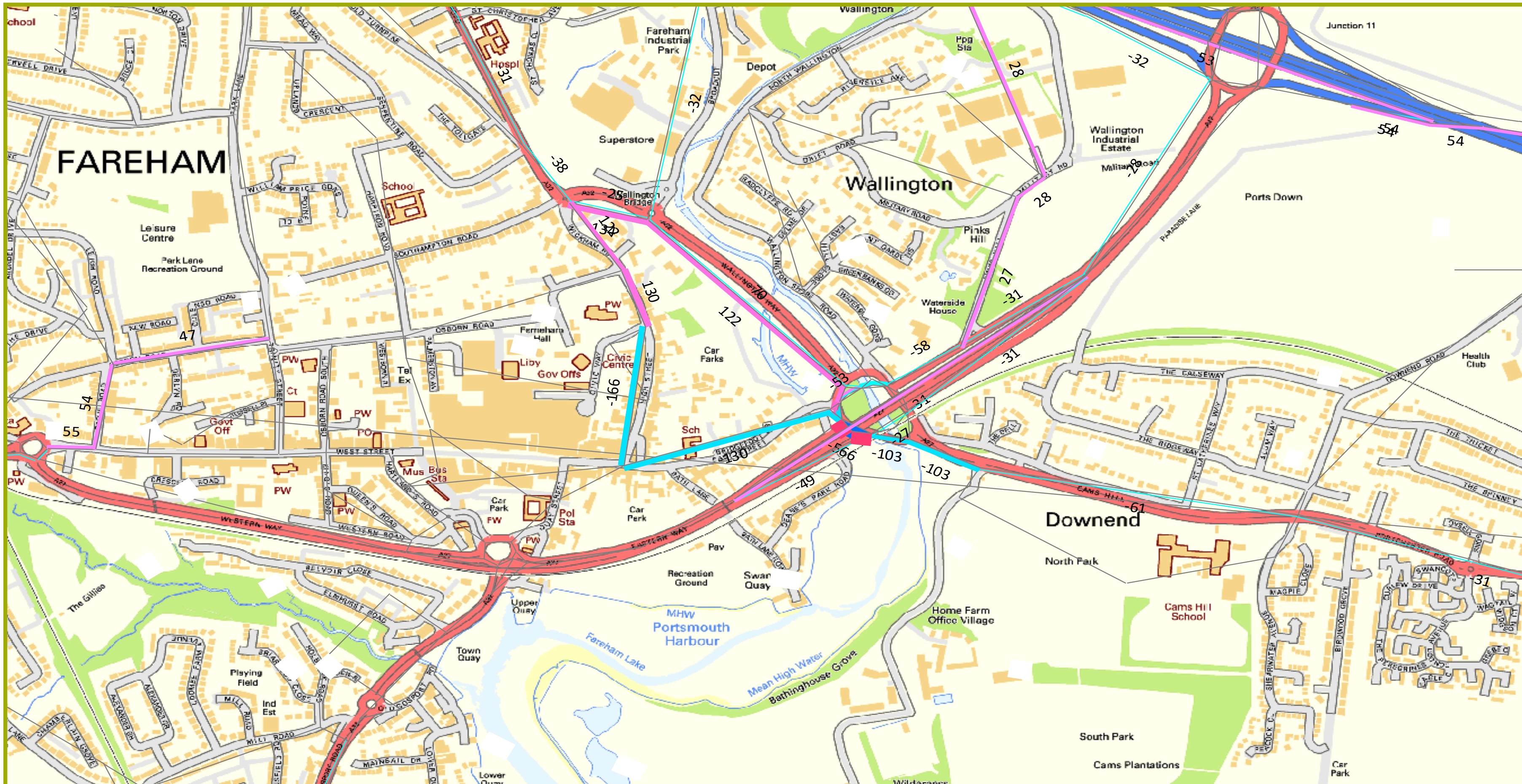


SYSTRA

PM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

PM Flow Difference (>25 pcus)
Do Something 2036 vs. Do Minimum 2036



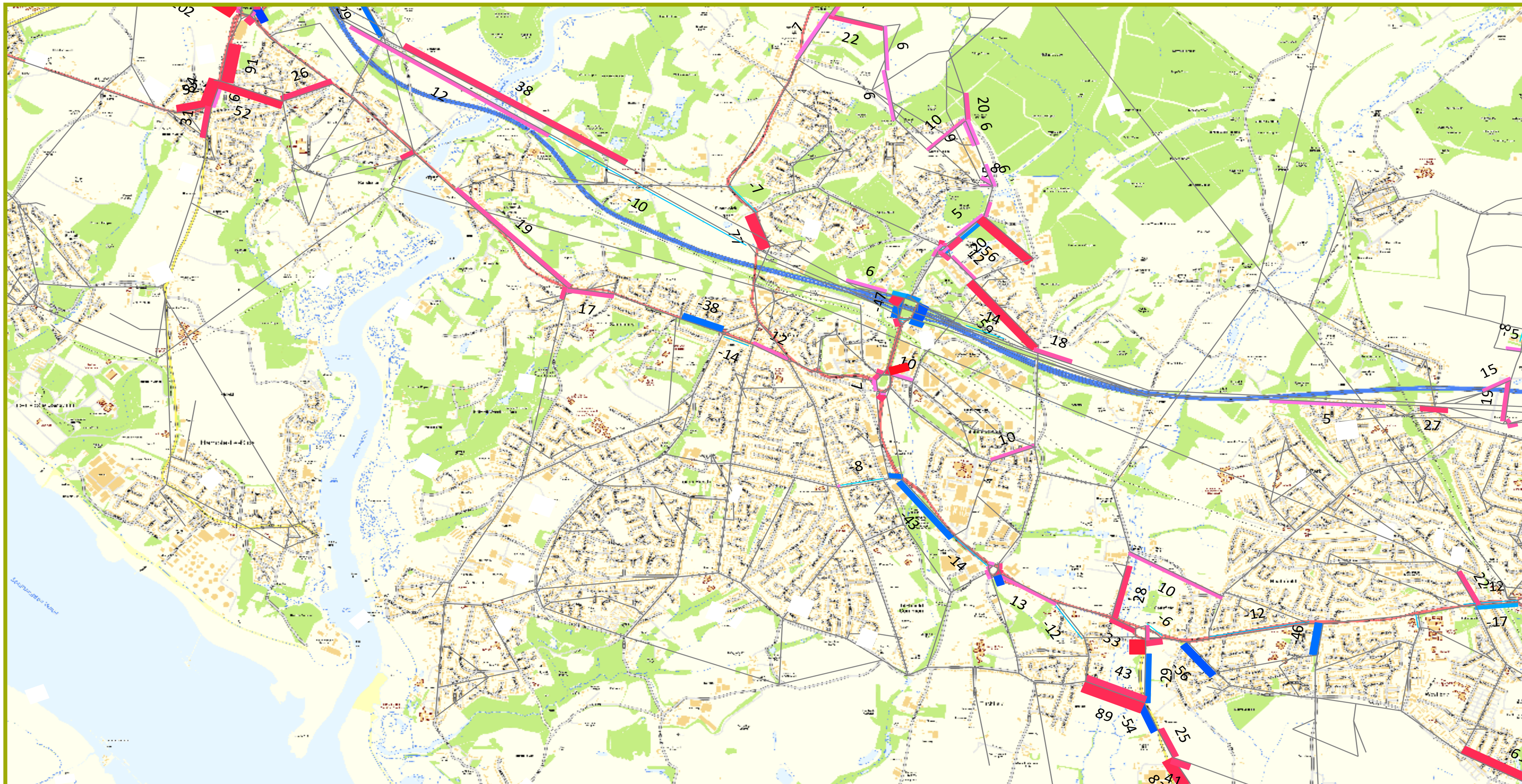
SYSTRA

Appendix C - Delay Difference Plots

AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015

SYSTRA

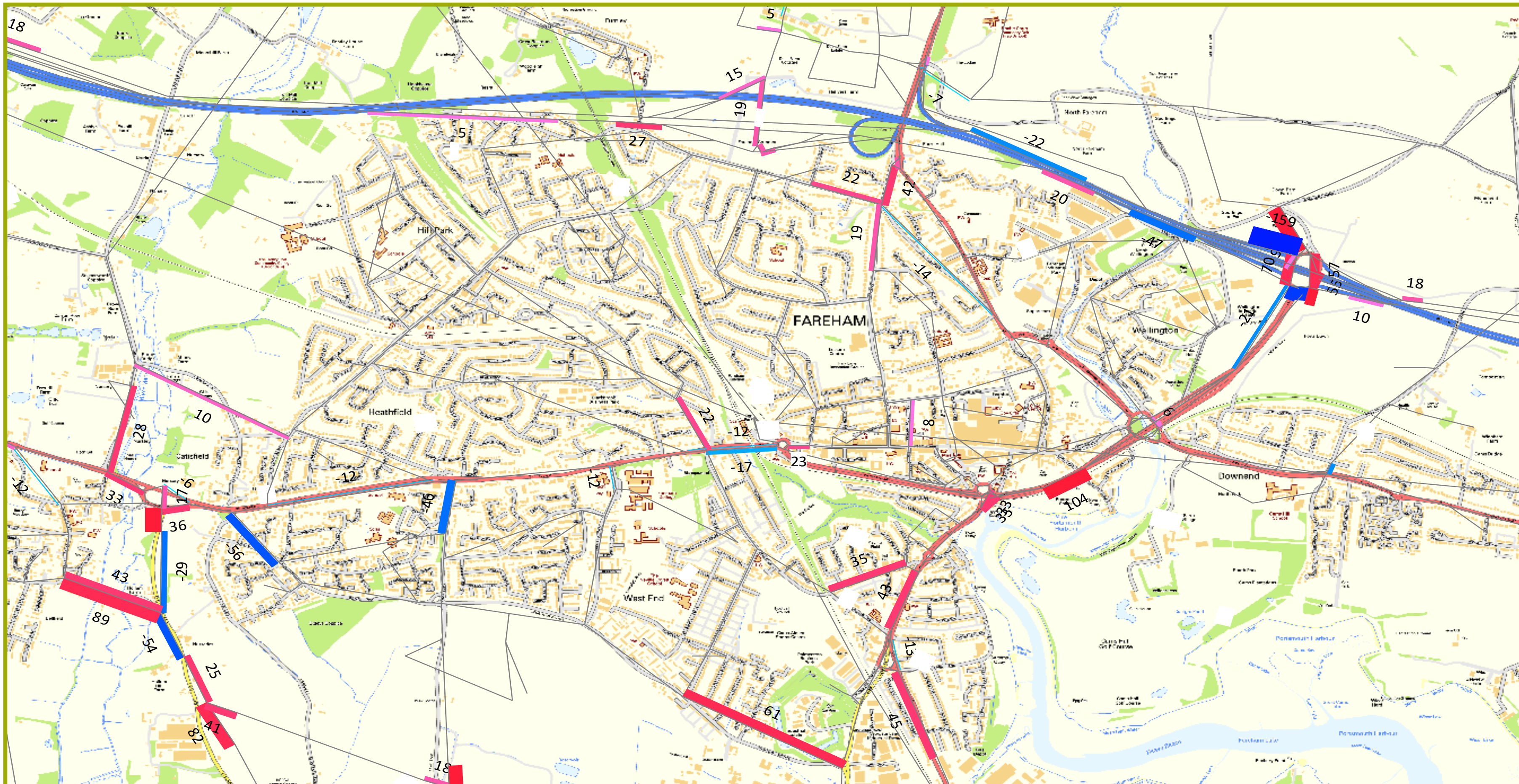
AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



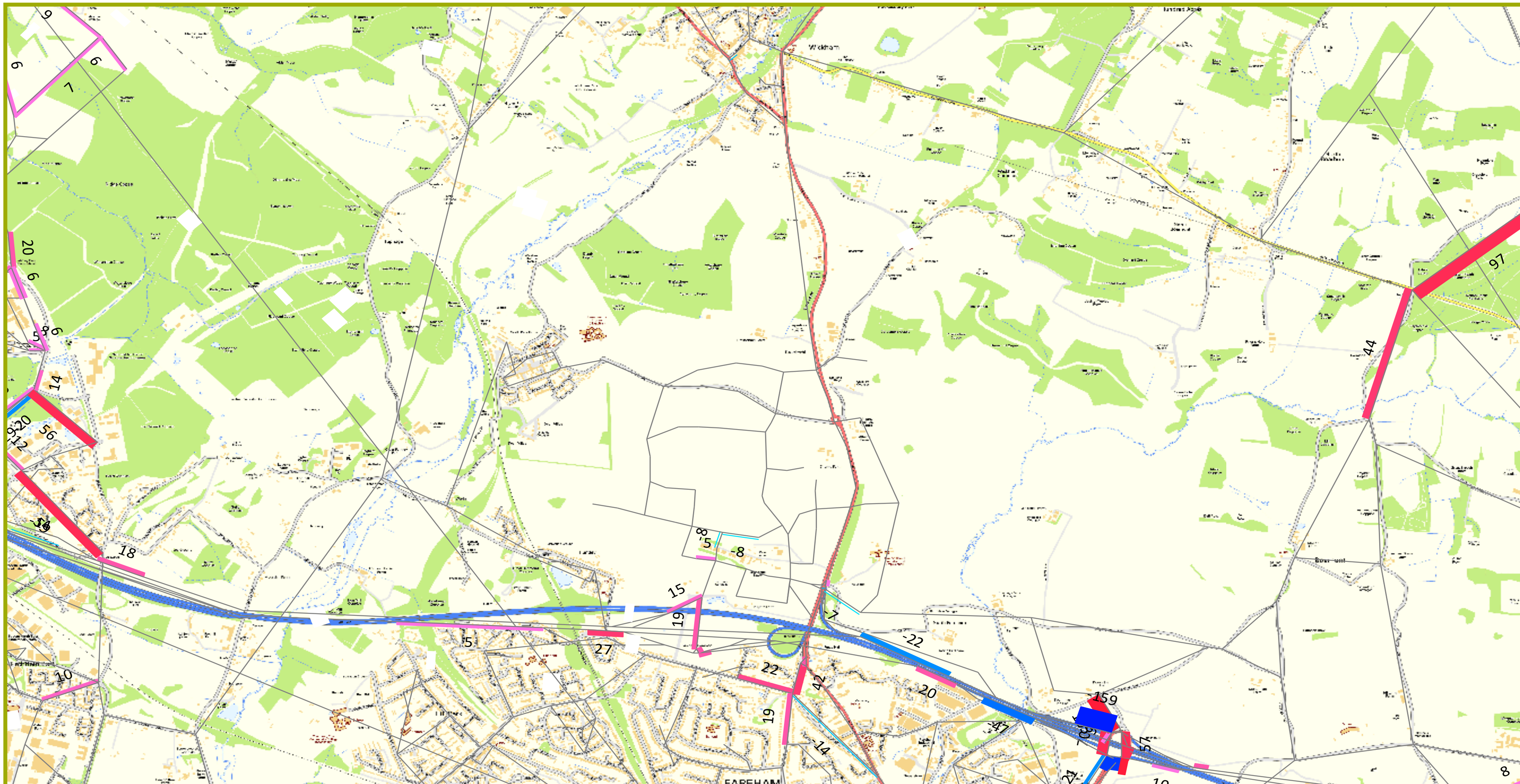
AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015

AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015

AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



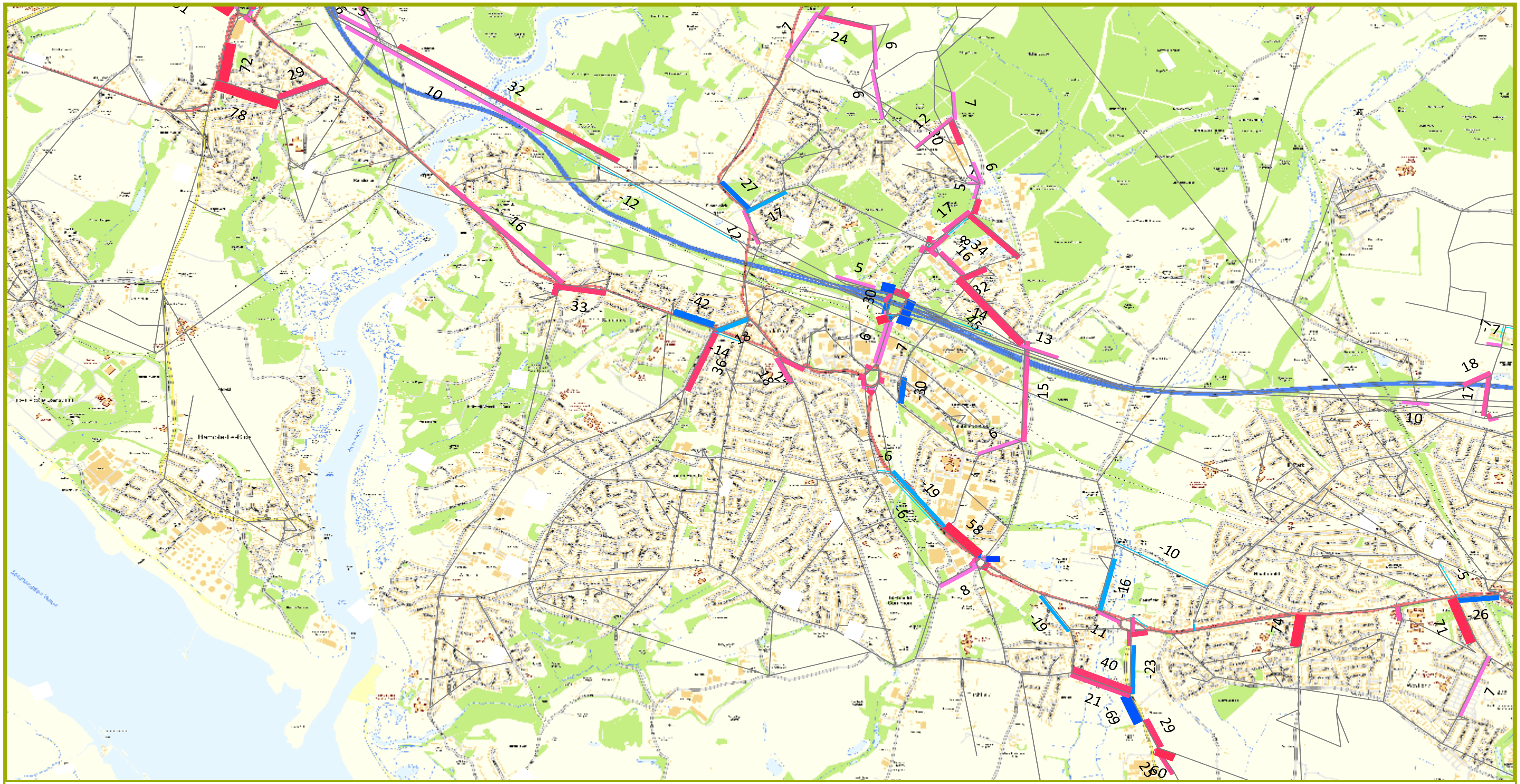
AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



SYSTRA

PM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015

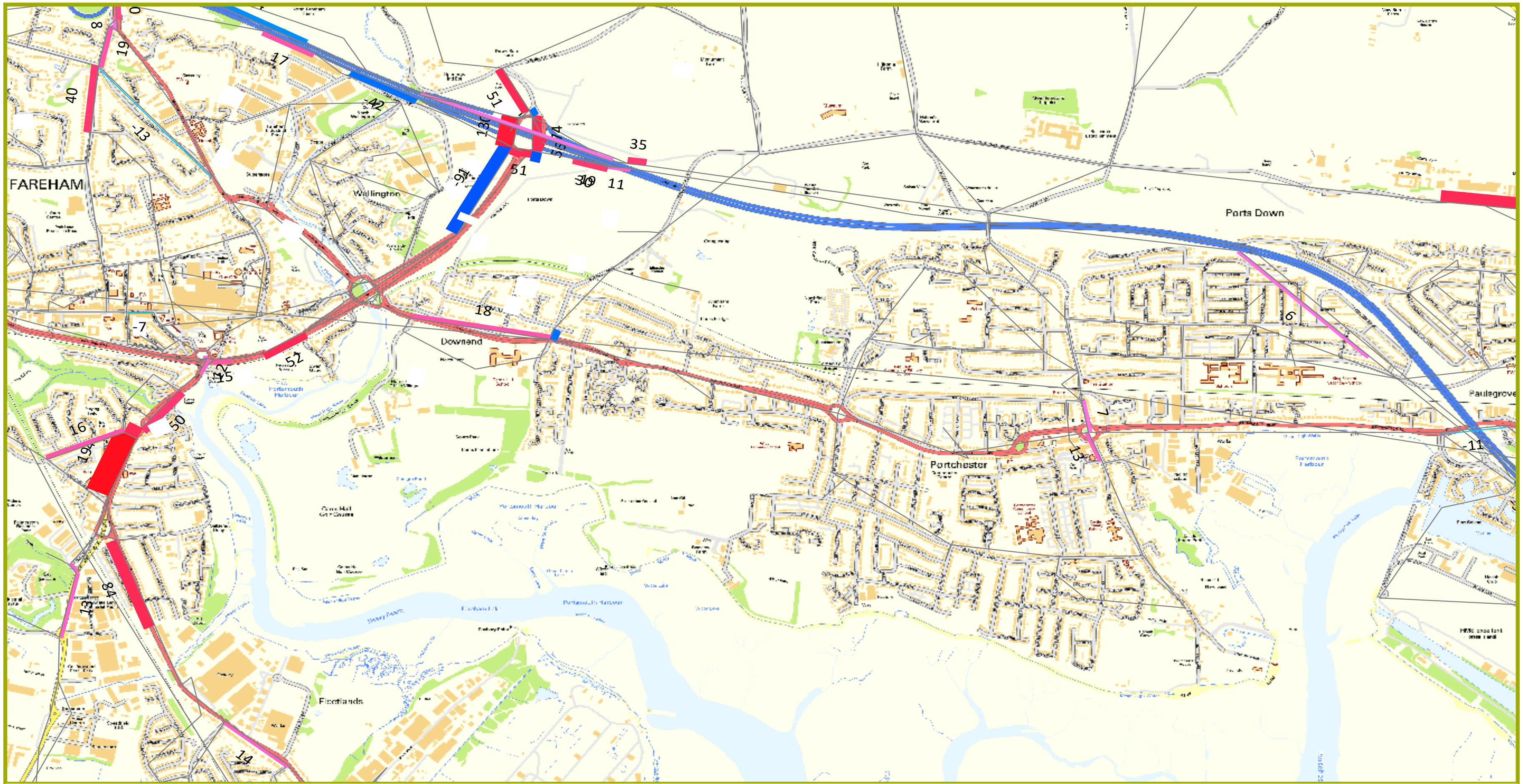
PM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



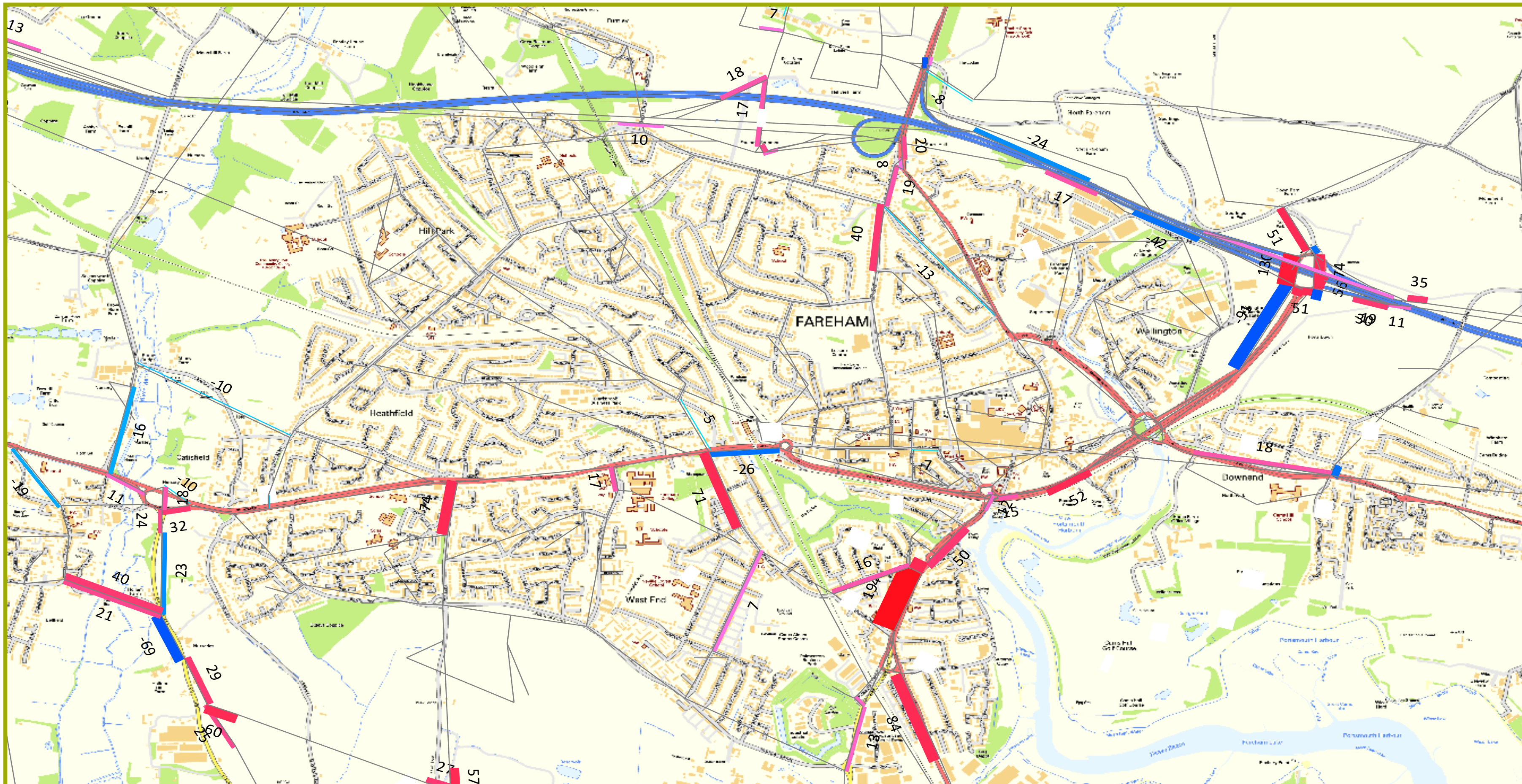
PM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015

SYSTRA

PM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



PM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015

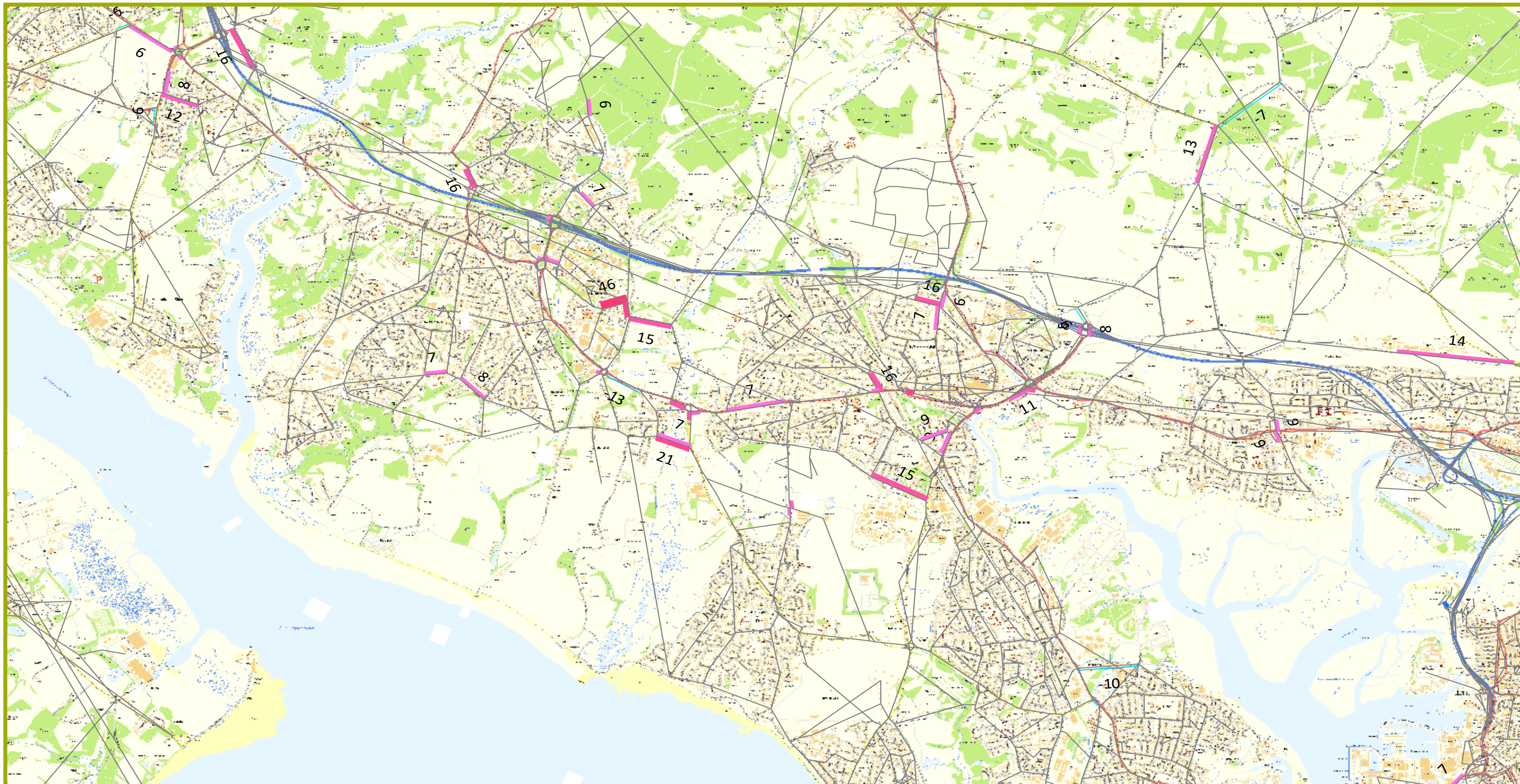


SYSTRA

PM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015

SYSTRA

AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036



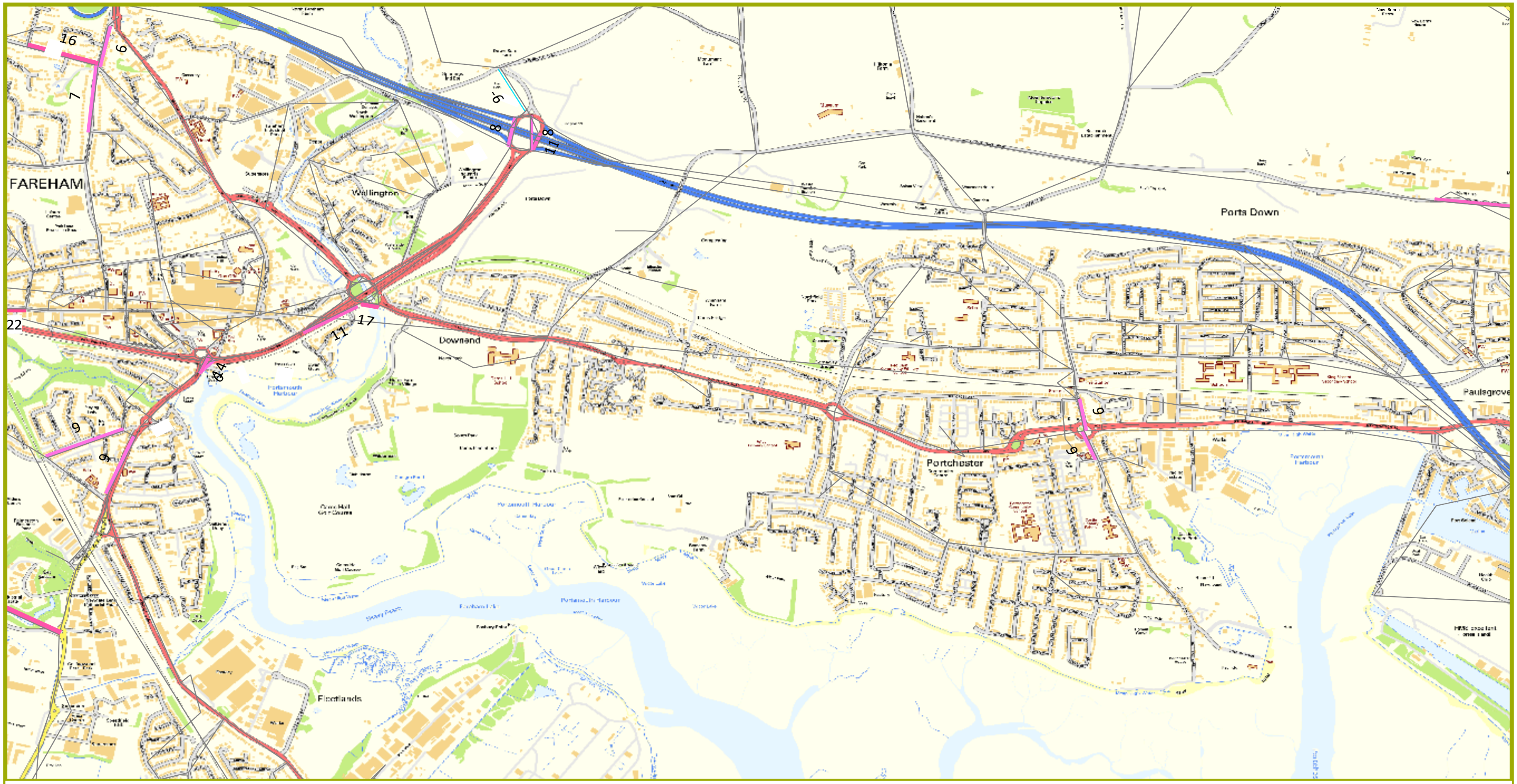
AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

SYSTRA

AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

SYSTRA

AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

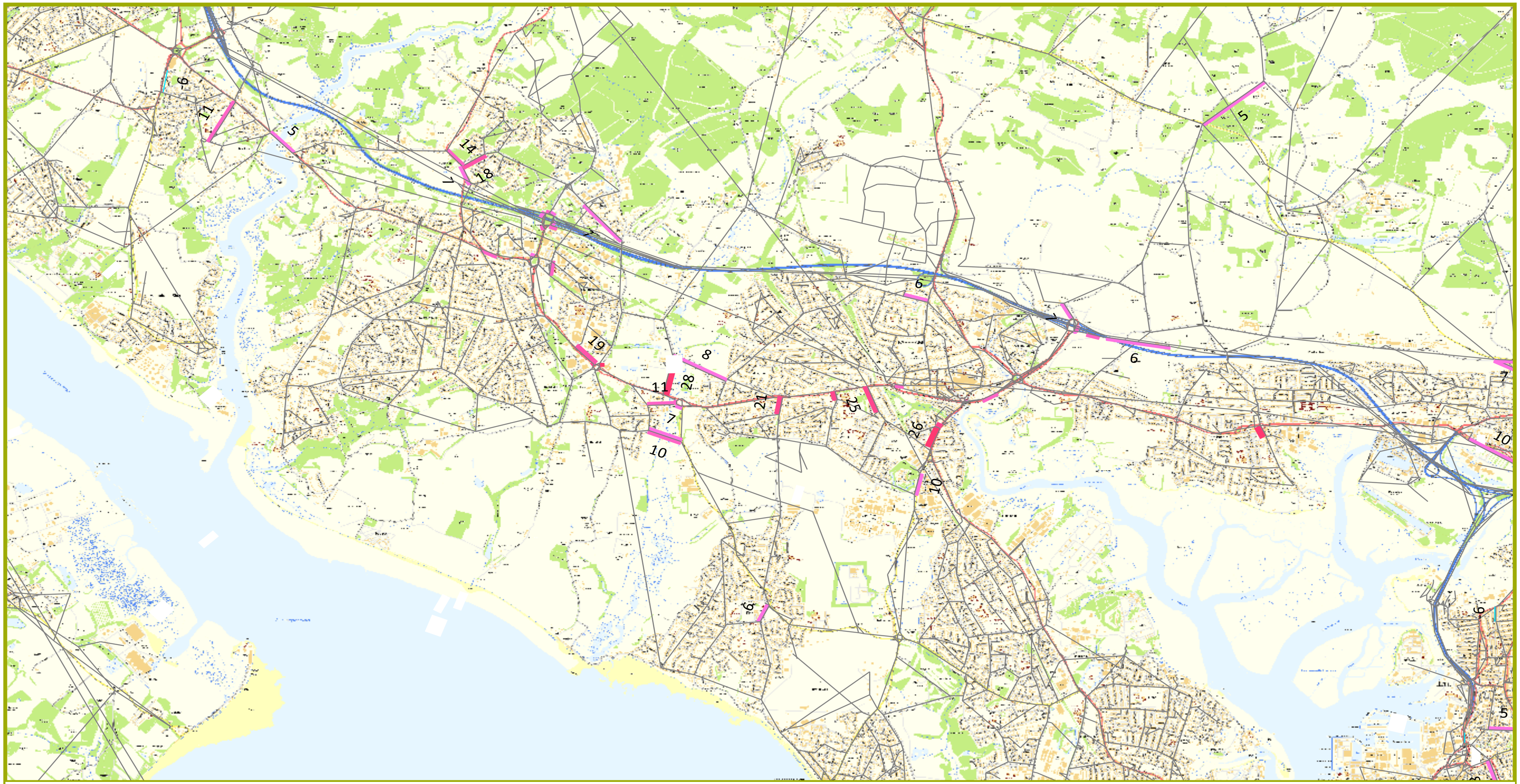


SYSTRA

AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

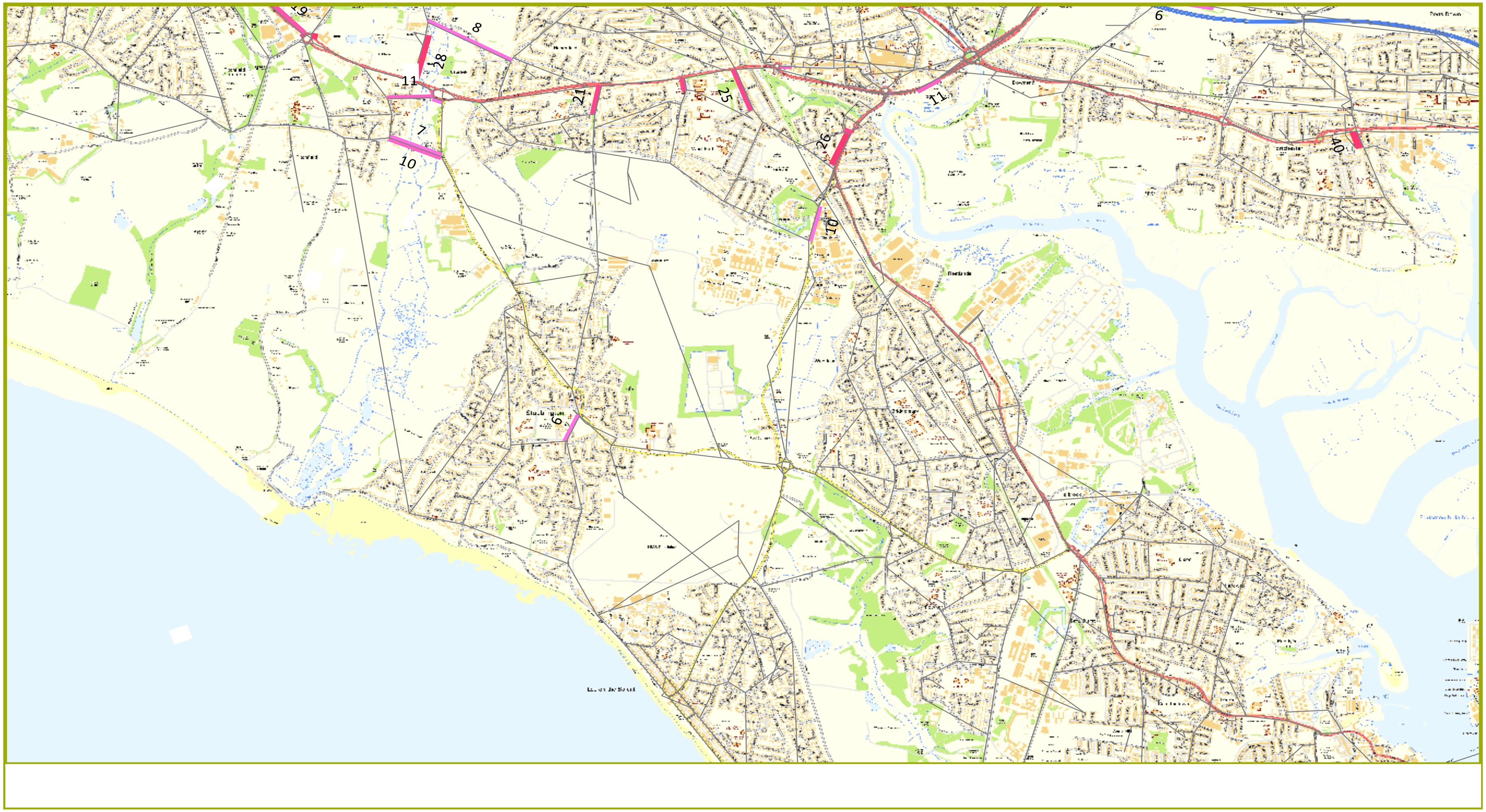
PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

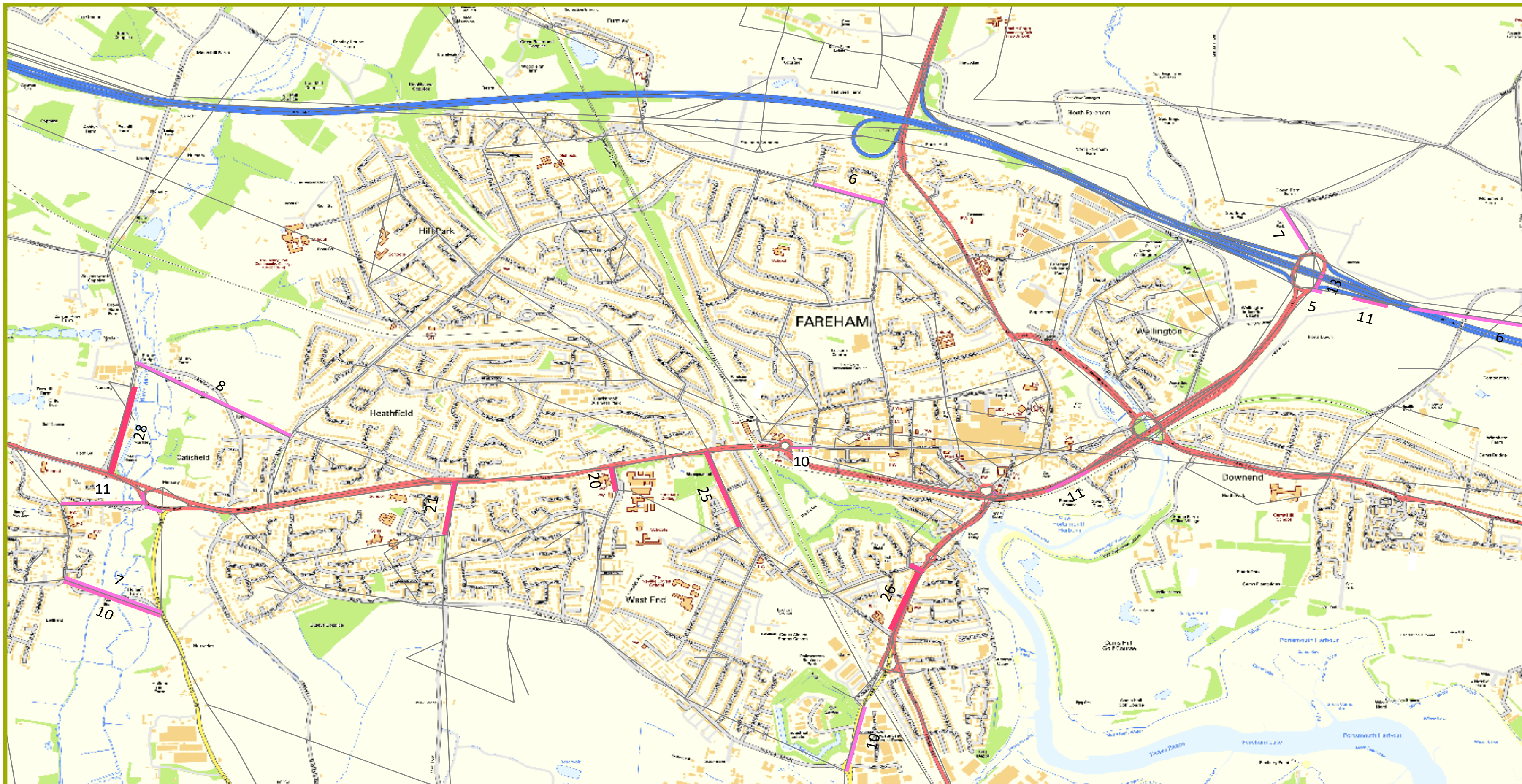


SYSTRA

PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

SYSTRA

PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036



PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

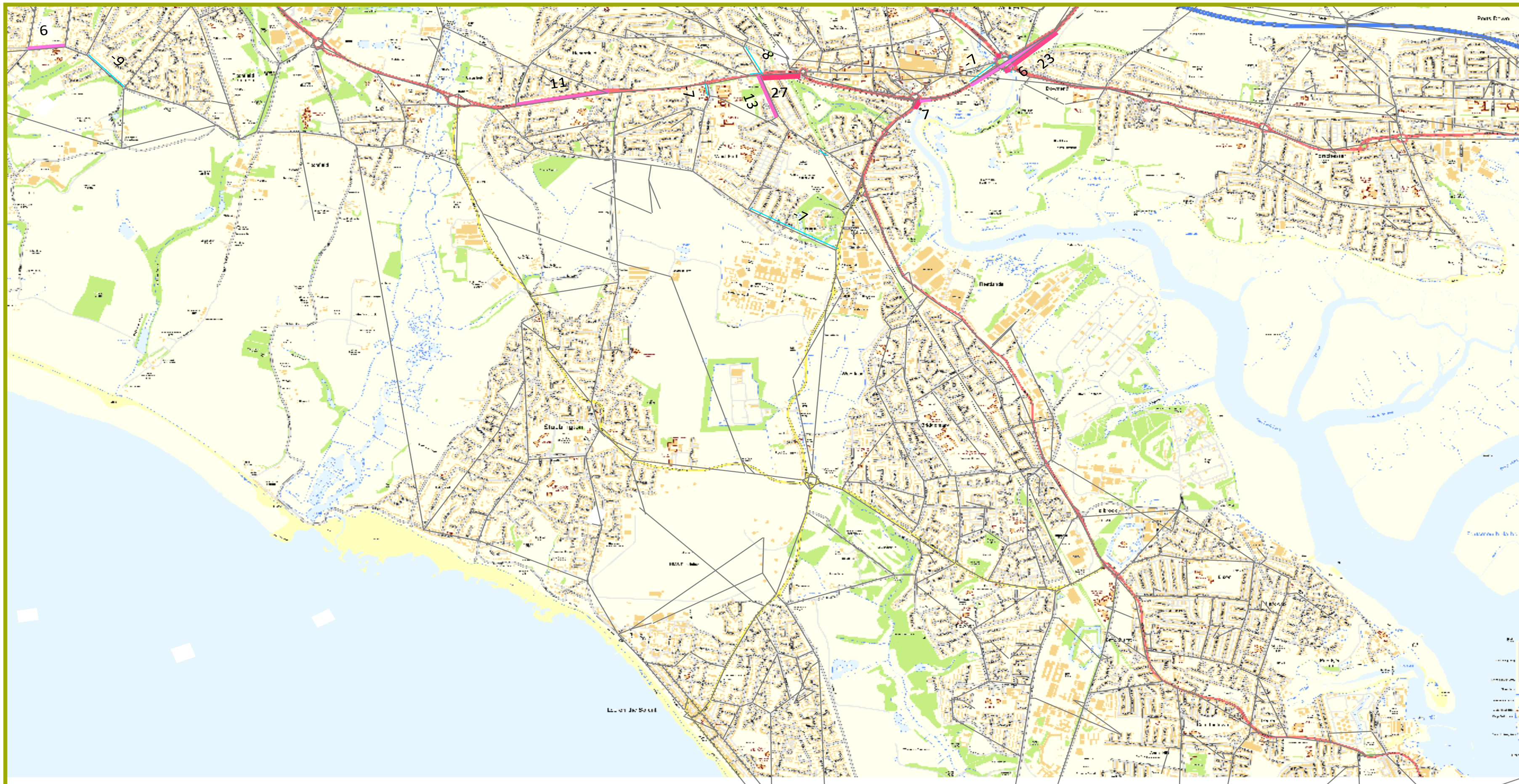
SYSTRA

AM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036

AM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

AM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036



SYSTRA

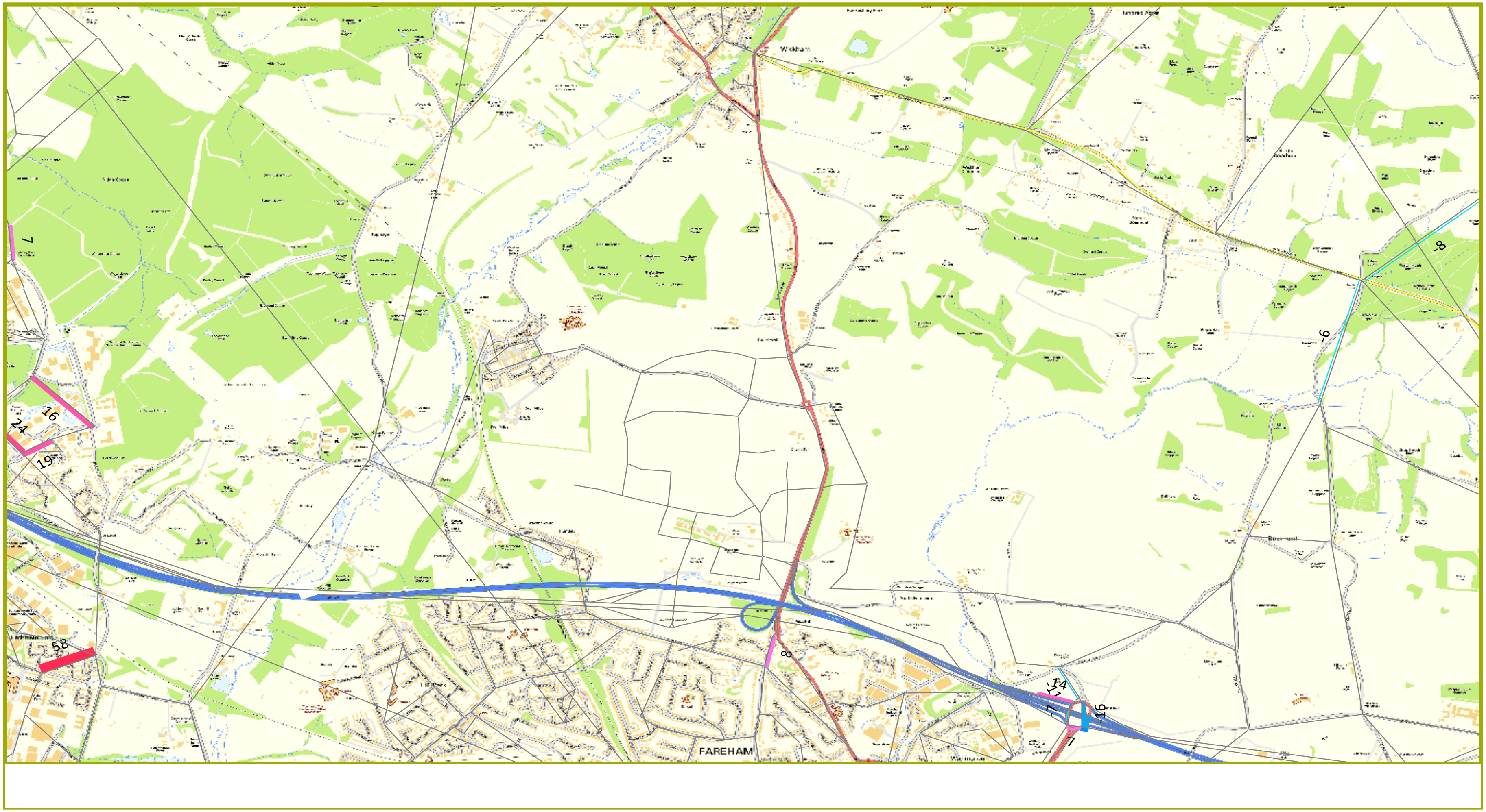
AM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

AM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

AM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036



SYSTRA

AM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036

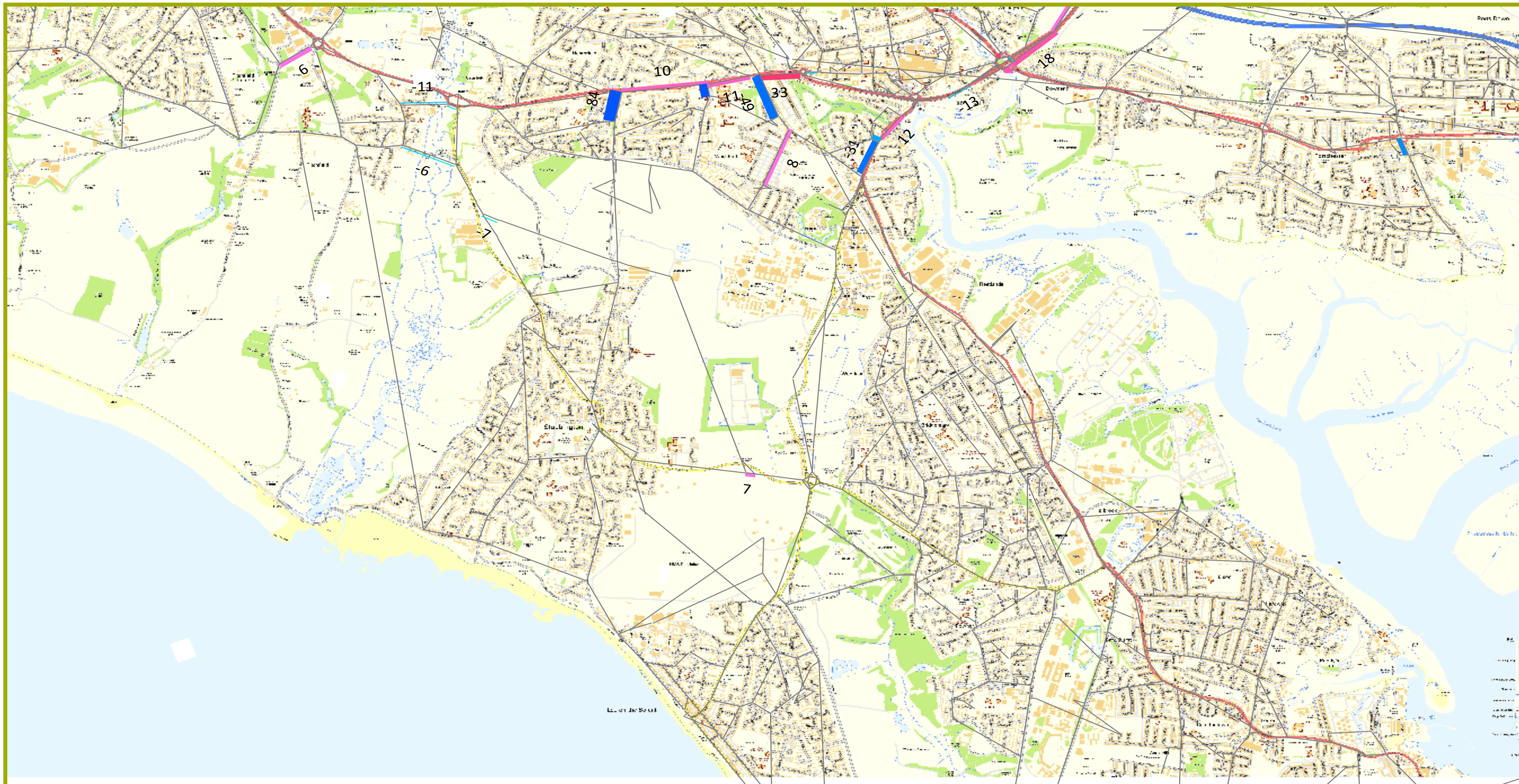
SYSTRA

PM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

PM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036

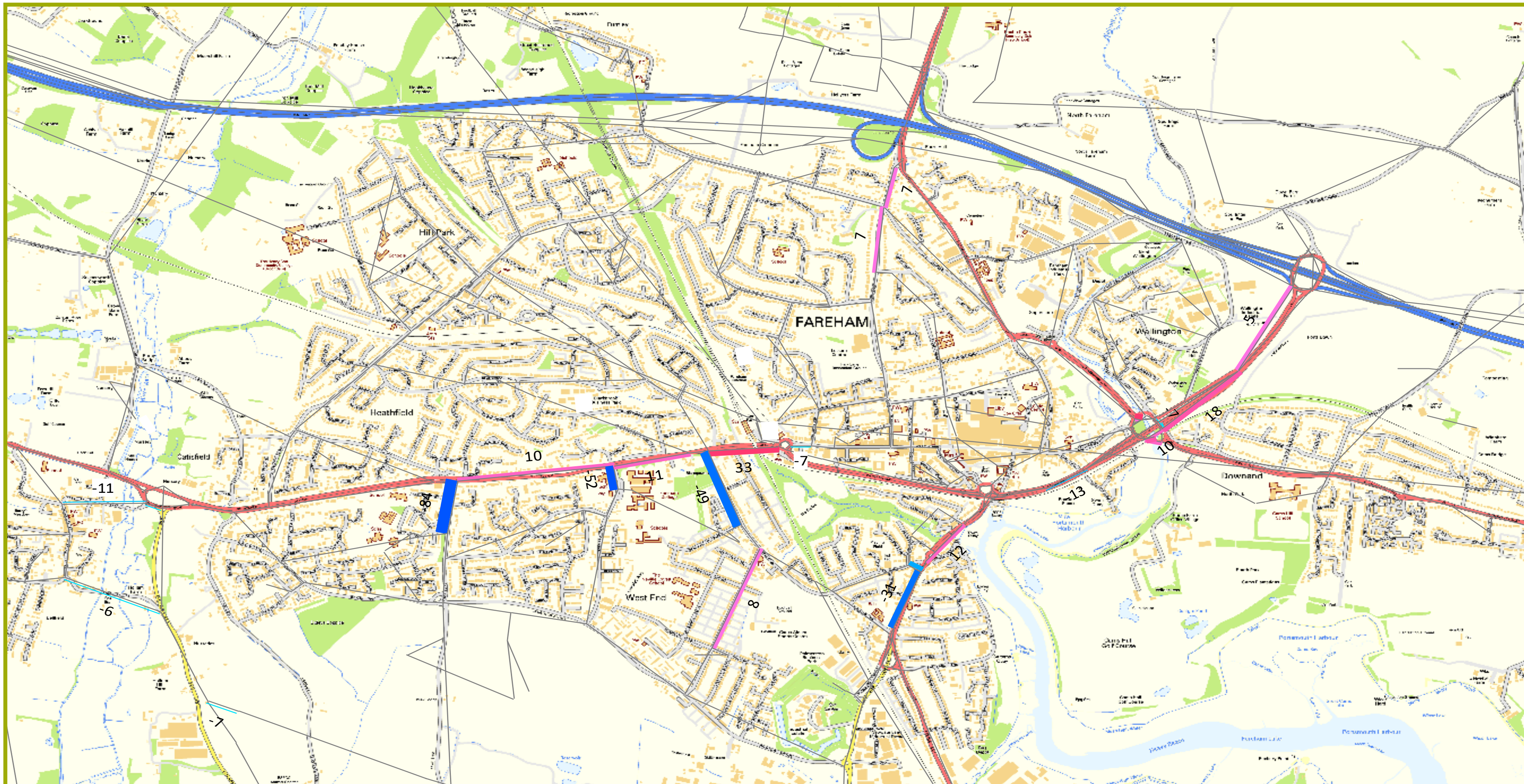
PM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036



PM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

PM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036

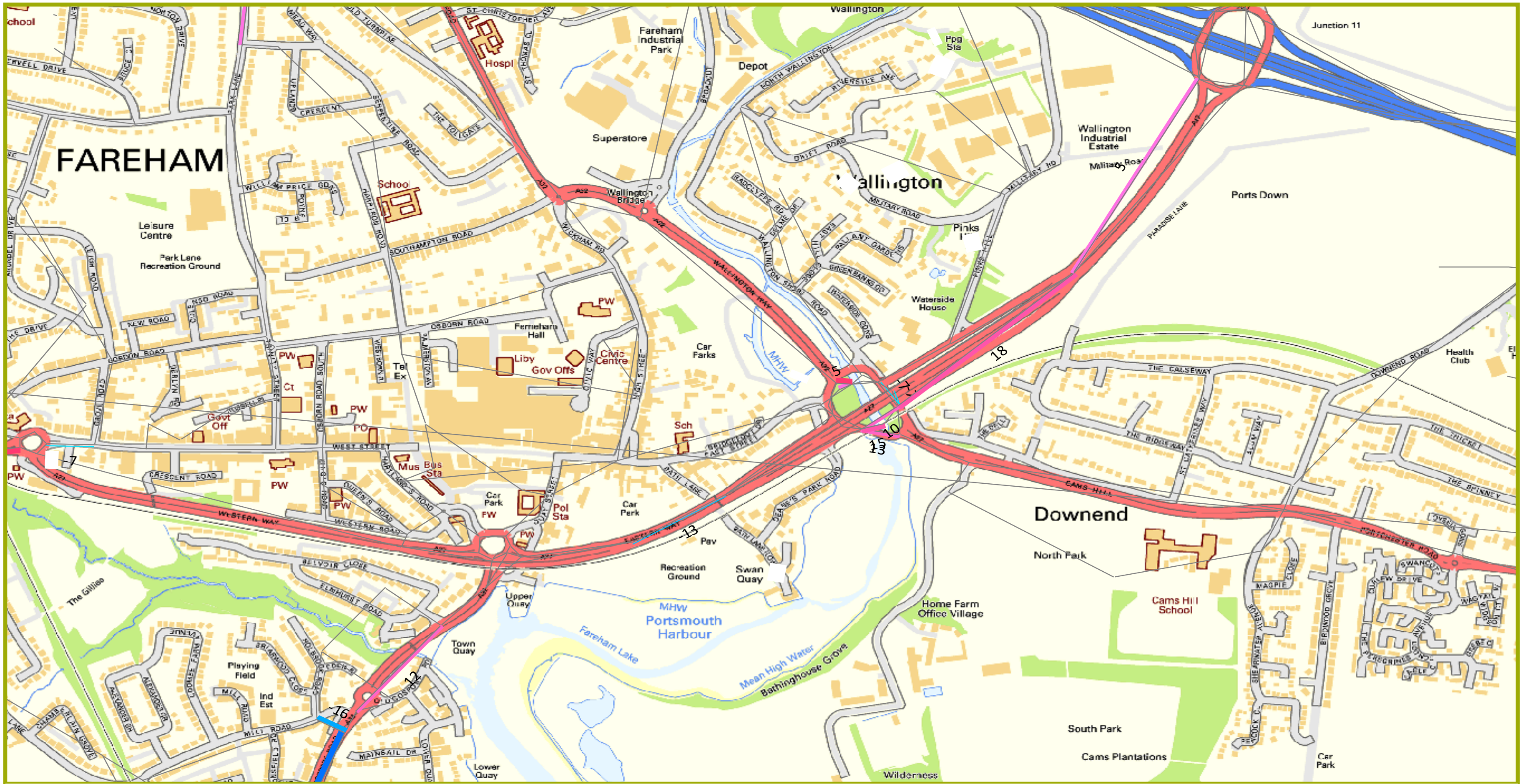


SYSTRA

PM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036

SYSTRA

PM Delay Difference (>5 seconds)
Do Something 2036 vs. Do Minimum 2036



SYSTRA

Appendix D – Capacity Hotspots

Baseline (2036) vs Base (2015)

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

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

ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline															
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)			AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)			PM Delay (s)			PM Average Q (pcus)
1	A32 Gosport Road / Old Gosport	A32 Gosport Road (N)	Roundabout	113	2010	256	130.0	102	1979	49	22.0	113	2034	0		253	-3		129.0	105	2100	3		98	49		52.0
1	Road / Mill Road Roundabout	Zone Access		1	50	8	0.0	1	59	7	0.0	2	58	1		8	0		0.0	2	66	1		7	0		0.0
1		A32 Gosport Road (S)		101	2051	34	18.0	101	2043	29	15.0	101	2053	0		35	1		18.0	101	2051	0		34	5		18.0
2	Segensworth Rounadbout	A27 Southampton Rd (S)	Roundabout	86	1749	19	6.0	80	1191	25	6.0	100	2040	14	Sev	56	37		8.0	98	1467	18	Sev	57	32		9.0
2		Southampton Road (S)		56	626	17	2.0	27	268	11	1.0	66	737	10		20	3		3.0	43	384	16		25	14		2.0
2		A27 Southampton Road (W)		99	843	84	7.0	79	946	29	6.0	100	854	1		95	11		7.0	81	971	2		30	1		6.0
2		Little Park Farm Rd		28	192	11	0.0	60	461	16	2.0	77	310	49		35	24		3.0	87	559	27	Sig	36	20		5.0
2		A27 (N)		82	1898	22	10.0	61	2018	12	6.0	107	2472	25	Sev	180	158	Sev	91.0	83	2751	22		17	5		10.0
2		Segensworth Rd		30	570	22	3.0	33	760	21	4.0	29	556	-1		23	1		3.0	31	731	-2		20	-1		3.0
3	M27 J11	A27 (S)	Motorway junction	75	2575	39	10.0	94	2167	114	44.0	73	2452	-2		18	-21		4.0	89	2804	-5		23	-91		11.0
3		M27 EB offslip		107	1107	205	42.0	96	1386	58	13.0	77	1312	-30		46	-159		14.0	74	994	-22		57	-1		14.0
3		To Boardhunt Rd		58	621	16	2.0	97	868	72	16.0	70	732	12		15	-1		2.0	86	791	-11		33	-39		6.0
3		M27 WB offslip		95	1569	32	7.0	111	1365	268	73.0	106	1877	11	Sev	171	139	Sev	62.0	107	2125	-4		185	-83		79.0
4	Titchfield Gyratory	A27 Southampton Rd	Gyratory	31	1362	1	0.0	43	1873	1	0.0	47	2069	16		1	0		0.0	55	2407	12		1	0		0.0
4		A27 The Avenue		99	1554	6	0.0	74	1164	2	0.0	77	1204	-22		3	-3		0.0	61	946	-13		1	-1		0.0
4		B334 Titchfiled Road		86	776	15	3.0	42	422	6	0.0	104	1594	18	Sev	144	129	Sev	41.0	83	1313	41		29	23		8.0
4		Titchfield Hill		33	182	9	0.0	12	104	5	0.0	41	170	8		14	5		1.0	35	198	23		9	4		0.0
5	Botley Road / Yew Tree Drive	A3051 Botley Road (N)	Roundabout	98	731	18	3.0	102	821	64	14.0	89	627	-9		11	-7		1.0	101	716	-1		38	-26		7.0
5		Yew Tree Drive		56	380	8	0.0	102	613	77	13.0	60	402	4		8	0		0.0	101	596	-1		60	-17		9.0
5		A3051 Botley Road (S)		96	743	12	2.0	73	572	6	0.0	104	821	8	Sig	90	78		20.0	100	813	27	Sev	18	12		3.0
6	A27 The Avenue / Redlands Lane	A27 The Avenue (E)	Signalised junction	84	917	42	6.0	92	1360	50	7.0	71	1378	-13		25	-17		7.0	62	1492	-30		24	-26		6.0
6	/ Gudge Heath Lane	Redlands Lane		47	497	32	4.0	81	315	60	3.0	61	557	14		37	5		5.0	99	336	18	Sev	131	71	Sev	4.0
6		A27 The Avenue (W)		94	1214	54	11.0	47	609	25	4.0	84	1075	-10		40	-14		9.0	57	772	10		28	3		6.0
6		Gudge Heath Lane		101	184	197	4.0	78	272	56	3.0	102	190	1		219	22		5.0	65	237	-13		51	-5		3.0
7	Longfield Avenue / Newgate	Newgate Lane (S)	Roundabout	51	880	5	0.0	65	1078	6	0.0	60	1014	9		6	1		0.0	81	1352	16		6	0		0.0
7	Lane	Longfield Avenue		84	702	11	1.0	45	359	8	0.0	102	781	18	Sev	72	61		15.0	60	376	15		11	3		1.0
7		B3385 Newgate Lane (N)		33	321	5	0.0	93	970	9	1.0	59	536	26		7	2		0.0	100	1039	7	Sig	22	13		5.0
8	Stubbington Bypass (southern	B3334 Gosport Road (W)	Roundabout	30	650	0	0.0	28	599	0	0.0	41	257	11		9	9		0.0	26	177	-2		8	8		0.0
8	access)	Stubbington Bypass		0	0	0	0.0	0	0	0	0.0	0	0	0		5	5		0.0	0	0	0		5	5		0.0
8		B3334 Gosport Road (E)		40	871	0	0.0	35	758	0	0.0	102	1482	62	Sev	45	45		17.0	96	1397	61	Sev	5	5		0.0
9	Lower Church Road / Hunts Pond	Lower Church Road	Roundabout	19	154	4	0.0	41	327	4	0.0	23	183	4		4	0		0.0	39	304	-2		4	0		0.0
9	Road Roundabout (southern	Hunts Pond Road		20	162	4	0.0	29	215	4	0.0	17	132	-3		4	0		0.0	24	177	-5		4	0		0.0
9	mini roundabout)	North Mini Roundabout		101	856	26	6.0	101	833	34	7.0	101	865	0		33	7		7.0	101	837	0		34	0		7.0
10	Barnes Wallis Road / Whiteley	Barnes Wallis Road	Roundabout	21	208	6	0.0	40	445	5	0.0	26	251	5		6	0		0.0	50	521	10		5	0		0.0
10	Lane / Cartwright Drive	Whiteley Lane (N)		33	260	6	0.0	57	449	11	0.0	55	431	22		10	4		0.0	83	654	26		26	15		1.0
10		Cartwright Drive		89	1029	5	0.0	30	342	5	0.0	98	1097	9	Sig	8	3		1.0	33	373	3		5	0		0.0
10		Whiteley Lane (S)		7	25	10	0.0	7	24	7	0.0	5	9	-2		21	11		0.0	27	117	20		13	6		0.0
11	Station Roundabout	A27 The Avenue	Roundabout	100	1554	17	6.0	60	919	5	0.0	78	1533	-22		6	-11		0.0	60	1162	0		4	-1		0.0
11		Station Access		4	159	4	0.0	3	167	3	0.0	4	169	0		3	-1		0.0	4	187	1		3	0		0.0
11		West Street		91	510	20	3.0	79	529	9	1.0	100	539	9	Sig	43	23		6.0	86	554	7	Sig	13	4		2.0
11		A27 Western Way		32	477	4	0.0	64	970	6	0.0	50	690	18		5	1		0.0	63	885	-1		6	0		0.0
12	A32 Gosport Road / Newgate	A32 Gosport Road (SE)	Gyratory	95	1359	27	3.0	100	1267	56	3.0	101	1410	6	Sig	72	45		9.0	105	1336	5	Sig	140	84	Sev	32.0
12	Lane	B3385 Newgate Lane		38	842	1	0.0	44	960	1	0.0	38	830	0		1	0		0.0	54	1184	10		2	1		0.0
12		Palmerston Drive		13	68	7	0.0	7	36	6	0.0	18	92	5		7	0		0.0	14	72	7		7	1		0.0
12		A32 Gosport Road (N)		48	2110	3	0.0	46	1990	2	0.0	50	2170	2		3	0		0.0	46	2015	0		2	0		0.0
13	Barnes Wallis Road / Brabazon	Barnes Wallis Road (W)	Roundabout	89	1529	5	0.0	43	745	5	0.0	100	1727	11	Sev	15	10		5.0	63	1079	20		5	0		0.0
13	Road / Witherbed Lane	Brabazon Road		27	203	7	0.0	28	256	6	0.0	30	254	3		6	-1		0.0	33	289	5		6	0		0.0
13		Barnes Wallis Road (E)		33	362	5	0.0	55	568	5	0.0	35	369	2		5	0		0.0	55	562	0		5	0		0.0
14	A27 Southampton Road / Mill	A27 Southampton Rd (E)	Signalised junction	47	2154	26	8.0	55	1494	14	4.0	99	2504	52	Sev	59	33		11.0	79	2050	24		26	12		9.0
14	Lane	Mill Lane		34	114	51	1.0	100	333	148	5.0	84	272	50		79	28		4.0	98	317	-2		131	-17		4.0
14		A27 Southampton Rd (W)		56	1339	10	3.0	77	1588	17	6.0	73	1873	17		13	3		6.0	83	2127	6		16	-1		7.0

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

ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline													
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)			PM Delay (s)		PM Average Q (pcus)
15	Castle Street Roundabout	Station Road	Roundabout	77	531	13	1.0	55	439	8	0.0	88	548	11	Sig	20	7	2.0	81	532	26		15	7	1.0
15		A27 Southampton Road (W)		56	824	7	0.0	62	964	7	0.0	76	1079	20		8	1	1.0	63	944	1		7	0	0.0
15		Castle Street		97	719	19	2.0	94	609	20	2.0	100	658	3		33	14	5.0	100	637	6	Sig	33	13	5.0
15		A27 Southampton Road (E)		42	527	8	0.0	31	411	8	0.0	54	680	12		9	1	0.0	55	686	24		8	0	0.0
16	Warsash Road / Locks Road	Warsash Road (W)	Priority	98	781	11	2.0	63	513	4	0.0	99	796	1		11	0	2.0	67	533	4		4	0	0.0
16		Locks Road		55	255	11	1.0	64	467	5	0.0	52	227	-3		11	0	0.0	54	395	-10		5	0	0.0
16		Warsash Road (E)		68	587	3	0.0	81	650	5	0.0	60	519	-8		3	0	0.0	91	725	10	Sig	6	1	1.0
17	Warsash Road / Abshot Road	Warsash Road (W)	Roundabout	82	712	3	0.0	71	615	3	0.0	94	816	12	Sig	4	1	0.0	63	543	-8		3	0	0.0
17		Abshot Road		27	167	5	0.0	19	123	4	0.0	29	162	2		6	1	0.0	22	146	3		4	0	0.0
17		Warsash Road (E)		53	433	3	0.0	67	555	3	0.0	46	378	-7		3	0	0.0	75	622	8		4	1	0.0
17		Little Abshot Road		0	0	5	0.0	0	0	5	0.0	0	0	0		4	-1	0.0	0	0	0		6	1	0.0
18	Kiln Road / North Hill / Old	North Hill	Signalised junction	69	406	42	4.0	86	729	41	5.0	92	342	23	Sig	84	42	4.0	88	496	2		60	19	5.0
18	Turnpike Lane	Old Turnpike		33	60	64	1.0	49	89	75	1.0	42	209	9		50	-14	3.0	55	203	6		62	-13	3.0
18		Park Lane		52	305	39	3.0	22	137	31	1.0	70	259	18		59	20	3.0	71	172	49		71	40	3.0
18		Kiln Road		93	548	73	6.0	69	324	52	4.0	98	587	5	Sig	95	22	7.0	82	464	13		56	4	5.0
19	Stubbington Bypass (B3334	B3334 Titchfield Road (N)	Signalised junction	23	495	0	0.0	40	889	0	0.0	54	1619	31		25	25	7.0	56	1807	16		29	29	8.0
19	Titchfield Road)	Stubbington Bypass		0	0	0	0.0	0	0	0	0.0	52	1253	52		41	41	10.0	51	890	51		60	60	10.0
19		B3334 Titchfield Road (S)		52	1153	0	0.0	29	647	0	0.0	98	786	46	Sev	82	82	7.0	73	774	44		25	25	4.0
20	Botley Road / A27 / Hunts Pond	A3051 Botley Road	Roundabout	58	336	8	1.0	99	533	43	5.0	66	356	8		11	3	1.0	99	526	0		44	1	5.0
20	Road / Southampton Road	Southampton Road		66	1152	4	0.0	89	1280	8	2.0	65	1118	-1		4	0	0.0	100	1408	11	Sev	32	24	11.0
20		Hunts Pond Road		83	467	15	2.0	86	471	18	2.0	77	444	-6		13	-2	1.0	96	484	10	Sev	37	19	4.0
20		A27 Bridge Road		78	776	7	1.0	91	903	10	2.0	96	956	18	Sev	19	12	4.0	88	876	-3		10	0	2.0
21	B3334 Gosport Road / B3334 /	Stubbington Lane (N)	Roundabout	91	796	13	2.0	51	463	6	0.0	91	771	0		6	-7	0.0	102	817	51	Sev	54	48	12.0
21	Stubbington Lane	Stubbington Green (SE)		3	130	4	0.0	2	100	4	0.0	2	125	-1		4	0	0.0	2	128	0		4	0	0.0
21		B334 (S)		65	716	5	0.0	91	1007	6	1.0	94	764	29	Sig	8	3	1.0	83	691	-8		6	0	0.0
21		B334 Gosport Road (NW)		78	817	7	0.0	72	663	8	0.0	14	85	-64		6	-1	0.0	29	191	-43		6	-2	0.0
22	A27 Bridge Road / Station Road /	A27 Bridge Road (W)	Roundabout	101	695	56	10.0	102	820	63	14.0	96	951	-5		18	-38	4.0	98	969	-4		21	-42	4.0
22	Brook Lane Roundabout	Station Road		39	262	6	0.0	95	612	22	3.0	14	283	-25		4	-2	0.0	34	680	-61		4	-18	0.0
22		A27 Bridge Road (E)		98	845	20	3.0	96	700	22	3.0	81	811	-17		6	-14	1.0	80	802	-16		8	-14	1.0
22		Brook Lane		80	805	8	1.0	58	584	5	0.0	76	757	-4		7	-1	1.0	54	538	-4		5	0	0.0
23	West Street / High Street	West Street	Priority	77	611	5	0.0	73	605	4	0.0	90	714	13	Sig	7	2	1.0	83	635	10		6	2	0.0
23		High Street		7	140	1	0.0	9	187	1	0.0	8	171	1		1	0	0.0	10	200	1		1	0	0.0
23		East Street		8	183	1	0.0	5	115	1	0.0	7	148	-1		1	0	0.0	6	126	1		1	0	0.0
24	A32 / High Street / Wallington	A32 Wickham Road (N)	Roundabout	39	417	5	0.0	34	365	5	0.0	90	968	51	Sig	7	2	1.0	57	619	23		5	0	0.0
24	Way	Wallington Way		23	389	4	0.0	23	391	5	0.0	39	539	16		5	1	0.0	42	618	19		5	0	0.0
24		Wickham Road (S)		51	421	5	0.0	46	371	5	0.0	42	446	-9		5	0	0.0	38	396	-8		5	0	0.0
25	Lower Church Road / Primate	Lower Church Road	Priority	97	716	21	3.0	89	728	5	1.0	94	691	-3		13	-8	2.0	82	676	-7		4	-1	0.0
25	Road / Longacres	Primate Road		35	612	2	0.0	25	495	1	0.0	35	625	0		2	0	0.0	22	443	-3		1	0	0.0
26	Delme Roundabout	A32 Wallington Way	Roundabout	41	498	7	1.0	40	474	7	0.0	38	444	-3		7	0	0.0	32	343	-8		7	0	0.0
26		Wallington Shore Road		33	181	7	0.0	39	216	7	0.0	35	187	2		7	0	0.0	44	236	5		8	1	0.0
26		A27 Eastern Way SB offslip		56	797	20	3.0	32	340	22	2.0	49	700	-7		17	-3	2.0	45	476	13		25	3	2.0
26		A27 Cams Hill		76	1270	5	1.0	60	1007	4	0.0	86	1547	10	Sig	6	1	1.0	70	1262	10		4	0	0.0
26		A32 Eastern Way NB offslip		46	303	28	2.0	61	685	23	3.0	60	411	14		32	4	2.0	57	641	-4		22	-1	3.0
26		East Street		45	540	7	1.0	39	475	7	0.0	57	654	12		9	2	1.0	65	700	26		11	4	2.0
27	St Margarets Roundabout	Warsash Road	Roundabout	96	668	37	6.0	53	678	5	0.0	88	758	-8		33	-4	4.0	74	588	21		25	20	3.0
27		A27 Southampton Road (NW)		68	762	7	1.0	101	1459	37	14.0	57	1082	-11		14	7	4.0	50	1580	-51		7	-30	2.0
27		Cartwright Drive		44	336	10	1.0	106	188	210	11.0	78	493	34		31	21	2.0	101	649	-5		99	-111	5.0
27		A27 Southampton Road (SE)		105	1829	102	48.0	94	1385	10	3.0	70	2400	-35		7	-95	4.0	56	1804	-38		7	-3	3.0
27		St Margarets Lane		50	156	16	1.0	23	85	10	0.0	63	174	13		24	8	1.0	27	97	4		12	2	0.0
28	B3334 Titchfield Road / Bridge	B3334 Titchfield Road (S)	Signalised junction	100	1153	72	6.0	99	647	83	3.0	89	2039	-11		18	-54	6.0	71	1663	-28		13	-70	5.0
28	Street	Bridge Street		51	183	55	2.0	72	311	60	1.0	86	249	35	Sig	98	43	3.0	87	302	15	Sig	100	40	3.0
28		B3334 Titchfield Road (N)		65	312	40	3.0	87	577	37	3.0	58	1370	-7		10	-30	3.0	67	1505	-20		13	-24	5.0
29	Lower Church Road /	Lower Church Road	Priority	94	881	3	0.0	41	356	3	0.0	90	789	-4		5	2	0.0	32	293	-9		3	0	0.0
29	Southampton Road	Southampton Road		0	8	1	0.0	1	23	1	0.0	7	153	7		1	0	0.0	3	68	2		1	0	0.0

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

ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline															
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)			AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)			PM Delay (s)			PM Average Q (pcus)
30	Cornaway Lane Roundabout	Dore Avenue	Roundabout	60	382	10	0.0	42	284	8	0.0	71	401	11		13	3		1.0	53	300	11		10	2		0.0
30		A27 West Street		57	373	8	0.0	79	551	9	1.0	82	524	25		11	3		1.0	76	524	-3		9	0		1.0
30		Cornaway Lane		72	429	9	1.0	47	258	7	0.0	87	470	15	Sig	16	7		2.0	54	306	7		8	1		0.0
30		A27 Portchester Road		44	699	5	0.0	47	758	5	0.0	58	940	14		5	0		0.0	63	1039	16		5	0		0.0
31	Boarhunt Road/M27 J11 Off slip	M27 J11 Off slip	Priority	83	831	3	0.0	83	828	3	0.0	105	1054	22	Sev	108	105		29.0	102	1024	19	Sev	54	51		14.0
31		Boarhunt Road [NE]		0	0	4	0.0	0	0	5	0.0	0	0	0		4	0		0.0	0	0	0		5	0		0.0
31		Boarhunt Road [SW]		38	621	2	0.0	53	868	2	0.0	44	732	6		2	0		0.0	48	791	-5		2	0		0.0
32	Coach Hill/South Street/Bridge	Coach Hill	Priority	37	319	4	0.0	47	405	4	0.0	42	361	5		4	0		0.0	46	398	-1		4	0		0.0
32	Street	South Street		4	24	4	0.0	15	106	4	0.0	4	23	0		4	0		0.0	27	199	12		4	0		0.0
32		Bridge Street		87	376	45	0.0	52	225	22	0.0	104	445	17	Sev	134	89	Sev	10.0	81	350	29		43	21		0.0
34	A32 Gosport Road/Mill Road	A32 Gosport Road [N]	Priority	100	2000	38	0.0	46	2020	1	0.0	102	2029	2		82	44		23.0	109	2086	63	Sev	195	194	Sev	83.0
34		A32 Gosport Road [S]		48	2110	0	0.0	46	1990	0	0.0	50	2170	2		0	0		0.0	46	2015	0		0	0		0.0
34		Mill Road		40	51	31	0.0	8	23	13	0.0	55	70	15		35	4		1.0	102	131	94	Sev	105	92		4.0
35	A32 Gosport Road/A27 Eastern	A32 Gosport Road	Priority	40	1757	0	0.0	48	2067	0	0.0	41	1791	1		0	0		0.0	50	2174	2		0	0		0.0
35	Way	A27 Eastern Way		100	1559	14	5.0	78	1539	4	0.0	101	868	1		49	35		11.0	83	1619	5		4	0		1.0
35		A32 Gosport Road - underpass		90	451	30	0.0	70	438	9	0.0	101	1185	11	Sev	63	33		4.0	87	480	17	Sig	21	12		0.0
38	Peel Common Roundabout	Gosport Road	Roundabout	30	650	0	0.0	28	599	0	0.0	82	1489	52		0	0		0.0	76	1367	48		0	0		0.0
38		Newgate Lane East		22	473	0	0.0	50	1100	0	0.0	19	830	-3		0	0		0.0	28	1228	-22		0	0		0.0
38		Rowner Road		29	1254	0	0.0	23	1031	0	0.0	31	1374	2		0	0		0.0	27	1209	4		0	0		0.0
38		Broom Way		22	483	0	0.0	19	410	0	0.0	11	1072	-11		0	0		0.0	12	1181	-7		0	0		0.0
39	Mill Road/Holbrook Road	Mill Road [NE]	Priority	69	295	32	0.0	26	112	10	0.0	91	391	22	Sig	67	35		0.0	61	260	35		26	16		0.0
39		Holbrook Road		0	6	3	0.0	0	7	3	0.0	0	5	0		3	0		0.0	0	6	0		3	0		0.0
40	Broom Way/Daedalus	Broom Way [NE]	Signalised junction	13	164	13	1.0	14	208	15	1.0	53	477	40		21	8		2.0	93	863	79	Sig	41	26		4.0
40	Drive/Cherque Way	Daedalus Drive		0	0	24	0.0	0	0	24	0.0	2	56	2		24	0		0.0	2	46	2		24	0		0.0
40		Broom Way [SW]		13	148	11	0.0	25	449	13	2.0	93	834	80	Sig	41	30		4.0	76	1052	51		21	8		5.0
40		Cherque Way		19	297	24	2.0	17	226	23	1.0	65	494	46		50	26		3.0	28	474	11		26	3		3.0
41	Skew Road/Portsdown Hill	Skew Road	Priority	72	505	9	0.0	40	224	7	0.0	88	578	16	Sig	16	7		1.0	54	351	14		7	0		0.0
41	Road/Porchester Road	Portsdown Hill Road [E]		11	245	1	0.0	27	584	1	0.0	13	283	2		1	0		0.0	20	431	-7		1	0		0.0
41		Portchester Road		16	107	5	0.0	24	132	7	0.0	34	221	18		6	1		0.0	33	212	9		6	-1		0.0
41		Portsdown Hill Road [W]		24	443	1	0.0	32	614	1	0.0	24	476	0		1	0		0.0	27	506	-5		1	0		0.0
42	Fleet End Road/Warsash	Fleet End Road	Priority	80	553	7	1.0	43	309	4	0.0	82	565	2		8	1		1.0	46	318	3		5	1		0.0
42	Road/Raley Road	Warsash Road [E]		10	206	1	0.0	8	171	1	0.0	11	233	1		1	0		0.0	8	178	0		1	0		0.0
42		Raley Road		16	112	5	0.0	5	43	4	0.0	19	133	3		5	0		0.0	5	45	0		4	0		0.0
42		Warsash Road [W]		24	422	2	0.0	41	702	2	0.0	20	352	-4		1	-1		0.0	44	760	3		2	0		0.0
43	Bridge Road/Swanwick Lane	Bridge Road [W]	Signalised junction	73	1189	20	5.0	94	1375	37	8.0	83	1358	10		24	4		7.0	91	1343	-3		34	-3		8.0
43		Bridge Road [E]		53	1005	11	3.0	42	776	10	2.0	40	763	-13		10	-1		2.0	41	756	-1		10	0		2.0
43		Swanwick Lane		53	315	33	2.0	52	365	31	3.0	48	278	-5		32	-1		2.0	49	316	-3		31	0		2.0
44	Redlands Lane/Henry Cort Way	Redlands Lane [W]	Signalised junction	0	0	7	0.0	0	0	7	0.0	0	0	0		7	0		0.0	0	0	0		7	0		0.0
44		Redlands Lane [E]		39	397	10	1.0	9	94	7	0.0	53	541	14		12	2		1.0	7	70	-2		7	0		0.0
44		Henry Cort Way		77	371	36	2.0	53	240	28	1.0	81	391	4		39	3		2.0	61	277	8		30	2		2.0
45	B3334 Titchfield Road/Gosport	B3334 Titchfield Road	Roundabout	52	474	9	0.0	50	517	8	0.0	57	477	5		5	-4		0.0	48	392	-2		5	-3		0.0
45	Road/Mays Lane	Gosport Road		100	1453	12	2.0	62	902	6	0.0	80	694	-20		4	-8		0.0	98	851	36	Sev	4	-2		0.0
45		Mays Lane		26	245	6	0.0	53	494	7	0.0	40	293	14		5	-1		0.0	40	305	-13		5	-2		0.0
46	A27 The Avenue/Bishopsfield	A27 The Avenue [W]	Signalised junction	48	987	17	4.0	30	628	10	2.0	47	933	-1		17	0		4.0	31	665	1		10	0		2.0
46	Road	A27 The Avenue [E]		33	511	20	3.0	57	890	16	3.0	52	807	19		24	4		5.0	60	928	3		17	1		3.0
46		Bishopsfield Road		82	469	48	4.0	55	196	42	2.0	58	332	-24		35	-13		3.0	82	299	27		60	18		3.0
47	Rowan Way/Peak Lane/Longfield	Peak Lane [S]	Roundabout	70	764	5	0.0	39	407	5	0.0	35	368	-35		5	0		0.0	46	472	7		5	0		0.0
47	Avenue	Rowan Way [W]		42	381	6	0.0	47	484	6	0.0	33	321	-9		5	-1		0.0	18	172	-29		5	-1		0.0
47		Peak Lane [N]		53	385	6	0.0	85	598	10	1.0	57	452	4		5	-1		0.0	81	643	-4		7	-3		0.0
47		Longfield Avenue [E]		23	179	5	0.0	48	280	8	0.0	31	232	8		6	1		0.0	38	247	-10		7	-1		0.0
48	A27 Bridge Road/Barnes Lane	A27 Bridge Road [W]	Signalised junction	29	876	3	0.0	41	1247	3	0.0	71	1032	42		22	19		4.0	71	1177	30		20	17		4.0
48		A27 Bridge Road [E]		39	785	1	0.0	35	698	1	0.0	45	312	6		18	17		1.0	80	461	45		34	33		2.0
48		Barnes Lane		39	447	3	0.0	26	291	2	0.0	53	451	14		23	20		2.0	47	295	21		27	25		2.0
49	A27 The Avenue/Catisfield Road	A27 The Avenue [W]	Signalised junction	64	400	29	2.0	41	322	18	1.0	49	299	-15		25	-4		2.0	40	314	-1		18	0		1.0
49		A27 The Avenue [E]		85	557	60	7.0	26	361	25	2.0	73	548	-12		48	-12		6.0	32	438	6		26	1		3.0
49		Catisfield Road		35	861	13	2.0	29	552	17	2.0	31	749	-4		15	2		2.0	29	531	0		20	3		2.0

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				2015 Base								2036 Baseline															
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)			AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)			PM Delay (s)			PM Average Q (pcus)
50	Segensworth Road	Segensworth Road East [W]	Priority	83	746	10	2.0	24	347	1	0.0	56	528	-27		8	-2		1.0	33	425	9		2	1		0.0
50	East/Carwright Drive	Carwright Drive [N]		26	471	1	0.0	40	688	2	0.0	29	573	3		1	0		0.0	55	1021	15		2	0		0.0
50		Carwright Drive [S]		21	462	1	0.0	4	87	1	0.0	33	736	12		1	0		0.0	5	105	1		1	0		0.0
51	Bishopsfield Road/Longmynd	Bishopsfield Road [N]	Priority	11	173	2	0.0	23	260	3	0.0	18	351	7		1	-1		0.0	28	354	5		3	0		0.0
51	Drive	Longmynd Drive [E]		91	386	17	0.0	40	170	6	0.0	86	369	-5		14	-3		0.0	36	155	-4		7	1		0.0
51		Bishopsfield Road [S]		7	147	1	0.0	6	119	1	0.0	3	48	-4		1	0		0.0	8	176	2		1	0		0.0
52	Welborne	Welborne Approach [N]	Roundabout	0	0	2	0.0	0	0	2	0.0	56	552	56		6	4		0.0	45	465	45		5	3		0.0
52	Approach/Broadway/Zone 894	Broadway [E]		0	0	0	0.0	0	0	0	0.0	23	396	23		3	3		0.0	10	166	10		3	3		0.0
52	Access	Welborne Approach [S]		0	0	0	0.0	0	0	0	0.0	68	1578	68		3	3		0.0	77	1773	77		3	3		0.0
52		Zone 894 Access		0	0	3	0.0	0	0	3	0.0	14	66	14		8	5		0.0	8	30	8		10	7		0.0
53	A27 Cams Hill/A27 Porchester	A27 Cams Hill [W]	Signalised junction	48	687	26	5.0	51	1088	13	4.0	65	1021	17		27	1		7.0	78	1246	27		31	18		9.0
53	Road/Down End	A27 Portchester Road [E]		64	136	76	2.0	88	139	102	2.0	34	326	-30		53	-23		5.0	35	350	-53		54	-48		5.0
53	Road/Shearwater Avenue	Down End Road [N]		37	1103	11	3.0	31	877	7	1.0	46	1286	9		13	2		4.0	34	939	3		10	3		3.0
53		Shearwater Avenue [S]		14	101	55	2.0	32	173	60	3.0	16	123	2		56	1		2.0	25	195	-7		56	-4		3.0
54	A32 Hoad's Hill / A334 Fareham	A32 Hoad's Hill	Roundabout	74	854	4	0.0	60	692	4	0.0	91	790	17	Sig	4	0		0.0	72	622	12		4	0		0.0
54	Road / A32 School Road	A334 Fareham Rd		66	717	5	0.0	56	587	5	0.0	52	544	-14		5	0		0.0	53	538	-3		5	0		0.0
54		A32 School Rd		30	240	6	0.0	21	180	5	0.0	33	298	3		5	-1		0.0	28	253	7		5	0		0.0
55	A32 Wickham Road / Knowle	A32 Wickham Rd (S)	Roundabout	72	1022	5	0.0	58	826	5	0.0	26	372	-46		5	0		0.0	22	311	-36		5	0		0.0
55	Road	Zone Access		0	0	9	0.0	0	0	8	0.0	0	3	0		9	0		0.0	0	1	0		8	0		0.0
55		A32 Wickham Rd (N)		90	978	7	1.0	79	841	6	0.0	78	858	-12		6	-1		0.0	62	690	-17		5	-1		0.0
55		Knowle Rd		30	225	8	0.0	30	256	7	0.0	16	160	-14		7	-1		0.0	10	102	-20		6	-1		0.0
56	A32 Wickham Road / Pook Lane /	A32 Wickham Rd (N)	Priority / Roundabout	26	1116	1	0.0	24	1026	1	0.0	50	1629	24		1	0		0.0	47	1508	23		1	0		0.0
56	M27 EB Onslip / Welborne	Pook Lane		8	39	7	0.0	25	116	8	0.0	0	0	-8		0	-7		0.0	0	0	-25		0	-8		0.0
56	development	A32 Wickham Rd (S)		36	1452	1	0.0	38	1443	1	0.0	38	1002	2		3	2		0.0	35	903	-3		3	2		0.0
56		Welborne Access		0	0	4	0.0	0	0	4	0.0	64	1024	64		6	2		1.0	51	832	51		5	1		1.0
57	M27 J10 (Existing configuration)	A27 Wickham Road (S)	Motorway junction	59	877	4	0.0	39	570	2	0.0	23	1002	-36		0	-4		0.0	21	903	-18		0	-2		0.0
57		M27 WB offslip		26	574	1	0.0	40	873	1	0.0	0	0	-26		0	-1		0.0	0	0	-40		0	-1		0.0
57		A27 Wickham Road (N)		23	697	0	0.0	33	972	0	0.0	28	1250	5		0	0		0.0	24	1052	-9		0	0		0.0
58	A32 Wickham Road / North Hill	A32 Wickham Road (N)	Roundabout	41	697	6	0.0	57	972	7	0.0	49	1250	8		9	3		2.0	45	1053	-12		27	20		5.0
58		A32 Wickham Road (S)		25	187	8	0.0	42	267	9	0.0	35	277	10		23	15		2.0	36	345	-6		17	8		1.0
58		North Hill		89	721	7	0.0	43	337	6	0.0	48	725	-41		4	-3		0.0	39	557	-4		4	-2		0.0
59	Broadcut Roundabout	A32 Wallington Way (N)	Roundabout	35	571	5	0.0	26	436	5	0.0	38	632	3		5	0		0.0	21	350	-5		5	0		0.0
59		Broadcut		25	185	5	0.0	41	316	5	0.0	21	214	-4		5	0		0.0	32	348	-9		5	0		0.0
59		A32 Wallintgon Way (S)		30	510	4	0.0	21	354	4	0.0	33	560	3		4	0		0.0	33	541	12		4	0		0.0
60	Osborn Rd / High Street /	Osborn Road	Priority junction	25	228	3	0.0	15	138	3	0.0	26	233	1		3	0		0.0	20	180	5		3	0		0.0
60	Wickham Rd	High Street		13	362	3	0.0	12	325	3	0.0	40	834	27		3	0		0.0	36	748	24		3	0		0.0
60		Wickham Road		9	192	1	0.0	16	316	1	0.0	10	213	1		1	0		0.0	11	225	-5		1	0		0.0
61	Quay Street Roundabout	Eastern Rte	Roundabout	50	881	13	3.0	32	677	10	2.0	45	803	-5		13	0		2.0	30	621	-2		10	0		1.0
61		Portland Street		18	156	4	0.0	21	192	4	0.0	23	211	5		4	0		0.0	32	329	11		4	0		0.0
61		Quay Street		10	44	36	0.0	17	85	35	1.0	13	57	3		36	0		1.0	19	95	2		35	0		1.0
61		A32 Gosport Road		72	1836	16	0.0	60	1540	15	0.0	72	1818	0		14	-2		0.0	66	1648	6		30	15		0.0
61		Gosport Road (S)		43	1757	4	1.0	50	2067	5	2.0	43	1791	0		4	0		1.0	53	2174	3		5	0		2.0
63	Stubbington Bypass (Peak Lane	Stubbington Bypass (E)	Signalised junction	0	0	0	0.0	0	0	0	0.0	62	1332	62		26	26		6.0	63	1102	63		36	36		8.0
63	access)	Peak Lane (S)		35	764	0	0.0	19	407	0	0.0	50	282	15		138	138	Sev	3.0	31	257	12		42	42		2.0
63		Stubbington Bypass (W)		0	0	0	0.0	0	0	0	0.0	52	1130	52		18	18		5.0	60	1057	60		27	27		7.0
63		Peak Lane (N)		12	261	0	0.0	33	717	0	0.0	70	393	58		103	103		4.0	66	542	33		57	57		5.0
64	A27 The Avenue / Peak Lane	A27 The Avenue (E)	Signalised junction	43	545	27	4.0	50	807	18	3.0	48	616	5		23	-4		3.0	47	732	-3		18	0		3.0
64		Peak Lane		97	713	62	3.0	56	330	28	2.0	58	661	-39		16	-46		2.0	98	322	42	Sev	103	75		2.0
64		A27 The Avenue (W)		48	952	20	5.0	37	682	20	3.0	43	842	-5		20	0		4.0	41	751	4		21	1		4.0
65	M27 J9	A27	Motorway junction	46	530	45	3.0	53	708	87	4.0	48	520	2		73	28		3.0	66	486	13		167	80	Sev	12.0
65		M27 EB offslip		99	1737	46	7.0	102	1787	88	21.0	94	2313	-5		27	-19		10.0	88	2407	-14		19	-69		9.0
65		Whiteley Way		52	888	20	4.0	88	1423	49	8.0	62	1334	10		24	4		7.0	85	2032	-3		80	31		29.0
65		M27 WB offslip		86	1486	54	6.0	61	912	87	8.0	81	1839	-5		20	-34		8.0	85	1446	24	Sig	26	-61		8.0
66	A27 The Avenue / Highlands	A27 The Avenue (E)	Signalised junction	25	640	18	3.0	17	427	11	1.0	20	488	-5		17	-1		2.0	14	356	-3		11	0		1.0
66	Road	Highlands Road		68	469	39	4.0	80	409	57	5.0	69	482	1		39	0		4.0	61	313	-19		46	-11		3.0
66		A27 The Avenue (W)		27	921	21	5.0	23	763	15	3.0	20	712	-7		24	3		5.0	29	914	6		16	1		4.0

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

ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline													
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)			PM Delay (s)		PM Average Q (pcus)
67	Highlands Road / Kiln Road	Kiln Road (E)	Priority	22	416	1	0.0	38	655	2	0.0	25	457	3		1	0	0.0	35	611	-3		2	0	0.0
67		Highlands Road		82	560	8	1.0	37	270	4	0.0	77	543	-5		7	-1	1.0	55	390	18		5	1	0.0
67		Kiln Road (W)		15	288	1	0.0	18	226	3	0.0	17	296	2		2	1	0.0	20	271	2		3	0	0.0
68	Barnes Wallis Road / Brunel Way	Barnes Wallis Road (W)	Priority	28	612	1	0.0	10	226	1	0.0	37	805	9		1	0	0.0	10	207	0		1	0	0.0
68		Brunel Way		0	0	4	0.0	0	0	4	0.0	0	0	0		5	1	0.0	0	0	0		4	0	0.0
68		Barnes Wallis Road (E)		9	208	1	0.0	20	445	1	0.0	12	251	3		1	0	0.0	24	521	4		1	0	0.0
69	Primate Road / Prelate Way	Primate Road (S)	Priority	17	376	1	0.0	26	542	1	0.0	18	381	1		1	0	0.0	25	511	-1		1	0	0.0
69		Prelate Way		17	247	1	0.0	8	111	2	0.0	19	277	2		1	0	0.0	8	110	0		2	0	0.0
69		Primate Road (N)		14	301	1	0.0	22	469	1	0.0	16	350	2		1	0	0.0	21	455	-1		1	0	0.0
70	Hunts Pond Road / Abshot Road	Hunts Pond Road (S)	Roundabout	8	66	4	0.0	18	145	4	0.0	5	44	-3		4	0	0.0	17	137	-1		4	0	0.0
70		Abshot Road		41	346	4	0.0	30	254	3	0.0	43	368	2		4	0	0.0	28	235	-2		3	0	0.0
70		Hunts Pond Road (N)		23	178	4	0.0	26	219	4	0.0	25	192	2		4	0	0.0	32	264	6		4	0	0.0
71	Lower Church Road / Hunts Pond	Lower Church Road	Roundabout	81	670	4	0.0	41	338	4	0.0	77	633	-4		4	0	0.0	40	326	-1		4	0	0.0
71	Road Roundabout (northern mini	Hunts Pond Road		48	280	7	0.0	87	674	7	1.0	54	329	6		7	0	0.0	91	710	4		8	1	1.0
71	roundabout)	Southern Mini Roundabout		32	271	4	0.0	51	418	4	0.0	34	287	2		4	0	0.0	45	369	-6		4	0	0.0
72	Warsash Road / Common Lane	Warsash Road (S)	Priority	6	122	1	0.0	21	424	1	0.0	5	91	-1		1	0	0.0	25	477	4		1	0	0.0
72		Common Lane		46	586	1	0.0	25	345	1	0.0	44	565	-2		1	0	0.0	31	428	6		1	0	0.0
72		Warsash Road (W)		41	608	3	0.0	44	543	3	0.0	47	683	6		3	0	0.0	47	539	3		4	1	0.0
73	Peters Road / Lockswood	Peters Road (W)	Roundabout	36	250	7	0.0	58	453	6	0.0	38	265	2		7	0	0.0	38	293	-20		6	0	0.0
73	Roundabout	Lockswood Road (N)		46	380	6	0.0	86	673	8	1.0	51	418	5		6	0	0.0	77	625	-9		7	-1	0.0
73		Peters Road (E)		8	72	6	0.0	5	38	7	0.0	8	76	0		6	0	0.0	5	41	0		7	0	0.0
73		Lockswood Road (S)		73	594	6	0.0	46	379	6	0.0	68	554	-5		6	0	0.0	46	373	0		6	0	0.0
74	A27 Bridge Road / Coldeast Way	A27 Bridge Road (E)	Signalised junction	66	802	16	3.0	58	707	15	2.0	46	564	-20		13	-3	2.0	61	745	3		15	0	2.0
74		Coldeast Way		0	0	77	0.0	0	0	77	0.0	0	0	0		77	0	0.0	0	0	0		77	0	0.0
74		A27 Bridge Road (W)		54	674	14	2.0	66	820	18	3.0	67	848	13		17	3	3.0	74	924	8		20	2	4.0
75	Lockswood Road / Brook Lane	Brook Lane (N)	Roundabout	54	473	6	0.0	88	762	6	0.0	68	599	14		6	0	0.0	102	882	14	Sev	42	36	9.0
75	Roundabout	Lockswood Road		63	508	8	0.0	44	343	8	0.0	53	425	-10		8	0	0.0	36	276	-8		8	0	0.0
75		Brook Lane (S)		46	312	7	0.0	37	279	6	0.0	47	332	1		7	0	0.0	36	283	-1		6	0	0.0
76	Southampton Road / Telford	Southampton Road (W)	Roundabout	57	1138	3	0.0	55	1104	3	0.0	64	1279	7		3	0	0.0	55	1095	0		3	0	0.0
76	Way Roundabout	Telford Way		9	52	5	0.0	21	122	6	0.0	11	73	2		5	0	0.0	19	112	-2		6	0	0.0
76		Southampton Road (E)		64	1250	4	0.0	64	1213	4	0.0	64	1245	0		4	0	0.0	77	1467	13		4	0	0.0
77	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Priority	29	598	1	0.0	20	401	1	0.0	27	557	-2		1	0	0.0	24	497	4		1	0	0.0
77	Drive	Sweethills Crescent		19	109	5	0.0	18	106	5	0.0	24	141	5		5	0	0.0	19	105	1		6	1	0.0
77		Yew Tree Drive (E)		13	271	1	0.0	24	508	1	0.0	12	262	-1		1	0	0.0	23	490	-1		1	0	0.0
78	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Roundabout	61	524	5	0.0	35	294	5	0.0	59	489	-2		5	0	0.0	51	415	16		5	0	0.0
78	Drive Roundabout	Sweethills Crescent		31	191	6	0.0	13	88	4	0.0	19	131	-12		5	-1	0.0	9	63	-4		5	1	0.0
78		Yew Tree Drive (E)		39	337	4	0.0	71	615	4	0.0	40	339	1		4	0	0.0	72	614	1		4	0	0.0
79	Parkway South Roundabout	Rookery Avenue	Roundabout	56	792	9	1.0	20	388	7	0.0	54	677	-2		30	21	4.0	55	500	35		36	29	3.0
79		Whiteley Way (N)		61	220	20	1.0	24	190	8	0.0	64	561	3		29	9	4.0	23	388	-1		17	9	2.0
79		Parkway		14	191	7	0.0	32	475	6	0.0	45	710	31		20	13	3.0	73	1869	41		17	11	6.0
79		Whiteley Way (S)		77	1231	8	0.0	47	672	7	0.0	57	1698	-20		15	7	6.0	46	1144	-1		17	10	5.0
80	Parkway / Leafy Lane	Parkway (W)	Priority	80	1491	5	0.0	66	681	8	0.0	95	1611	15	Sev	16	11	0.0	87	683	21	Sig	24	16	1.0
80		Parkway (E)		22	453	1	0.0	77	1606	4	0.0	36	732	14		1	0	0.0	100	2025	23	Sev	36	32	0.0
80		Leafy Lane		59	371	44	4.0	37	247	11	1.0	102	358	43	Sev	102	58	10.0	90	379	53	Sig	56	45	6.0
81	Barnes Lane / Brook Lane	Brook Lane (E)	Roundabout	16	302	1	0.0	12	228	1	0.0	23	329	7		3	2	0.0	17	244	5		3	2	0.0
81		Barnes Lane		27	220	4	0.0	48	420	4	0.0	18	197	-9		3	-1	0.0	24	265	-24		3	-1	0.0
81		Brook Lane (W)		12	181	2	0.0	14	218	2	0.0	14	160	2		3	1	0.0	22	244	8		3	1	0.0
82	A27 / Ranvilles Lane	A27 (E)	Priority junction	47	1257	4	0.0	54	1376	6	1.0	36	997	-11		3	-1	0.0	43	1202	-11		3	-3	0.0
82		Ranvilles Lane		101	456	64	8.0	66	349	9	1.0	49	240	-52		8	-56	0.0	51	295	-15		6	-3	0.0
82		A27(W)		71	1109	5	0.0	53	836	3	0.0	62	970	-9		4	-1	0.0	43	668	-10		2	-1	0.0
83	B3334 Titchfield Road / Cuckoo	B3334 Titchfield Road (S)	Priority junction	42	511	14	2.0	64	1017	13	3.0	40	499	-2		11	-3	1.0	55	827	-9		14	1	3.0
83	Lane	B3334 Titchfield Road (N)		99	985	69	5.0	61	587	14	2.0	65	647	-34		18	-51	2.0	71	682	10		17	3	2.0
83		Cuckoo Lane		42	286	30	2.0	26	137	23	1.0	37	246	-5		29	-1	2.0	34	189	8		24	1	1.0
85	Stubbington Lane / Bells Lane	Stubbington Lane (S)	Priority junction	12	340	2	0.0	24	657	2	0.0	26	762	14		1	-1	0.0	25	655	1		2	0	0.0
85		Stubbington Lane (N)		30	651	1	0.0	15	318	1	0.0	31	655	1		1	0	0.0	38	807	23		1	0	0.0
85		Bells Lane		19	239	2	0.0	16	227	1	0.0	21	247	2		2	0	0.0	14	150	-2		3	2	0.0

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

ID	Junction	Approach Arm	Junction Type	2015 Base AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	2036 Baseline AM RFC (%)	AM Actual Flow (pcus)		AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)			PM Delay (s)		PM Average Q (pcus)
86	Cuckoo Lane / Bells Lane	Cuckoo Lane (S)	Priority junction	10	85	4	0.0	32	234	4	0.0	13	107	3	4	0	0.0	30	230	-2		4	0	0.0
86		Bells Lane (W)		11	180	2	0.0	16	282	2	0.0	9	150	-2	2	0	0.0	16	279	0		2	0	0.0
86		Crofton Lane (N)		17	318	1	0.0	12	243	1	0.0	16	297	-1	1	0	0.0	12	223	0		1	0	0.0
87	Redlands Lane / Mill Road	Redlands Lane (SE)	Priority junction	22	397	1	0.0	5	94	1	0.0	30	541	8	1	0	0.0	4	70	-1		1	0	0.0
87		Mill Road		1	6	5	0.0	2	7	4	0.0	1	5	0	5	0	0.0	1	6	-1		5	1	0.0
87		Redlands Lane (NW)		20	395	1	0.0	14	267	1	0.0	22	427	2	1	0	0.0	29	461	15		2	1	0.0
88	Redlands Lane / Upper St. Michael's Grove	Redlands Lane (SE)	Priority junction	29	473	2	0.0	13	163	3	0.0	35	630	6	2	0	0.0	18	218	5		3	0	0.0
88		Redlands Lane (NW)		17	371	1	0.0	11	240	1	0.0	18	391	1	1	0	0.0	13	277	2		1	0	0.0
88		Upper St. Michael's Grove		35	146	16	0.0	28	117	12	0.0	31	130	-4	14	-2	0.0	26	108	-2		11	-1	0.0
89	Longfield Avenue / St. Michael's Grove	Longfield Avenue (SE)	Priority junction	30	627	1	0.0	19	381	1	0.0	32	680	2	1	0	0.0	16	340	-3		1	0	0.0
89		St. Michael's Grove		50	213	16	0.0	23	95	8	0.0	52	220	2	17	1	0.0	33	138	10		10	2	0.0
89		Longfield Avenue (NW)		11	189	2	0.0	23	413	2	0.0	14	241	3	2	0	0.0	21	364	-2		2	0	0.0
90	Highlands Road / Gudge Heath Lane	Highlands Road (NE)	Priority junction	31	581	2	0.0	28	444	2	0.0	29	516	-2	2	0	0.0	34	583	6		2	0	0.0
90		Highlands Road (SW)		20	415	1	0.0	30	650	1	0.0	20	421	0	1	0	0.0	28	596	-2		1	0	0.0
90		Gudge Heath Lane		27	192	4	0.0	46	296	6	0.0	20	146	-7	4	0	0.0	32	207	-14		5	-1	0.0
91	Highlands Road / Catisfield Road	Highlands Road (N)	Priority junction	25	367	2	0.0	37	650	2	0.0	11	194	-14	2	0	0.0	37	681	0		2	0	0.0
91		Highlands Road (S)		39	765	1	0.0	39	752	2	0.0	37	752	-2	1	0	0.0	34	649	-5		1	-1	0.0
91		Catisfied Road		16	218	2	0.0	11	139	3	0.0	18	253	2	2	0	0.0	13	173	2		3	0	0.0
93	Warwash Road [N] / Warwash Road [S] / Primate Road	Warwash Road [N]	Roundabout	34	296	5	0.0	99	850	10	1.0	30	263	-4	5	0	0.0	100	849	1		18	8	3.0
93		Primate Road		48	367	5	0.0	65	514	5	0.0	58	436	10	6	1	0.0	63	516	-2		5	0	0.0
93		Warwash Road [S]		46	503	6	0.0	30	281	6	0.0	49	531	3	6	0	0.0	23	214	-7		6	0	0.0
94	Quay Street [N] / Eastern Way [E] / Eastern Way [W]	Quay Street [N]	Signalised junction	35	177	47	2.0	40	438	36	3.0	48	238	13	68	21	2.0	43	451	3		37	1	3.0
94		Eastern Way [E]		12	277	4	0.0	2	0	9	0.0	39	950	27	8	4	2.0	3	29	1		9	0	0.0
94		Eastern Way [W]		53	1364	7	2.0	81	1589	19	6.0	57	1451	4	7	0	2.0	90	1775	9	Sig	24	5	8.0

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

Baseline (2036) vs Do Minimum (2036)

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

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ID	Junction	Approach Arm	Junction Type	2036 Baseline								2036 Do Minimum												
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)			PM Delay (s)		PM Average Q (pcus)
1	A32 Gosport Road / Old Gosport	A32 Gosport Road (N)	Roundabout	113	2034	253	129.0	105	2100	98	53.0	113	2019	0		255	2	129.0	105	2105	0		103	5	55.0
1	Road / Mill Road Roundabout	Zone Access		2	58	8	0.0	2	66	7	0.0	2	60	0		8	0	0.0	2	67	0		7	0	0.0
1		A32 Gosport Road (S)		101	2053	35	18.0	101	2051	34	18.0	101	2053	0		35	0	18.0	101	2051	0		34	0	18.0
2	Segensworth Rounadbout	A27 Southampton Rd (S)	Roundabout	100	2040	56	8.0	98	1467	57	9.0	100	2042	0		58	2	9.0	98	1466	0		57	0	9.0
2		Southampton Road (S)		66	737	20	3.0	43	384	25	3.0	69	771	3		20	0	4.0	45	399	2		24	-1	2.0
2		A27 Southampton Road (W)		100	854	95	7.0	81	971	30	6.0	101	858	1		105	10	9.0	82	985	1		30	0	7.0
2		Little Park Farm Rd		77	310	35	3.0	87	559	36	5.0	88	355	11	Sig	43	8	4.0	91	586	4		43	7	6.0
2		A27 (N)		107	2472	180	91.0	83	2751	17	9.0	107	2486	0		192	12	98.0	85	2794	2		17	0	10.0
2		Segensworth Rd		29	556	23	3.0	31	731	20	4.0	28	534	-1		24	1	3.0	32	734	1		20	0	3.0
3	M27 J11	A27 (S)	Motorway junction	73	2452	18	4.0	89	2804	23	80.0	74	2484	1		22	4	4.0	91	2855	2		22	-1	11.0
3		M27 EB offslip		77	1312	46	14.0	74	994	57	24.0	76	1304	-1		46	0	14.0	75	1004	1		57	0	14.0
3		To Boardhunt Rd		70	732	15	2.0	86	791	33	27.0	77	809	7		16	1	3.0	88	816	2		35	2	7.0
3		M27 WB offslip		106	1877	171	62.0	107	2125	185	82.0	107	1882	1		175	4	64.0	108	2131	1		190	5	82.0
4	Titchfield Gyratory	A27 Southampton Rd	Gyratory	47	2069	1	0.0	55	2407	1	0.0	48	2100	1		1	0	0.0	56	2431	1		1	0	0.0
4		A27 The Avenue		77	1204	3	0.0	61	946	1	0.0	86	1351	9	Sig	4	1	0.0	64	1004	3		1	0	0.0
4		B334 Titchfiled Road		104	1594	144	41.0	83	1313	29	8.0	105	1607	1		160	16	48.0	81	1267	-2		28	-1	8.0
4		Titchfield Hill		41	170	14	1.0	35	198	9	0.0	45	180	4		14	0	1.0	65	203	30		20	11	1.0
5	Botley Road / Yew Tree Drive	A3051 Botley Road (N)	Roundabout	89	627	11	1.0	101	716	38	6.0	93	655	4		14	3	2.0	101	717	0		51	13	9.0
5		Yew Tree Drive		60	402	8	0.0	101	596	60	9.0	64	421	4		8	0	0.0	102	604	1		78	18	13.0
5		A3051 Botley Road (S)		104	821	90	20.0	100	813	18	5.0	105	823	1		105	15	23.0	100	814	0		25	7	5.0
6	A27 The Avenue / Redlands Lane	A27 The Avenue (E)	Signalised junction	71	1378	25	7.0	62	1492	24	6.0	74	1417	3		26	1	8.0	66	1580	4		25	1	7.0
6	/ Gudge Heath Lane	Redlands Lane		61	557	37	5.0	99	336	131	4.0	69	578	8		40	3	5.0	101	336	2		156	25	5.0
6		A27 The Avenue (W)		84	1075	40	9.0	57	772	28	5.0	91	1170	7	Sig	47	7	10.0	62	840	5		30	2	6.0
6		Gudge Heath Lane		102	190	219	5.0	65	237	51	3.0	103	191	1		235	16	6.0	70	256	5		53	2	3.0
7	Longfield Avenue / Newgate	Newgate Lane (S)	Roundabout	60	1014	6	0.0	81	1352	6	0.0	65	1081	5		6	0	0.0	86	1438	5	Sig	6	0	0.0
7	Lane	Longfield Avenue		102	781	72	15.0	60	376	11	1.0	103	768	1		87	15	18.0	70	433	10		13	2	1.0
7		B3385 Newgate Lane (N)		59	536	7	0.0	100	1039	22	4.0	62	572	3		7	0	0.0	101	1022	1		32	10	8.0
8	Stubbington Bypass (southern	B3334 Gosport Road (W)	Roundabout	41	257	9	0.0	26	177	8	0.0	45	279	4		9	0	0.0	28	185	2		8	0	0.0
8	access)	Stubbington Bypass		0	0	5	0.0	0	0	5	0.0	0	0	0		5	0	0.0	0	0	0		5	0	0.0
8		B3334 Gosport Road (E)		102	1482	45	17.0	96	1397	5	0.0	102	1481	0		44	-1	17.0	100	1453	4		5	0	0.0
9	Lower Church Road / Hunts Pond	Lower Church Road	Roundabout	23	183	4	0.0	39	304	4	0.0	24	197	1		4	0	0.0	40	313	1		4	0	0.0
9	Road Roundabout (southern	Hunts Pond Road		17	132	4	0.0	24	177	4	0.0	18	136	1		4	0	0.0	26	194	2		4	0	0.0
9	mini roundabout)	North Mini Roundabout		101	865	33	7.0	101	837	34	7.0	102	869	1		43	10	10.0	101	837	0		36	2	8.0
10	Barnes Wallis Road / Whiteley	Barnes Wallis Road	Roundabout	26	251	6	0.0	50	521	5	0.0	30	290	4		5	-1	0.0	53	541	3		5	0	0.0
10	Lane / Cartwright Drive	Whiteley Lane (N)		55	431	10	0.0	83	654	26	1.0	60	477	5		12	2	0.0	83	656	0		27	1	1.0
10		Cartwright Drive		98	1097	8	1.0	33	373	5	0.0	101	1132	3		33	25	9.0	37	422	4		5	0	0.0
10		Whiteley Lane (S)		5	9	21	0.0	27	117	13	0.0	16	10	11		67	46	0.0	27	115	0		14	1	0.0
11	Station Roundabout	A27 The Avenue	Roundabout	78	1533	6	0.0	60	1162	4	0.0	85	1660	7	Sig	7	1	0.0	63	1237	3		5	1	0.0
11		Station Access		4	169	3	0.0	4	187	3	0.0	5	188	1		4	1	0.0	5	199	1		3	0	0.0
11		West Street		100	539	43	6.0	86	554	13	1.0	101	501	1		65	22	9.0	95	592	9	Sig	23	10	3.0
11		A27 Western Way		50	690	5	0.0	63	885	6	0.0	52	720	2		5	0	0.0	67	927	4		7	1	1.0
12	A32 Gosport Road / Newgate	A32 Gosport Road (SE)	Gyratory	101	1410	72	9.0	105	1336	140	31.0	101	1407	0		73	1	10.0	105	1338	0		141	1	33.0
12	Lane	B3385 Newgate Lane		38	830	1	0.0	54	1184	2	0.0	39	849	1		1	0	0.0	55	1214	1		2	0	0.0
12		Palmerston Drive		18	92	7	0.0	14	72	7	0.0	20	103	2		7	0	0.0	15	76	1		7	0	0.0
12		A32 Gosport Road (N)		50	2170	3	0.0	46	2015	2	0.0	50	2182	0		3	0	0.0	46	2017	0		2	0	0.0
13	Barnes Wallis Road / Brabazon	Barnes Wallis Road (W)	Roundabout	100	1727	15	5.0	63	1079	5	0.0	101	1736	1		24	9	10.0	65	1109	2		5	0	0.0
13	Road / Witherbed Lane	Brabazon Road		30	254	6	0.0	33	289	6	0.0	30	256	0		6	0	0.0	36	316	3		6	0	0.0
13		Barnes Wallis Road (E)		35	369	5	0.0	55	562	5	0.0	33	347	-2		5	0	0.0	56	568	1		5	0	0.0
14	A27 Southampton Road / Mill	A27 Southampton Rd (E)	Signalised junction	99	2504	59	11.0	79	2050	26	9.0	101	2534	2		75	16	22.0	78	2021	-1		25	-1	9.0
14	Lane	Mill Lane		84	272	79	4.0	98	317	131	4.0	86	276	2		82	3	4.0	101	326	3		160	29	6.0
14		A27 Southampton Rd (W)		73	1873	13	6.0	83	2127	16	7.0	74	1905	1		14	1	6.0	84	2141	1		17	1	7.0
15	Castle Street Roundabout	Station Road	Roundabout	88	548	20	2.0	81	532	15	2.0	95	559	7	Sig	29	9	4.0	82	541	1		16	1	1.0

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ID	Junction	Approach Arm	Junction Type	2036 Baseline AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	2036 Do Minimum AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)			PM Delay (s)		PM Average Q (pcus)
15		A27 Southampton Road (W)		76	1079	8	1.0	63	944	7	0.0	78	1095	2		8	0	1.0	67	1004	4		7	0	0.0
15		Castle Street		100	658	33	5.0	100	637	33	11.0	100	657	0		42	9	7.0	102	629	2		73	40	12.0
15		A27 Southampton Road (E)		54	680	9	0.0	55	686	8	0.0	59	735	5		9	0	0.0	56	692	1		9	1	0.0
16	Warsash Road / Locks Road	Warsash Road (W)	Priority	99	796	11	2.0	67	533	4	0.0	100	806	1		19	8	4.0	72	568	5		4	0	0.0
16		Locks Road		52	227	11	0.0	54	395	5	0.0	54	228	2		12	1	1.0	60	422	6		5	0	0.0
16		Warsash Road (E)		60	519	3	0.0	91	725	6	1.0	63	546	3		3	0	0.0	97	772	6	Sig	11	5	2.0
17	Warsash Road / Abshot Road	Warsash Road (W)	Roundabout	94	816	4	0.0	63	543	3	0.0	100	868	6	Sig	12	8	2.0	69	596	6		3	0	0.0
17		Abshot Road		29	162	6	0.0	22	146	4	0.0	32	172	3		6	0	0.0	23	152	1		4	0	0.0
17		Warsash Road (E)		46	378	3	0.0	75	622	4	0.0	49	398	3		3	0	0.0	81	669	6		4	0	0.0
17		Little Abshot Road		0	0	4	0.0	0	0	6	0.0	0	0	0		4	0	0.0	0	0	0		8	2	0.0
18	Kiln Road / North Hill / Old	North Hill	Signalised junction	92	342	84	4.0	88	496	60	6.0	93	311	1		90	6	4.0	90	501	2		61	1	5.0
18	Turnpike Lane	Old Turnpike		42	209	50	3.0	55	203	62	1.0	47	235	5		52	2	3.0	62	216	7		65	3	3.0
18		Park Lane		70	259	59	3.0	71	172	71	1.0	79	292	9		65	6	4.0	72	175	1		72	1	3.0
18		Kiln Road		98	587	95	7.0	82	464	56	4.0	100	600	2		111	16	7.0	87	489	5	Sig	61	5	5.0
19	Stubbington Bypass (B3334	B3334 Titchfield Road (N)	Signalised junction	54	1619	25	7.0	56	1807	29	8.0	57	1691	3		24	-1	7.0	55	1795	-1		29	0	8.0
19	Titchfield Road)	Stubbington Bypass		52	1253	41	10.0	51	890	60	9.0	53	1279	1		43	2	11.0	52	902	1		63	3	10.0
19		B3334 Titchfield Road (S)		98	786	82	7.0	73	774	25	4.0	98	788	0		82	0	7.0	72	760	-1		24	-1	4.0
20	Botley Road / A27 / Hunts Pond	A3051 Botley Road	Roundabout	66	356	11	1.0	99	526	44	5.0	72	376	6		13	2	1.0	100	534	1		48	4	7.0
20	Road / Southampton Road	Southampton Road		65	1118	4	0.0	100	1408	32	4.0	66	1132	1		4	0	0.0	101	1425	1		43	11	16.0
20		Hunts Pond Road		77	444	13	1.0	96	484	37	4.0	87	493	10	Sig	17	4	2.0	96	484	0		40	3	4.0
20		A27 Bridge Road		96	956	19	4.0	88	876	10	1.0	97	963	1		22	3	4.0	89	888	1		10	0	2.0
21	B3334 Gosport Road / B3334 /	Stubbington Lane (N)	Roundabout	91	771	6	0.0	102	817	54	11.0	92	775	1		6	0	0.0	102	816	0		60	6	13.0
21	Stubbington Lane	Stubbington Green (SE)		2	125	4	0.0	2	128	4	0.0	2	123	0		4	0	0.0	2	130	0		4	0	0.0
21		B334 (S)		94	764	8	1.0	83	691	6	0.0	96	784	2		10	2	1.0	80	671	-3		6	0	0.0
21		B334 Gosport Road (NW)		14	85	6	0.0	29	191	6	0.0	14	88	0		6	0	0.0	31	207	2		6	0	0.0
22	A27 Bridge Road / Station Road /	A27 Bridge Road (W)	Roundabout	96	951	18	4.0	98	969	21	4.0	96	956	0		21	3	4.0	100	994	2		25	4	6.0
22	Brook Lane Roundabout	Station Road		14	283	4	0.0	34	680	4	0.0	15	301	1		4	0	0.0	36	714	2		4	0	0.0
22		A27 Bridge Road (E)		81	811	6	1.0	80	802	8	1.0	85	848	4		7	1	1.0	79	786	-1		8	0	1.0
22		Brook Lane		76	757	7	1.0	54	538	5	0.0	79	791	3		7	0	1.0	56	560	2		6	1	0.0
23	West Street / High Street	West Street	Priority	90	714	7	1.0	83	635	6	1.0	94	745	4		8	1	1.0	87	675	4		6	0	1.0
23		High Street		8	171	1	0.0	10	200	1	0.0	8	178	0		1	0	0.0	10	210	0		1	0	0.0
23		East Street		7	148	1	0.0	6	126	1	0.0	7	149	0		1	0	0.0	6	130	0		1	0	0.0
24	A32 / High Street / Wallington	A32 Wickham Road (N)	Roundabout	90	968	7	1.0	57	619	5	0.0	94	1004	4		8	1	1.0	68	747	11		5	0	0.0
24	Way	Wallington Way		39	539	5	0.0	42	618	5	0.0	44	605	5		5	0	0.0	49	698	7		5	0	0.0
24		Wickham Road (S)		42	446	5	0.0	38	396	5	0.0	48	495	6		5	0	0.0	45	462	7		5	0	0.0
25	Lower Church Road / Primate	Lower Church Road	Priority	94	691	13	2.0	82	676	4	0.0	93	688	-1		12	-1	2.0	83	680	1		4	0	0.0
25	Road / Longacres	Primate Road		35	625	2	0.0	22	443	1	0.0	35	625	0		2	0	0.0	23	458	1		1	0	0.0
26	Delme Roundabout	A32 Wallington Way	Roundabout	38	444	7	0.0	32	343	7	1.0	39	444	1		7	0	0.0	36	370	4		8	1	0.0
26		Wallington Shore Road		35	187	7	0.0	44	236	8	0.0	39	205	4		8	1	0.0	50	251	6		9	1	0.0
26		A27 Eastern Way SB offslip		49	700	17	2.0	45	476	25	2.0	53	753	4		18	1	3.0	47	498	2		26	1	2.0
26		A27 Cams Hill		86	1547	6	1.0	70	1262	4	0.0	93	1612	7	Sig	22	16	9.0	75	1354	5		5	1	1.0
26		A32 Eastern Way NB offslip		60	411	32	2.0	57	641	22	4.0	65	449	5		34	2	3.0	63	705	6		24	2	3.0
26		East Street		57	654	9	1.0	65	700	11	2.0	60	665	3		9	0	1.0	69	706	4		12	1	2.0
27	St Margarets Roundabout	Warsash Road	Roundabout	88	758	33	4.0	74	588	25	3.0	92	795	4		39	6	4.0	75	598	1		25	0	3.0
27		A27 Southampton Road (NW)		57	1082	14	4.0	50	1580	7	2.0	57	1073	0		14	0	4.0	50	1580	0		7	0	2.0
27		Cartwright Drive		78	493	31	2.0	101	649	99	3.0	81	509	3		33	2	3.0	102	659	1		127	28	10.0
27		A27 Southampton Road (SE)		70	2400	7	4.0	56	1804	7	3.0	68	2350	-2		7	0	4.0	55	1776	-1		7	0	3.0
27		St Margarets Lane		63	174	24	1.0	27	97	12	0.0	62	177	-1		23	-1	1.0	28	101	1		12	0	0.0
28	B3334 Titchfield Road / Bridge	B3334 Titchfield Road (S)	Signalised junction	89	2039	18	6.0	71	1663	13	5.0	90	2057	1		19	1	7.0	71	1662	0		13	0	5.0
28	Street	Bridge Street		86	249	98	3.0	87	302	100	3.0	89	256	3		105	7	3.0	90	310	3		106	6	3.0
28		B3334 Titchfield Road (N)		58	1370	10	3.0	67	1505	13	4.0	60	1435	2		11	1	4.0	66	1486	-1		13	0	5.0
29	Lower Church Road /	Lower Church Road	Priority	90	789	5	0.0	32	293	3	0.0	90	748	0		6	1	1.0	36	313	4		3	0	0.0
29	Southampton Road	Southampton Road		7	153	1	0.0	3	68	1	0.0	10	231	3		1	0	0.0	5	99	2		1	0	0.0
30	Cornaway Lane Roundabout	Dore Avenue	Roundabout	71	401	13	1.0	53	300	10	0.0	71	382	0		14	1	1.0	56	312	3		11	1	0.0
30		A27 West Street		82	524	11	1.0	76	524	9	2.0	83	537	1		12	1	1.0	81	553	5		10	1	1.0
30		Cornaway Lane		87	470	16	2.0	54	306	8	0.0	87	475	0		16	0	2.0	58	320	4		8	0	0.0
30		A27 Portchester Road		58	940	5	0.0	63	1039	5	0.0	62	1005	4		5	0	0.0	64	1055	1		5	0	0.0

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ID	Junction	Approach Arm	Junction Type	2036 Baseline AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	2036 Do Minimum AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)			PM Delay (s)		PM Average Q (pcus)
31	Boarhunt Road/M27 J11 Off slip	M27 J11 Off slip	Priority	105	1054	108	29.0	102	1024	54	0.0	105	1051	0		102	-6	27.0	103	1029	1		62	8	16.0
31		Boarhunt Road [NE]		0	0	4	0.0	0	0	5	0.0	0	0	0		5	1	0.0	0	0	0		5	0	0.0
31		Boarhunt Road [SW]		44	732	2	0.0	48	791	2	0.0	49	809	5		2	0	0.0	49	815	1		2	0	0.0
32	Coach Hill/South Street/Bridge	Coach Hill	Priority	42	361	4	0.0	46	398	4	0.0	44	373	2		4	0	0.0	47	408	1		4	0	0.0
32	Street	South Street		4	23	4	0.0	27	199	4	0.0	4	25	0		4	0	0.0	27	199	0		4	0	0.0
32		Bridge Street		104	445	134	10.0	81	350	43	0.0	105	450	1		155	21	13.0	92	395	11	Sig	53	10	1.0
34	A32 Gosport Road/Mill Road	A32 Gosport Road [N]	Priority	102	2029	82	23.0	109	2086	195	75.0	103	2037	1		91	9	28.0	110	2114	1		221	26	97.0
34		A32 Gosport Road [S]		50	2170	0	0.0	46	2015	0	0.0	50	2182	0		0	0	0.0	46	2017	0		0	0	0.0
34		Mill Road		55	70	35	1.0	102	131	105	3.0	56	71	1		36	1	1.0	103	133	1		129	24	4.0
35	A32 Gosport Road/A27 Eastern	A32 Gosport Road	Priority	41	1791	0	0.0	50	2174	0	0.0	41	1770	0		0	0	0.0	50	2179	0		0	0	0.0
35	Way	A27 Eastern Way		101	868	49	11.0	83	1619	4	0.0	102	868	1		55	6	12.0	83	1607	0		4	0	1.0
35		A32 Gosport Road - underpass		101	1185	63	4.0	87	480	21	0.0	101	1183	0		77	14	8.0	88	497	1		23	2	0.0
38	Peel Common Roundabout	Gosport Road	Roundabout	82	1489	0	0.0	76	1367	0	0.0	88	1592	6	Sig	0	0	0.0	77	1390	1		0	0	0.0
38		Newgate Lane East		19	830	0	0.0	28	1228	0	0.0	18	802	-1		0	0	0.0	29	1249	1		0	0	0.0
38		Rowner Road		31	1374	0	0.0	27	1209	0	0.0	31	1375	0		0	0	0.0	28	1240	1		0	0	0.0
38		Broom Way		11	1072	0	0.0	12	1181	0	0.0	11	1070	0		0	0	0.0	12	1193	0		0	0	0.0
39	Mill Road/Holbrook Road	Mill Road [NE]	Priority	91	391	67	0.0	61	260	26	0.0	93	400	2		75	8	0.0	62	267	1		27	1	0.0
39		Holbrook Road		0	5	3	0.0	0	6	3	0.0	0	5	0		3	0	0.0	0	7	0		3	0	0.0
40	Broom Way/Daedalus	Broom Way [NE]	Signalised junction	53	477	21	2.0	93	863	41	4.0	53	476	0		21	0	2.0	92	854	-1		39	-2	4.0
40	Drive/Cherque Way	Daedalus Drive		2	56	24	0.0	2	46	24	0.0	2	55	0		24	0	0.0	2	46	0		24	0	0.0
40		Broom Way [SW]		93	834	41	4.0	76	1052	21	5.0	93	837	0		41	0	4.0	78	1050	2		22	1	5.0
40		Cherque Way		65	494	50	3.0	28	474	26	3.0	65	491	0		50	0	3.0	29	479	1		26	0	3.0
41	Skew Road/Portsdown Hill	Skew Road	Priority	88	578	16	1.0	54	351	7	1.0	88	578	0		17	1	1.0	56	351	2		8	1	0.0
41	Road/Porchester Road	Portsdown Hill Road [E]		13	283	1	0.0	20	431	1	0.0	15	325	2		1	0	0.0	21	453	1		1	0	0.0
41		Portchester Road		34	221	6	0.0	33	212	6	0.0	32	207	-2		6	0	0.0	35	214	2		6	0	0.0
41		Portsdown Hill Road [W]		24	476	1	0.0	27	506	1	0.0	24	476	0		1	0	0.0	30	573	3		1	0	0.0
42	Fleet End Road/Warsash	Fleet End Road	Priority	82	565	8	1.0	46	318	5	0.0	88	607	6	Sig	10	2	1.0	48	328	2		5	0	0.0
42	Road/Raley Road	Warsash Road [E]		11	233	1	0.0	8	178	1	0.0	11	246	0		1	0	0.0	9	188	1		1	0	0.0
42		Raley Road		19	133	5	0.0	5	45	4	0.0	21	140	2		5	0	0.0	8	62	3		4	0	0.0
42		Warsash Road [W]		20	352	1	0.0	44	760	2	0.0	21	372	1		1	0	0.0	46	793	2		2	0	0.0
43	Bridge Road/Swanwick Lane	Bridge Road [W]	Signalised junction	83	1358	24	7.0	91	1343	34	8.0	84	1377	1		24	0	7.0	95	1391	4		40	6	8.0
43		Bridge Road [E]		40	763	10	2.0	41	756	10	2.0	43	837	3		11	1	2.0	42	778	1		10	0	2.0
43		Swanwick Lane		48	278	32	2.0	49	316	31	2.0	49	287	1		33	1	2.0	48	315	-1		31	0	2.0
44	Redlands Lane/Henry Cort Way	Redlands Lane [W]	Signalised junction	0	0	7	0.0	0	0	7	0.0	0	0	0		7	0	0.0	0	0	0		7	0	0.0
44		Redlands Lane [E]		53	541	12	1.0	7	70	7	0.0	55	570	2		12	0	1.0	7	71	0		7	0	0.0
44		Henry Cort Way		81	391	39	2.0	61	277	30	2.0	84	409	3		43	4	2.0	60	271	-1		30	0	2.0
45	B3334 Titchfield Road/Gosport	B3334 Titchfield Road	Roundabout	57	477	5	0.0	48	392	5	0.0	57	475	0		5	0	0.0	48	391	0		6	1	0.0
45	Road/Mays Lane	Gosport Road		80	694	4	0.0	98	851	4	0.0	79	688	-1		4	0	0.0	99	860	1		5	1	0.0
45		Mays Lane		40	293	5	0.0	40	305	5	0.0	43	316	3		5	0	0.0	38	288	-2		5	0	0.0
46	A27 The Avenue/Bishopsfield	A27 The Avenue [W]	Signalised junction	47	933	17	4.0	31	665	10	2.0	48	962	1		17	0	4.0	31	676	0		10	0	2.0
46	Road	A27 The Avenue [E]		52	807	24	5.0	60	928	17	3.0	52	803	0		24	0	5.0	64	1001	4		18	1	4.0
46		Bishopsfield Road		58	332	35	3.0	82	299	60	3.0	66	383	8		38	3	3.0	92	336	10	Sig	80	20	3.0
47	Rowan Way/Peak Lane/Longfield	Peak Lane [S]	Roundabout	35	368	5	0.0	46	472	5	0.0	36	370	1		5	0	0.0	49	489	3		6	1	0.0
47	Avenue	Rowan Way [W]		33	321	5	0.0	18	172	5	0.0	37	355	4		5	0	0.0	27	255	9		6	1	0.0
47		Peak Lane [N]		57	452	5	0.0	81	643	7	0.0	58	455	1		6	1	0.0	89	675	8	Sig	9	2	1.0
47		Longfield Avenue [E]		31	232	6	0.0	38	247	7	0.0	47	348	16		6	0	0.0	47	305	9		7	0	0.0

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ID	Junction	Approach Arm	Junction Type	2036 Baseline AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	2036 Do Minimum AM RFC (%)	AM Actual Flow (pcus)		AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)		PM Delay (s)		PM Average Q (pcus)
48	A27 Bridge Road/Barnes Lane	A27 Bridge Road [W]	Signalised junction	71	1032	22	4.0	71	1177	20	4.0	73	1040	2	23	1	4.0	76	1244	5	23	3	4.0
48		A27 Bridge Road [E]		45	312	18	1.0	80	461	34	2.0	49	342	4	19	1	1.0	83	474	3	36	2	3.0
48		Barnes Lane		53	451	23	2.0	47	295	27	2.0	57	495	4	24	1	3.0	48	304	1	27	0	2.0
49	A27 The Avenue/Catisfield Road	A27 The Avenue [W]	Signalised junction	49	299	25	2.0	40	314	18	1.0	48	297	-1	25	0	2.0	45	354	5	19	1	1.0
49		A27 The Avenue [E]		73	548	48	6.0	32	438	26	3.0	81	549	8	55	7	6.0	31	422	-1	25	-1	3.0
49		Catisfield Road		31	749	15	2.0	29	531	20	2.0	32	771	1	15	0	2.0	28	523	-1	21	1	2.0
50	Segensworth Road	Segensworth Road East [W]	Priority	56	528	8	1.0	33	425	2	0.0	84	651	28	24	16	4.0	37	467	4	2	0	0.0
50	East/Carwright Drive	Carwright Drive [N]		29	573	1	0.0	55	1021	2	0.0	32	618	3	1	0	0.0	58	1071	3	2	0	0.0
50		Carwright Drive [S]		33	736	1	0.0	5	105	1	0.0	30	651	-3	1	0	0.0	6	137	1	1	0	0.0
51	Bishopsfield Road/Longmynd	Bishopsfield Road [N]	Priority	18	351	1	0.0	28	354	3	0.0	17	326	-1	1	0	0.0	31	409	3	3	0	0.0
51	Drive	Longmynd Drive [E]		86	369	14	0.0	36	155	7	0.0	84	359	-2	14	0	0.0	35	149	-1	7	0	0.0
51		Bishopsfield Road [S]		3	48	1	0.0	8	176	1	0.0	6	113	3	1	0	0.0	12	242	4	1	0	0.0
52	Welborne	Welborne Approach [N]	Roundabout	56	552	6	0.0	45	465	5	0.0	62	555	6	7	1	1.0	52	485	7	6	1	0.0
52	Approach/Broadway/Zone 894	Broadway [E]		23	396	3	0.0	10	166	3	0.0	26	448	3	3	0	0.0	14	241	4	3	0	0.0
52	Access	Welborne Approach [S]		68	1578	3	0.0	77	1773	3	#N/A	77	1777	9	3	0	0.0	83	1905	6	3	0	0.0
52		Zone 894 Access		14	66	8	0.0	8	30	10	0.0	22	88	8	10	2	0.0	27	83	19	14	4	0.0
53	A27 Cams Hill/A27 Porchester	A27 Cams Hill [W]	Signalised junction	65	1021	27	7.0	78	1246	31	13.0	67	1061	2	27	0	7.0	82	1313	4	33	2	10.0
53	Road/Down End	A27 Portchester Road [E]		34	326	53	5.0	35	350	54	6.0	42	400	8	55	2	6.0	47	403	12	56	2	6.0
53	Road/Shearwater Avenue	Down End Road [N]		46	1286	13	4.0	34	939	10	3.0	46	1313	0	13	0	4.0	36	991	2	11	1	3.0
53		Shearwater Avenue [S]		16	123	56	2.0	25	195	56	3.0	15	134	-1	55	-1	2.0	26	200	1	56	0	3.0
54	A32 Hoad's Hill / A334 Fareham	A32 Hoad's Hill	Roundabout	91	790	4	0.0	72	622	4	0.0	89	776	-2	4	0	0.0	75	651	3	4	0	0.0
54	Road / A32 School Road	A334 Fareham Rd		52	544	5	0.0	53	538	5	0.0	53	546	1	5	0	0.0	52	526	-1	5	0	0.0
54		A32 School Rd		33	298	5	0.0	28	253	5	0.0	33	301	0	5	0	0.0	29	264	1	5	0	0.0
55	A32 Wickham Road / Knowle	A32 Wickham Rd (S)	Roundabout	26	372	5	0.0	22	311	5	0.0	27	384	1	5	0	0.0	24	347	2	5	0	0.0
55	Road	Zone Access		0	3	9	0.0	0	1	8	0.0	0	3	0	9	0	0.0	0	1	0	8	0	0.0
55		A32 Wickham Rd (N)		78	858	6	0.0	62	690	5	1.0	79	862	1	6	0	0.0	62	692	0	5	0	0.0
55		Knowle Rd		16	160	7	0.0	10	102	6	0.0	16	160	0	7	0	0.0	10	105	0	6	0	0.0
56	A32 Wickham Road / Pook Lane /	A32 Wickham Rd (N)	Priority / Roundabout	50	1629	1	0.0	47	1508	1	0.0	52	1688	2	1	0	0.0	53	1731	6	1	0	0.0
56	M27 EB Onslip / Welborne	Pook Lane		0	0	0	0.0	0	0	#N/A	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
56	development	A32 Wickham Rd (S)		38	1002	3	0.0	35	903	3	3.0	43	1122	5	3	0	0.0	38	998	3	3	0	0.0
56		Welborne Access		64	1024	6	1.0	51	832	5	0.0	69	1065	5	6	0	1.0	69	1027	18	7	2	1.0
57	M27 J10 (Existing configuration)	A27 Wickham Road (S)	Motorway junction	23	1002	0	0.0	21	903	0	0.0	25	1122	2	0	0	0.0	23	998	2	0	0	0.0
57		M27 WB offslip		0	0	0	0.0	0	0	#N/A	0.0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
57		A27 Wickham Road (N)		28	1250	0	0.0	24	1052	#N/A	#N/A	29	1260	1	0	0	0.0	27	1175	3	0	0	0.0
58	A32 Wickham Road / North Hill	A32 Wickham Road (N)	Roundabout	49	1250	9	2.0	45	1053	27	0.0	50	1261	1	8	-1	2.0	50	1176	5	25	-2	5.0
58		A32 Wickham Road (S)		35	277	23	2.0	36	345	17	0.0	43	341	8	24	1	2.0	44	423	8	18	1	2.0
58		North Hill		48	725	4	0.0	39	557	4	0.0	53	781	5	5	1	0.0	41	575	2	5	1	0.0
59	Broadcut Roundabout	A32 Wallington Way (N)	Roundabout	38	632	5	0.0	21	350	5	0.0	39	641	1	5	0	0.0	24	403	3	5	0	0.0
59		Broadcut		21	214	5	0.0	32	348	5	0.0	24	242	3	5	0	0.0	35	375	3	5	0	0.0
59		A32 Wallintgon Way (S)		33	560	4	0.0	33	541	4	0.0	37	607	4	4	0	0.0	36	583	3	5	1	0.0
60	Osborn Rd / High Street /	Osborn Road	Priority junction	26	233	3	0.0	20	180	3	0.0	28	248	2	4	1	0.0	22	198	2	4	1	0.0
60	Wickham Rd	High Street		40	834	3	0.0	36	748	3	0.0	45	890	5	3	0	0.0	49	879	13	4	1	0.0
60		Wickham Road		10	213	1	0.0	11	225	1	0.0	11	246	1	1	0	0.0	13	271	2	1	0	0.0
61	Quay Street Roundabout	Eastern Rte	Roundabout	45	803	13	2.0	30	621	10	1.0	48	860	3	13	0	3.0	32	664	2	10	0	2.0
61		Portland Street		23	211	4	0.0	32	329	4	0.0	25	220	2	5	1	0.0	37	377	5	5	1	0.0
61		Quay Street		13	57	36	1.0	19	95	35	1.0	17	78	4	36	0	1.0	21	102	2	35	0	1.0
61		A32 Gosport Road		72	1818	14	0.0	66	1648	30	0.0	71	1800	-1	16	2	0.0	64	1608	-2	27	-3	0.0
61		Gosport Road (S)		43	1791	4	1.0	53	2174	5	2.0	43	1770	0	4	0	1.0	53	2179	0	5	0	2.0
63	Stubbington Bypass (Peak Lane	Stubbington Bypass (E)	Signalised junction	62	1332	26	6.0	63	1102	0	0.0	61	1328	61	26	26	6.0	64	1116	64	38	38	8.0
63	access)	Peak Lane (S)		50	282	138	3.0	31	257	42	2.0	55	308	5	145	7	4.0	34	284	3	45	3	2.0
63		Stubbington Bypass (W)		52	1130	18	5.0	60	1057	0	0.0	55	1203	55	18	18	5.0	59	1044	59	27	27	7.0
63		Peak Lane (N)		70	393	103	4.0	66	542	57	5.0	74	413	4	113	10	5.0	68	560	2	61	4	5.0
64	A27 The Avenue / Peak Lane	A27 The Avenue (E)	Signalised junction	48	616	23	3.0	47	732	18	3.0	49	622	1	22	-1	3.0	47	734	0	18	0	3.0
64		Peak Lane		58	661	16	2.0	98	322	103	2.0	64	713	6	17	1	2.0	100	325	2	123	20	2.0
64		A27 The Avenue (W)		43	842	20	4.0	41	751	21	4.0	43	840	0	20	0	4.0	43	775	2	21	0	4.0
65	M27 J9	A27	Motorway junction	48	520	73	3.0	66	486	167	12.0	49	524	1	76	3	3.0	67	491	1	179	12	14.0
65		M27 EB offslip		94	2313	27	10.0	88	2407	19	10.0	96	2347	2	30	3	10.0	89	2426	1	19	0	9.0
65		Whiteley Way		62	1334	24	7.0	85	2032	80	15.0	65	1401	3	24	0	8.0	86	2048	1	88	8	34.0
65		M27 WB offslip		81	1839	20	8.0	85	1446	26	6.0	82	1860	1	20	0	8.0	88	1507	3	38	12	11.0

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66	A27 The Avenue / Highlands	A27 The Avenue (E)	Signalised junction	20	488	17	2.0	14	356	11	1.0	20	504	0	17	0	2.0	14	342	0	11	0	1.0
66	Road	Highlands Road		69	482	39	4.0	61	313	46	4.0	78	540	9	44	5	5.0	63	322	2	47	1	3.0
66		A27 The Avenue (W)		20	712	24	5.0	29	914	16	4.0	20	702	0	24	0	5.0	28	897	-1	16	0	4.0
67	Highlands Road / Kiln Road	Kiln Road (E)	Priority	25	457	1	0.0	35	611	2	0.0	27	485	2	1	0	0.0	37	648	2	2	0	0.0
67		Highlands Road		77	543	7	1.0	55	390	5	0.0	79	551	2	7	0	1.0	58	406	3	5	0	0.0
67		Kiln Road (W)		17	296	2	0.0	20	271	3	0.0	18	317	1	2	0	0.0	22	305	2	3	0	0.0
68	Barnes Wallis Road / Brunel Way	Barnes Wallis Road (W)	Priority	37	805	1	0.0	10	207	1	0.0	39	823	2	1	0	0.0	10	218	0	1	0	0.0
68		Brunel Way		0	0	5	0.0	0	0	4	0.0	0	0	0	5	0	0.0	0	0	0	4	0	0.0
68		Barnes Wallis Road (E)		12	251	1	0.0	24	521	1	0.0	14	290	2	1	0	0.0	25	541	1	1	0	0.0
69	Primate Road / Prelate Way	Primate Road (S)	Priority	18	381	1	0.0	25	511	1	0.0	16	350	-2	1	0	0.0	25	520	0	1	0	0.0
69		Prelate Way		19	277	1	0.0	8	110	2	0.0	20	299	1	1	0	0.0	9	118	1	2	0	0.0
69		Primate Road (N)		16	350	1	0.0	21	455	1	0.0	18	374	2	1	0	0.0	21	441	0	1	0	0.0
70	Hunts Pond Road / Abshot Road	Hunts Pond Road (S)	Roundabout	5	44	4	0.0	17	137	4	0.0	5	46	0	4	0	0.0	18	149	1	4	0	0.0
70		Abshot Road		43	368	4	0.0	28	235	3	0.0	45	389	2	4	0	0.0	29	246	1	3	0	0.0
70		Hunts Pond Road (N)		25	192	4	0.0	32	264	4	0.0	26	197	1	4	0	0.0	32	263	0	4	0	0.0
71	Lower Church Road / Hunts Pond	Lower Church Road	Roundabout	77	633	4	0.0	40	326	4	0.0	76	630	-1	4	0	0.0	41	331	1	4	0	0.0
71	Road Roundabout (northern mini	Hunts Pond Road		54	329	7	0.0	91	710	8	1.0	55	338	1	7	0	0.0	90	703	-1	7	-1	1.0
71	roundabout)	Southern Mini Roundabout		34	287	4	0.0	45	369	4	0.0	36	303	2	4	0	0.0	48	392	3	4	0	0.0
72	Warsash Road / Common Lane	Warsash Road (S)	Priority	5	91	1	0.0	25	477	1	0.0	5	92	0	1	0	0.0	25	474	0	1	0	0.0
72		Common Lane		44	565	1	0.0	31	428	1	0.0	40	534	-4	1	0	0.0	37	493	6	1	0	0.0
72		Warsash Road (W)		47	683	3	0.0	47	539	4	0.0	49	718	2	3	0	0.0	49	579	2	4	0	0.0
73	Peters Road / Lockswood	Peters Road (W)	Roundabout	38	265	7	0.0	38	293	6	0.0	40	282	2	7	0	0.0	42	323	4	7	1	0.0
73	Roundabout	Lockswood Road (N)		51	418	6	0.0	77	625	7	0.0	52	433	1	6	0	0.0	79	635	2	7	0	0.0
73		Peters Road (E)		8	76	6	0.0	5	41	7	0.0	9	80	1	6	0	0.0	10	75	5	7	0	0.0
73		Lockswood Road (S)		68	554	6	0.0	46	373	6	0.0	71	574	3	6	0	0.0	49	394	3	6	0	0.0
74	A27 Bridge Road / Coldeast Way	A27 Bridge Road (E)	Signalised junction	46	564	13	2.0	61	745	15	2.0	49	599	3	13	0	2.0	63	762	2	16	1	2.0
74		Coldeast Way		0	0	77	0.0	0	0	77	0.0	0	0	0	77	0	0.0	0	0	0	77	0	0.0
74		A27 Bridge Road (W)		67	848	17	3.0	74	924	20	4.0	67	852	0	17	0	3.0	77	955	3	22	2	4.0
75	Lockswood Road / Brook Lane	Brook Lane (N)	Roundabout	68	599	6	0.0	102	882	42	8.0	71	619	3	6	0	0.0	102	880	0	43	1	9.0
75	Roundabout	Lockswood Road		53	425	8	0.0	36	276	8	0.0	55	436	2	8	0	0.0	38	289	2	8	0	0.0
75		Brook Lane (S)		47	332	7	0.0	36	283	6	0.0	50	355	3	7	0	0.0	39	300	3	6	0	0.0
76	Southampton Road / Telford	Southampton Road (W)	Roundabout	64	1279	3	0.0	55	1095	3	0.0	67	1342	3	3	0	0.0	56	1113	1	3	0	0.0
76	Way Roundabout	Telford Way		11	73	5	0.0	19	112	6	0.0	13	87	2	5	0	0.0	21	121	2	6	0	0.0
76		Southampton Road (E)		64	1245	4	0.0	77	1467	4	0.0	65	1261	1	4	0	0.0	78	1480	1	4	0	0.0
77	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Priority	27	557	1	0.0	24	497	1	0.0	28	579	1	1	0	0.0	25	504	1	1	0	0.0
77	Drive	Sweethils Crescent		24	141	5	0.0	19	105	6	0.0	25	143	1	6	1	0.0	17	89	-2	6	0	0.0
77		Yew Tree Drive (E)		12	262	1	0.0	23	490	1	0.0	13	278	1	1	0	0.0	24	515	1	1	0	0.0
78	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Roundabout	59	489	5	0.0	51	415	5	0.0	61	510	2	5	0	0.0	53	425	2	5	0	0.0
78	Drive Roundabout	Sweethils Crescent		19	131	5	0.0	9	63	5	0.0	21	139	2	5	0	0.0	11	76	2	5	0	0.0
78		Yew Tree Drive (E)		40	339	4	0.0	72	614	4	0.0	42	357	2	4	0	0.0	75	648	3	4	0	0.0
79	Parkway South Roundabout	Rookery Avenue	Roundabout	54	677	30	4.0	55	500	#N/A	#N/A	58	734	4	34	4	4.0	58	535	3	40	4	4.0
79		Whiteley Way (N)		64	561	29	4.0	23	388	#N/A	#N/A	59	520	-5	28	-1	3.0	23	379	0	16	-1	2.0
79		Parkway		45	710	20	3.0	73	1869	#N/A	#N/A	48	760	3	21	1	4.0	73	1879	0	17	0	6.0
79		Whiteley Way (S)		57	1698	15	6.0	46	1144	#N/A	#N/A	58	1736	1	15	0	7.0	47	1161	1	17	0	5.0
80	Parkway / Leafy Lane	Parkway (W)	Priority	95	1611	16	0.0	87	683	24	1.0	97	1620	2	23	7	1.0	90	676	3	28	4	1.0
80		Parkway (E)		36	732	1	0.0	100	2025	36	0.0	38	773	2	1	0	0.0	100	2030	0	37	1	0.0
80		Leafy Lane		102	358	102	10.0	90	379	56	9.0	102	398	0	102	0	10.0	100	380	10 Sev	64	8	7.0
81	Barnes Lane / Brook Lane	Brook Lane (E)	Roundabout	23	329	3	0.0	17	244	3	0.0	25	355	2	3	0	0.0	18	252	1	3	0	0.0
81		Barnes Lane		18	197	3	0.0	24	265	3	0.0	19	202	1	3	0	0.0	27	291	3	3	0	0.0
81		Brook Lane (W)		14	160	3	0.0	22	244	3	0.0	16	178	2	3	0	0.0	23	254	1	3	0	0.0
82	A27 / Ranvilles Lane	A27 (E)	Priority junction	36	997	3	0.0	43	1202	3	0.0	37	1020	1	3	0	0.0	46	1257	3	3	0	0.0
82		Ranvilles Lane		49	240	8	0.0	51	295	6	0.0	66	312	17	11	3	1.0	62	357	11	7	1	0.0
82		A27(W)		62	970	4	0.0	43	668	2	0.0	67	1044	5	5	1	0.0	43	664	0	2	0	0.0
83	B3334 Titchfield Road / Cuckoo	B3334 Titchfield Road (S)	Priority junction	40	499	11	1.0	55	827	14	3.0	39	499	-1	11	0	1.0	54	829	-1	13	-1	3.0
83	Lane	B3334 Titchfield Road (N)		65	647	18	2.0	71	682	17	2.0	65	647	0	18	0	2.0	68	657	-3	16	-1	2.0
83		Cuckoo Lane		37	246	29	2.0	34	189	24	1.0	37	247	0	29	0	2.0	36	204	2	24	0	1.0
85	Stubbington Lane / Bells Lane	Stubbington Lane (S)	Priority junction	26	762	1	0.0	25	655	2	0.0	27	773	1	1	0	0.0	24	636	-1	2	0	0.0
85		Stubbington Lane (N)		31	655	1	0.0	38	807	1	0.0	31	657	0	1	0	0.0	38	817	0	1	0	0.0
85		Bells Lane		21	247	2	0.0	14	150	3	0.0	22	250	1	2	0	0.0	14	153	0	3	0	0.0

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

ID	Junction	Approach Arm	Junction Type	2036 Baseline								2036 Do Minimum											
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)		AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	PM Actual Flow (pcus)		PM Delay (s)		PM Average Q (pcus)
86	Cuckoo Lane / Bells Lane	Cuckoo Lane (S)	Priority junction	13	107	4	0.0	30	230	4	0.0	13	111	0	4	0	0.0	31	239	1	4	0	0.0
86		Bells Lane (W)		9	150	2	0.0	16	279	2	0.0	9	152	0	2	0	0.0	17	287	1	2	0	0.0
86		Crofton Lane (N)		16	297	1	0.0	12	223	1	0.0	16	299	0	1	0	0.0	13	228	1	1	0	0.0
87	Redlands Lane / Mill Road	Redlands Lane (SE)	Priority junction	30	541	1	0.0	4	70	1	0.0	31	570	1	1	0	0.0	4	71	0	1	0	0.0
87		Mill Road		1	5	5	0.0	1	6	5	0.0	1	5	0	5	0	0.0	2	7	1	5	0	0.0
87		Redlands Lane (NW)		22	427	1	0.0	29	461	2	0.0	23	448	1	1	0	0.0	29	461	0	2	0	0.0
88	Redlands Lane / Upper St.	Redlands Lane (SE)	Priority junction	35	630	2	0.0	18	218	3	0.0	37	654	2	2	0	0.0	18	223	0	3	0	0.0
88	Michael's Grove	Redlands Lane (NW)		18	391	1	0.0	13	277	1	0.0	19	409	1	1	0	0.0	13	271	0	1	0	0.0
88		Upper St. Michael's Grove		31	130	14	0.0	26	108	11	0.0	33	137	2	15	1	0.0	24	99	-2	10	-1	0.0
89	Longfield Avenue / St. Michael's	Longfield Avenue (SE)	Priority junction	32	680	1	0.0	16	340	1	0.0	31	674	-1	1	0	0.0	19	393	3	1	0	0.0
89	Grove	St. Michael's Grove		52	220	17	0.0	33	138	10	0.0	52	220	0	17	0	0.0	33	140	0	10	0	0.0
89		Longfield Avenue (NW)		14	241	2	0.0	21	364	2	0.0	17	295	3	2	0	0.0	24	434	3	2	0	0.0
90	Highlands Road / Gudge Heath	Highlands Road (NE)	Priority junction	29	516	2	0.0	34	583	2	0.0	31	530	2	2	0	0.0	36	606	2	2	0	0.0
90	Lane	Highlands Road (SW)		20	421	1	0.0	28	596	1	0.0	21	446	1	1	0	0.0	30	635	2	1	0	0.0
90		Gudge Heath Lane		20	146	4	0.0	32	207	5	0.0	21	150	1	5	1	0.0	34	217	2	6	1	0.0
91	Highlands Road / Catisfield Road	Highlands Road (N)	Priority junction	11	194	2	0.0	37	681	2	0.0	12	204	1	2	0	0.0	40	714	3	2	0	0.0
91		Highlands Road (S)		37	752	1	0.0	34	649	1	0.0	40	808	3	1	0	0.0	35	680	1	1	0	0.0
91		Catisfied Road		18	253	2	0.0	13	173	3	0.0	19	260	1	2	0	0.0	14	181	1	3	0	0.0
93	Warwash Road [N] / Warwash Roa	Warwash Road [N]	Roundabout	30	263	5	0.0	100	849	18	3.0	32	280	2	5	0	0.0	100	846	0	18	0	3.0
93		Primate Road		58	436	6	0.0	63	516	5	0.0	61	458	3	6	0	0.0	63	506	0	5	0	0.0
93		Warwash Road [S]		49	531	6	0.0	23	214	6	0.0	46	499	-3	6	0	0.0	26	242	3	6	0	0.0
94	Quay Street [N] / Eastern Way [E]	Quay Street [N]	Signalised junction	48	238	68	2.0	43	451	37	3.0	53	265	5	83	15	3.0	47	496	4	46	9	4.0
94		Eastern Way [E]		39	950	8	2.0	3	29	9	0.0	38	933	-1	7	-1	2.0	2	1	-1	9	0	0.0
94		Eastern Way [W]		57	1451	7	2.0	90	1775	24	8.0	55	1415	-2	7	0	2.0	90	1773	0	24	0	8.0

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

Baseline (2036) vs Do Something (2036)

V/C test	85	%	having increased over	5	%	**Significant**
	95	%		10	%	Severe
Delay	120	secs	having increased over otherwise	60	secs	Severe

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

ID	Junction	Approach Arm	2036 Baseline AM RFC (%)	2036 DS1 AM RFC (%)	AM Change in RFC (%)	AM Impact significance	2036 Baseline PM RFC (%)	2036 DS1 PM RFC (%)	PM Change in RFC (%)	PM Impact significance	2036 Baseline AM Delay (s)	2036 DS1 AM Delay (s)	AM Change in Delay (s)	AM Impact significance	2036 Baseline PM Delay (s)	2036 DS1 PM Delay (s)	PM Change in Delay (s)	PM Impact significance	2036 Baseline AM Total Delay (s)	2036 DS1 AM Total Delay (s)	2036 DS1 v 2036 Baseline AM Delay (s)	2036 Baseline PM Total Delay (s)	2036 DS1 PM Total Delay (s)	2036 DS1 v 2036 Baseline PM Delay (s)
1.1	A32 Gosport Road / Old Gosport Road / Mill Road Roundabout	A32 Gosport Road (N)	113	113	0		105	106	1		253	255	2		98	115	17		2287	2272	-15	2198	2232	34
1.2	A32 Gosport Road / Old Gosport Road / Mill Road Roundabout	Zone Access	2	2	0		2	2	0		8	8	0		7	7	0		66	68	2	73	76	3
1.3	A32 Gosport Road / Old Gosport Road / Mill Road Roundabout	A32 Gosport Road (S)	101	101	0		101	101	0		35	35	0		34	34	0		2088	2088	0	2085	2085	0
1.0	**A32 Gosport Road / Old Gosport Road / Mill Road Roundabout**		113	113	0		105	106	1		296	298	2		139	156	17		4441	4428	-13	4356	4393	37
2.1	Segensworth Rounadbout	A27 Southampton Rd (S)	100	100	0		98	98	0		56	61	5		57	57	0		2096	2107	11	1524	1522	-2
2.2	Segensworth Rounadbout	Southampton Road (S)	66	70	4		43	44	1		20	19	-1		25	25	0		757	801	44	409	415	6
2.3	Segensworth Rounadbout	A27 Southampton Road (W)	100	101	1		81	80	-1		95	107	12		30	29	-1		949	965	16	1001	985	-16
2.4	Segensworth Rounadbout	Little Park Farm Rd	77	87	10	Sig	87	91	4		35	39	4		36	42	6		345	378	33	595	627	32
2.5	Segensworth Rounadbout	A27 (N)	107	108	1		83	85	2		180	206	26		17	17	0		2652	2711	59	2768	2815	47
2.6	Segensworth Rounadbout	Segensworth Rd	29	29	0		31	32	1		23	24	1		20	20	0		579	581	2	751	755	4
2.0	**Segensworth Rounadbout**		107	108	1		98	98	0		409	456	47		185	190	5		7378	7543	165	7048	7119	71
3.1	M27 J11	A27 (S)	73	74	1		89	90	1		18	22	4		23	27	4		2470	2489	19	2827	2853	26
3.2	M27 J11	M27 EB offslip	77	76	-1		74	75	1		46	59	13		57	61	4		1358	1361	3	1051	1073	22
3.3	M27 J11	To Boardhunt Rd	70	76	6		86	88	2		15	16	1		33	36	3		747	821	74	824	848	24
3.4	M27 J11	M27 WB offslip	106	105	-1		107	108	1		171	154	-17		185	190	5		2048	2015	-33	2310	2320	10
3.0	**M27 J11**		106	105	-1		107	108	1		250	251	1		298	314	16		6623	6686	63	7012	7094	82
4.1	Titchfield Gyratory	A27 Southampton Rd	47	48	1		55	55	0		1	1	0		1	1	0		2070	2116	46	2408	2395	-13
4.2	Titchfield Gyratory	A27 The Avenue	77	86	9	Sig	61	63	2		3	4	1		1	1	0		1207	1343	136	947	977	30
4.3	Titchfield Gyratory	B334 Titchfiled Road	104	105	1		83	79	-4		144	161	17		29	27	-2		1738	1769	31	1342	1269	-73
4.4	Titchfield Gyratory	Titchfield Hill	41	46	5		35	43	8		14	15	1		9	9	0		184	203	19	207	270	63
4.0	**Titchfield Gyratory**		104	105	1		83	79	-4		162	181	19		40	38	-2		5199	5431	232	4904	4911	7
5.1	Botley Road / Yew Tree Drive	A3051 Botley Road (N)	89	92	3		101	101	0		11	13	2		38	52	14		638	660	22	754	769	15
5.2	Botley Road / Yew Tree Drive	Yew Tree Drive	60	66	6		101	103	2		8	8	0		60	88	28		410	442	32	656	691	35
5.3	Botley Road / Yew Tree Drive	A3051 Botley Road (S)	104	105	1		100	100	0		90	104	14		18	21	3		911	926	15	831	834	3
5.0	**Botley Road / Yew Tree Drive**		104	105	1		101	103	2		109	125	16		116	161	45		1959	2028	69	2241	2294	53
6.1	A27 The Avenue / Redlands Lane / Gudge Heath Lane	A27 The Avenue (E)	71	89	18	Sig	62	97	35	Sev	25	54	29		24	58	34		1403	1429	26	1516	1572	56
6.2	A27 The Avenue / Redlands Lane / Gudge Heath Lane	Redlands Lane	61	84	23		99	96	-3		37	53	16		131	107	-24		594	579	-15	467	420	-47
6.3	A27 The Avenue / Redlands Lane / Gudge Heath Lane	A27 The Avenue (W)	84	87	3		57	69	12		40	42	2		28	29	1		1115	1193	78	800	918	118
6.4	A27 The Avenue / Redlands Lane / Gudge Heath Lane	Gudge Heath Lane	102	104	2		65	71	6		219	227	8		51	50	-1		409	455	46	288	298	10
6.0	**A27 The Avenue / Redlands Lane / Gudge Heath Lane**		102	104	2		99	97	-2		321	376	55		234	244	10		3521	3656	135	3071	3208	137
7.1	Longfield Avenue / Newgate Lane	Newgate Lane (S)	60	65	5		81	88	7	Sig	6	6	0		6	6	0		1020	1082	62	1358	1476	118
7.2	Longfield Avenue / Newgate Lane	Longfield Avenue	102	102	0		60	68	8		72	81	9		11	12	1		853	849	-4	387	440	53
7.3	Longfield Avenue / Newgate Lane	B3385 Newgate Lane (N)	59	67	8		100	101	1		7	7	0		22	30	8		543	627	84	1061	1053	-8
7.0	**Longfield Avenue / Newgate Lane**		102	102	0		100	101	1		85	94	9		39	48	9		2416	2558	142	2806	2969	163
8.1	Stubbington Bypass (southern access)	B3334 Gosport Road (W)	41	44	3		26	28	2		9	9	0		8	8	0		266	285	19	185	193	8
8.2	Stubbington Bypass (southern access)	Stubbington Bypass	0	0	0		0	0	0		5	5	0		5	5	0		5	5	0	5	5	0
8.3	Stubbington Bypass (southern access)	B3334 Gosport Road (E)	102	102	0		96	100	4		45	46	1		5	12	7		1527	1529	2	1402	1467	65
8.0	**Stubbington Bypass (southern access)**		102	102	0		96	100	4		59	60	1		18	25	7		1798	1819	21	1592	1665	73
9.1	Lower Church Road / Hunts Pond Road Roundabout (southern mini roundabout)	Lower Church Road	23	24	1		39	42	3		4	4	0		4	4	0		187	197	10	308	341	33
9.2	Lower Church Road / Hunts Pond Road Roundabout (southern mini roundabout)	Hunts Pond Road	17	17	0		24	26	2		4	4	0		4	4	0		136	138	2	181	196	15
9.3	Lower Church Road / Hunts Pond Road Roundabout (southern mini roundabout)	North Mini Roundabout	101	101	0		101	102	1		33	32	-1		34	42	8		898	897	-1	871	879	8
9.0	**Lower Church Road / Hunts Pond Road Roundabout (southern mini roundabout)**		101	101	0		101	102	1		41	40	-1		42	50	8		1221	1232	11	1360	1416	56
10.1	Barnes Wallis Road / Whiteley Lane / Cartwright Drive	Barnes Wallis Road	26	27	1		50	52	2		6	5	-1		5	5	0		257	277	20	526	544	18
10.2	Barnes Wallis Road / Whiteley Lane / Cartwright Drive	Whiteley Lane (N)	55	54	-1		83	85	2		10	10	0		26	28	2		441	436	-5	680	696	16
10.3	Barnes Wallis Road / Whiteley Lane / Cartwright Drive	Cartwright Drive	98	101	3		33	35	2		8	34	26		5	5	0		1105	1169	64	378	402	24
10.4	Barnes Wallis Road / Whiteley Lane / Cartwright Drive	Whiteley Lane (S)	5	6	1		27	27	0		21	125	104	Sev	13	13	0		30	127	97	130	129	-1
10.0	**Barnes Wallis Road / Whiteley Lane / Cartwright Drive**		98	101	3		83	85	2		45	174	129		49	51	2		1833	2009	176	1714	1771	57
11.1	Station Roundabout	A27 The Avenue	78	85	7	Sig	60	64	4		6	7	1		4	5	1		1539	1667	128	1166	1258	92
11.2	Station Roundabout	Station Access	4	5	1		4	4	0		3	4	1		3	3	0		172	191	19	190	194	4
11.3	Station Roundabout	West Street	100	101	1		86	90	4		43	63	20		13	15	2		582	564	-18	567	592	25
11.4	Station Roundabout	A27 Western Way	50	51	1		63	65	2		5	5	0		6	6	0		695	705	10	891	924	33
11.0	**Station Roundabout**		100	101	1		86	90	4		57	79	22		26	29	3		2988	3127	139	2814	2968	154
12.1	A32 Gosport Road / Newgate Lane	A32 Gosport Road (SE)	101	101	0		105	105	0		72	71	-1		140	145	5		1482	1479	-3	1476	1485	9
12.2	A32 Gosport Road / Newgate Lane	B3385 Newgate Lane	38	39	1		54	55	1		1	1	0		2	2	0		831	853	22	1186	1200	14
12.3	A32 Gosport Road / Newgate Lane	Palmerston Drive	18	20	2		14	15	1		7	7	0		7	7	0		99	110	11	79	84	5
12.4	A32 Gosport Road / Newgate Lane	A32 Gosport Road (N)	50	50	0		46	46	0		3	3	0		2	2	0		2173	2189	16	2017	2022	5
12.0	**A32 Gosport Road / Newgate Lane**		101	101	0		105	105	0		83	82	-1		151	156	5		4585	4631	46	4758	4791	33
13.1	Barnes Wallis Road / Brabazon Road / Witherbed Lane	Barnes Wallis Road (W)	100	101	1		63	64	1		15	23	8		5	5	0		1742	1757	15	1084	1096	12
13.2	Barnes Wallis Road / Brabazon Road / Witherbed Lane	Brabazon Road	30	31	1		33	33	0		6	6	0		6	6	0		260	265	5	295	295	0
13.3	Barnes Wallis Road / Brabazon Road / Witherbed Lane	Barnes Wallis Road (E)	35	35	0		55	56	1		5	5	0		5	5	0		374	370	-4	567	574	7
13.0	Barnes Wallis Road / Brabazon Road / Witherbed Lane		100	101	1		63	64	1		26	34	8		16	16	0		2376	2392	16	1946	1965	19
14.1	A27 Southampton Road / Mill Lane	A27 Southampton Rd (E)	99	101	2		79	78	-1		59	75	16		26	25	-1		2563	2608	45	2076	2042	-34
14.2	A27 Southampton Road / Mill Lane	Mill Lane	84	86	2		98	100	2		79	82	3		131	156	25		351	359	8	448	481	33
14.3	A27 Southampton Road / Mill Lane	A27 Southampton Rd (W)	73	75	2		83	82	-1		13	14	1		16	16	0		1886	1938	52	2143	2122	-21
14.0	**A27 Southampton Road / Mill Lane**		99	101	2		98	100	2		151	171	20		173	197	24		4800	4905	105	4667	4645	-22
15.1	Castle Street Roundabout	Station Road	88	95	7	Sig	81	82	1		20	31	11		15	16	1		568	586	18	547	559	12
15.2	Castle Street Roundabout	A27 Southampton Road (W)	76	77	1		63	65	2		8	8	0		7	7	0		1087	1094	7	951	981	30
15.3	Castle Street Roundabout	Castle Street	100	101	1		100	101	1		33	44	11		33	49	16		691	706	15	670	680	10
15.4	Castle Street Roundabout	A27 Southampton Road (E)	54	59	5		55	56	1		9	9	0		8	9	1		689	749	60	694	697	3
15.0	**Castle Street Roundabout**		100	101	1		100	101	1		70	92	22		63	81	18		3035	3135	100	2862	2917	55

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

ID	Junction	Approach Arm	2036 Baseline AM RFC (%)	2036 DS1 AM RFC (%)	AM Change in RFC (%)	AM Impact significance	2036 Baseline PM RFC (%)	2036 DS1 PM RFC (%)	PM Change in RFC (%)	PM Impact significance	2036 Baseline AM Delay (s)	2036 DS1 AM Delay (s)	AM Change in Delay (s)	AM Impact significance	2036 Baseline PM Delay (s)	2036 DS1 PM Delay (s)	PM Change in Delay (s)	PM Impact significance	2036 Baseline AM Total Delay (s)	2036 DS1 AM Total Delay (s)	2036 DS1 v 2036 Baseline AM Delay (s)	2036 Baseline PM Total Delay (s)	2036 DS1 PM Total Delay (s)	2036 DS1 v 2036 Baseline PM Delay (s)
16.1	Warsash Road / Locks Road	Warsash Road (W)	99	100	1		67	72	5		11	25	14		4	4	0		807	834	27	537	579	42
16.2	Warsash Road / Locks Road	Locks Road	52	54	2		54	63	9		11	12	1		5	5	0		238	242	4	400	448	48
16.3	Warsash Road / Locks Road	Warsash Road (E)	60	63	3		91	96	5	Sig	3	3	0		6	9	3		522	547	25	731	768	37
16.0	**Warsash Road / Locks Road**		99	100	1		91	96	5	Sig	25	40	15		15	18	3		1567	1623	56	1668	1795	127
17.1	Warsash Road / Abshot Road	Warsash Road (W)	94	79	-15		63	55	-8		4	3	-1		3	3	0		820	913	93	546	632	86
17.2	Warsash Road / Abshot Road	Abshot Road	29	29	0		22	23	1		6	5	-1		4	4	0		168	178	10	150	157	7
17.3	Warsash Road / Abshot Road	Warsash Road (E)	46	48	2		75	79	4		3	3	0		4	4	0		381	400	19	626	660	34
17.4	Warsash Road / Abshot Road	Little Abshot Road	0	0	0		0	0	0		4	4	0		6	5	-1		4	4	0	6	5	-1
17.0	**Warsash Road / Abshot Road**		94	79	-15		75	79	4		17	15	-2		17	16	-1		1373	1495	122	1328	1454	126
18.1	Kiln Road / North Hill / Old Turnpike Lane	North Hill	92	93	1		88	92	4		84	97	13		60	68	8		426	389	-37	556	566	10
18.2	Kiln Road / North Hill / Old Turnpike Lane	Old Turnpike	42	43	1		55	64	9		50	51	1		62	66	4		259	258	-1	265	280	15
18.3	Kiln Road / North Hill / Old Turnpike Lane	Park Lane	70	80	10		71	79	8		59	66	7		71	79	8		318	363	45	243	272	29
18.4	Kiln Road / North Hill / Old Turnpike Lane	Kiln Road	98	99	1		82	87	5	Sig	95	107	12		56	61	5		682	704	22	520	549	29
18.0	**Kiln Road / North Hill / Old Turnpike Lane**		98	99	1		88	92	4		288	321	33		249	274	25		1685	1714	29	1584	1667	83
19.1	Stubbington Bypass (B3334 Titchfield Road)	B3334 Titchfield Road (N)	54	56	2		56	56	0		25	25	0		29	29	0		1644	1710	66	1836	1830	-6
19.2	Stubbington Bypass (B3334 Titchfield Road)	Stubbington Bypass	52	53	1		51	49	-2		41	43	2		60	55	-5		1294	1322	28	950	921	-29
19.3	Stubbington Bypass (B3334 Titchfield Road)	B3334 Titchfield Road (S)	98	98	0		73	71	-2		82	83	1		25	24	-1		868	872	4	799	771	-28
19.0	**Stubbington Bypass (B3334 Titchfield Road)**		98	98	0		73	71	-2		148	151	3		114	108	-6		3806	3904	98	3585	3522	-63
20.1	Botley Road / A27 / Hunts Pond Road / Southampton Road	A3051 Botley Road	66	74	8		99	100	1		11	13	2		44	49	5		367	401	34	570	587	17
20.2	Botley Road / A27 / Hunts Pond Road / Southampton Road	Southampton Road	65	67	2		100	101	1		4	4	0		32	46	14		1122	1144	22	1440	1454	14
20.3	Botley Road / A27 / Hunts Pond Road / Southampton Road	Hunts Pond Road	77	84	7		96	96	0		13	16	3		37	39	2		457	495	38	521	525	4
20.4	Botley Road / A27 / Hunts Pond Road / Southampton Road	A27 Bridge Road	96	97	1		88	88	0		19	23	4		10	10	0		975	988	13	886	886	0
20.0	**Botley Road / A27 / Hunts Pond Road / Southampton Road**		96	97	1		100	101	1		47	56	9		123	144	21		2921	3028	107	3417	3452	35
21.1	B3334 Gosport Road / B3334 / Stubbington Lane	Stubbington Lane (N)	91	92	1		102	102	0		6	6	0		54	61	7		777	781	4	871	877	6
21.2	B3334 Gosport Road / B3334 / Stubbington Lane	Stubbington Green (SE)	2	2	0		2	2	0		4	4	0		4	4	0		129	128	-1	132	135	3
21.3	B3334 Gosport Road / B3334 / Stubbington Lane	B334 (S)	94	97	3		83	81	-2		8	10	2		6	6	0		772	796	24	697	679	-18
21.4	B3334 Gosport Road / B3334 / Stubbington Lane	B334 Gosport Road (NW)	14	14	0		29	31	2		6	6	0		6	6	0		91	94	3	197	214	17
21.0	**B3334 Gosport Road / B3334 / Stubbington Lane**		94	97	3		102	102	0		24	26	2		70	77	7		1769	1799	30	1897	1905	8
22.1	A27 Bridge Road / Station Road / Brook Lane Roundabout	A27 Bridge Road (W)	96	97	1		98	99	1		18	24	6		21	25	4		969	992	23	990	1011	21
22.2	A27 Bridge Road / Station Road / Brook Lane Roundabout	Station Road	14	15	1		34	36	2		4	4	0		4	4	0		287	307	20	684	715	31
22.3	A27 Bridge Road / Station Road / Brook Lane Roundabout	A27 Bridge Road (E)	81	85	4		80	78	-2		6	7	1		8	8	0		817	857	40	810	789	-21
22.4	A27 Bridge Road / Station Road / Brook Lane Roundabout	Brook Lane	76	78	2		54	56	2		7	7	0		5	5	0		764	785	21	543	561	18
22.0	**A27 Bridge Road / Station Road / Brook Lane Roundabout**		96	97	1		98	99	1		35	42	7		38	42	4		2837	2941	104	3027	3076	49
23.1	West Street / High Street	West Street	90	68	-22		83	81	-2		7	4	-3		6	4	-2		721	592	-129	641	660	19
23.2	West Street / High Street	High Street	8	8	0		10	10	0		1	1	0		1	1	0		172	181	9	201	205	4
23.3	West Street / High Street	East Street	7	0	-7		6	0	-6		1	1	0		1	1	0		149	1	-148	127	1	-126
23.0	**West Street / High Street**		90	68	-22		83	81	-2		9	6	-3		8	6	-2		1042	774	-268	969	866	-103
24.1	A32 / High Street / Wallington Way	A32 Wickham Road (N)	90	95	5	Sig	57	65	8		7	8	1		5	5	0		975	1034	59	624	715	91
24.2	A32 / High Street / Wallington Way	Wallington Way	39	56	17		42	58	16		5	6	1		5	5	0		544	752	208	623	836	213
24.3	A32 / High Street / Wallington Way	Wickham Road (S)	42	47	5		38	44	6		5	5	0		5	5	0		451	500	49	401	451	50
24.0	**A32 / High Street / Wallington Way**		42	56	14		42	58	16		10	11	1		10	10	0		995	1252	257	1024	1287	263
25.1	Lower Church Road / Primate Road / Longacres	Lower Church Road	94	94	0		82	87	5	Sig	13	13	0		4	5	1		704	688	-16	680	719	39
25.2	Lower Church Road / Primate Road / Longacres	Primate Road	35	37	2		22	24	2		2	2	0		1	1	0		627	661	34	444	478	34
25.0	**Lower Church Road / Primate Road / Longacres**		94	94	0		82	87	5	Sig	15	15	0		5	6	1		1331	1349	18	1124	1197	73
26.1	Delme Roundabout	A32 Wallington Way	38	45	7		32	43	11		7	35	28		7	41	34		451	432	-19	350	341	-9
26.2	Delme Roundabout	Wallington Shore Road	35	39	4		44	48	4		7	8	1		8	9	1		194	214	20	244	260	16
26.3	Delme Roundabout	A27 Eastern Way SB offslip	49	68	19		45	53	8		17	41	24		25	45	20		717	698	-19	501	512	11
26.4	Delme Roundabout	A27 Cams Hill	86	39	-47		70	38	-32		6	12	6		4	18	14		1553	1641	88	1266	1310	44
26.5	Delme Roundabout	A32 Eastern Way NB offslip	60	33	-27		57	33	-24		32	27	-5		22	25	3		443	656	213	663	744	81
26.6	Delme Roundabout	East Street	57	48	-9		65	74	9		9	9	0		11	15	4		663	516	-147	711	732	21
26.0	**Delme Roundabout**		86	68	-18		70	74	4		78	132	54		77	153	76		4021	4157	136	3735	3899	164
27.1	St Margarets Roundabout	Warsash Road	88	93	5	Sig	74	74	0		33	40	7		25	25	0		791	840	49	613	617	4
27.2	St Margarets Roundabout	A27 Southampton Road (NW)	57	58	1		50	50	0		14	15	1		7	7	0		1096	1113	17	1587	1587	0
27.3	St Margarets Roundabout	Cartwright Drive	78	78	0		101	102	1		31	31	0		99	125	26		524	526	2	748	783	35
27.4	St Margarets Roundabout	A27 Southampton Road (SE)	70	68	-2		56	55	-1		7	7	0		7	7	0		2407	2351	-56	1811	1780	-31
27.5	St Margarets Roundabout	St Margarets Lane	63	63	0		27	28	1		24	23	-1		12	12	0		198	202	4	109	111	2
27.0	**St Margarets Roundabout**		88	93	5	Sig	101	102	1		109	116	7		150	176	26		5016	5032	16	4868	4878	10
28.1	B3334 Titchfield Road / Bridge Street	B3334 Titchfield Road (S)	89	90	1		71	68	-3		18	19	1		13	13	0		2057	2078	21	1676	1626	-50
28.2	B3334 Titchfield Road / Bridge Street	Bridge Street	86	89	3		87	89	2		98	107	9		100	105	5		347	364	17	402	414	12
28.3	B3334 Titchfield Road / Bridge Street	B3334 Titchfield Road (N)	58	60	2		67	66	-1		10	11	1		13	13	0		1380	1439	59	1518	1506	-12
28.0	**B3334 Titchfield Road / Bridge Street**		89	90	1		87	89	2		126	137	11		126	131	5		3784	3881	97	3596	3546	-50
29.1	Lower Church Road / Southampton Road	Lower Church Road	90	92	2		32	34	2		5	7	2		3	3	0		794	766	-28	296	305	9
29.2	Lower Church Road / Southampton Road	Southampton Road	7	11	4		3	4	1		1	1	0		1	1	0		154	244	90	69	94	25
29.0	**Lower Church Road / Southampton Road**		90	92	2		32	34	2		6	8	2		4	4	0		948	1010	62	365	399	34
30.1	Cornaway Lane Roundabout	Dore Avenue	71	73	2		53	55	2		13	14	1		10	11	1		414	403	-11	310	321	11
30.2	Cornaway Lane Roundabout	A27 West Street	82	82	0		76	77	1		11	11	0		9	9	0		535	539	4	533	533	0
30.3	Cornaway Lane Roundabout	Cornaway Lane	87	88	1		54	56	2		16	16	0		8	8	0		486	494	8	314	325	11
30.4	Cornaway Lane Roundabout	A27 Portchester Road	58	63	5		63	64	1		5	5	0		5	5	0		945	1016	71	1044	1056	12
30.0	**Cornaway Lane Roundabout**		87	88	1		76	77	1		45	46	1		32	33	1		2380	2452	72	2201	2235	34
31.1	Boarhunt Road/M27 J11 Off slip	M27 J11 Off slip	105	105	0		102	103	1		108	91	-17		54	58	4		1162	1136	-26	1078	1085	7
31.2	Boarhunt Road/M27 J11 Off slip	Boarhunt Road [NE]	0	0	0		0	0	0		4	5	1		5	5	0		4	5	1	5	5	0
31.3	Boarhunt Road/M27 J11 Off slip	Boarhunt Road [SW]	44	49	5		48	49	1		2	2	0		2	2	0		734	807	73	793	814	21
31.0	**Boarhunt Road/M27 J11 Off slip**		105	105	0		102	103	1		114	98	-16		61	65	4		1900	1948	48	1876	1904	28

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

ID	Junction	Approach Arm	2036 Baseline AM RFC (%)	2036 DS1 AM RFC (%)	AM Change in RFC (%)	AM Impact significance	2036 Baseline PM RFC (%)	2036 DS1 PM RFC (%)	PM Change in RFC (%)	PM Impact significance	2036 Baseline AM Delay (s)	2036 DS1 AM Delay (s)	AM Change in Delay (s)	AM Impact significance	2036 Baseline PM Delay (s)	2036 DS1 PM Delay (s)	PM Change in Delay (s)	PM Impact significance	2036 Baseline AM Total Delay (s)	2036 DS1 AM Total Delay (s)	2036 DS1 v 2036 Baseline AM Delay (s)	2036 Baseline PM Total Delay (s)	2036 DS1 PM Total Delay (s)	2036 DS1 v 2036 Baseline PM Delay (s)
32.1	Coach Hill/South Street/Bridge Street	Coach Hill	42	44	2		46	47	1		4	4	0		4	4	0		365	379	14	402	411	9
32.2	Coach Hill/South Street/Bridge Street	South Street	4	4	0		27	26	-1		4	4	0		4	4	0		27	28	1	203	197	-6
32.3	Coach Hill/South Street/Bridge Street	Bridge Street	104	105	1		81	86	5	Sig	134	156	22		43	47	4		579	606	27	393	417	24
32.0	**Coach Hill/South Street/Bridge Street**		104	105	1		81	86	5	Sig	142	164	22		51	55	4		971	1013	42	998	1025	27
34.1	A32 Gosport Road/Mill Road	A32 Gosport Road [N]	102	103	1		109	108	-1		82	94	12		195	190	-5		2111	2135	24	2281	2271	-10
34.2	A32 Gosport Road/Mill Road	A32 Gosport Road [S]	50	50	0		46	46	0		0	0	0		0	0	0		2170	2186	16	2015	2020	5
34.3	A32 Gosport Road/Mill Road	Mill Road	55	56	1		102	102	0		35	36	1		105	113	8		105	108	3	236	245	9
34.0	**A32 Gosport Road/Mill Road**		102	103	1		109	108	-1		117	130	13		300	303	3		4386	4429	43	4532	4536	4
35.1	A32 Gosport Road/A27 Eastern Way	A32 Gosport Road	41	41	0		50	50	0		0	0	0		0	0	0		1791	1766	-25	2174	2175	1
35.2	A32 Gosport Road/A27 Eastern Way	A27 Eastern Way	101	102	1		83	83	0		49	67	18		4	4	0		917	940	23	1623	1618	-5
35.3	A32 Gosport Road/A27 Eastern Way	A32 Gosport Road - underpass	101	103	2		87	90	3		63	103	40		21	26	5		1248	1300	52	501	527	26
35.0	**A32 Gosport Road/A27 Eastern Way**		101	103	2		87	90	3		112	170	58		25	30	5		3956	4006	50	4298	4320	22
36* (see note at end of table)																			0	0	0	0	0	0
37* (see note at end of table)																			0	0	0	0	0	0
38.1	Peel Common Roundabout	Gosport Road	82	87	5	Sig	76	79	3		0	0	0		0	0	0		1489	1575	86	1367	1430	63
38.2	Peel Common Roundabout	Newgate Lane East	19	18	-1		28	29	1		0	0	0		0	0	0		830	808	-22	1228	1249	21
38.3	Peel Common Roundabout	Rowner Road	31	31	0		27	28	1		0	0	0		0	0	0		1374	1376	2	1209	1241	32
38.4	Peel Common Roundabout	Broom Way	11	11	0		12	12	0		0	0	0		0	0	0		1072	1068	-4	1181	1192	11
38.0	**Peel Common Roundabout**		82	87	5	Sig	76	79	3		0	0	0		0	0	0		4765	4827	62	4985	5112	127
39.1	Mill Road/Holbrook Road	Mill Road [NE]	91	94	3		61	62	1		67	79	12		26	27	1		458	483	25	286	293	7
39.2	Mill Road/Holbrook Road	Holbrook Road	0	0	0		0	0	0		3	3	0		3	3	0		8	8	0	9	10	1
39.0	**Mill Road/Holbrook Road**		91	94	3		61	62	1		70	82	12		29	30	1		466	491	25	295	303	8
40.1	Broom Way/Daedalus Drive/Cherque Way	Broom Way [NE]	53	53	0		93	93	0		21	21	0		41	41	0		498	496	-2	904	899	-5
40.2	Broom Way/Daedalus Drive/Cherque Way	Daedalus Drive	2	2	0		2	2	0		24	24	0		24	24	0		80	79	-1	70	70	0
40.3	Broom Way/Daedalus Drive/Cherque Way	Broom Way [SW]	93	92	-1		76	78	2		41	39	-2		21	22	1		875	873	-2	1073	1074	1
40.4	Broom Way/Daedalus Drive/Cherque Way	Cherque Way	65	65	0		28	29	1		50	49	-1		26	26	0		544	540	-4	500	504	4
40.0	**Broom Way/Daedalus Drive/Cherque Way**		93	92	-1		93	93	0		136	133	-3		112	113	1		1997	1988	-9	2547	2547	0
41.1	Skew Road/Portsdown Hill Road/Portchester Road	Skew Road	88	87	-1		54	56	2		16	16	0		7	7	0		594	586	-8	358	359	1
41.2	Skew Road/Portsdown Hill Road/Portchester Road	Portsdown Hill Road [E]	13	16	3		20	21	1		1	1	0		1	1	0		284	336	52	432	448	16
41.3	Skew Road/Portsdown Hill Road/Portchester Road	Portchester Road	34	33	-1		33	34	1		6	6	0		6	6	0		227	219	-8	218	219	1
41.4	Skew Road/Portsdown Hill Road/Portchester Road	Portsdown Hill Road [W]	24	25	1		27	29	2		1	1	0		1	1	0		477	484	7	507	555	48
41.0	**Skew Road/Portsdown Hill Road/Portchester Road**		88	87	-1		54	56	2		24	24	0		15	15	0		1582	1625	43	1515	1581	66
42.1	Fleet End Road/Warsash Road/Raley Road	Fleet End Road	82	88	6	Sig	46	48	2		8	10	2		5	5	0		573	618	45	323	336	13
42.2	Fleet End Road/Warsash Road/Raley Road	Warsash Road [E]	11	12	1		8	9	1		1	1	0		1	1	0		234	249	15	179	190	11
42.3	Fleet End Road/Warsash Road/Raley Road	Raley Road	19	21	2		5	8	3		5	5	0		4	4	0		138	147	9	49	68	19
42.4	Fleet End Road/Warsash Road/Raley Road	Warsash Road [W]	20	21	1		44	47	3		1	1	0		2	2	0		353	371	18	762	800	38
42.0	**Fleet End Road/Warsash Road/Raley Road**		82	88	6	Sig	46	48	2		15	17	2		12	12	0		1298	1385	87	1313	1394	81
43.1	Bridge Road/Swanwick Lane	Bridge Road [W]	83	84	1		91	95	4		24	25	1		34	41	7		1382	1405	23	1377	1438	61
43.2	Bridge Road/Swanwick Lane	Bridge Road [E]	40	43	3		41	42	1		10	11	1		10	10	0		773	855	82	766	784	18
43.3	Bridge Road/Swanwick Lane	Swanwick Lane	48	49	1		49	48	-1		32	33	1		31	31	0		310	322	12	347	348	1
43.0	**Bridge Road/Swanwick Lane**		83	84	1		91	95	4		66	69	3		75	82	7		2465	2582	117	2490	2570	80
44.1	Redlands Lane/Henry Cort Way	Redlands Lane [W]	0	0	0		0	0	0		7	7	0		7	7	0		7	7	0	7	7	0
44.2	Redlands Lane/Henry Cort Way	Redlands Lane [E]	53	55	2		7	7	0		12	12	0		7	7	0		553	582	29	77	79	2
44.3	Redlands Lane/Henry Cort Way	Henry Cort Way	81	77	-4		61	64	3		39	36	-3		30	31	1		430	406	-24	307	323	16
44.0	**Redlands Lane/Henry Cort Way**		81	77	-4		61	64	3		58	55	-3		44	45	1		990	995	5	391	409	18
45.1	B3334 Titchfield Road/Gosport Road/Mays Lane	B3334 Titchfield Road	57	57	0		48	48	0		5	5	0		5	6	1		482	482	0	397	398	1
45.2	B3334 Titchfield Road/Gosport Road/Mays Lane	Gosport Road	80	80	0		98	99	1		4	4	0		4	5	1		698	694	-4	855	866	11
45.3	B3334 Titchfield Road/Gosport Road/Mays Lane	Mays Lane	40	43	3		40	38	-2		5	5	0		5	5	0		298	321	23	310	294	-16
45.0	**B3334 Titchfield Road/Gosport Road/Mays Lane**		80	80	0		98	99	1		14	14	0		14	16	2		1478	1497	19	1562	1558	-4
46.1	A27 The Avenue/Bishopsfield Road	A27 The Avenue [W]	47	52	5		31	38	7		17	22	5		10	20	10		950	963	13	675	649	-26
46.2	A27 The Avenue/Bishopsfield Road	A27 The Avenue [E]	52	53	1		60	67	7		24	29	5		17	29	12		831	730	-101	945	934	-11
46.3	A27 The Avenue/Bishopsfield Road	Bishopsfield Road	58	62	4		82	65	-17		35	31	-4		60	28	-32		367	463	96	359	489	130
46.0	**A27 The Avenue/Bishopsfield Road**		58	62	4		82	67	-15		76	82	6		87	77	-10		2148	2156	8	1979	2072	93
47.1	Rowan Way/Peak Lane/Longfield Avenue	Peak Lane [S]	35	38	3		46	49	3		5	5	0		5	5	0		373	379	6	477	505	28
47.2	Rowan Way/Peak Lane/Longfield Avenue	Rowan Way [W]	33	37	4		18	32	14		5	5	0		5	6	1		326	360	34	177	304	127
47.3	Rowan Way/Peak Lane/Longfield Avenue	Peak Lane [N]	57	59	2		81	85	4		5	6	1		7	8	1		457	462	5	650	649	-1
47.4	Rowan Way/Peak Lane/Longfield Avenue	Longfield Avenue [E]	31	52	21		38	46	8		6	6	0		7	7	0		238	394	156	254	310	56
47.0	**Rowan Way/Peak Lane/Longfield Avenue**		57	59	2		81	85	4		21	22	1		24	26	2		1394	1595	201	1558	1768	210
48.1	A27 Bridge Road/Barnes Lane	A27 Bridge Road [W]	71	74	3		71	76	5		22	23	1		20	24	4		1054	1081	27	1197	1275	78
48.2	A27 Bridge Road/Barnes Lane	A27 Bridge Road [E]	45	50	5		80	82	2		18	19	1		34	35	1		330	364	34	495	505	10
48.3	A27 Bridge Road/Barnes Lane	Barnes Lane	53	58	5		47	47	0		23	24	1		27	27	0		474	524	50	322	330	8
48.0	**A27 Bridge Road/Barnes Lane**		71	74	3		80	82	2		63	66	3		81	86	5		1858	1969	111	2014	2110	96
49.1	A27 The Avenue/Catisfield Road	A27 The Avenue [W]	49	48	-1		40	46	6		25	25	0		18	19	1		324	319	-5	332	382	50
49.2	A27 The Avenue/Catisfield Road	A27 The Avenue [E]	73	88	15	Sig	32	28	-4		48	66	18		26	25	-1		596	616	20	464	409	-55
49.3	A27 The Avenue/Catisfield Road	Catisfield Road	31	30	-1		29	31	2		15	15	0		20	25	5		764	742	-22	551	607	56
49.0	**A27 The Avenue/Catisfield Road**		73	88	15	Sig	40	46	6		88	106	18		64	69	5		1684	1677	-7	1347	1398	51
50.1	Segensworth Road East/Carwright Drive	Segensworth Road East [W]	56	85	29	Sig	33	37	4		8	23	15		2	2	0		536	696	160	427	471	44
50.2	Segensworth Road East/Carwright Drive	Carwright Drive [N]	29	29	0		55	57	2		1	1	0		2	2	0		574	570	-4	1023	1055	32
50.3	Segensworth Road East/Carwright Drive	Carwright Drive [S]	33	30	-3		5	5	0		1	1	0		1	1	0		737	651	-86	106	110	4
50.0	**Segensworth Road East/Carwright Drive**		56	85	29	Sig	55	57	2		10	25	15		5	5	0		1847	1917	70	1556	1636	80
51.1	Bishopsfield Road/Longmynd Drive	Bishopsfield Road [N]	18	16	-2		28	27	-1		1	1	0		3	3	0		352	305	-47	357	335	-22
51.2	Bishopsfield Road/Longmynd Drive	Longmynd Drive [E]	86	91	5	Sig	36	45	9		14	16	2		7	8	1		383	407	24	162	202	40
51.3	Bishopsfield Road/Longmynd Drive	Bishopsfield Road [S]	3	6	3		8	13	5		1	1	0		1	1	0		49	115	66	177	285	108
51.0	**Bishopsfield Road/Longmynd Drive**		86	91	5	Sig	36	45	9		16	18	2		11	12	1		784	827	43	696	822	126

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

ID	Junction	Approach Arm	2036 Baseline AM RFC (%)	2036 DS1 AM RFC (%)	AM Change in RFC (%)	AM Impact significance	2036 Baseline PM RFC (%)	2036 DS1 PM RFC (%)	PM Change in RFC (%)	PM Impact significance	2036 Baseline AM Delay (s)	2036 DS1 AM Delay (s)	AM Change in Delay (s)	AM Impact significance	2036 Baseline PM Delay (s)	2036 DS1 PM Delay (s)	PM Change in Delay (s)	PM Impact significance	2036 Baseline AM Total Delay (s)	2036 DS1 AM Total Delay (s)	2036 DS1 v 2036 Baseline AM Delay (s)	2036 Baseline PM Total Delay (s)	2036 DS1 PM Total Delay (s)	2036 DS1 v 2036 Baseline PM Delay (s)
52.1	Welborne Approach/Broadway/Zone 894 Access	Welborne Approach [N]	56	62	6		45	51	6		6	7	1		5	6	1		558	557	-1	470	491	21
52.2	Welborne Approach/Broadway/Zone 894 Access	Broadway [E]	23	26	3		10	14	4		3	3	0		3	3	0		399	452	53	169	246	77
52.3	Welborne Approach/Broadway/Zone 894 Access	Welborne Approach [S]	68	78	10		77	82	5		3	3	0		3	3	0		1581	1798	217	1776	1886	110
52.4	Welborne Approach/Broadway/Zone 894 Access	Zone 894 Access	14	23	9		8	27	19		8	11	3		10	14	4		74	99	25	40	102	62
52.0	**Welborne Approach/Broadway/Zone 894 Access**		68	78	10		77	82	5		20	24	4		21	26	5		2612	2906	294	2455	2725	270
53.1	A27 Cams Hill/A27 Porchester Road/Down End Road/Shearwater Avenue	A27 Cams Hill [W]	65	68	3		78	81	3		27	27	0		31	32	1		1048	1098	50	1277	1330	53
53.2	A27 Cams Hill/A27 Porchester Road/Down End Road/Shearwater Avenue	A27 Portchester Road [E]	34	46	12		35	45	10		53	55	2		54	55	1		379	475	96	404	438	34
53.3	A27 Cams Hill/A27 Porchester Road/Down End Road/Shearwater Avenue	Down End Road [N]	46	46	0		34	35	1		13	13	0		10	11	1		1299	1329	30	949	971	22
53.4	A27 Cams Hill/A27 Porchester Road/Down End Road/Shearwater Avenue	Shearwater Avenue [S]	16	15	-1		25	26	1		56	55	-1		56	56	0		179	182	3	251	256	5
53.0	**A27 Cams Hill/A27 Porchester Road/Down End Road/Shearwater Avenue**		65	68	3		78	81	3		149	150	1		151	154	3		2905	3084	179	2881	2995	114
54.1	A32 Hoad's Hill / A334 Fareham Road / A32 School Road	A32 Hoad's Hill	91	90	-1		72	75	3		4	4	0		4	4	0		794	782	-12	626	654	28
54.2	A32 Hoad's Hill / A334 Fareham Road / A32 School Road	A334 Fareham Rd	52	50	-2		53	51	-2		5	5	0		5	5	0		549	521	-28	543	518	-25
54.3	A32 Hoad's Hill / A334 Fareham Road / A32 School Road	A32 School Rd	33	32	-1		28	29	1		5	5	0		5	5	0		303	297	-6	258	269	11
54.0	**A32 Hoad's Hill / A334 Fareham Road / A32 School Road**		91	90	-1		72	75	3		14	14	0		14	14	0		1646	1600	-46	1427	1441	14
55.1	A32 Wickham Road / Knowle Road	A32 Wickham Rd (S)	26	27	1		22	24	2		5	5	0		5	5	0		377	395	18	316	352	36
55.2	A32 Wickham Road / Knowle Road	Zone Access	0	0	0		0	0	0		9	8	-1		8	7	-1		12	11	-1	9	8	-1
55.3	A32 Wickham Road / Knowle Road	A32 Wickham Rd (N)	78	76	-2		62	61	-1		6	6	0		5	5	0		864	833	-31	695	683	-12
55.4	A32 Wickham Road / Knowle Road	Knowle Rd	16	16	0		10	10	0		7	7	0		6	6	0		167	167	0	108	111	3
55.0	**A32 Wickham Road / Knowle Road**		78	76	-2		62	61	-1		27	26	-1		24	23	-1		1420	1406	-14	1128	1154	26
58.1	A32 Wickham Road / North Hill	A32 Wickham Road (N)	49	50	1		45	48	3		9	8	-1		27	25	-2		1259	1281	22	1080	1171	91
58.2	A32 Wickham Road / North Hill	A32 Wickham Road (S)	35	44	9		36	43	7		23	25	2		17	18	1		300	376	76	362	432	70
58.3	A32 Wickham Road / North Hill	North Hill	48	54	6		39	43	4		4	5	1		4	5	1		729	796	67	561	603	42
58.0	**A32 Wickham Road / North Hill**		49	54	5		45	48	3		36	38	2		48	48	0		2288	2453	165	2003	2206	203
62* (see note at end of table)																			0	0	0	0	0	0
63.1	Stubbington Bypass (Peak Lane access)	Stubbington Bypass (E)	62	61	-1		63	62	-1		26	26	0		36	39	3		1358	1355	-3	1138	1122	-16
63.2	Stubbington Bypass (Peak Lane access)	Peak Lane (S)	50	55	5		31	35	4		138	149	11		42	47	5		420	457	37	299	340	41
63.3	Stubbington Bypass (Peak Lane access)	Stubbington Bypass (W)	52	55	3		60	59	-1		18	18	0		27	27	0		1148	1214	66	1084	1077	-7
63.4	Stubbington Bypass (Peak Lane access)	Peak Lane (N)	70	73	3		66	68	2		103	110	7		57	62	5		496	518	22	599	624	25
63.0	**Stubbington Bypass (Peak Lane access)**		70	73	3		66	68	2		285	303	18		162	175	13		3422	3544	122	3120	3163	43
64.1	A27 The Avenue / Peak Lane	A27 The Avenue (E)	48	46	-2		47	47	0		23	22	-1		18	18	0		639	610	-29	750	755	5
64.2	A27 The Avenue / Peak Lane	Peak Lane	58	60	2		98	80	-18		16	17	1		103	39	-64		677	692	15	425	409	-16
64.3	A27 The Avenue / Peak Lane	A27 The Avenue (W)	43	42	-1		41	41	0		20	20	0		21	21	0		862	857	-5	772	768	-4
64.0	**A27 The Avenue / Peak Lane**		58	60	2		98	80	-18		59	59	0		142	78	-64		2178	2159	-19	1947	1932	-15
65.1	M27 J9	A27	48	49	1		66	67	1		73	86	13		167	177	10		593	618	25	653	668	15
65.2	M27 J9	M27 EB offslip	94	94	0		88	89	1		27	27	0		19	19	0		2340	2338	-2	2426	2439	13
65.3	M27 J9	Whiteley Way	62	64	2		85	86	1		24	24	0		80	94	14		1358	1397	39	2112	2152	40
65.4	M27 J9	M27 WB offslip	81	82	1		85	90	5	Sig	20	20	0		26	54	28		1859	1880	21	1472	1585	113
65.0	**M27 J9**		94	94	0		88	90	2		144	157	13		292	344	52		6150	6233	83	6663	6844	181
66.1	A27 The Avenue / Highlands Road	A27 The Avenue (E)	20	19	-1		14	15	1		17	17	0		11	11	0		505	480	-25	367	378	11
66.2	A27 The Avenue / Highlands Road	Highlands Road	69	77	8		61	65	4		39	43	4		46	47	1		521	575	54	359	379	20
66.3	A27 The Avenue / Highlands Road	A27 The Avenue (W)	20	20	0		29	25	-4		24	24	0		16	15	-1		736	746	10	930	834	-96
66.0	**A27 The Avenue / Highlands Road**		69	77	8		61	65	4		80	84	4		73	73	0		1762	1801	39	1656	1591	-65
67.1	Highlands Road / Kiln Road	Kiln Road (E)	25	27	2		35	38	3		1	1	0		2	2	0		458	493	35	613	663	50
67.2	Highlands Road / Kiln Road	Highlands Road	77	78	1		55	57	2		7	7	0		5	5	0		550	545	-5	395	408	13
67.3	Highlands Road / Kiln Road	Kiln Road (W)	17	18	1		20	23	3		2	2	0		3	3	0		298	321	23	274	304	30
67.0	**Highlands Road / Kiln Road**		77	78	1		55	57	2		10	10	0		10	10	0		1306	1359	53	1282	1375	93
71.1	Lower Church Road / Hunts Pond Road Roundabout (northern mini roundabout)	Lower Church Road	77	74	-3		40	40	0		4	4	0		4	4	0		637	612	-25	330	325	-5
71.2	Lower Church Road / Hunts Pond Road Roundabout (northern mini roundabout)	Hunts Pond Road	54	57	3		91	91	0		7	7	0		8	8	0		336	362	26	718	722	4
71.3	Lower Church Road / Hunts Pond Road Roundabout (northern mini roundabout)	Southern Mini Roundabout	34	36	2		45	50	5		4	4	0		4	4	0		291	304	13	373	410	37
71.0	**Lower Church Road / Hunts Pond Road Roundabout (northern mini roundabout)**		77	74	-3		91	91	0		15	15	0		16	16	0		1264	1278	14	1421	1457	36
73.1	Peters Road / Lockswood Roundabout	Peters Road (W)	38	42	4		38	44	6		7	7	0		6	7	1		272	301	29	299	347	48
73.2	Peters Road / Lockswood Roundabout	Lockswood Road (N)	51	52	1		77	82	5		6	6	0		7	8	1		424	438	14	632	661	29
73.3	Peters Road / Lockswood Roundabout	Peters Road (E)	8	9	1		5	7	2		6	6	0		7	7	0		82	86	4	48	57	9
73.4	Peters Road / Lockswood Roundabout	Lockswood Road (S)	68	71	3		46	48	2		6	6	0		6	6	0		560	580	20	379	396	17
73.0	**Peters Road / Lockswood Roundabout**		68	71	3		77	82	5		25	25	0		26	28	2		1338	1405	67	1358	1461	103
75.1	Lockswood Road / Brook Lane Roundabout	Brook Lane (N)	68	71	3		102	102	0		6	6	0		42	43	1		605	624	19	924	923	-1
75.2	Lockswood Road / Brook Lane Roundabout	Lockswood Road	53	55	2		36	38	2		8	8	0		8	8	0		433	443	10	284	293	9
75.3	Lockswood Road / Brook Lane Roundabout	Brook Lane (S)	47	48	1		36	38	2		7	7	0		6	6	0		339	350	11	289	304	15
75.0	**Lockswood Road / Brook Lane Roundabout**		68	71	3		102	102	0		21	21	0		56	57	1		1377	1417	40	1497	1520	23
80.1	Parkway / Leafy Lane	Parkway (W)	95	85	-10		87	39	-48		16	47	31		24	15	-9		1627	1536	-91	707	637	-70
80.2	Parkway / Leafy Lane	Parkway (E)	36	53	17		100	97	-3		1	21	20		36	35	-1		733	811	78	2061	2151	90
80.3	Parkway / Leafy Lane	Leafy Lane	102	97	-5		90	80	-10		102	104	2		56	51	-5		460	449	-11	435	441	6
80.0	**Parkway / Leafy Lane**		102	97	-5		100	97	-3		119	172	53		116	101			2820	2796	-24	3203	3229	26
82.1	A27 / Ranvilles Lane	A27 (E)	36	38	2		43	45	2		3	3	0		3	3	0		1000	1043	43	1205	1225	20
82.2	A27 / Ranvilles Lane	Ranvilles Lane	49	72	23		51	52	1		8	12	4		6	6	0		248	361	113	301	303	2
82.3	A27 / Ranvilles Lane	A27(W)	62	64	2		43	45	2		4	4	0		2	2	0		974	1000	26	670	700	30
82.0	**A27 / Ranvilles Lane**		62	72	10		51	52	1		15	19	4		11	11	0		2222	2404	182	2176	2228	52
83.1	B3334 Titchfield Road / Cuckoo Lane	B3334 Titchfield Road (S)	40	40	0		55	54	-1		11	11	0		14	13	-1		510	512	2	841	841	0
83.2	B3334 Titchfield Road / Cuckoo Lane	B3334 Titchfield Road (N)	65	65	0		71	68	-3		18	18	0		17	16	-1		665	666	1	699	664	-35
83.3	B3334 Titchfield Road / Cuckoo Lane	Cuckoo Lane	37	37	0		34	35	1		29	29	0		24	24	0		275	276	1	213	223	10
83.0	**B3334 Titchfield Road / Cuckoo Lane**		65	65	0		71	68	-3		58	58	0		55	53	-2		1450	1454	4	1753	1728	-25

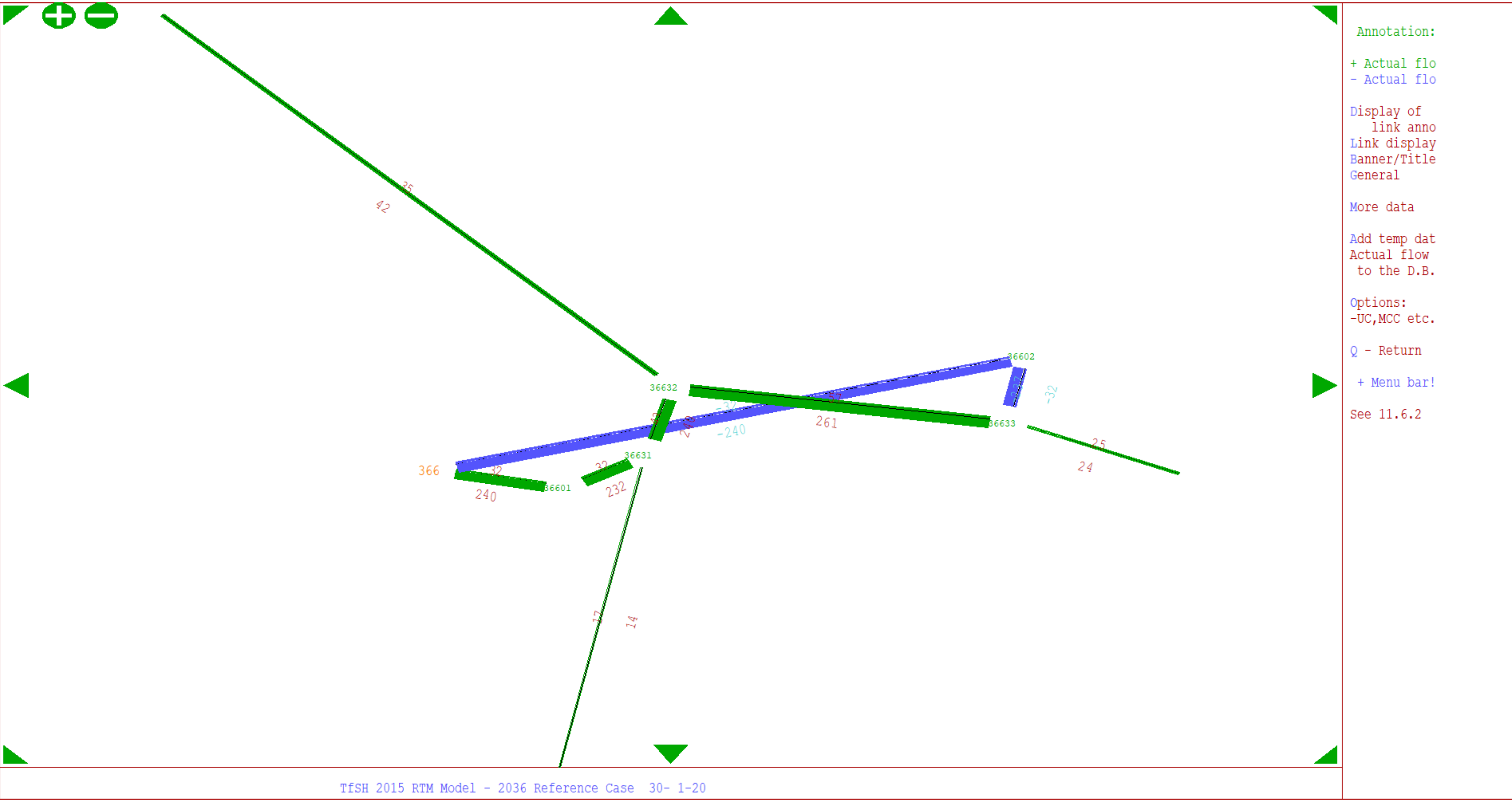
FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

ID	Junction	Approach Arm	2036 Baseline AM RFC (%)	2036 DS1 AM RFC (%)	AM Change in RFC (%)	AM Impact significance	2036 Baseline PM RFC (%)	2036 DS1 PM RFC (%)	PM Change in RFC (%)	PM Impact significance	2036 Baseline AM Delay (s)	2036 DS1 AM Delay (s)	AM Change in Delay (s)	AM Impact significance	2036 Baseline PM Delay (s)	2036 DS1 PM Delay (s)	PM Change in Delay (s)	PM Impact significance	2036 Baseline AM Total Delay (s)	2036 DS1 AM Total Delay (s)	2036 DS1 v 2036 Baseline AM Delay (s)	2036 Baseline PM Total Delay (s)	2036 DS1 PM Total Delay (s)	2036 DS1 v 2036 Baseline PM Delay (s)
93.1	Warwash Road [N] / Warwash Road [S] / Primate Road	Warwash Road [N]	30	31	1		100	101	1		5	5	0		18	24	6		268	272	4	867	875	8
93.2	Warwash Road [N] / Warwash Road [S] / Primate Road	Primate Road	58	63	5		63	67	4		6	6	0		5	5	0		442	482	40	521	552	31
93.3	Warwash Road [N] / Warwash Road [S] / Primate Road	Warwash Road [S]	49	45	-4		23	21	-2		6	6	0		6	6	0		537	494	-43	220	198	-22
93.0	**Warwash Road [N] / Warwash Road [S] / Primate Road**		58	63	5		100	101	1		17	17	0		29	35	6		1247	1248	1	1608	1625	17
94.1	Quay Street [N] / Eastern Way [E] / Eastern Way [W]	Quay Street [N]	30	31	1		100	101	1		5	5	0		18	24	6		268	272	4	867	875	8
94.2	Quay Street [N] / Eastern Way [E] / Eastern Way [W]	Eastern Way [E]	58	63	5		63	67	4		6	6	0		5	5	0		442	482	40	521	552	31
94.3	Quay Street [N] / Eastern Way [E] / Eastern Way [W]	Eastern Way [W]	49	45	-4		23	21	-2		6	6	0		6	6	0		537	494	-43	220	198	-22
94.0	**Quay Street [N] / Eastern Way [E] / Eastern Way [W]**		58	63	5		100	101	1		17	17	0		29	35	6		1247	1248	1	1608	1625	17

N.B. Junctions 36, 37 and 62 were duplicates and therefore removed.

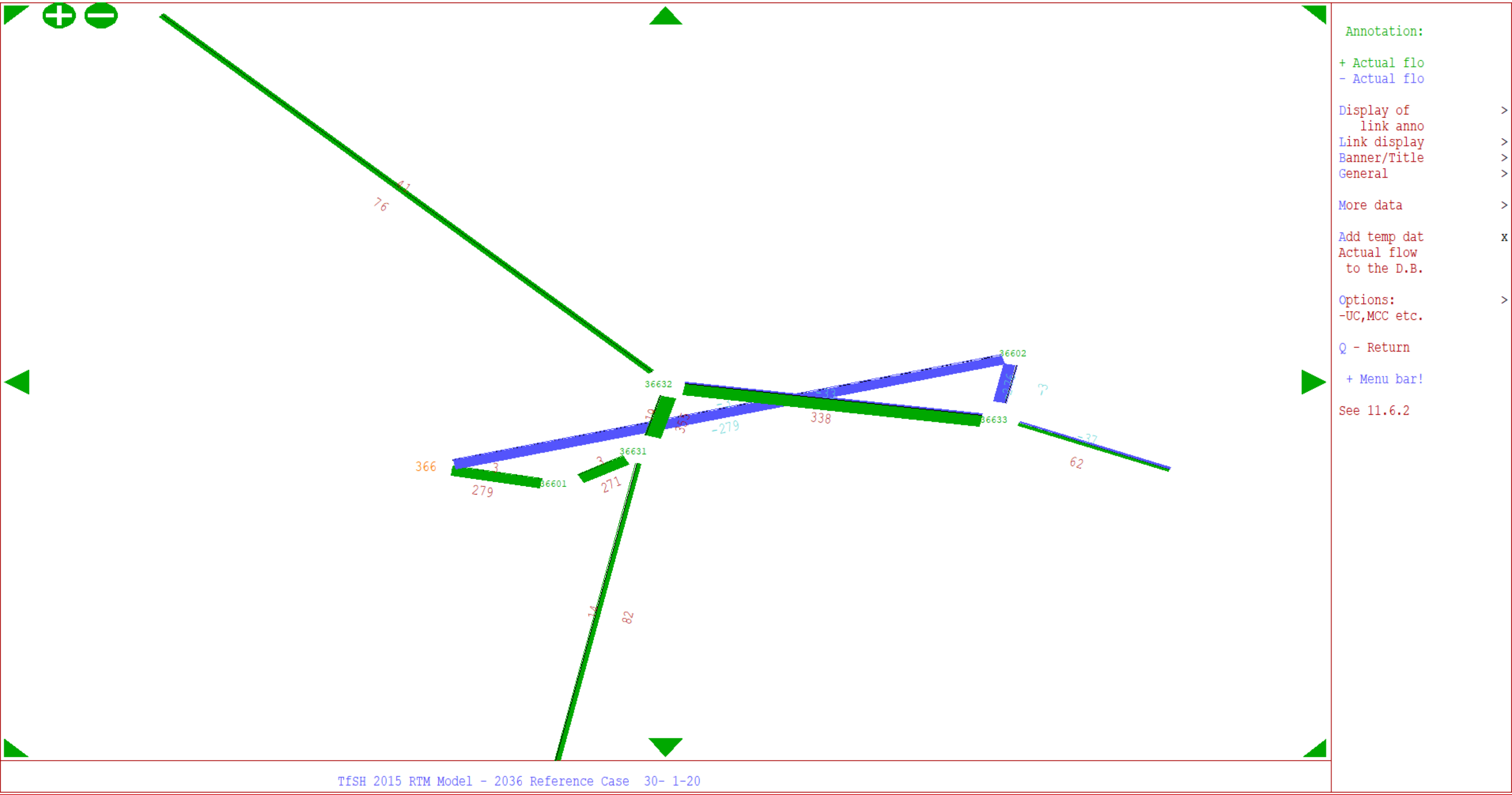
Appendix E – A27 Bridge Road / Barnes Lane Signal Impact

Baseline Signalised 2036 vs. Baseline Priority 2036 AM Actual Flow

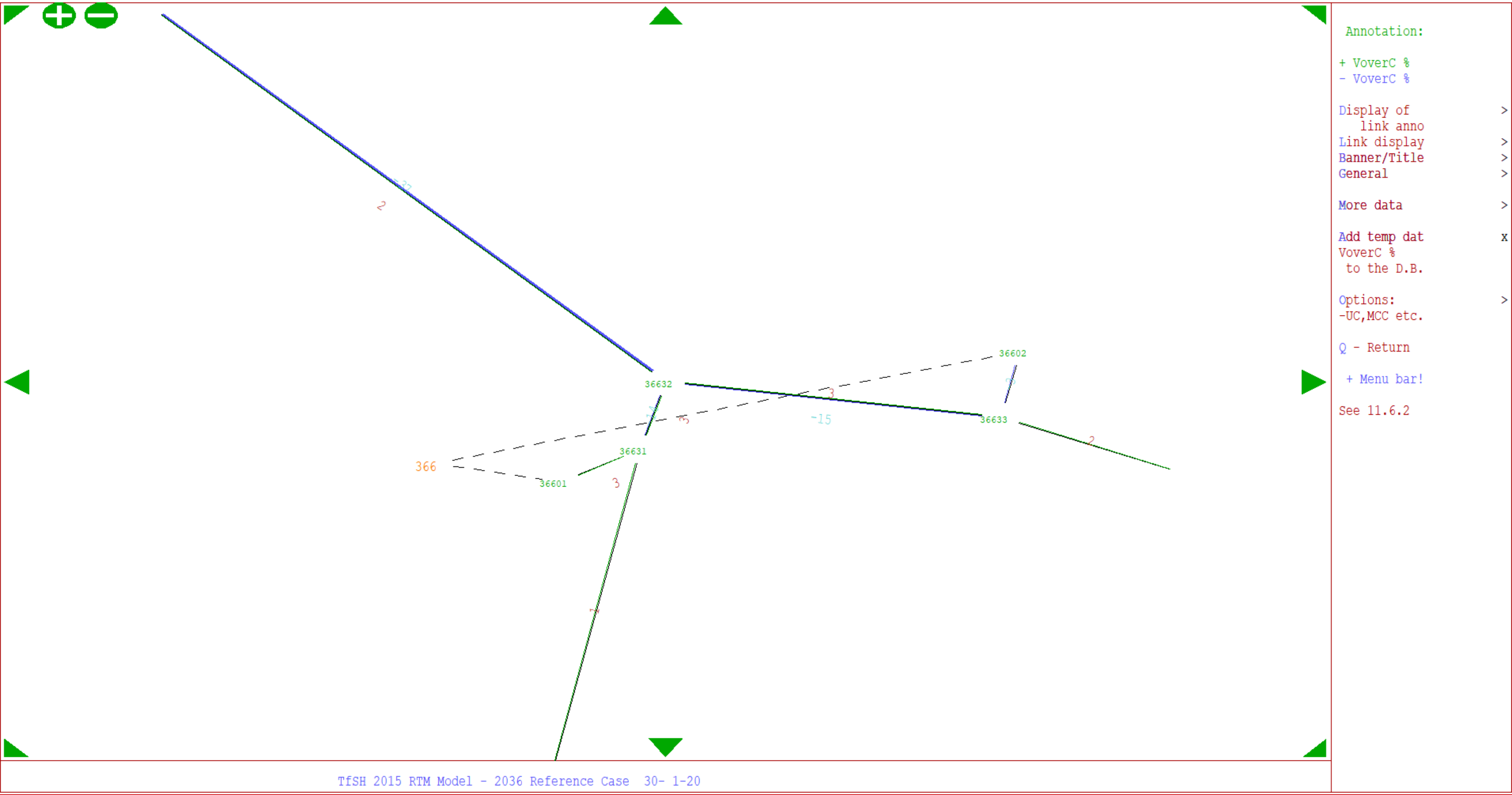


SYSTRA

Baseline Signalised 2036 vs. Baseline Priority 2036 PM Actual Flow

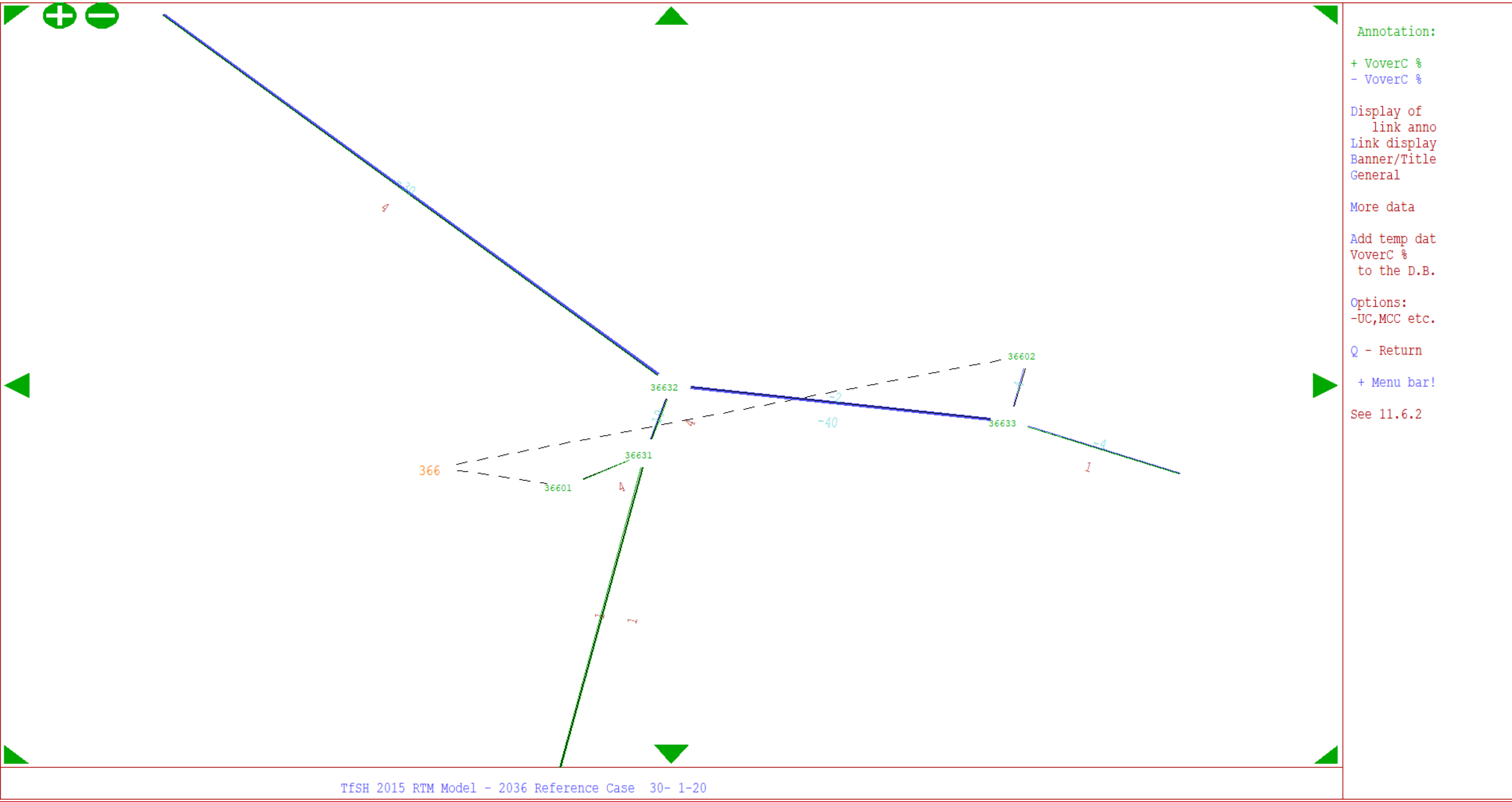


Baseline Signalised 2036 vs. Baseline Priority 2036 AM V/C (Percentage)

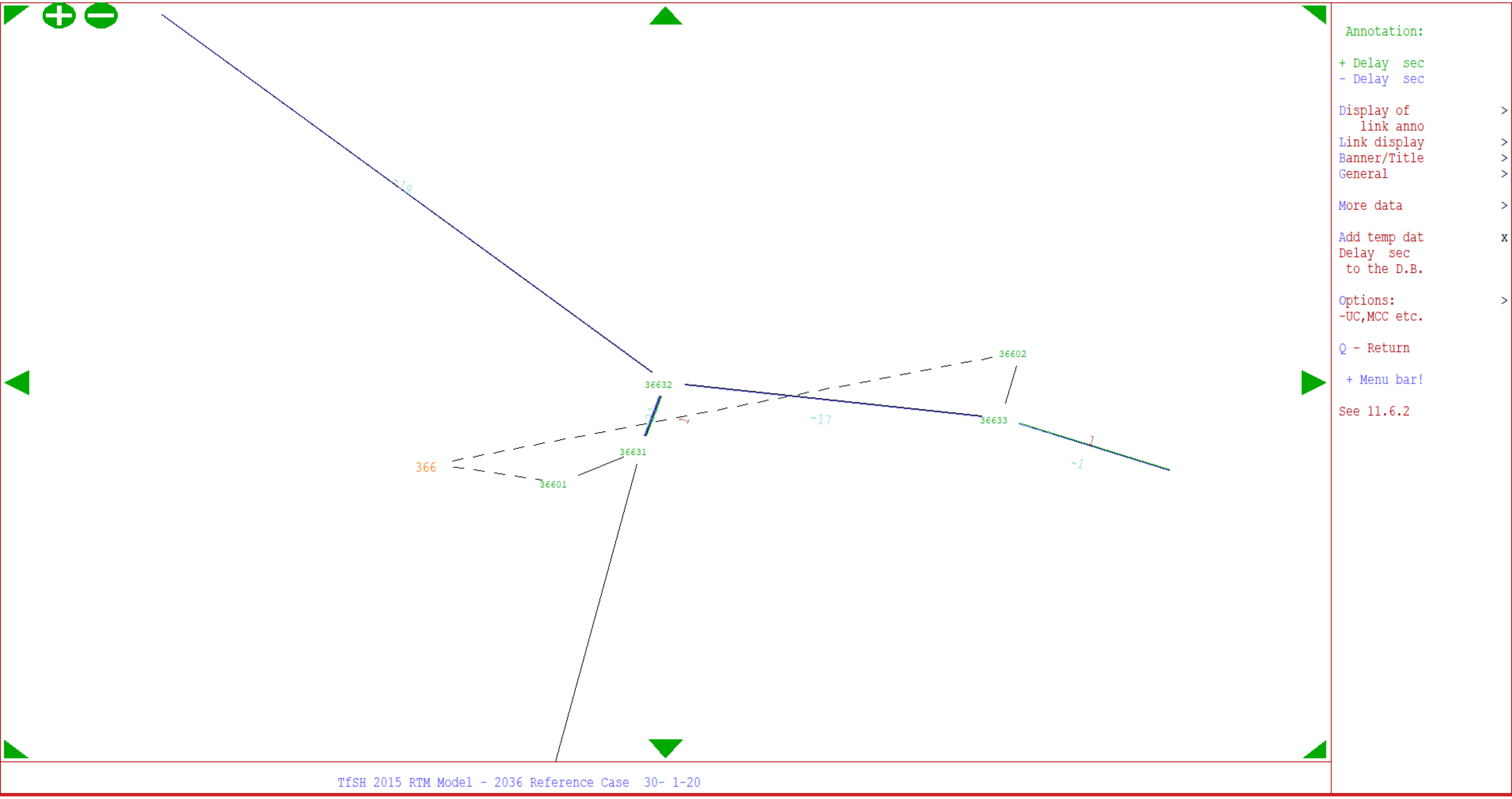


SYSTRA

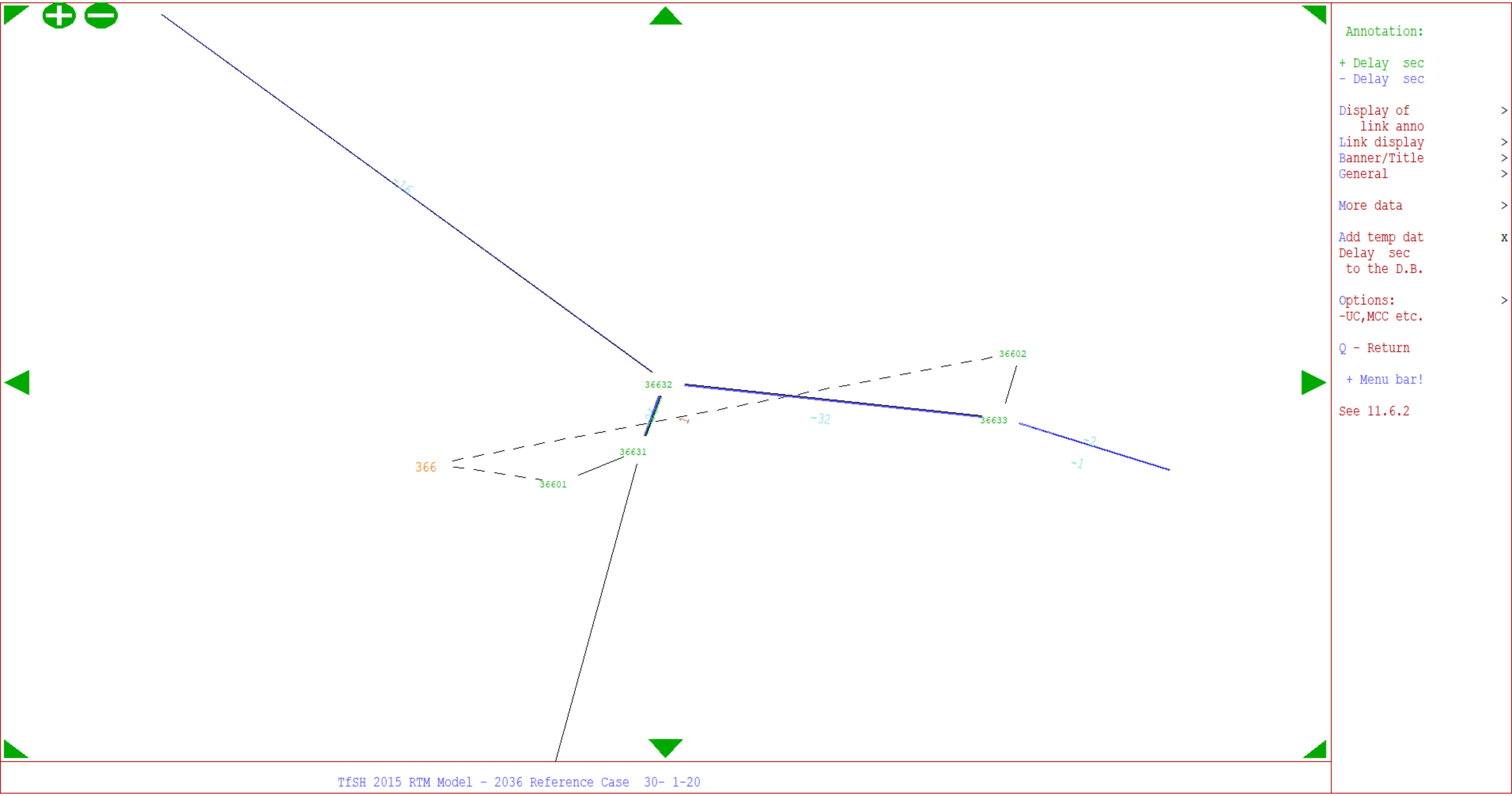
Baseline Signalised 2036 vs. Baseline Priority 2036
PM V/C (Percentage)



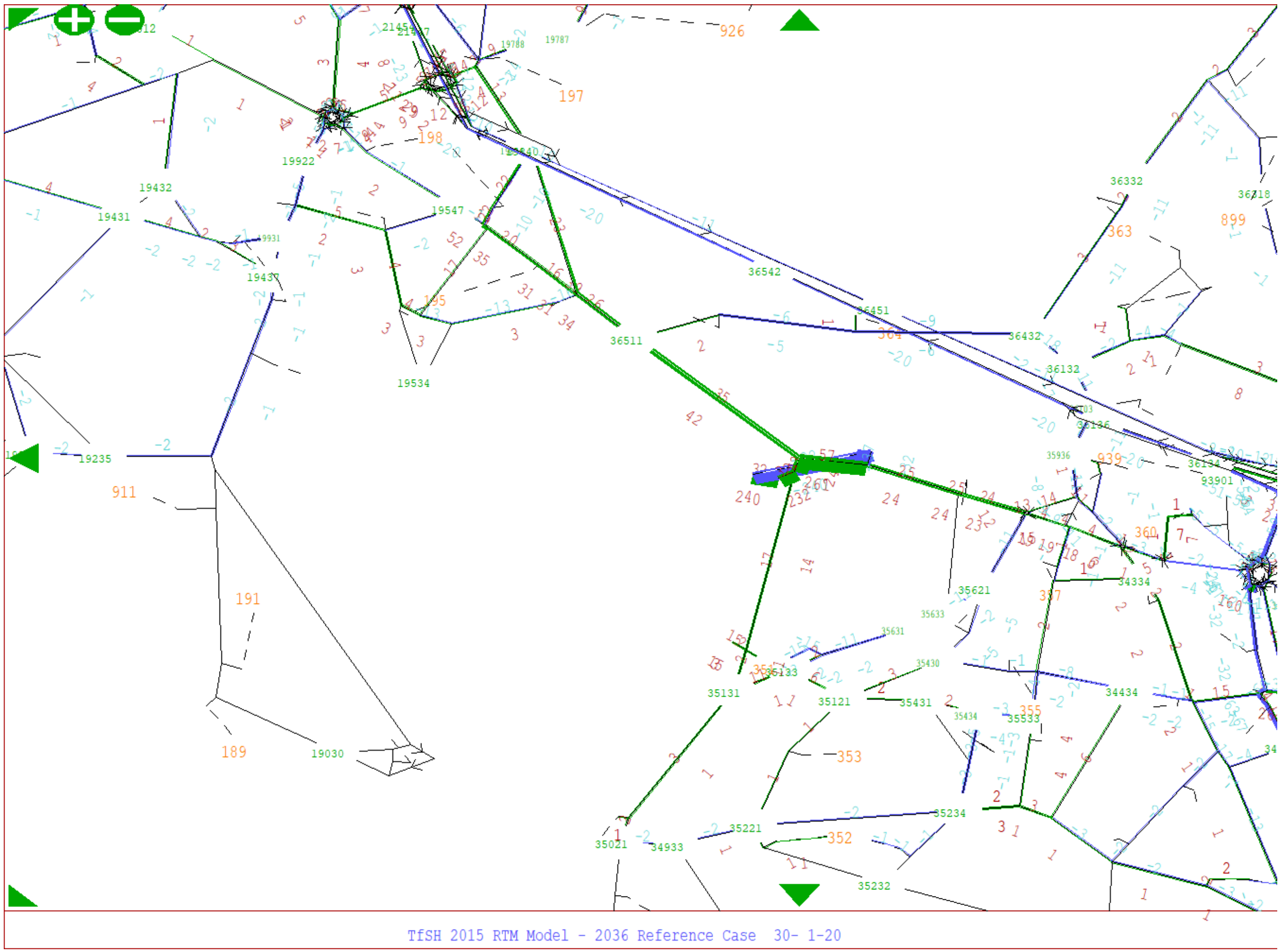
Baseline Signalised 2036 vs. Baseline Priority 2036 AM Delay (sec)



Baseline Signalised 2036 vs. Baseline Priority 2036 PM Delay (sec)

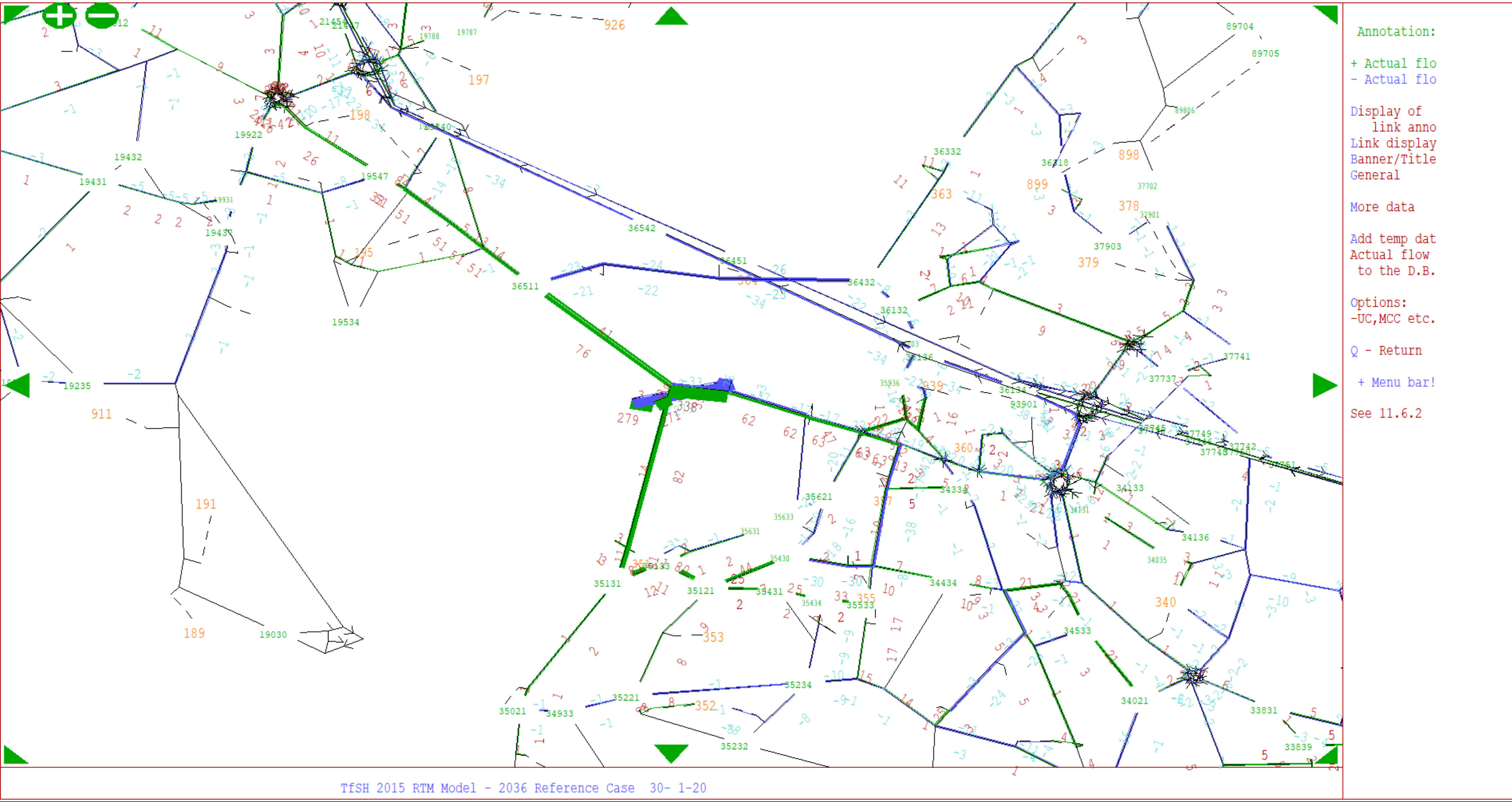


Baseline Signalised 2036 vs. Baseline Priority 2036 AM Actual Flow

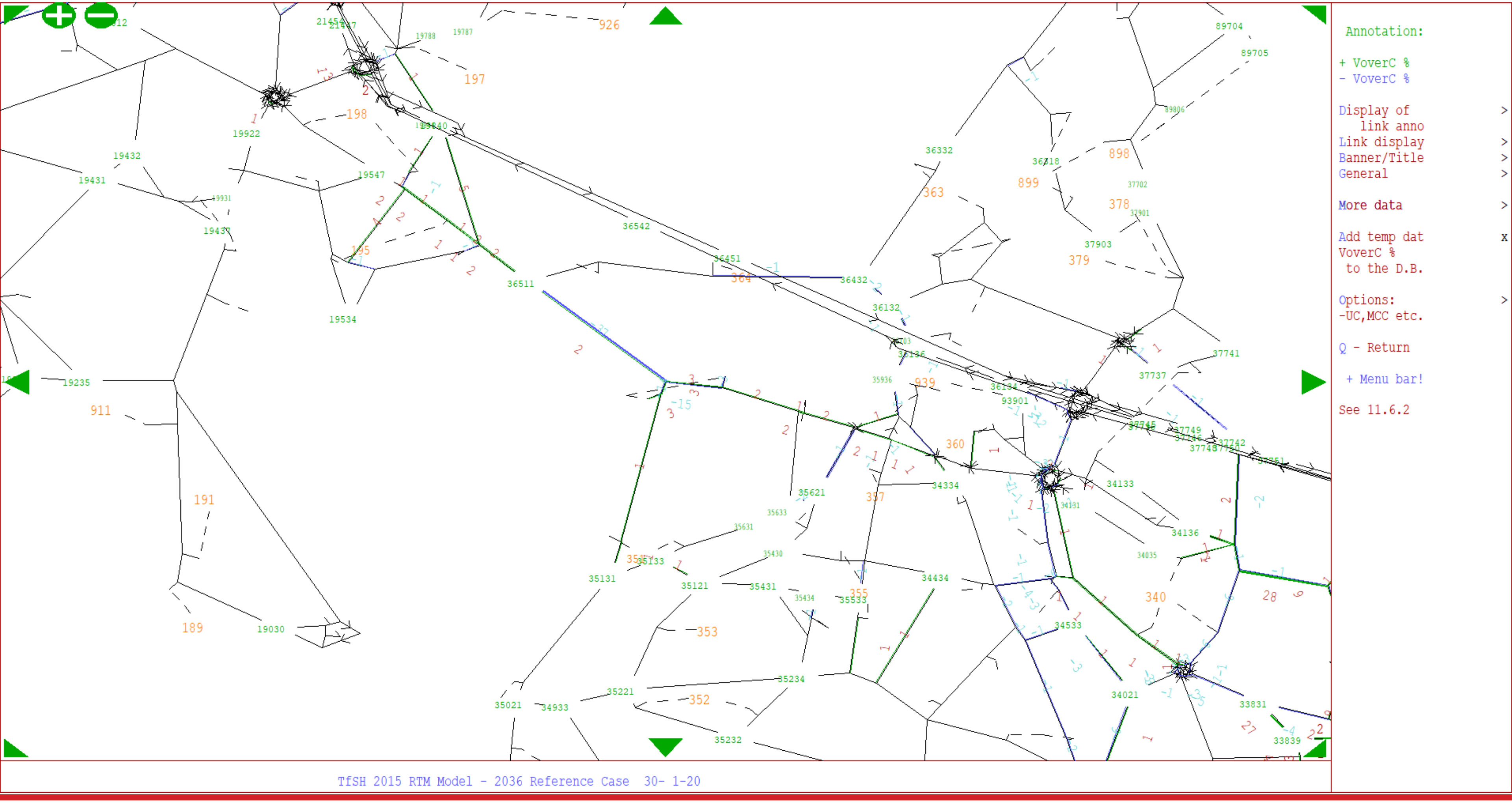


SYSTRA

Baseline Signalised 2036 vs. Baseline Priority 2036
PM Actual Flow

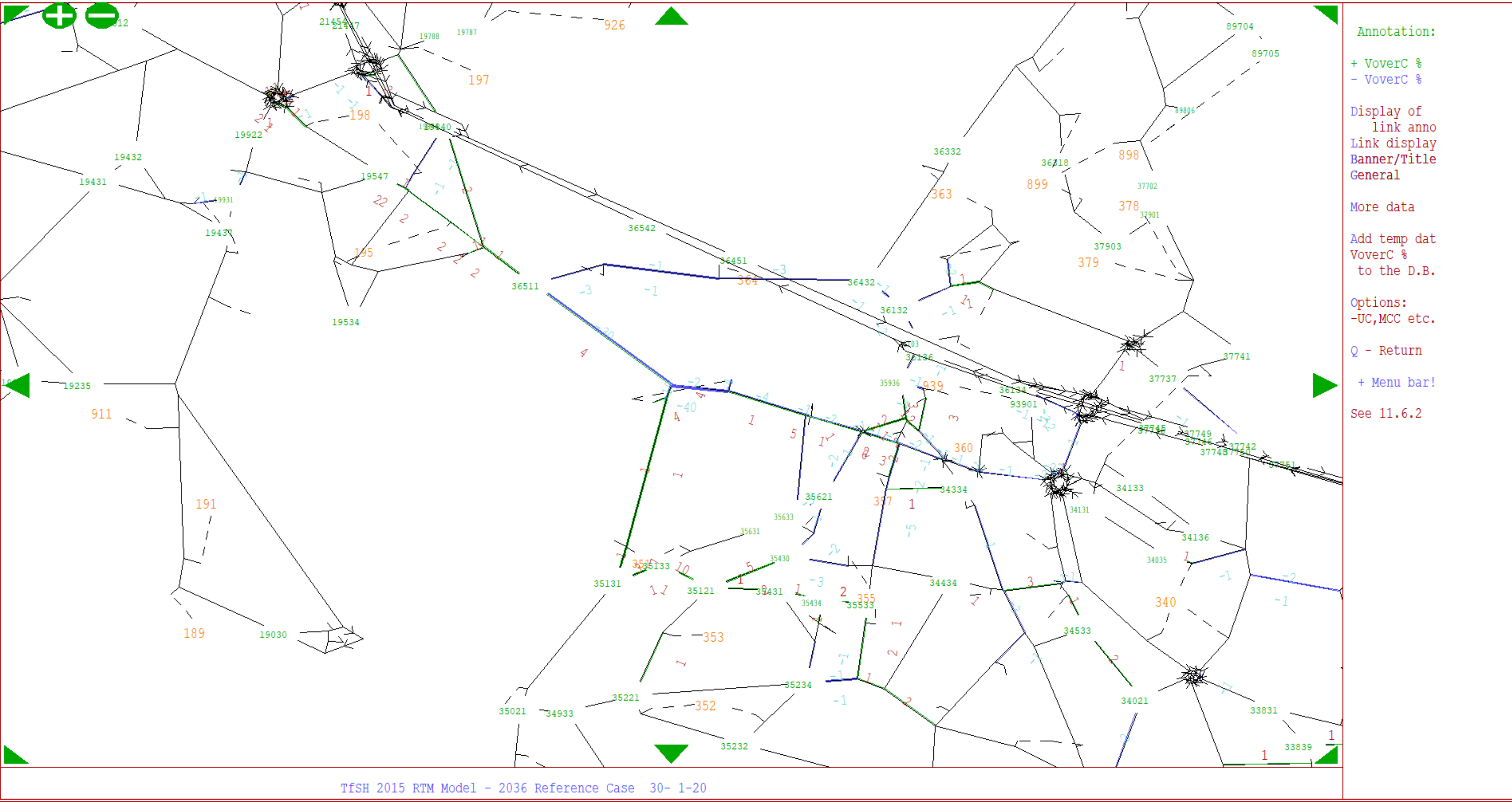


Baseline Signalised 2036 vs. Baseline Priority 2036 AM V/C (Percentage)



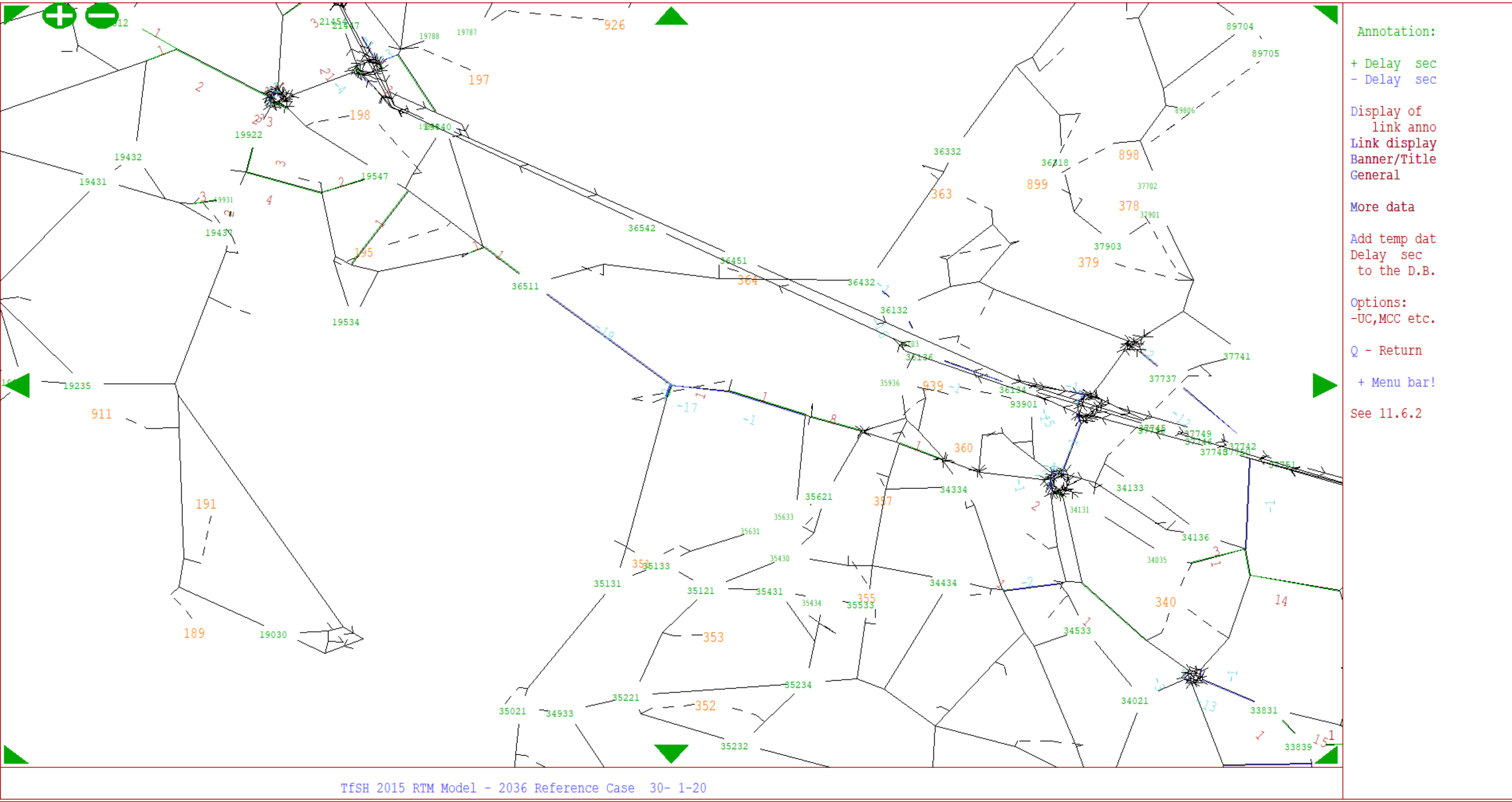
SYSTRA

Baseline Signalised 2036 vs. Baseline Priority 2036 PM V/C (Percentage)

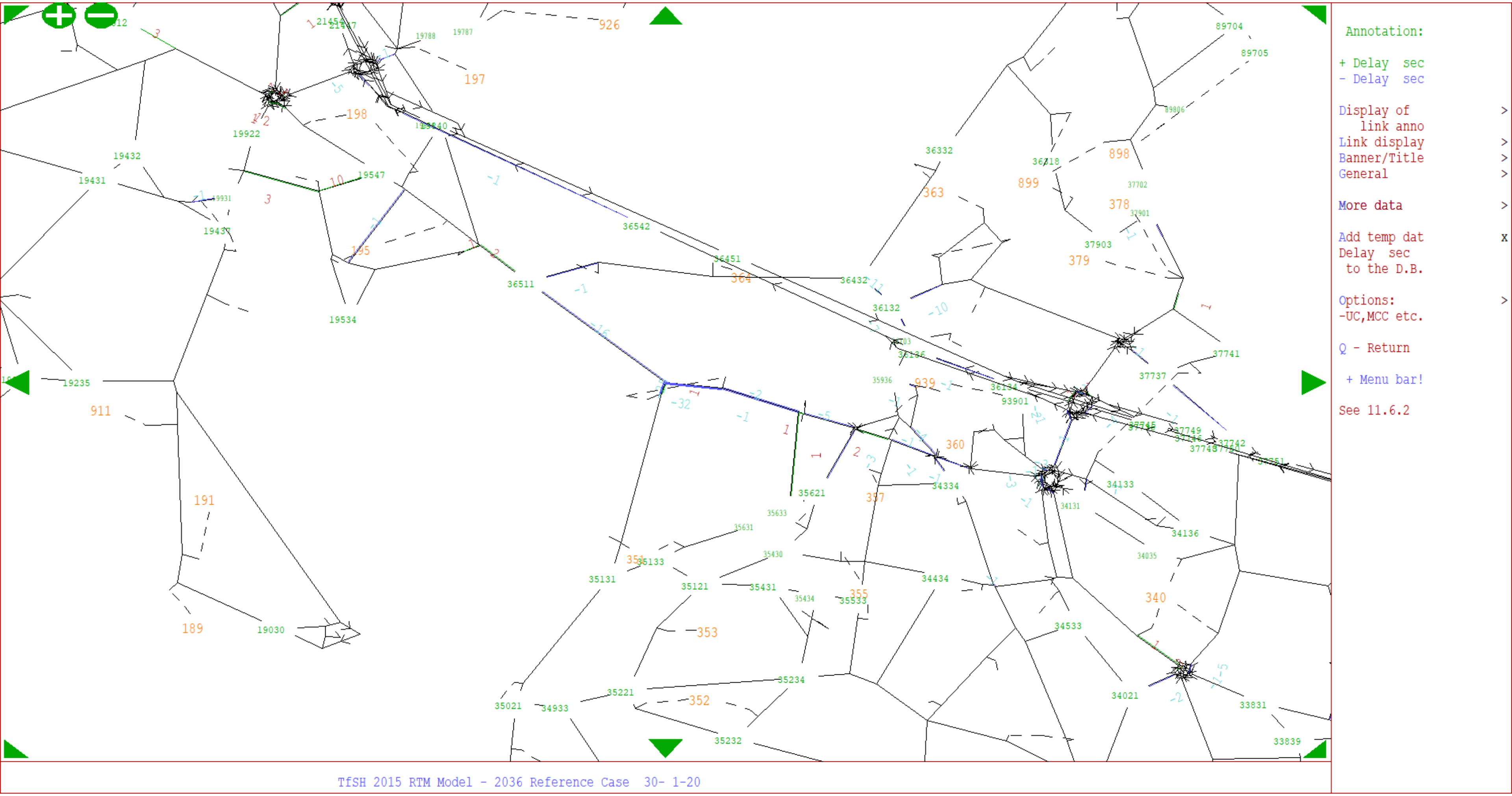


SYSTRA

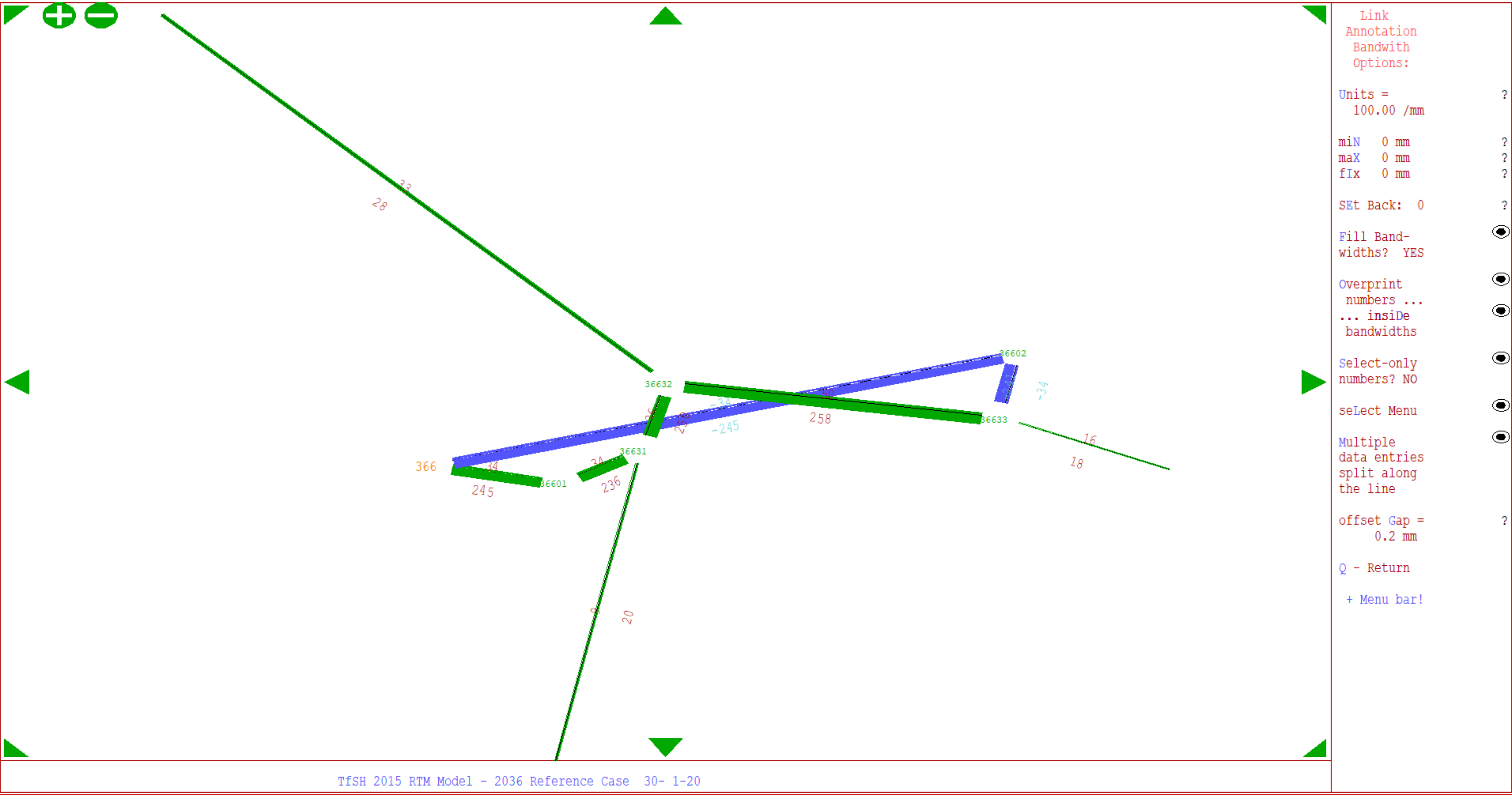
Baseline Signalised 2036 vs. Baseline Priority 2036
AM Delay (sec)



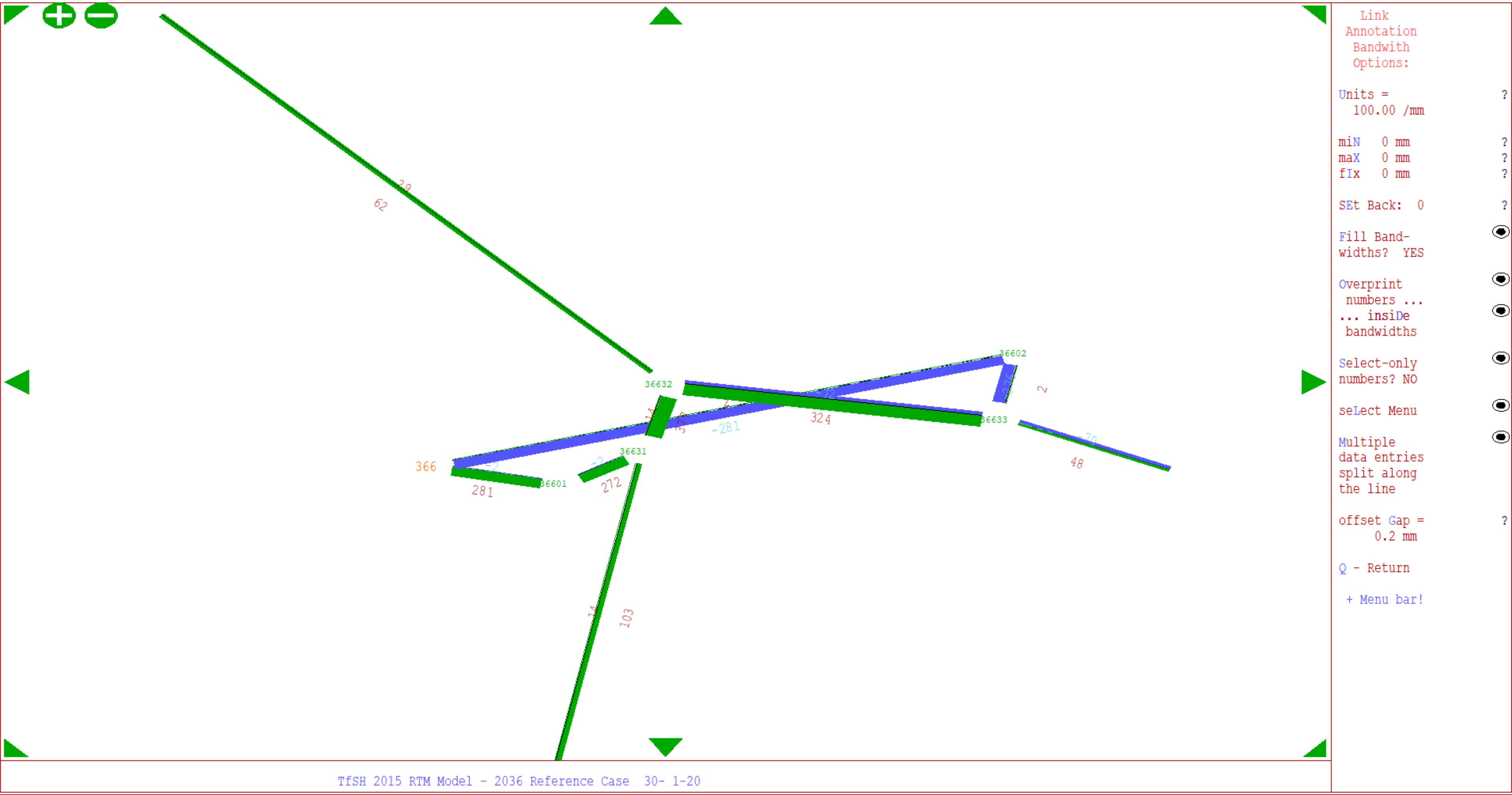
Baseline Signalised 2036 vs. Baseline Priority 2036
PM Delay (sec)



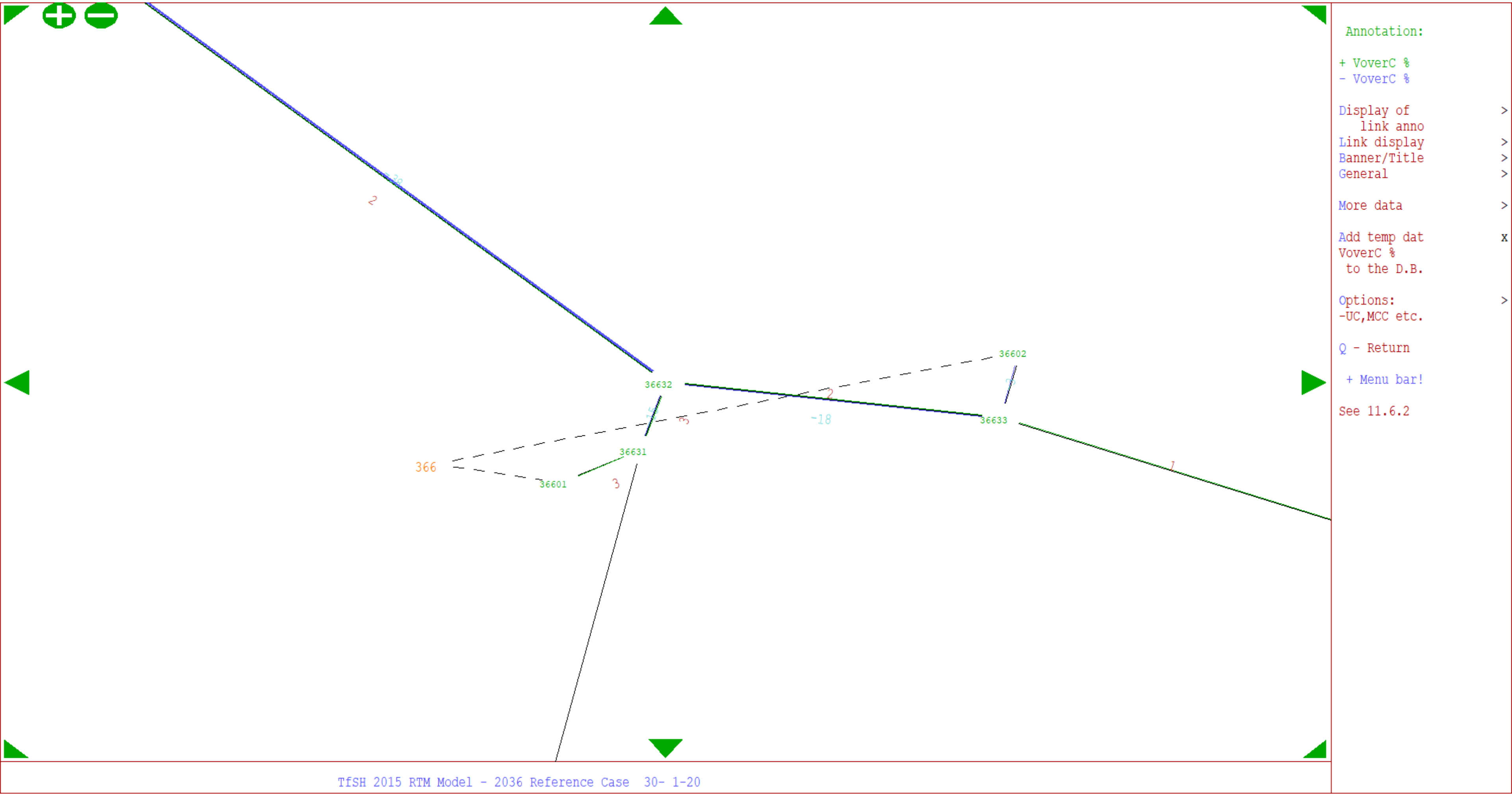
Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 AM Actual Flow



Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 PM Actual Flow

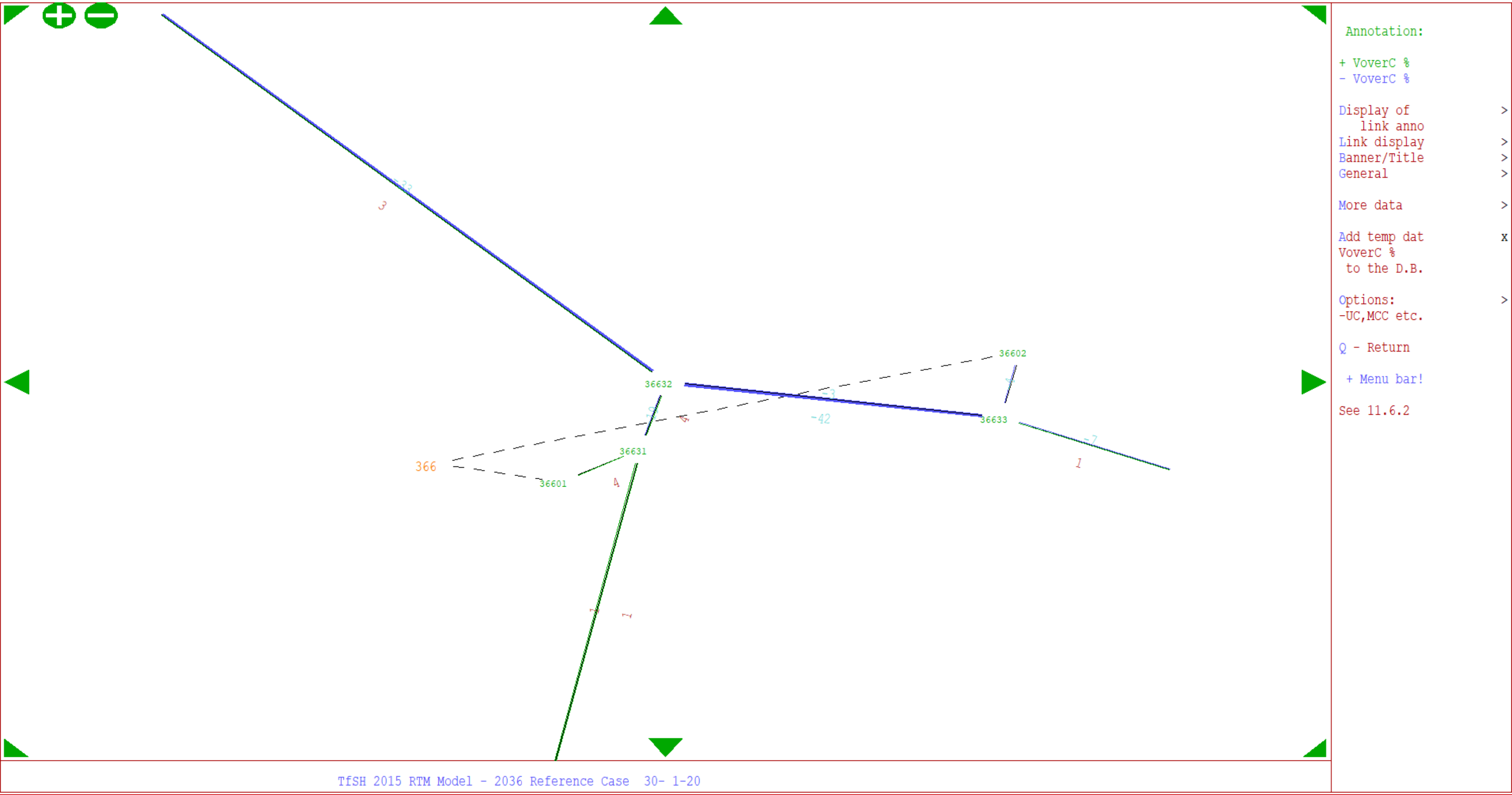


Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 AM V/C (Percentage)



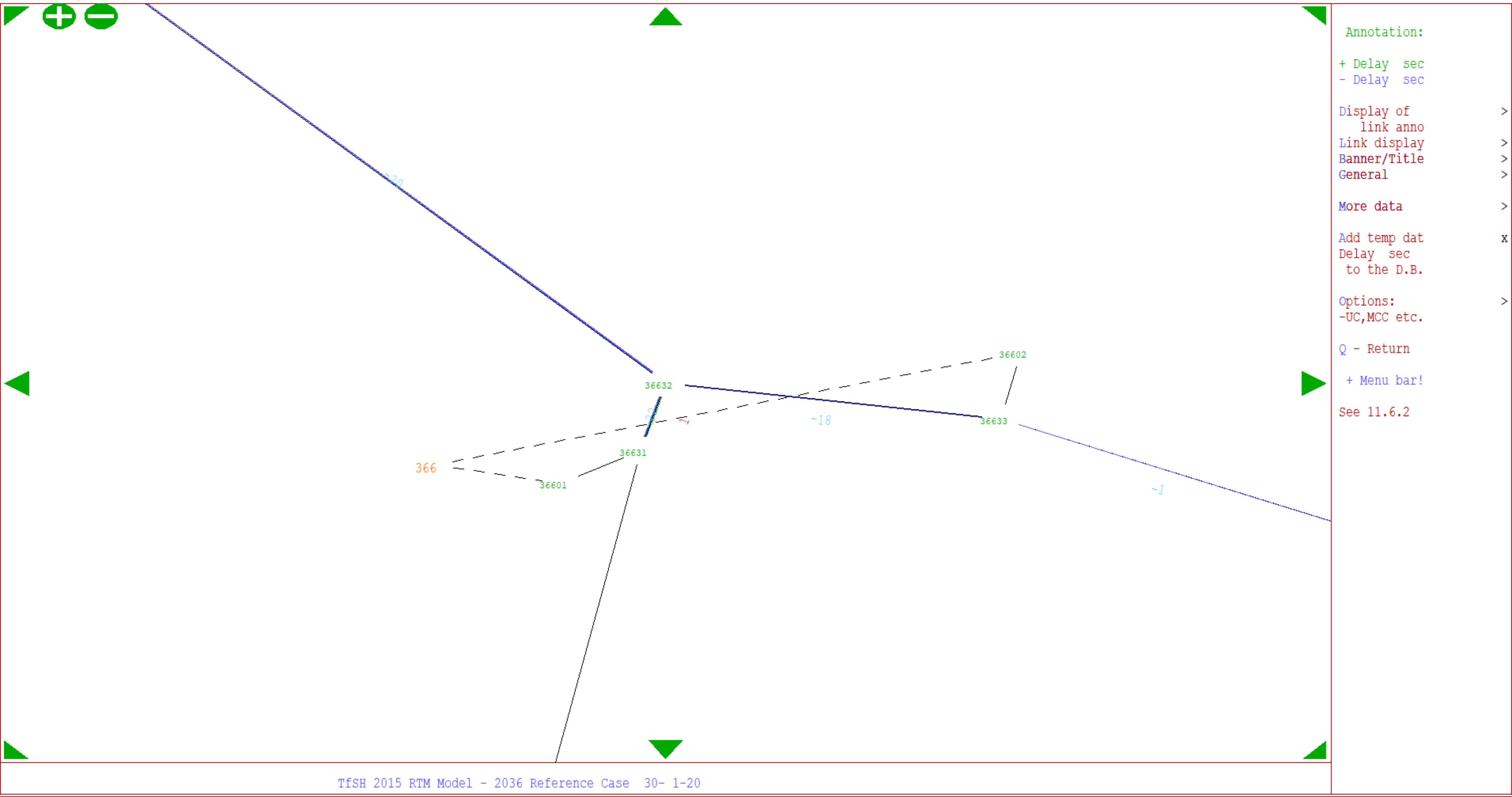
SYSTRA

Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 PM V/C (Percentage)

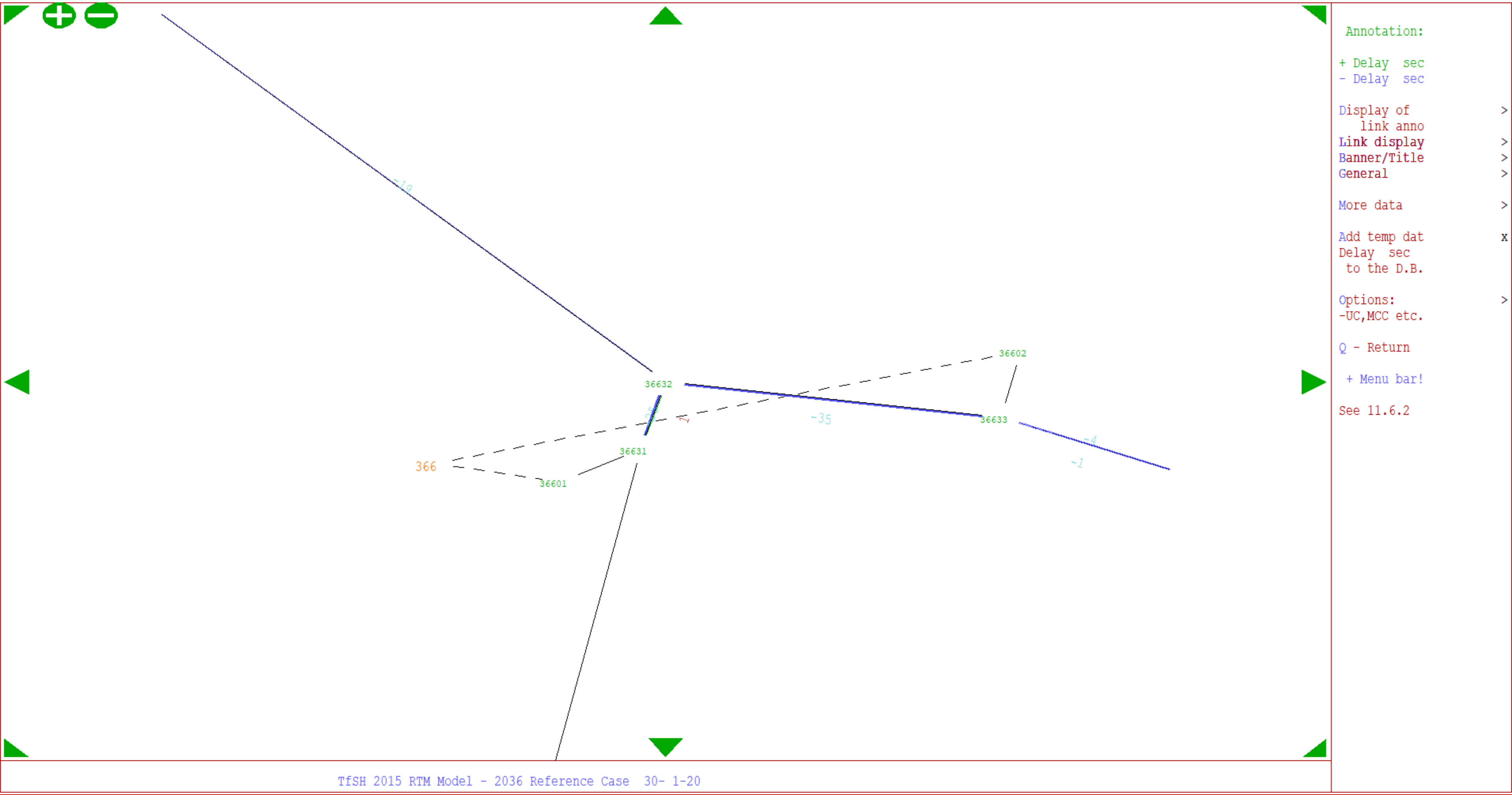


SYSTRA

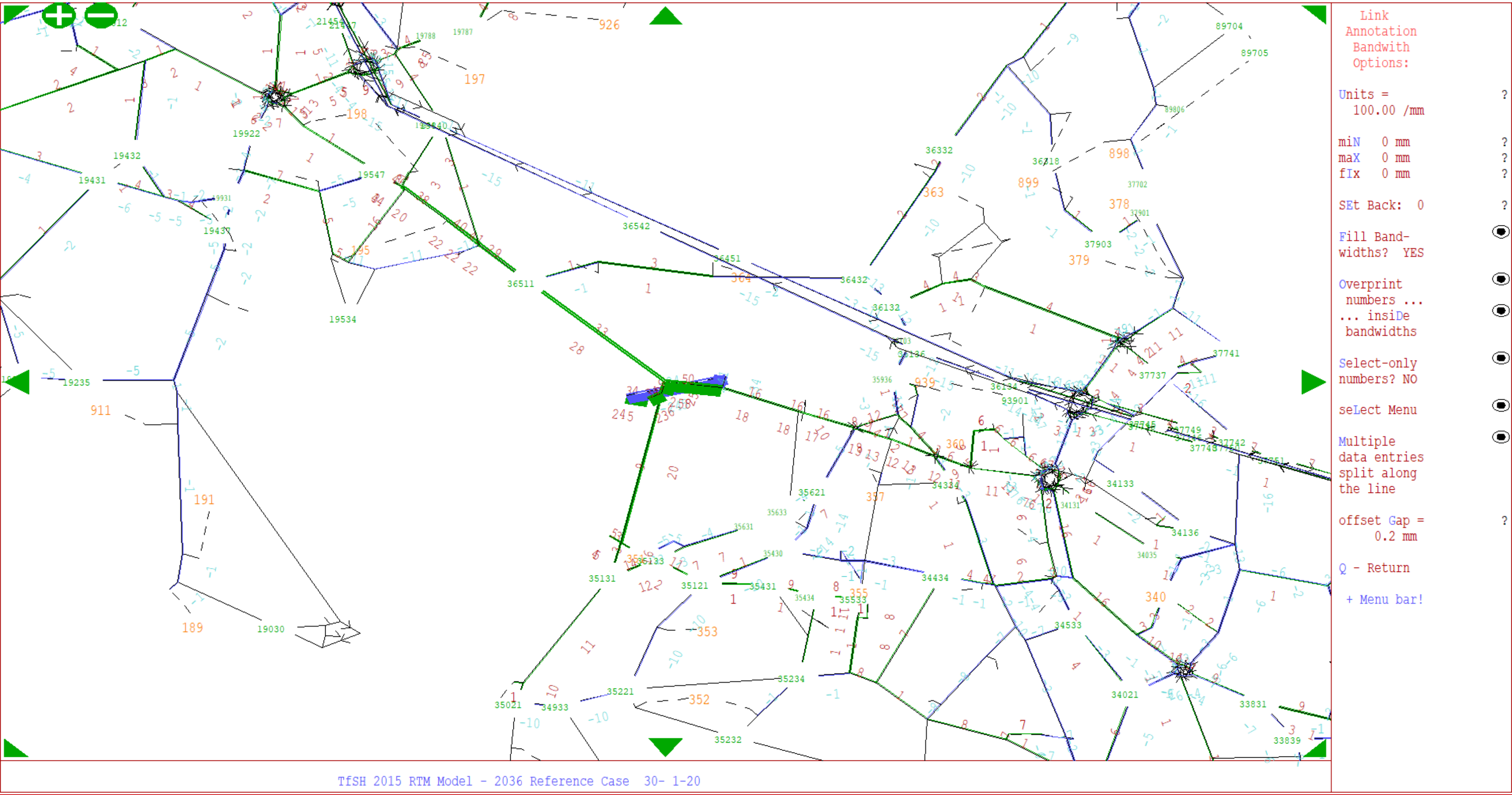
Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 AM Delay (sec)



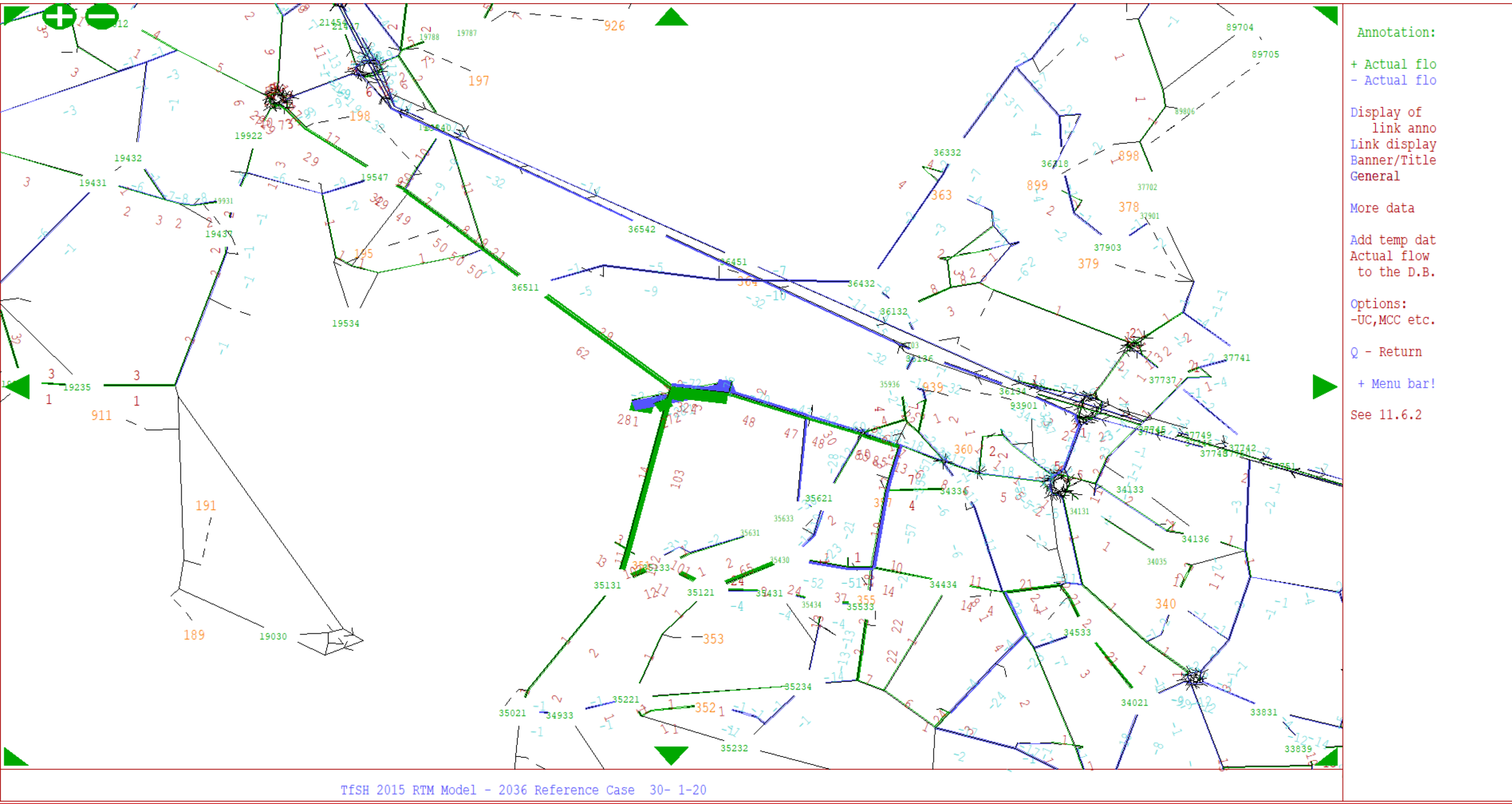
Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 PM Delay (sec)



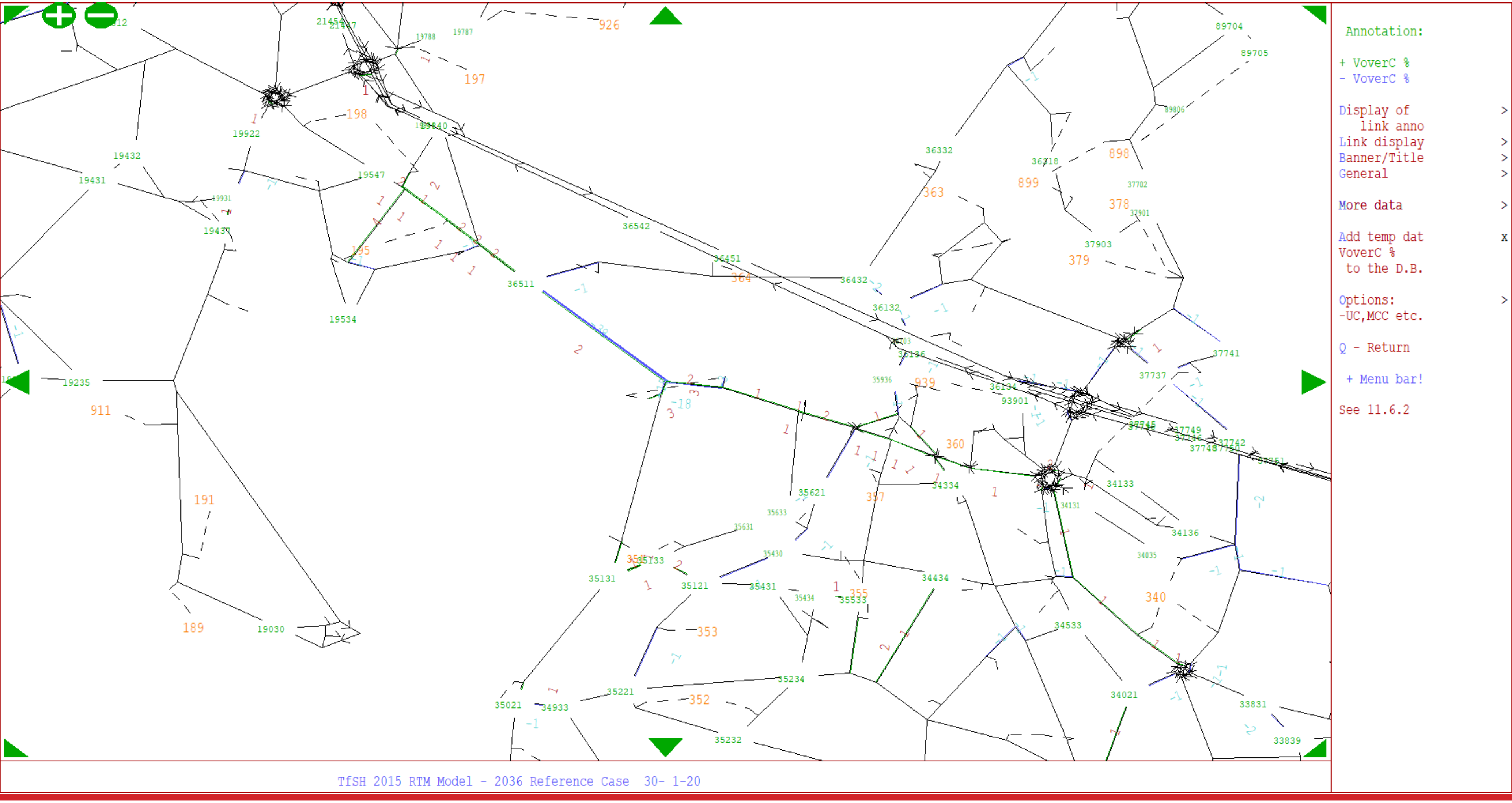
Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 AM Actual Flow



Do Minimum Signalised 2036 vs. Do Minimum Priority 2036
PM Actual Flow

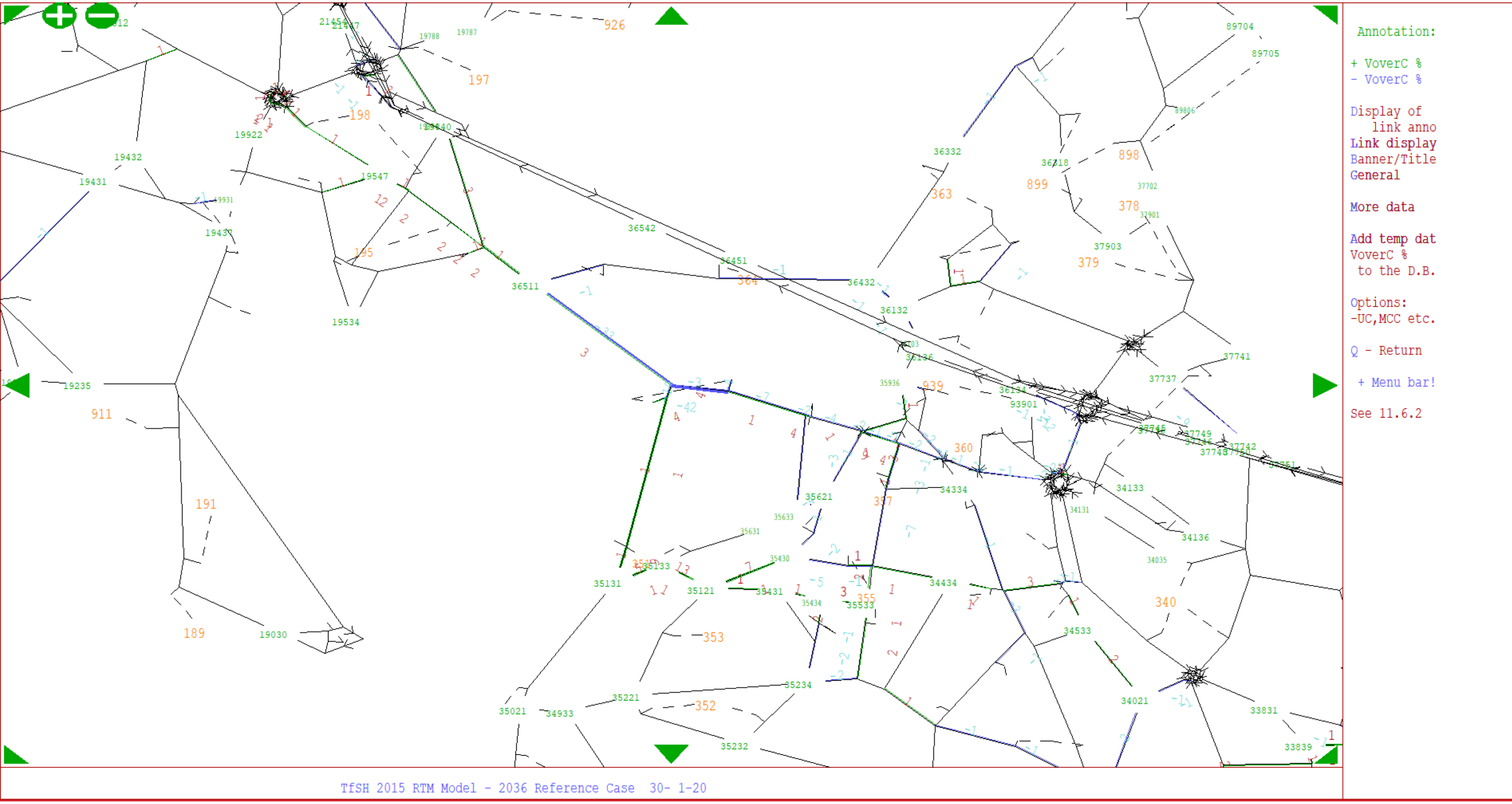


Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 AM V/C (Percentage)



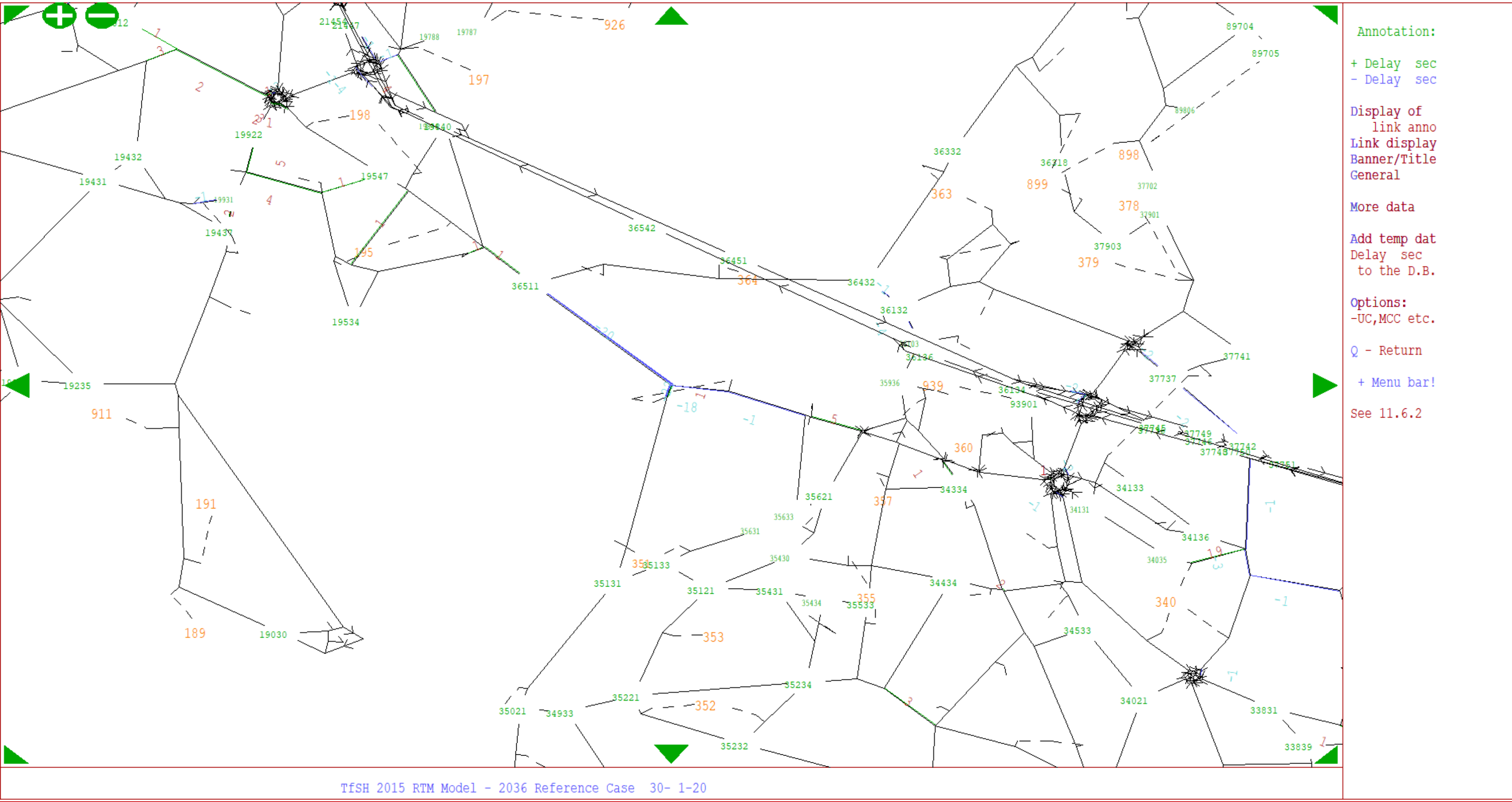
SYSTRA

Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 PM V/C (Percentage)

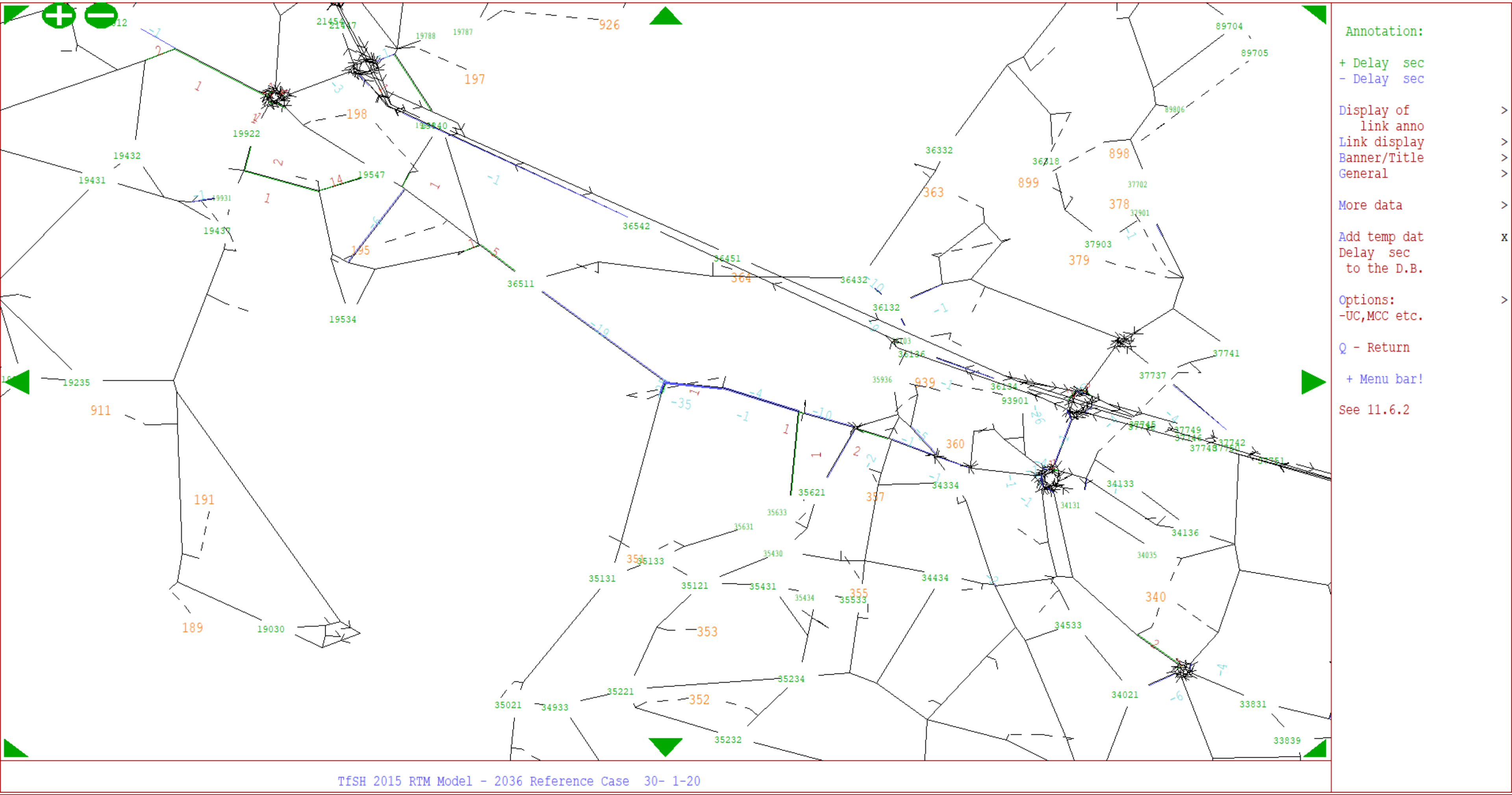


SYSTRA

Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 AM Delay (sec)



Do Minimum Signalised 2036 vs. Do Minimum Priority 2036 PM Delay (sec)



SYSTRA

Appendix F - Mitigation Scheme Preliminary Designs

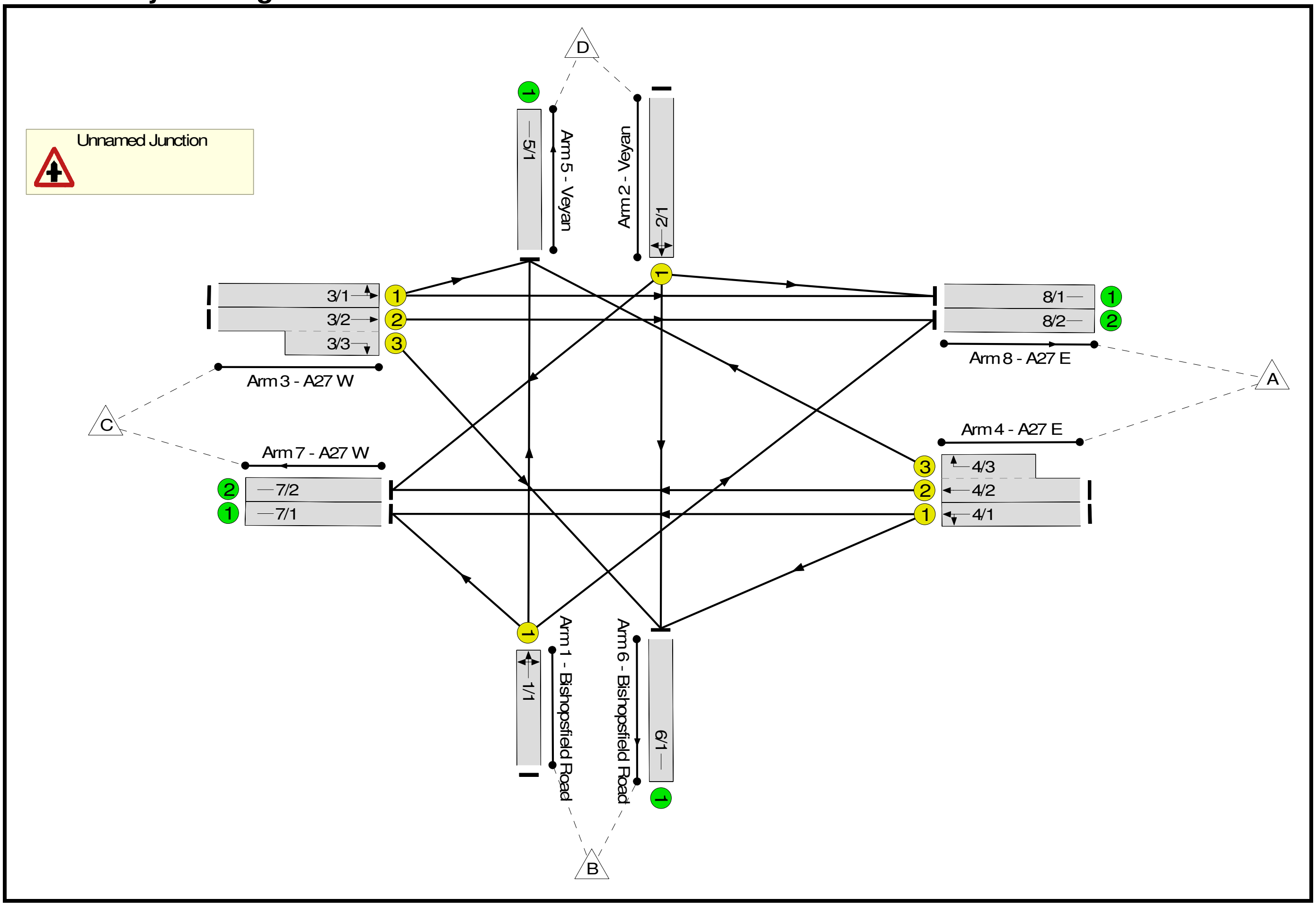
A27 Bishopsfield Lane

Full Input Data And Results
Full Input Data And Results

User and Project Details

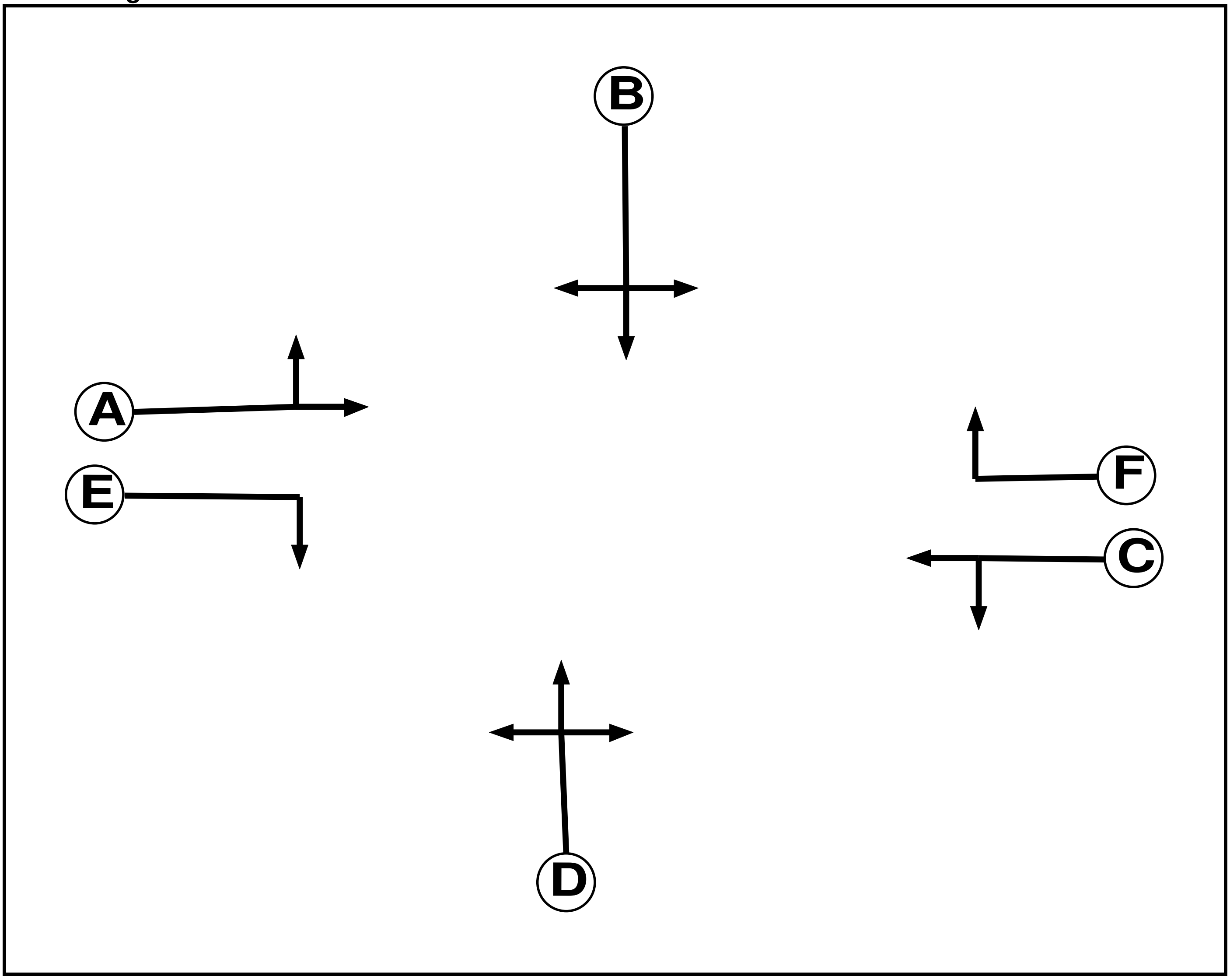
Project:	
Title:	
Location:	
File name:	A27 Bishopsfield Lane Signals 90sct - KAM.lsg3x
Author:	
Company:	
Address:	
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Intergreens Matrix

	Starting Phase						
Terminating Phase		A	B	C	D	E	F
	A		6	-	8	-	6
	B	8		8	6	5	5
	C	-	6		8	6	-
	D	8	6	8		7	7
	E	-	5	6	7		-
	F	6	5	-	7	-	

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction													
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Bishopsfield Road)	U	D	2	3	60.0	User	1800	-	-	-	-	-
2/1 (Veyan)	U	B	2	3	60.0	User	1800	-	-	-	-	-
3/1 (A27 W)	U	A	2	3	60.0	User	1800	-	-	-	-	-
3/2 (A27 W)	U	A	2	3	60.0	User	1800	-	-	-	-	-
3/3 (A27 W)	U	E	2	3	5.9	User	1800	-	-	-	-	-
4/1 (A27 E)	U	C	2	3	60.0	User	1800	-	-	-	-	-
4/2 (A27 E)	U	C	2	3	60.0	User	1800	-	-	-	-	-
4/3 (A27 E)	U	F	2	3	5.9	User	1800	-	-	-	-	-
5/1 (Veyan)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Bishopsfield Road)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A27 W)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2 (A27 W)	U		2	3	20.0	Inf	-	-	-	-	-	-
8/1 (A27 E)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (A27 E)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

1: 'DM 2036 am'	08:00	09:00	01:00	
2: 'DM 2036 pm'	17:00	18:00	01:00	
3: 'Baseline 2036 am'	08:00	09:00	01:00	
4: 'Baseline 2036 pm'	17:00	18:00	01:00	

Traffic Flows, Actual

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

Actual Flow :

		Destination				
Origin						
		0	300	517	10	827
		265	0	119	10	394
		925	57	0	10	992
		10	0	0	0	10
		1200	357	636	30	2223

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

Actual Flow :

		Destination				
Origin						
		0	316	699	10	1025
		288	0	49	10	347
		572	124	0	10	706
		10	0	0	0	10
		870	440	748	30	2088

Scenario 3: '2036 Baseline am' (FG3: 'Baseline 2036 am', Plan 1: 'Network Control Plan 1')

Actual Flow :

		Destination				
Origin						
		0	327	495	10	832
		197	0	136	10	343
		899	54	0	10	963
		10	0	0	0	10
		1106	381	631	30	2148

Scenario 4: '2036 Baseline pm' (FG4: 'Baseline 2036 pm', Plan 1: 'Network Control Plan 1')

Actual Flow :

		Destination				
Origin		A	B	C	D	Tot.
	A	0	254	688	10	952
	B	241	0	58	10	309
	C	551	134	0	10	695
	D	10	0	0	0	10
	Tot.	802	388	746	30	1966

Full Input Data And Results

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

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)	Item	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Item
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**Network**	**-**	**-**	**Network**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**Unnamed Junction**	**-**	**-**	**Unnamed Junction**
1/1	Bishopsfield Road Ahead Left Right	U	N/A	N/A	D		1	22	-	1/1	394	1800	1/1
2/1	Veyan Ahead Right Left	U	N/A	N/A	B		1	7	-	2/1	10	1800	2/1
3/1	A27 W Left Ahead	U	N/A	N/A	A		1	27	-	3/1	472	1800	3/1
3/2+3/3	A27 W Right Ahead	U	N/A	N/A	A E		1	27:7	-	3/2+3/3	520	1800:1800	3/2+3/3
4/1	A27 E Left Ahead	U	N/A	N/A	C		1	27	-	4/1	407	1800	4/1
4/2+4/3	A27 E Right Ahead	U	N/A	N/A	C F		1	27:7	-	4/2+4/3	420	1800:1800	4/2+4/3
5/1	Veyan	U	N/A	N/A	-		-	-	-	5/1	30	Inf	5/1
6/1	Bishopsfield Road	U	N/A	N/A	-		-	-	-	6/1	357	Inf	6/1
7/1	A27 W	U	N/A	N/A	-		-	-	-	7/1	226	Inf	7/1
7/2	A27 W	U	N/A	N/A	-		-	-	-	7/2	410	Inf	7/2
8/1	A27 E	U	N/A	N/A	-		-	-	-	8/1	472	Inf	8/1
8/2	A27 E	U	N/A	N/A	-		-	-	-	8/2	728	Inf	8/2

Full Input Data And Results

Item	Capacity (pcu)	Deg Sat (%)	Entering (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)
Network	**-**	**85.7%**	**-**	**-**	**0**	**0**	**0**	**18.1**	**10.8**	**0.0**	**28.9**	**-**	**-**
Unnamed Junction	**-**	**85.7%**	**-**	**-**	**0**	**0**	**0**	**18.1**	**10.8**	**0.0**	**28.9**	**-**	**-**
1/1	460	85.7%	394	394	-	-	-	3.5	2.8	-	6.2	57.1	9.3
2/1	160	6.3%	10	10	-	-	-	0.1	0.0	-	0.1	49.8	0.2
3/1	560	84.3%	472	472	-	-	-	3.8	2.5	-	6.3	48.3	11.0
3/2+3/3	607	85.6%	520	520	-	-	-	4.3	2.8	-	7.1	49.2	11.3
4/1	560	72.7%	407	407	-	-	-	3.1	1.3	-	4.4	39.2	9.0
4/2+4/3	574	73.2%	420	420	-	-	-	3.3	1.3	-	4.6	39.4	9.1
5/1	Inf	0.0%	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0
6/1	Inf	0.0%	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0
7/1	Inf	0.0%	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0
7/2	Inf	0.0%	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0
8/1	Inf	0.0%	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0
8/2	Inf	0.0%	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 5.1 Total Delay for Signalled Lanes (pcuHr): 28.86
PRC Over All Lanes (%): 5.1 Total Delay Over All Lanes(pcuHr): 28.86 Cycle Time (s): 90

Full Input Data And Results

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

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)	Item	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Item
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**Network**	**-**	**-**	**Network**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**Unnamed Junction**	**-**	**-**	**Unnamed Junction**
1/1	Bishopsfield Road Ahead Left Right	U	N/A	N/A	D		1	23	-	1/1	347	1800	1/1
2/1	Veyan Ahead Right Left	U	N/A	N/A	B		1	7	-	2/1	10	1800	2/1
3/1	A27 W Left Ahead	U	N/A	N/A	A		1	35	-	3/1	543	1800	3/1
3/2+3/3	A27 W Right Ahead	U	N/A	N/A	A E		1	35:8	-	3/2+3/3	163	1800:1800	3/2+3/3
4/1	A27 E Left Ahead	U	N/A	N/A	C		1	35	-	4/1	507	1800	4/1
4/2+4/3	A27 E Right Ahead	U	N/A	N/A	C F		1	35:8	-	4/2+4/3	518	1800:1800	4/2+4/3
5/1	Veyan	U	N/A	N/A	-		-	-	-	5/1	30	Inf	5/1
6/1	Bishopsfield Road	U	N/A	N/A	-		-	-	-	6/1	440	Inf	6/1
7/1	A27 W	U	N/A	N/A	-		-	-	-	7/1	240	Inf	7/1
7/2	A27 W	U	N/A	N/A	-		-	-	-	7/2	508	Inf	7/2
8/1	A27 E	U	N/A	N/A	-		-	-	-	8/1	543	Inf	8/1
8/2	A27 E	U	N/A	N/A	-		-	-	-	8/2	327	Inf	8/2

Full Input Data And Results

Item	Capacity (pcu)	Deg Sat (%)	Entering (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)
Network	**-**	**83.8%**	**-**	**-**	**0**	**0**	**0**	**17.9**	**9.5**	**0.0**	**27.4**	**-**	**-**
Unnamed Junction	**-**	**83.8%**	**-**	**-**	**0**	**0**	**0**	**17.9**	**9.5**	**0.0**	**27.4**	**-**	**-**
1/1	432	80.3%	347	347	-	-	-	3.4	2.0	-	5.4	56.0	9.1
2/1	144	6.9%	10	10	-	-	-	0.1	0.0	-	0.2	56.2	0.3
3/1	648	83.8%	543	543	-	-	-	4.4	2.5	-	6.9	45.7	13.7
3/2+3/3	213	76.5%	163	163	-	-	-	1.8	1.5	-	3.3	72.8	3.3
4/1	648	78.2%	507	507	-	-	-	4.0	1.8	-	5.8	41.0	12.5
4/2+4/3	661	78.4%	518	518	-	-	-	4.1	1.8	-	5.9	41.1	12.6
5/1	Inf	0.0%	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0
6/1	Inf	0.0%	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0
7/1	Inf	0.0%	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0
7/2	Inf	0.0%	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0
8/1	Inf	0.0%	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0
8/2	Inf	0.0%	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.4 Total Delay for Signalled Lanes (pcuHr): 27.43
PRC Over All Lanes (%): 7.4 Total Delay Over All Lanes(pcuHr): 27.43 Cycle Time (s): 100

Full Input Data And Results

Scenario 3: '2036 Baseline am' (FG3: 'Baseline 2036 am', Plan 1: 'Network Control Plan 1')

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)	Item	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Item
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**Network**	**-**	**-**	**Network**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**Unnamed Junction**	**-**	**-**	**Unnamed Junction**
1/1	Bishopsfield Road Ahead Left Right	U	N/A	N/A	D		1	21	-	1/1	343	1800	1/1
2/1	Veyan Ahead Right Left	U	N/A	N/A	B		1	7	-	2/1	10	1800	2/1
3/1	A27 W Left Ahead	U	N/A	N/A	A		1	28	-	3/1	458	1800	3/1
3/2+3/3	A27 W Right Ahead	U	N/A	N/A	A E		1	28:7	-	3/2+3/3	505	1800:1800	3/2+3/3
4/1	A27 E Left Ahead	U	N/A	N/A	C		1	28	-	4/1	409	1800	4/1
4/2+4/3	A27 E Right Ahead	U	N/A	N/A	C F		1	28:7	-	4/2+4/3	423	1800:1800	4/2+4/3
5/1	Veyan	U	N/A	N/A	-		-	-	-	5/1	30	Inf	5/1
6/1	Bishopsfield Road	U	N/A	N/A	-		-	-	-	6/1	381	Inf	6/1
7/1	A27 W	U	N/A	N/A	-		-	-	-	7/1	218	Inf	7/1
7/2	A27 W	U	N/A	N/A	-		-	-	-	7/2	413	Inf	7/2
8/1	A27 E	U	N/A	N/A	-		-	-	-	8/1	458	Inf	8/1
8/2	A27 E	U	N/A	N/A	-		-	-	-	8/2	648	Inf	8/2

Full Input Data And Results

Item	Capacity (pcu)	Deg Sat (%)	Entering (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)
Network	**-**	**80.6%**	**-**	**-**	**0**	**0**	**0**	**16.9**	**8.0**	**0.0**	**24.9**	**-**	**-**
Unnamed Junction	**-**	**80.6%**	**-**	**-**	**0**	**0**	**0**	**16.9**	**8.0**	**0.0**	**24.9**	**-**	**-**
1/1	440	78.0%	343	343	-	-	-	3.0	1.7	-	4.7	49.7	8.0
2/1	160	6.3%	10	10	-	-	-	0.1	0.0	-	0.1	49.8	0.2
3/1	580	79.0%	458	458	-	-	-	3.5	1.8	-	5.4	42.1	10.3
3/2+3/3	626	80.6%	505	505	-	-	-	4.0	2.0	-	6.0	43.1	10.7
4/1	580	70.5%	409	409	-	-	-	3.0	1.2	-	4.2	37.1	8.9
4/2+4/3	594	71.2%	423	423	-	-	-	3.2	1.2	-	4.4	37.5	9.1
5/1	Inf	0.0%	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0
6/1	Inf	0.0%	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0
7/1	Inf	0.0%	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0
7/2	Inf	0.0%	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0
8/1	Inf	0.0%	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0
8/2	Inf	0.0%	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.6 Total Delay for Signalled Lanes (pcuHr): 24.89
PRC Over All Lanes (%): 11.6 Total Delay Over All Lanes(pcuHr): 24.89 Cycle Time (s): 90

Full Input Data And Results

Scenario 4: '2036 Baseline pm' (FG4: 'Baseline 2036 pm', Plan 1: 'Network Control Plan 1')

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)	Item	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Item
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**Network**	**-**	**-**	**Network**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**Unnamed Junction**	**-**	**-**	**Unnamed Junction**
1/1	Bishopsfield Road Ahead Left Right	U	N/A	N/A	D		1	17	-	1/1	309	1800	1/1
2/1	Veyan Ahead Right Left	U	N/A	N/A	B		1	7	-	2/1	10	1800	2/1
3/1	A27 W Left Ahead	U	N/A	N/A	A		1	32	-	3/1	561	1800	3/1
3/2+3/3	A27 W Right Ahead	U	N/A	N/A	A E		1	32:7	-	3/2+3/3	134	1800:1800	3/2+3/3
4/1	A27 E Left Ahead	U	N/A	N/A	C		1	32	-	4/1	470	1800	4/1
4/2+4/3	A27 E Right Ahead	U	N/A	N/A	C F		1	32:7	-	4/2+4/3	482	1800:1800	4/2+4/3
5/1	Veyan	U	N/A	N/A	-		-	-	-	5/1	30	Inf	5/1
6/1	Bishopsfield Road	U	N/A	N/A	-		-	-	-	6/1	388	Inf	6/1
7/1	A27 W	U	N/A	N/A	-		-	-	-	7/1	274	Inf	7/1
7/2	A27 W	U	N/A	N/A	-		-	-	-	7/2	472	Inf	7/2
8/1	A27 E	U	N/A	N/A	-		-	-	-	8/1	561	Inf	8/1
8/2	A27 E	U	N/A	N/A	-		-	-	-	8/2	241	Inf	8/2

Full Input Data And Results

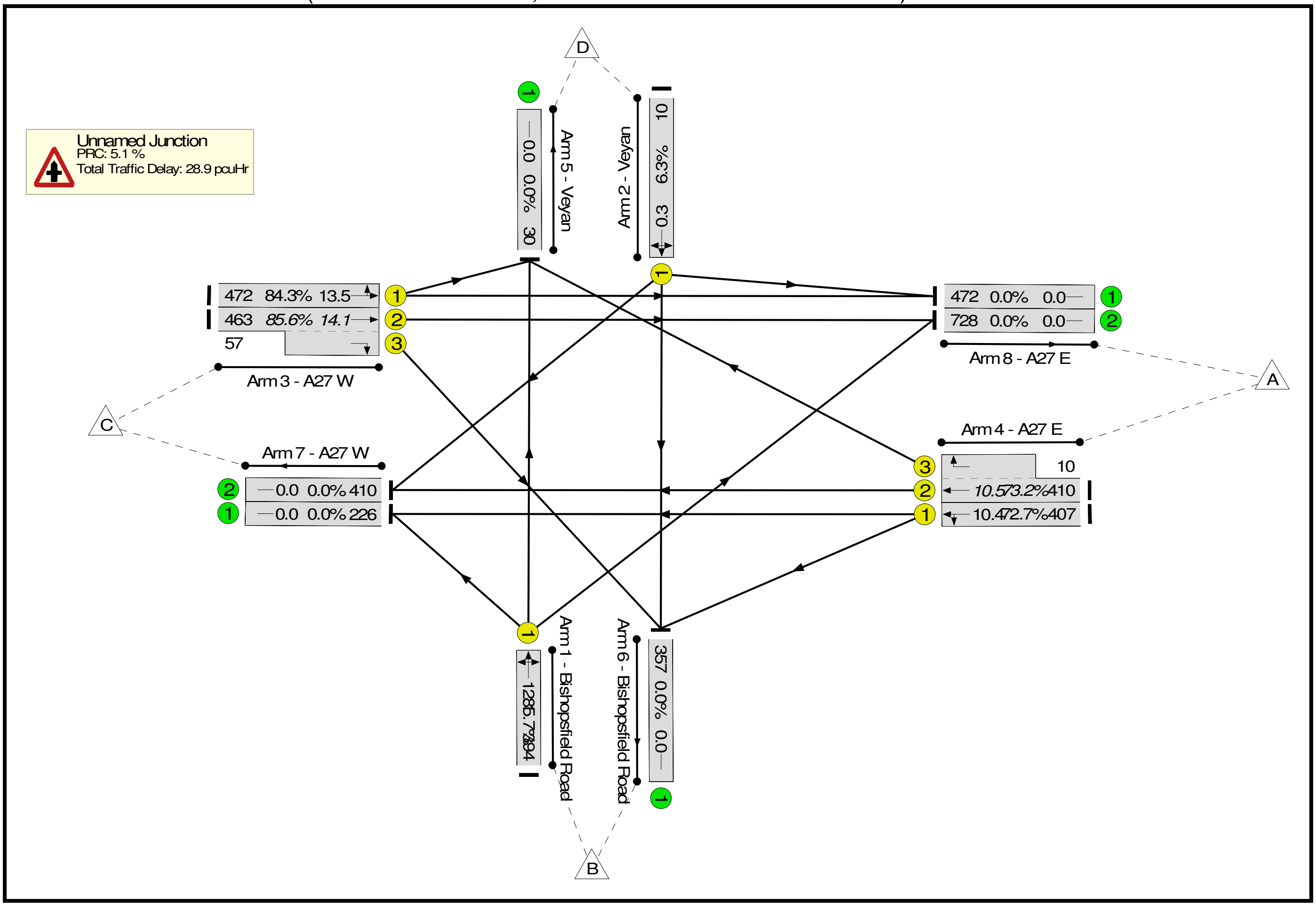
Item	Capacity (pcu)	Deg Sat (%)	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)
Network	**-**	**85.8%**	**-**	**-**	**0**	**0**	**0**	**15.2**	**10.1**	**0.0**	**25.3**	**-**	**-**
Unnamed Junction	**-**	**85.8%**	**-**	**-**	**0**	**0**	**0**	**15.2**	**10.1**	**0.0**	**25.3**	**-**	**-**
1/1	360	85.8%	309	309	-	-	-	3.0	2.7	-	5.7	66.6	7.4
2/1	160	6.3%	10	10	-	-	-	0.1	0.0	-	0.1	49.8	0.2
3/1	660	85.0%	561	561	-	-	-	4.1	2.7	-	6.8	43.5	12.8
3/2+3/3	160	83.8%	134	134	-	-	-	1.5	2.2	-	3.7	99.6	3.3
4/1	660	71.2%	470	470	-	-	-	3.2	1.2	-	4.4	33.8	10.1
4/2+4/3	674	71.5%	482	482	-	-	-	3.3	1.2	-	4.6	34.0	10.1
5/1	Inf	0.0%	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0
6/1	Inf	0.0%	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0
7/1	Inf	0.0%	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0
7/2	Inf	0.0%	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0
8/1	Inf	0.0%	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0
8/2	Inf	0.0%	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.9 Total Delay for Signalled Lanes (pcuHr): 25.30
PRC Over All Lanes (%): 4.9 Total Delay Over All Lanes(pcuHr): 25.30 Cycle Time (s): 90

Full Input Data And Results

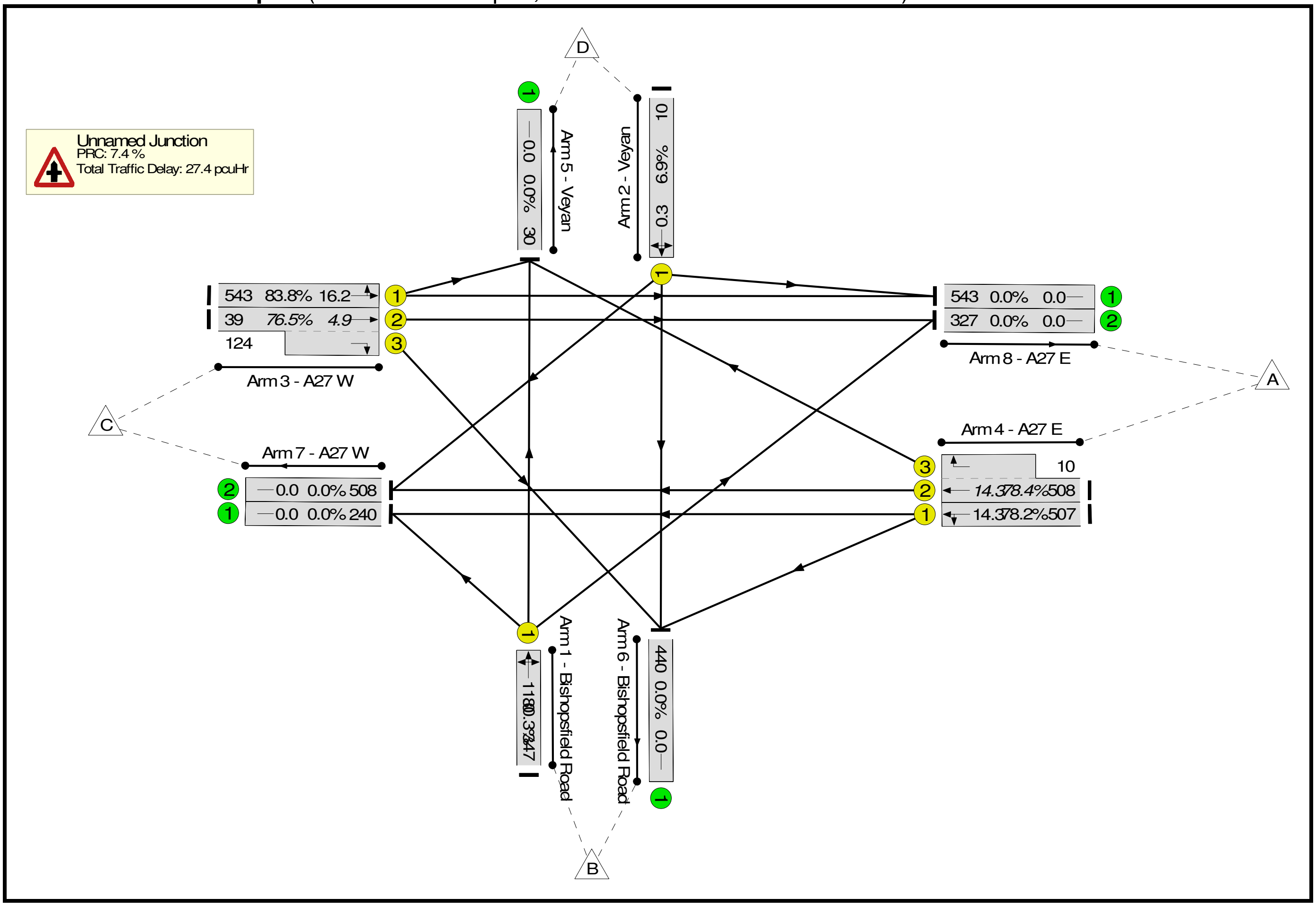
Network Layout Diagram

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



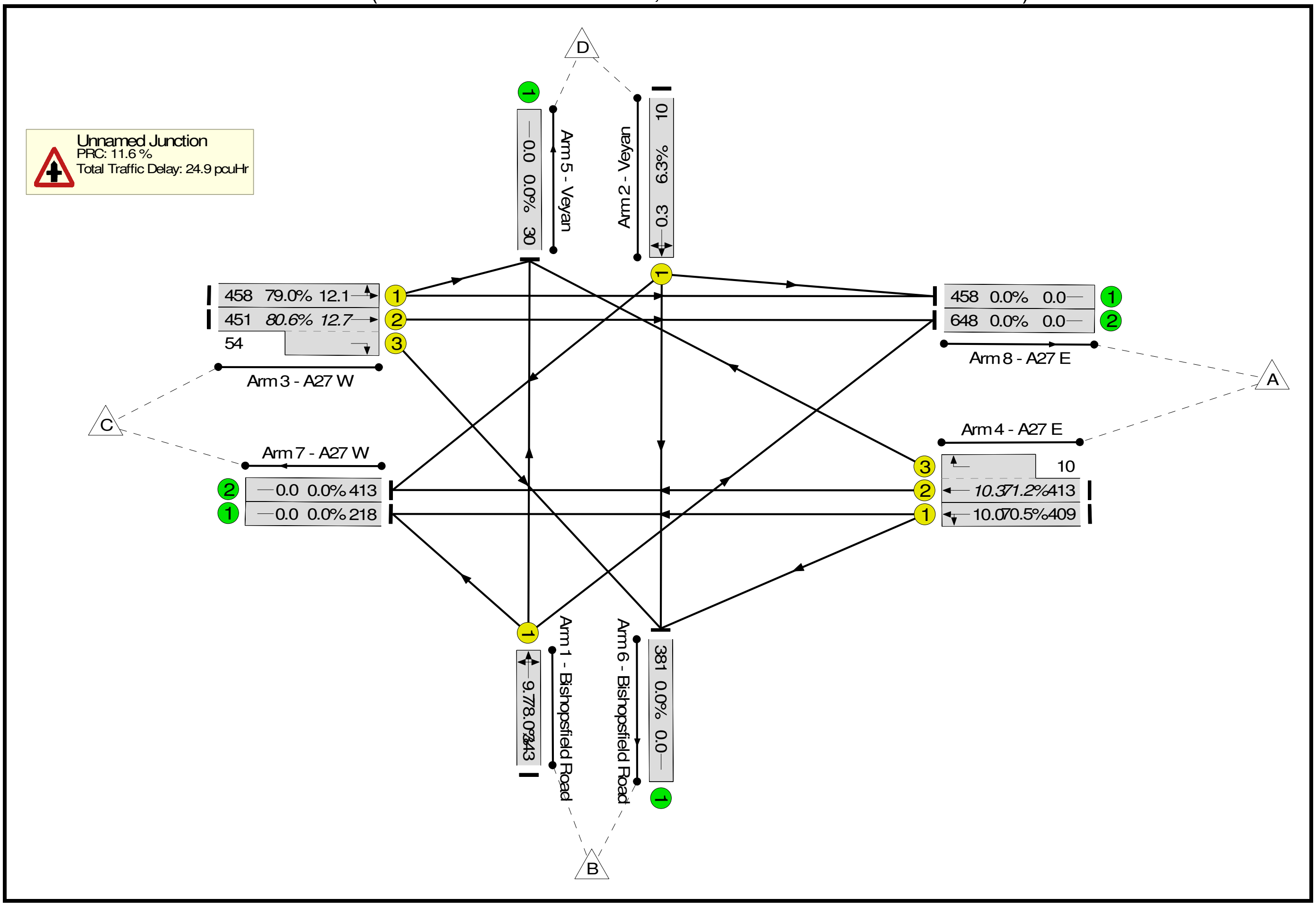
Full Input Data And Results

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



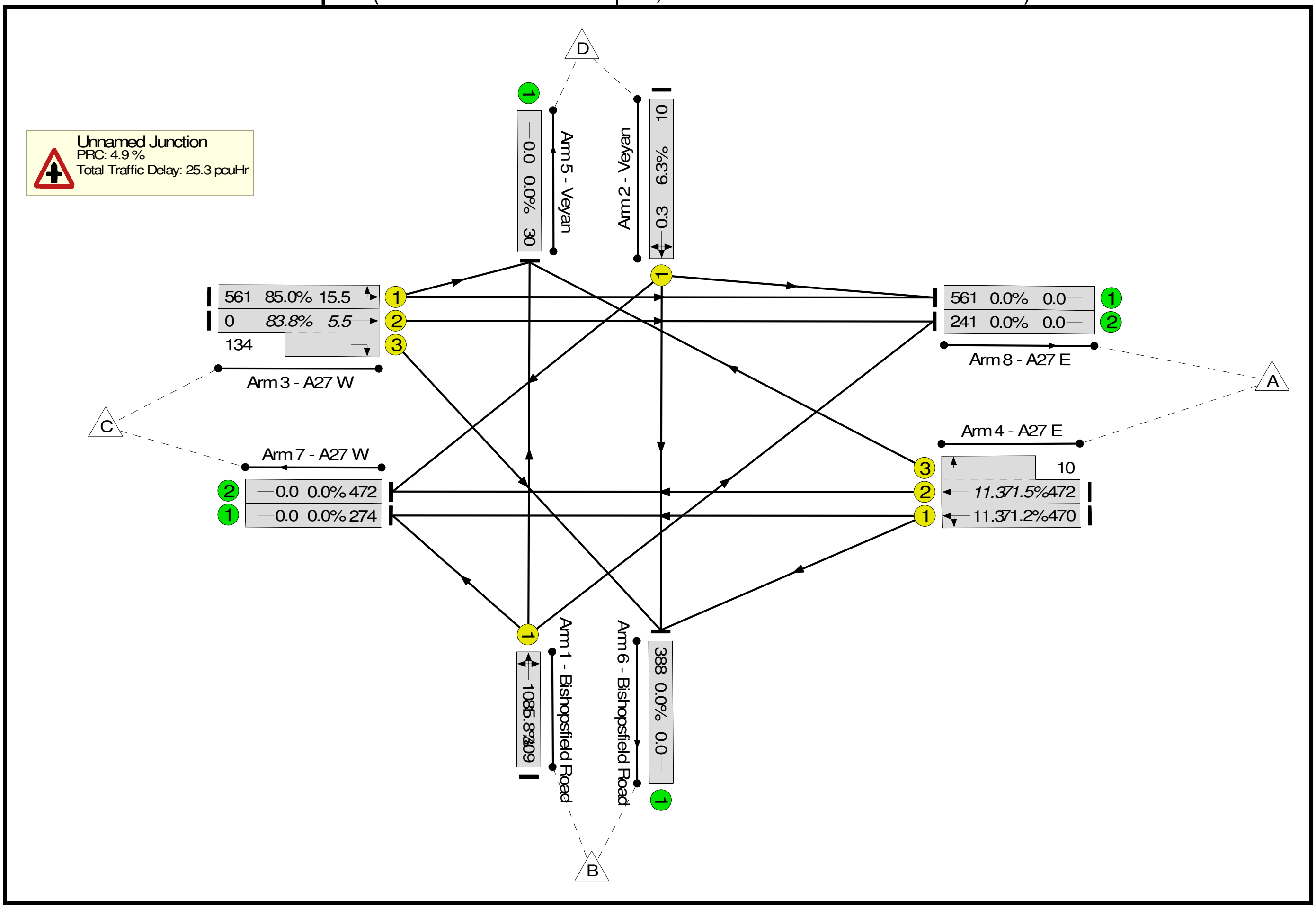
Full Input Data And Results

Scenario 3: '2036 Baseline am' (FG3: 'Baseline 2036 am', Plan 1: 'Network Control Plan 1')



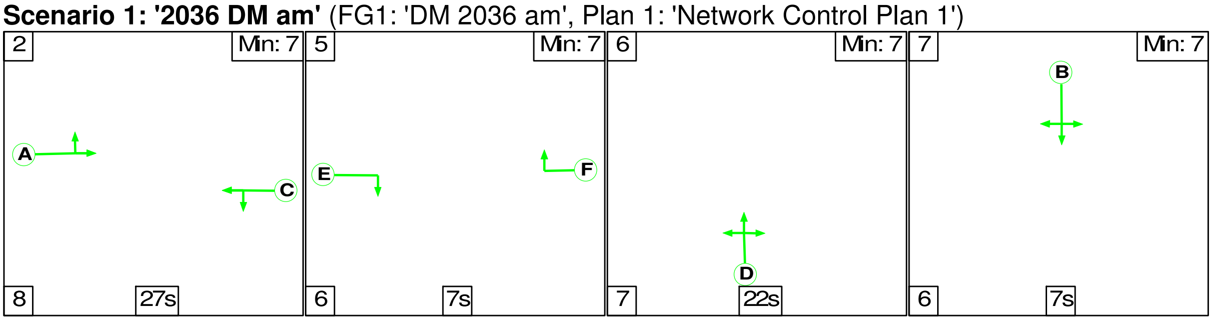
Full Input Data And Results

Scenario 4: '2036 Baseline pm' (FG4: 'Baseline 2036 pm', Plan 1: 'Network Control Plan 1')

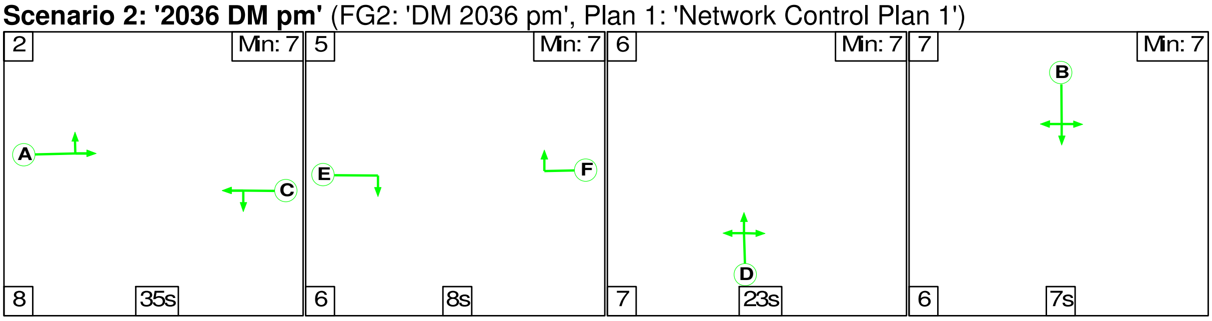


Stage Sequence Diagram

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

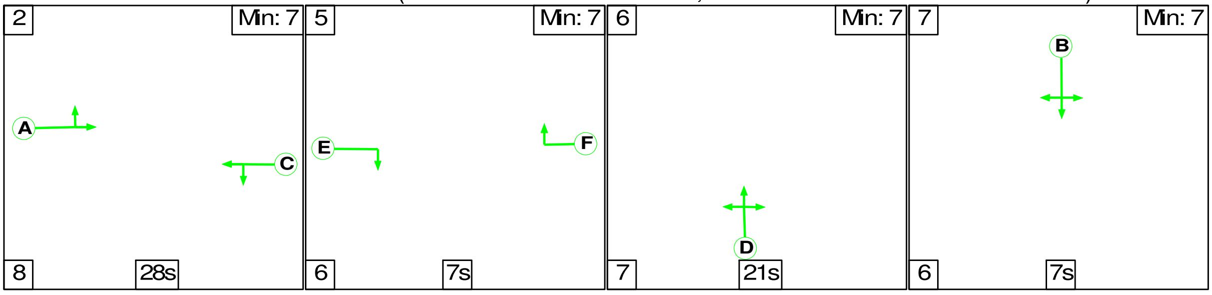


Scenario 2: '2036 DM pm' (FG2: 'DM 2036 pm', Plan 1: 'Network Control Plan 1')

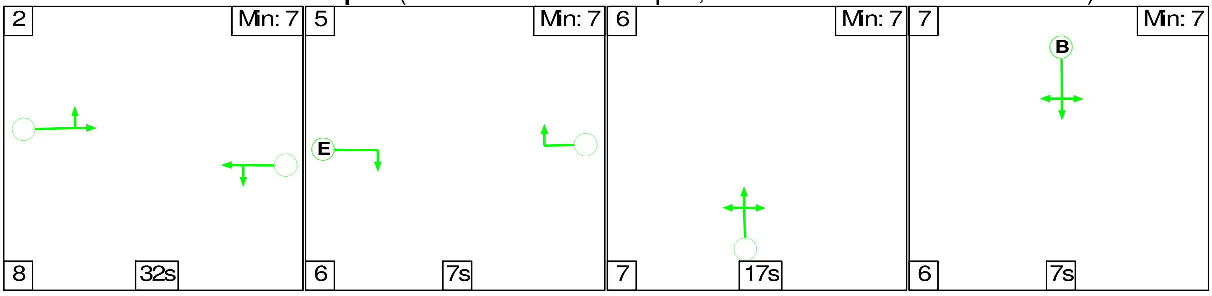


Full Input Data And Results

Scenario 3: '2036 Baseline am' (FG3: 'Baseline 2036 am', Plan 1: 'Network Control Plan 1')



Scenario 4: '2036 Baseline pm' (FG4: 'Baseline 2036 pm', Plan 1: 'Network Control Plan 1')



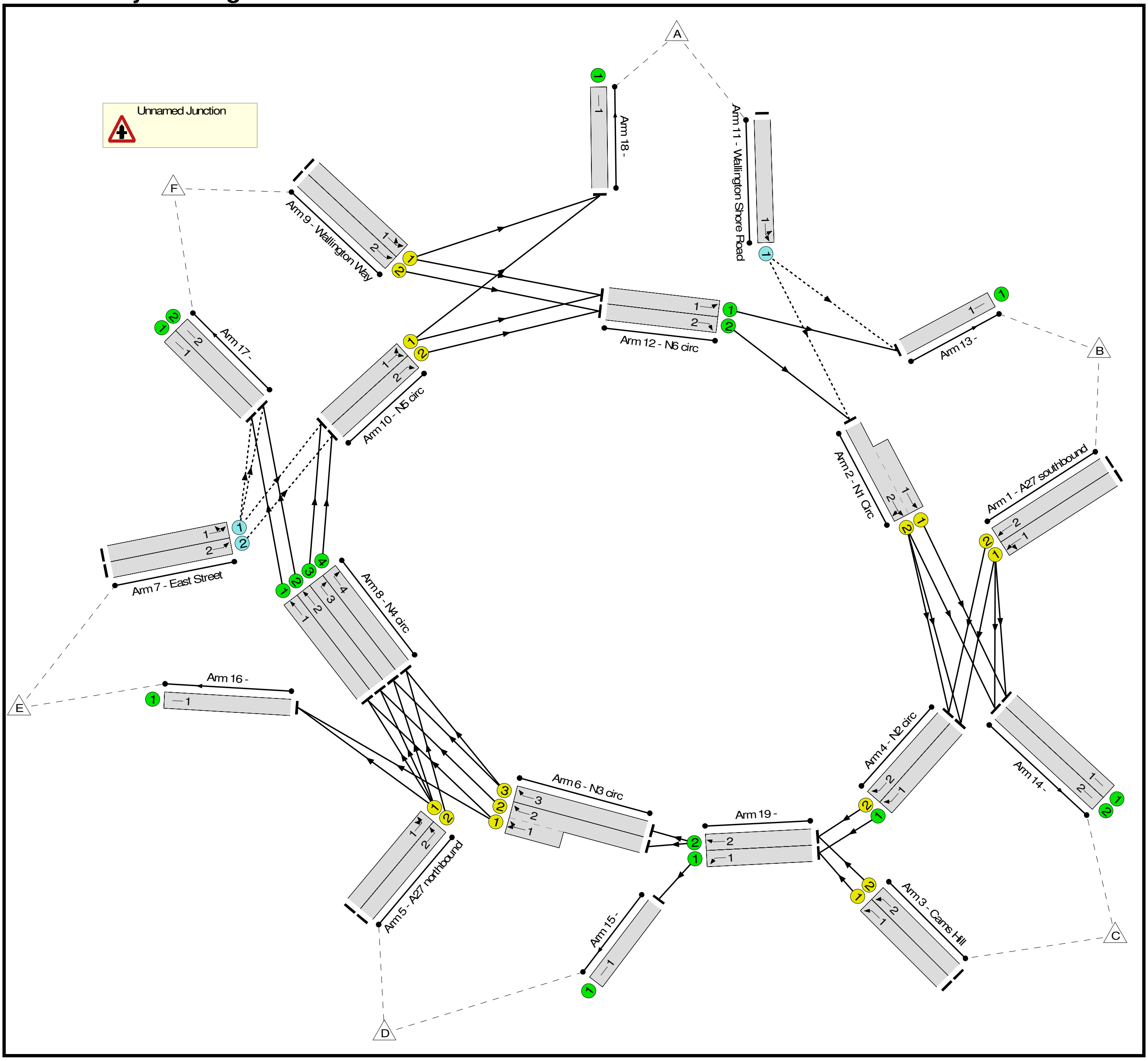
Delme Roundabout

Full Input Data And Results

User and Project Details

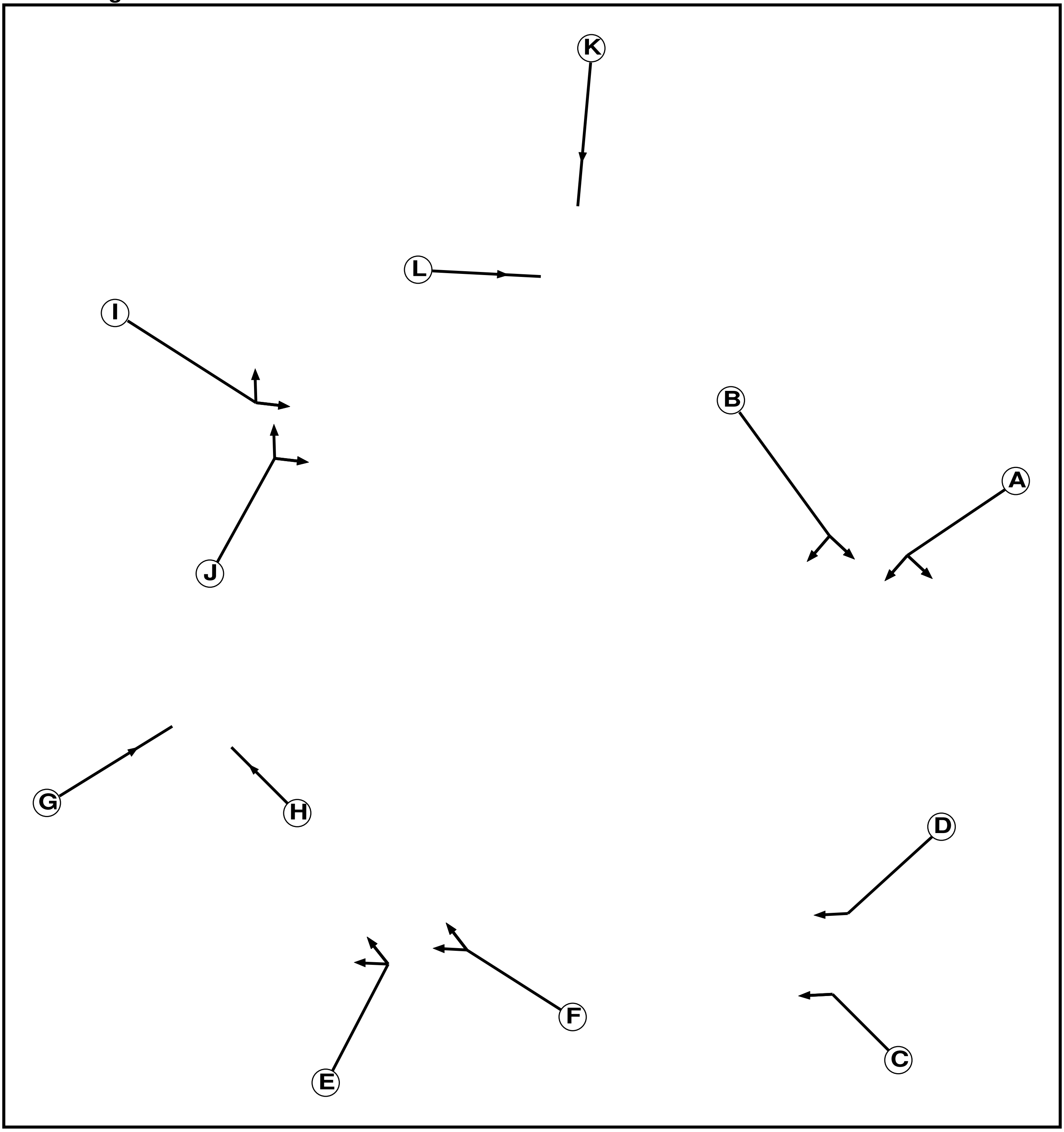
	Delme rbt full signals geometry sats.lsg3x
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7
I	Traffic	5		7	7
J	Traffic	5		7	7
K	Traffic	6		7	7
L	Traffic	6		7	7

Full Input Data And Results

Phase Intergreens Matrix

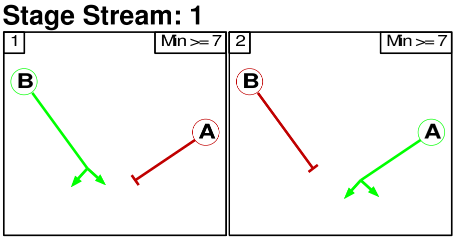
	Starting Phase											
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L
	A		5	-	-	-	-	-	-	-	-	-	-
	B	5		-	-	-	-	-	-	-	-	-	-
	C	-	-		5	-	-	-	-	-	-	-	-
	D	-	-	5		-	-	-	-	-	-	-	-
	E	-	-	-	-		5	-	-	-	-	-	-
	F	-	-	-	-	5		-	-	-	-	-	-
	G	-	-	-	-	-	-		5	-	-	-	-
	H	-	-	-	-	-	-	5		-	-	-	-
	I	-	-	-	-	-	-	-	-		5	-	-
	J	-	-	-	-	-	-	-	-	5		-	-
	K	-	-	-	-	-	-	-	-	-	-		5
	L	-	-	-	-	-	-	-	-	-	-	5	

Phases in Stage

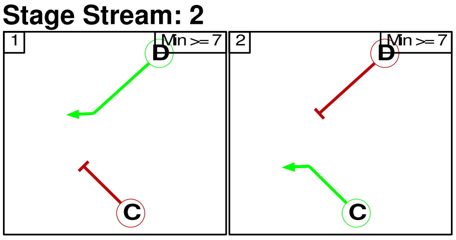
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C
3	1	F
3	2	E
4	1	H
4	2	G
5	1	J
5	2	I
6	1	L
6	2	K

Stage Diagram

Stage Stream: 1

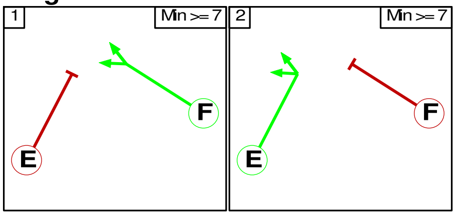


Stage Stream: 2

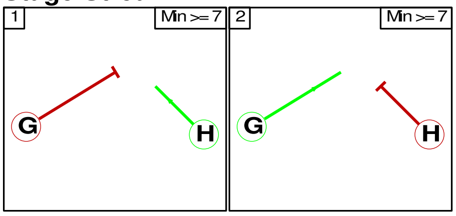


Full Input Data And Results

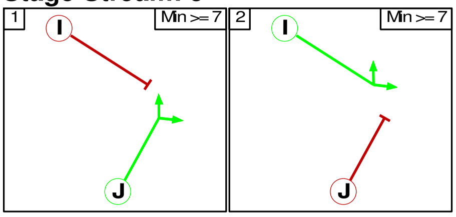
Stage Stream: 3



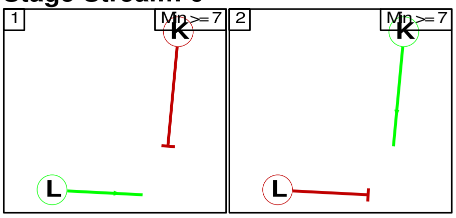
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



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

Stage Stream: 5

There are no Phase Delays defined

Full Input Data And Results

Stage Stream: 6

There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage			
			5
		5	

Stage Stream: 2

	To Stage		
From Stage			
			5
		5	

Stage Stream: 3

	To Stage		
From Stage			
			5
		5	

Stage Stream: 4

	To Stage		
From Stage			
			5
		5	

Stage Stream: 5

	To Stage		
From Stage			
			5
		5	

Stage Stream: 6

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction										
Lane	**Movement**	**Max 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)**
7/1 (East Street)	10/1 (Ahead)	1439	8/2	1.09	8/2	-	-	-	-	-
			8/1	1.09	8/1					
			8/3	1.09	8/3					
			8/4	1.09	8/4					
	17/1 (Left)	1439	8/1	1.09	8/1					
			8/2	1.09	8/2					
	17/2 (Left)	1439	8/1	1.09	8/1					
			8/2	1.09	8/2					
7/2 (East Street)	10/2 (Ahead)	1439	8/1	1.09	8/1	-	-	-	-	-
			8/2	1.09	8/2					
			8/3	1.09	8/3					
			8/4	1.09	8/4					
11/1 (Wallington Shore Road)	2/2 (Ahead)	1439	12/1	1.09	12/1	-	-	-	-	-
			12/2	1.09	12/2					
	13/1 (Left)	1439	12/1	1.09	12/1					

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A27 southbound)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 4 Ahead Arm 14 Left	Inf Inf
1/2 (A27 southbound)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 4 Ahead	Inf
2/1 (N1 Circ)	U	B	2	3	7.0	Geom	-	3.25	0.00	N	Arm 14 Ahead	Inf
2/2 (N1 Circ)	U	B	2	3	18.0	Geom	-	3.50	0.00	N	Arm 4 Right Arm 14 Ahead	Inf Inf
3/1 (Cams Hill)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 19 Left	Inf
3/2 (Cams Hill)	U	C	2	3	60.0	Geom	-	3.25	0.00	N	Arm 19 Left	Inf
4/1 (N2 circ)	U		2	3	60.0	Geom	-	3.25	0.00	N	Arm 19 Right	Inf
4/2 (N2 circ)	U	D	2	3	60.0	Geom	-	3.25	0.00	N	Arm 19 Right	Inf
5/1 (A27 northbound)	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Left Arm 16 Left	Inf Inf
5/2 (A27 northbound)	U	E	2	3	60.0	Geom	-	3.25	0.00	N	Arm 8 Left	Inf
6/1 (N3 circ)	U	F	2	3	5.2	User	1800	-	-	-	-	-
6/2 (N3 circ)	U	F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Ahead	Inf
6/3 (N3 circ)	U	F	2	3	60.0	Geom	-	3.25	0.00	N	Arm 8 Ahead	Inf
7/1 (East Street)	O		2	3	60.0	Geom	-	3.25	0.00	N	Arm 10 Ahead Arm 17 Left	Inf Inf
7/2 (East Street)	O		2	3	60.0	Geom	-	3.25	0.00	N	Arm 10 Ahead	Inf
8/1 (N4 circ)	U		2	3	15.0	Geom	-	3.25	0.00	N	Arm 17 Ahead	Inf
8/2 (N4 circ)	U		2	3	16.0	Geom	-	3.25	0.00	N	Arm 17 Ahead	Inf
8/3 (N4 circ)	U		2	3	16.0	Geom	-	3.25	0.00	N	Arm 10 Right	Inf
8/4 (N4 circ)	U		2	3	16.0	Geom	-	3.25	0.00	N	Arm 10 Right	Inf

9/1 (Wallington Way)	U	I	2	3	60.0	User	1800	-	-	-	-	-
9/2 (Wallington Way)	U	I	2	3	60.0	User	1800	-	-	-	-	-
10/1 (N5 circ)	U	J	2	3	16.0	Geom	-	3.50	0.00	N	Arm 12 Right	Inf
											Arm 18 Left	Inf
10/2 (N5 circ)	U	J	2	3	16.0	Geom	-	3.50	0.00	N	Arm 12 Right	Inf
11/1 (Wallington Shore Road)	O		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
											Arm 13 Left	Inf
12/1 (N6 circ)	U		2	3	60.0	Geom	-	3.25	0.00	N	Arm 13 Ahead	Inf
12/2 (N6 circ)	U		2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Right	Inf
13/1	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1	U		2	3	60.0	Inf	-	-	-	-	-	-
14/2	U		2	3	60.0	Inf	-	-	-	-	-	-
15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
16/1	U		2	3	60.0	Inf	-	-	-	-	-	-
17/1	U		2	3	60.0	Inf	-	-	-	-	-	-
17/2	U		2	3	60.0	Inf	-	-	-	-	-	-
18/1	U		2	3	60.0	Inf	-	-	-	-	-	-
19/1	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm 15 Left	Inf
19/2	U		2	3	60.0	Geom	-	3.25	0.00	N	Arm 6 Ahead	Inf

Traffic Flow Groups

1: 'DM 2036 am'	08:00	09:00	01:00	
2: 'DM 2036 pm'	16:00	17:00	01:00	

Scenario 1: 'DM2036 am' (FG1: 'DM 2036 am', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	64	38	87	4	12	205
	B	28	22	365	0	73	265	753
	C	28	437	0	768	68	312	1613
	D	31	27	369	0	0	22	449
	E	23	263	279	0	0	0	565
	F	67	54	274	48	0	0	443
	Tot.	177	867	1325	903	145	611	4028

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: DM2036 am
Junction: Unnamed Junction	
1/1	365
1/2	388
2/1 (short)	560
2/2 (with short)	1111(In) 551(Out)
3/1	768
3/2	845
4/1	135
4/2	404
5/1	80
5/2	369
6/1 (short)	570
6/2 (with short)	734(In) 164(Out)
6/3	515
7/1	286
7/2	279
8/1	447
8/2	164
8/3	573
8/4	369
9/1	121
9/2	322
10/1	859
10/2	648
11/1	205
12/1	803
12/2	970
13/1	867
14/1	742
14/2	583
15/1	903
16/1	145
17/1	447
17/2	164
18/1	177
19/1	903
19/2	1249

Lane Saturation Flows

Junction: Unnamed Junction							
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat flow (PCU/Hr)**
1/1 (A27 southbound)	3.25	0.00	N	Arm 4 Ahead	Inf	0.0 %	2080
				Arm 14 Left	Inf	100.0 %	
1/2 (A27 southbound)	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080
2/1 (N1 Circ)	3.25	0.00	N	Arm 14 Ahead	Inf	100.0 %	2080
2/2 (N1 Circ)	3.50	0.00	N	Arm 4 Right	Inf	27.4 %	2105
				Arm 14 Ahead	Inf	72.6 %	
3/1 (Cams Hill)	3.25	0.00	Y	Arm 19 Left	Inf	100.0 %	1940
3/2 (Cams Hill)	3.25	0.00	N	Arm 19 Left	Inf	100.0 %	2080
4/1 (N2 circ)	3.25	0.00	N	Arm 19 Right	Inf	100.0 %	2080
4/2 (N2 circ)	3.25	0.00	N	Arm 19 Right	Inf	100.0 %	2080
5/1 (A27 northbound)	3.25	0.00	Y	Arm 8 Left	Inf	100.0 %	1940
				Arm 16 Left	Inf	0.0 %	
5/2 (A27 northbound)	3.25	0.00	N	Arm 8 Left	Inf	100.0 %	2080
6/1 (N3 circ Lane 1)	This lane uses a directly entered Saturation Flow						1800
6/2 (N3 circ)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940
6/3 (N3 circ)	3.25	0.00	N	Arm 8 Ahead	Inf	100.0 %	2080
7/1 (East Street)	3.25	0.00	N	Arm 10 Ahead	Inf	100.0 %	2080
				Arm 17 Left	Inf	0.0 %	
7/2 (East Street)	3.25	0.00	N	Arm 10 Ahead	Inf	100.0 %	2080
8/1 (N4 circ)	3.25	0.00	N	Arm 17 Ahead	Inf	100.0 %	2080
8/2 (N4 circ)	3.25	0.00	N	Arm 17 Ahead	Inf	100.0 %	2080
8/3 (N4 circ)	3.25	0.00	N	Arm 10 Right	Inf	100.0 %	2080
8/4 (N4 circ)	3.25	0.00	N	Arm 10 Right	Inf	100.0 %	2080
9/1 (Wallington Way Lane 1)	This lane uses a directly entered Saturation Flow						1800
9/2 (Wallington Way Lane 2)	This lane uses a directly entered Saturation Flow						1800
10/1 (N5 circ)	3.50	0.00	N	Arm 12 Right	Inf	87.2 %	2105
				Arm 18 Left	Inf	12.8 %	

10/2 (N5 circ)	3.50	0.00	N	Arm 12 Right	Inf	100.0 %	2105
11/1 (Wallington Shore Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	68.8 %	1940
				Arm 13 Left	Inf	31.2 %	
12/1 (N6 circ)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080
12/2 (N6 circ)	3.25	0.00	N	Arm 2 Right	Inf	100.0 %	2080
13/1	Infinite Saturation Flow						Inf
14/1	Infinite Saturation Flow						Inf
14/2	Infinite Saturation Flow						Inf
15/1	Infinite Saturation Flow						Inf
16/1	Infinite Saturation Flow						Inf
17/1	Infinite Saturation Flow						Inf
17/2	Infinite Saturation Flow						Inf
18/1	Infinite Saturation Flow						Inf
19/1	3.25	0.00	Y	Arm 15 Left	Inf	100.0 %	1940
19/2	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080

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

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	91	64	65	4	26	250
	B	42	34	128	0	71	224	499
	C	20	401	0	556	51	326	1354
	D	29	28	636	0	0	13	706
	E	16	335	355	0	0	0	706
	F	37	54	267	12	0	0	370
	Tot.	144	943	1450	633	126	589	3885

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: DM 2036 pm
Junction: Unnamed Junction	
1/1	128
1/2	371
2/1 (short)	661
2/2 (with short)	1429(In) 768(Out)
3/1	556
3/2	798
4/1	77
4/2	401
5/1	70
5/2	636
6/1 (short)	478
6/2 (with short)	702(In) 224(Out)
6/3	497
7/1	351
7/2	355
8/1	365
8/2	224
8/3	554
8/4	636
9/1	91
9/2	279
10/1	905
10/2	991
11/1	250
12/1	852
12/2	1270
13/1	943
14/1	725
14/2	725
15/1	633
16/1	126
17/1	365
17/2	224
18/1	144
19/1	633
19/2	1199

Lane Saturation Flows

Junction: Unnamed Junction							
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat flow (PCU/Hr)
1/1 (A27 southbound)	3.25	0.00	N	Arm 4 Ahead	Inf	0.0 %	2080
				Arm 14 Left	Inf	100.0 %	
1/2 (A27 southbound)	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080
2/1 (N1 Circ)	3.25	0.00	N	Arm 14 Ahead	Inf	100.0 %	2080
2/2 (N1 Circ)	3.50	0.00	N	Arm 4 Right	Inf	13.9 %	2105
				Arm 14 Ahead	Inf	86.1 %	
3/1 (Cams Hill)	3.25	0.00	Y	Arm 19 Left	Inf	100.0 %	1940
3/2 (Cams Hill)	3.25	0.00	N	Arm 19 Left	Inf	100.0 %	2080
4/1 (N2 circ)	3.25	0.00	N	Arm 19 Right	Inf	100.0 %	2080
4/2 (N2 circ)	3.25	0.00	N	Arm 19 Right	Inf	100.0 %	2080
5/1 (A27 northbound)	3.25	0.00	Y	Arm 8 Left	Inf	100.0 %	1940
				Arm 16 Left	Inf	0.0 %	
5/2 (A27 northbound)	3.25	0.00	N	Arm 8 Left	Inf	100.0 %	2080
6/1 (N3 circ Lane 1)	This lane uses a directly entered Saturation Flow						1800
6/2 (N3 circ)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940
6/3 (N3 circ)	3.25	0.00	N	Arm 8 Ahead	Inf	100.0 %	2080
7/1 (East Street)	3.25	0.00	N	Arm 10 Ahead	Inf	100.0 %	2080
				Arm 17 Left	Inf	0.0 %	
7/2 (East Street)	3.25	0.00	N	Arm 10 Ahead	Inf	100.0 %	2080
8/1 (N4 circ)	3.25	0.00	N	Arm 17 Ahead	Inf	100.0 %	2080
8/2 (N4 circ)	3.25	0.00	N	Arm 17 Ahead	Inf	100.0 %	2080
8/3 (N4 circ)	3.25	0.00	N	Arm 10 Right	Inf	100.0 %	2080
8/4 (N4 circ)	3.25	0.00	N	Arm 10 Right	Inf	100.0 %	2080
9/1 (Wallington Way Lane 1)	This lane uses a directly entered Saturation Flow						1800
9/2 (Wallington Way Lane 2)	This lane uses a directly entered Saturation Flow						1800
10/1 (N5 circ)	3.50	0.00	N	Arm 12 Right	Inf	88.2 %	2105
				Arm 18 Left	Inf	11.8 %	

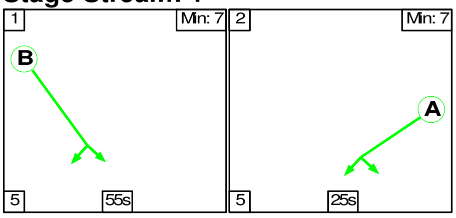
Full Input Data And Results

10/2 (N5 circ)	3.50	0.00	N	Arm 12 Right	Inf	100.0 %	2105
11/1 (Wallington Shore Road)	3.25	0.00	Y	Arm 2 Ahead	Inf	63.6 %	1940
				Arm 13 Left	Inf	36.4 %	
12/1 (N6 circ)	3.25	0.00	N	Arm 13 Ahead	Inf	100.0 %	2080
12/2 (N6 circ)	3.25	0.00	N	Arm 2 Right	Inf	100.0 %	2080
13/1	Infinite Saturation Flow						Inf
14/1	Infinite Saturation Flow						Inf
14/2	Infinite Saturation Flow						Inf
15/1	Infinite Saturation Flow						Inf
16/1	Infinite Saturation Flow						Inf
17/1	Infinite Saturation Flow						Inf
17/2	Infinite Saturation Flow						Inf
18/1	Infinite Saturation Flow						Inf
19/1	3.25	0.00	Y	Arm 15 Left	Inf	100.0 %	1940
19/2	3.25	0.00	N	Arm 6 Ahead	Inf	100.0 %	2080

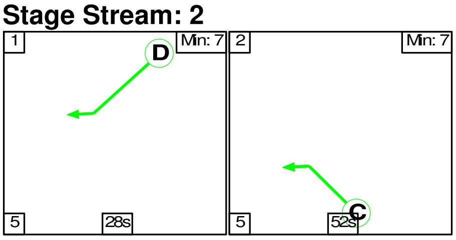
Scenario 1: 'DM2036 am' (FG1: 'DM 2036 am', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

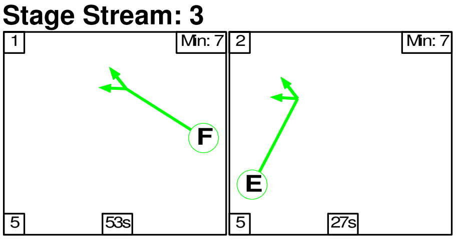
Stage Stream: 1



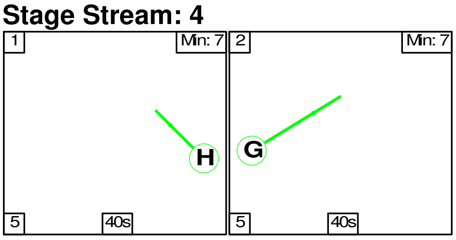
Stage Stream: 2



Stage Stream: 3

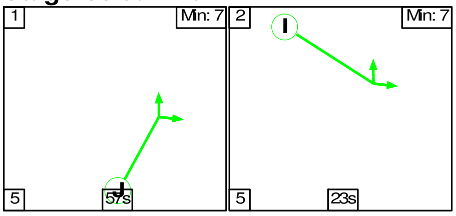


Stage Stream: 4

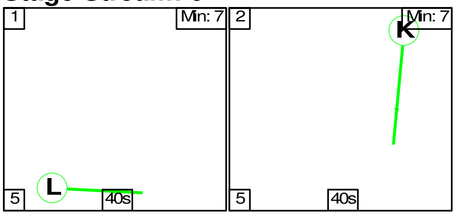


Full Input Data And Results

Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	55	25
Change Point	0	60

Stage Stream: 2

Stage	1	2
Duration	28	52
Change Point	63	6

Stage Stream: 3

Stage	1	2
Duration	53	27
Change Point	25	83

Stage Stream: 4

Stage	1	2
Duration	40	40
Change Point	26	71

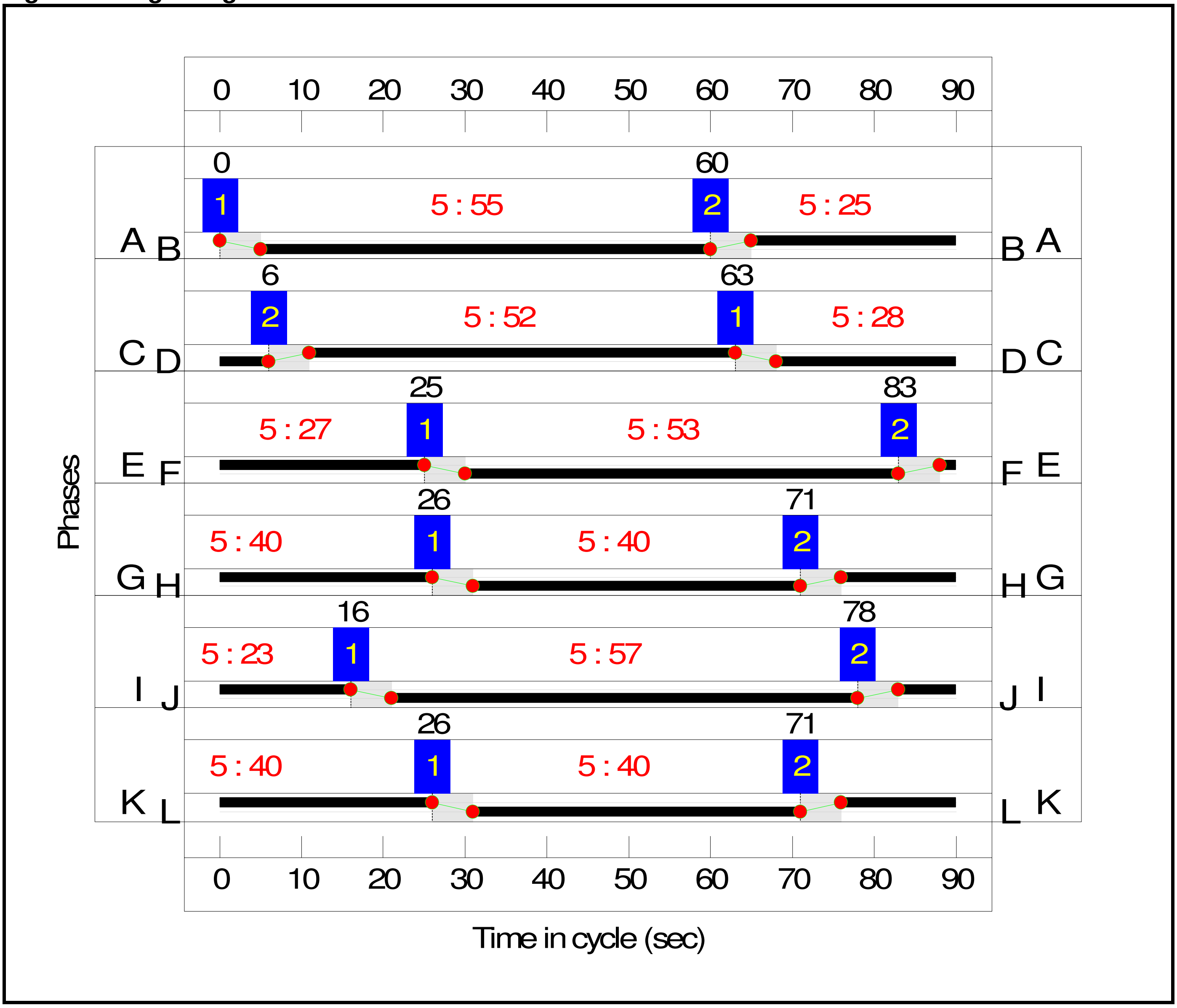
Stage Stream: 5

Stage	1	2
Duration	57	23
Change Point	16	78

Stage Stream: 6

Stage	1	2
Duration	40	40
Change Point	26	71

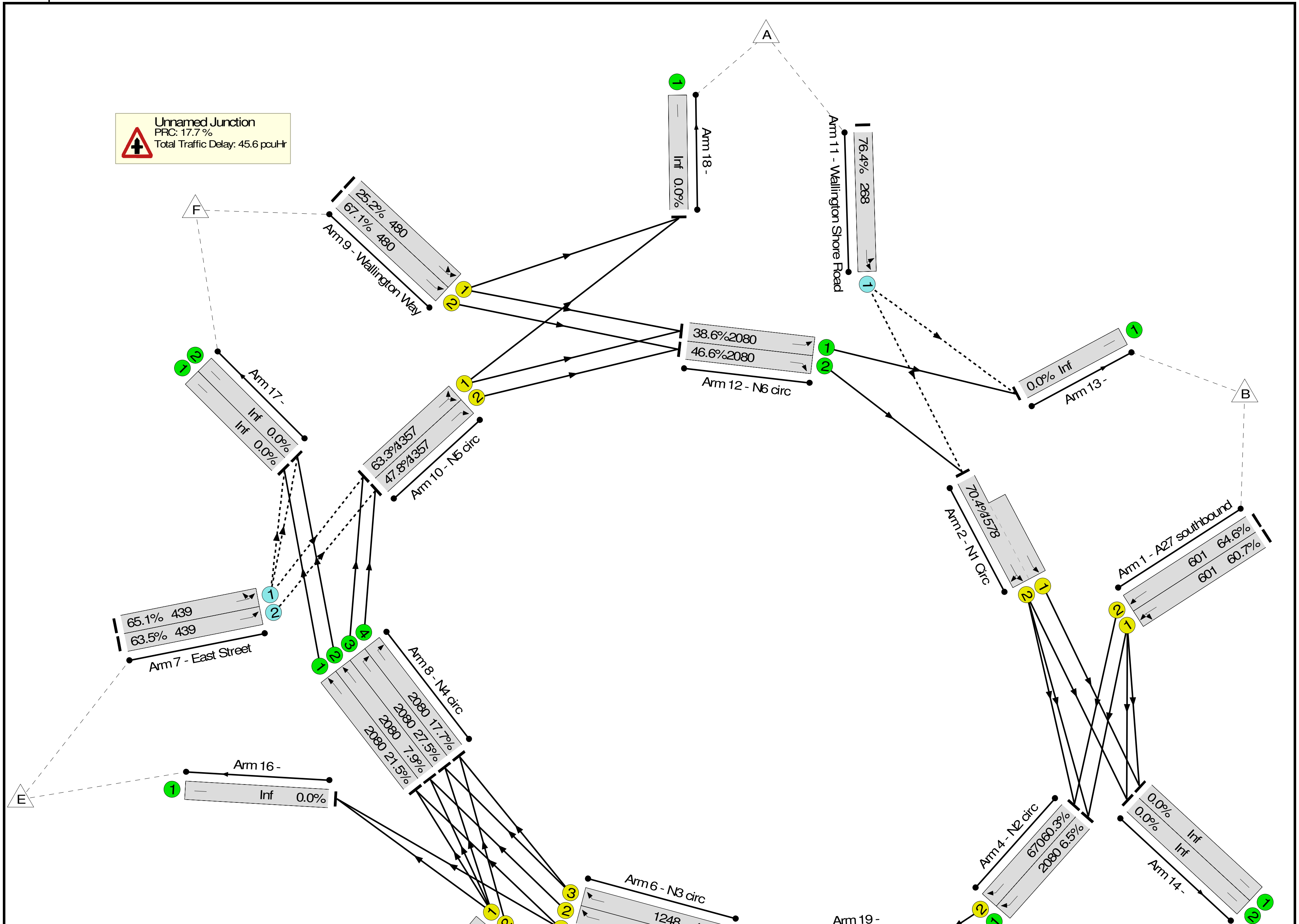
Signal Timings Diagram



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	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.4%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.4%**
1/1	A27 southbound Ahead Left	U	1	N/A	A		1	25	-	365	2080	601	60.7%
1/2	A27 southbound Ahead	U	1	N/A	A		1	25	-	388	2080	601	64.6%
2/2+2/1	N1 Circ Right Ahead	U	1	N/A	B		1	55	-	1111	2105:2080	1578	70.4%
3/1	Cams Hill Left	U	2	N/A	C		1	52	-	768	1940	1142	67.2%
3/2	Cams Hill Left	U	2	N/A	C		1	52	-	845	2080	1225	69.0%
4/1	N2 circ Right	U	N/A	N/A	-		-	-	-	135	2080	2080	6.5%
4/2	N2 circ Right	U	2	N/A	D		1	28	-	404	2080	670	60.3%
5/1	A27 northbound Left Left2	U	3	N/A	E		1	27	-	80	1940	604	13.3%
5/2	A27 northbound Left	U	3	N/A	E		1	27	-	369	2080	647	57.0%
6/2+6/1	N3 circ Ahead Ahead2	U	3	N/A	F		1	53	-	734	1940:1800	1159	63.3%
6/3	N3 circ Ahead	U	3	N/A	F		1	53	-	515	2080	1248	41.3%
7/1	East Street Ahead Left	O	N/A	N/A	-		-	-	-	286	2080	439	65.1%
7/2	East Street Ahead	O	N/A	N/A	-		-	-	-	279	2080	439	63.5%
8/1	N4 circ Ahead	U	N/A	N/A	-		-	-	-	447	2080	2080	21.5%
8/2	N4 circ Ahead	U	N/A	N/A	-		-	-	-	164	2080	2080	7.9%
8/3	N4 circ Right	U	N/A	N/A	-		-	-	-	573	2080	2080	27.5%
8/4	N4 circ Right	U	N/A	N/A	-		-	-	-	369	2080	2080	17.7%
9/1	Wallington Way Ahead Left	U	5	N/A	I		1	23	-	121	1800	480	25.2%
9/2	Wallington Way Ahead	U	5	N/A	I		1	23	-	322	1800	480	67.1%

Full Input Data And Results

10/1	N5 circ Right Left	U	5	N/A	J		1	57	-	859	2105	1357	63.3%
10/2	N5 circ Right	U	5	N/A	J		1	57	-	648	2105	1357	47.8%
11/1	Wallington Shore Road Ahead Left	O	N/A	N/A	-		-	-	-	205	1940	268	76.4%
12/1	N6 circ Ahead	U	N/A	N/A	-		-	-	-	803	2080	2080	38.6%
12/2	N6 circ Right	U	N/A	N/A	-		-	-	-	970	2080	2080	46.6%
13/1		U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
14/2		U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%
16/1		U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
17/2		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
18/1		U	N/A	N/A	-		-	-	-	177	Inf	Inf	0.0%
19/1	Left	U	N/A	N/A	-		-	-	-	903	1940	1940	46.5%
19/2	Ahead	U	N/A	N/A	-		-	-	-	1249	2080	2080	60.0%

Full Input Data And Results

Item	Entering (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	**-**	**-**	**770**	**0**	**0**	**29.6**	**16.0**	**0.0**	**45.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**770**	**0**	**0**	**29.6**	**16.0**	**0.0**	**45.6**	**-**	**-**	**-**	**-**
1/1	365	365	-	-	-	2.8	0.8	-	3.6	35.2	7.8	0.8	8.6
1/2	388	388	-	-	-	3.0	0.9	-	3.9	36.4	8.4	0.9	9.3
2/2+2/1	1111	1111	-	-	-	0.7	1.2	-	1.8	5.9	3.8	1.2	5.0
3/1	768	768	-	-	-	2.7	1.0	-	3.7	17.4	13.0	1.0	14.0
3/2	845	845	-	-	-	3.0	1.1	-	4.1	17.5	14.6	1.1	15.7
4/1	135	135	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	404	404	-	-	-	0.2	0.8	-	1.0	8.9	0.5	0.8	1.2
5/1	80	80	-	-	-	0.5	0.1	-	0.6	25.7	1.4	0.1	1.5
5/2	369	369	-	-	-	2.7	0.7	-	3.3	32.4	7.7	0.7	8.3
6/2+6/1	734	734	-	-	-	3.1	0.9	-	4.0	19.4	10.7	0.9	11.5
6/3	515	515	-	-	-	0.7	0.4	-	1.1	7.5	7.7	0.4	8.1
7/1	286	286	286	0	0	0.7	0.9	-	1.6	20.0	3.6	0.9	4.5
7/2	279	279	279	0	0	0.6	0.9	-	1.5	19.4	3.5	0.9	4.3
8/1	447	447	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/2	164	164	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
8/3	573	573	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/4	369	369	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
9/1	121	121	-	-	-	0.9	0.2	-	1.0	31.0	2.4	0.2	2.5
9/2	322	322	-	-	-	2.6	1.0	-	3.6	40.7	7.2	1.0	8.2
10/1	859	859	-	-	-	1.4	0.9	-	2.2	9.3	6.6	0.9	7.5
10/2	648	648	-	-	-	2.6	0.5	-	3.0	16.7	14.1	0.5	14.5
11/1	205	205	205	0	0	1.1	1.5	-	2.6	45.9	4.8	1.5	6.3
12/1	803	803	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	970	970	-	-	-	0.0	0.4	-	0.4	1.7	9.3	0.4	9.8

Full Input Data And Results

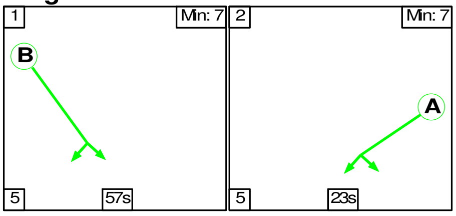
	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	903	903	-	-	-	0.4	0.4	-	0.9	3.5	16.9	0.4	17.3

C1 Stream: 1 PRC for Signalled Lanes (%): 27.9 Total Delay for Signalled Lanes (pcuHr): 9.32
C1 Stream: 2 PRC for Signalled Lanes (%): 30.5 Total Delay for Signalled Lanes (pcuHr): 8.82
C1 Stream: 3 PRC for Signalled Lanes (%): 42.1 Total Delay for Signalled Lanes (pcuHr): 8.92
C1 Stream: 4 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00
C1 Stream: 5 PRC for Signalled Lanes (%): 34.2 Total Delay for Signalled Lanes (pcuHr): 9.93
C1 Stream: 6 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00
PRC Over All Lanes (%): 17.7 Total Delay Over All Lanes(pcuHr): 45.58 Cycle Time (s): 90

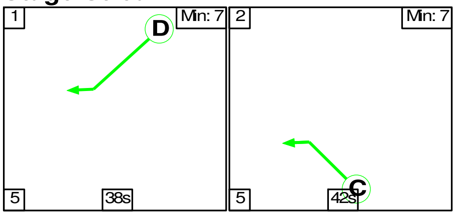
Full Input Data And Results
Scenario 2: 'DM 2036 pm' (FG2: 'DM 2036 pm', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

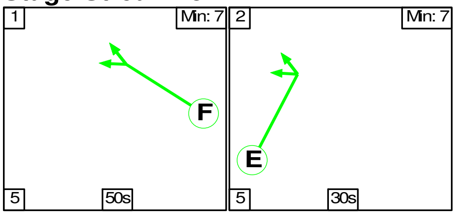
Stage Stream: 1



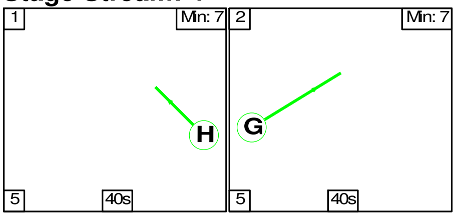
Stage Stream: 2



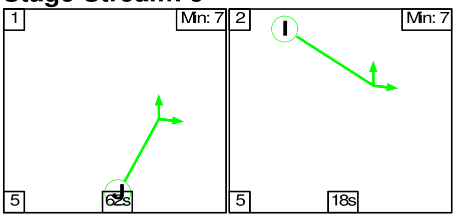
Stage Stream: 3



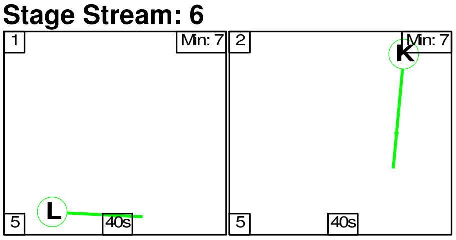
Stage Stream: 4



Stage Stream: 5



Stage Stream: 6



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	57	23
Change Point	0	62

Full Input Data And Results

Stage Stream: 2

Stage	1	2
Duration	38	42
Change Point	76	29

Stage Stream: 3

Stage	1	2
Duration	50	30
Change Point	76	41

Stage Stream: 4

Stage	1	2
Duration	40	40
Change Point	77	32

Stage Stream: 5

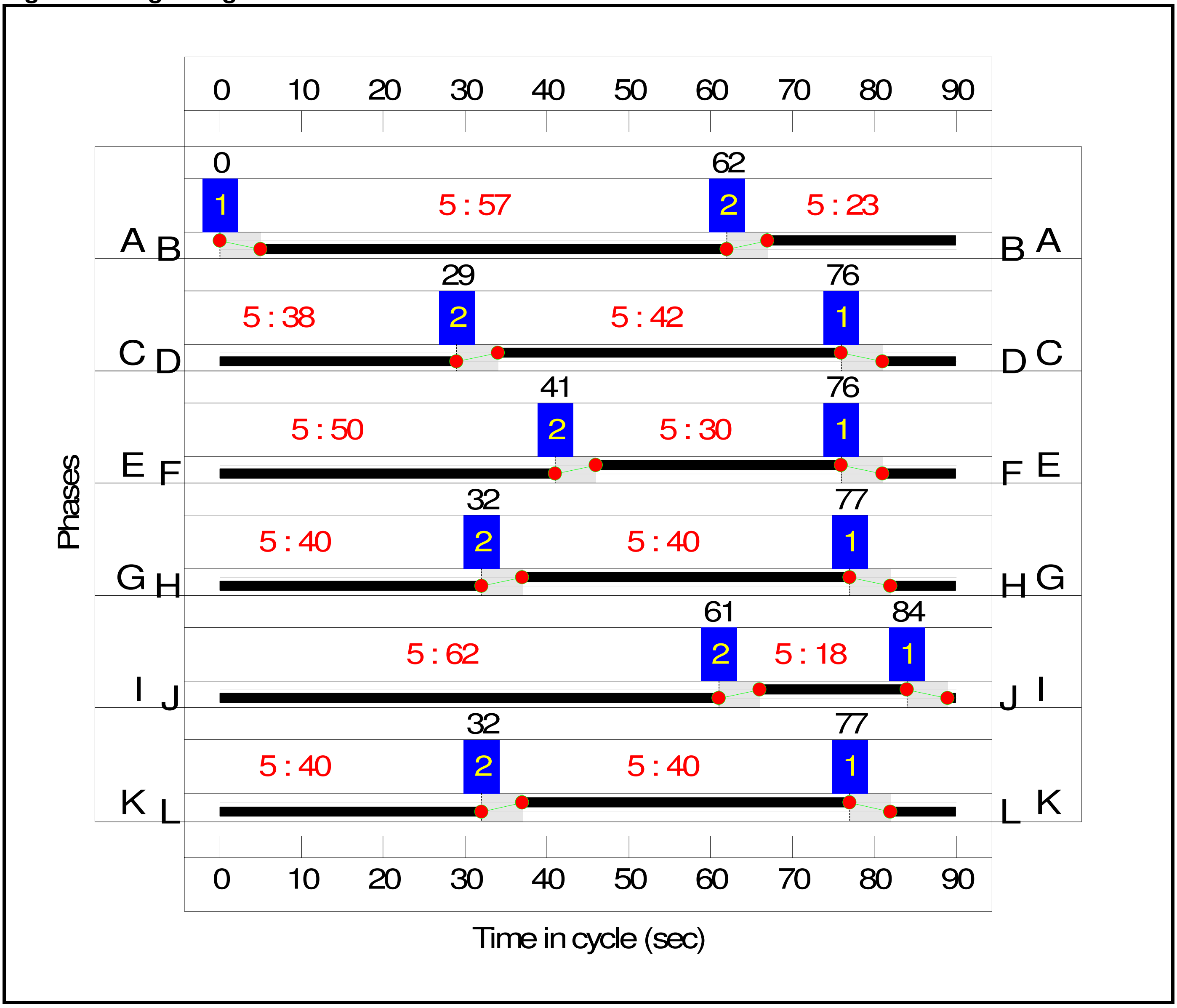
Stage	1	2
Duration	62	18
Change Point	84	61

Stage Stream: 6

Stage	1	2
Duration	40	40
Change Point	77	32

Full Input Data And Results

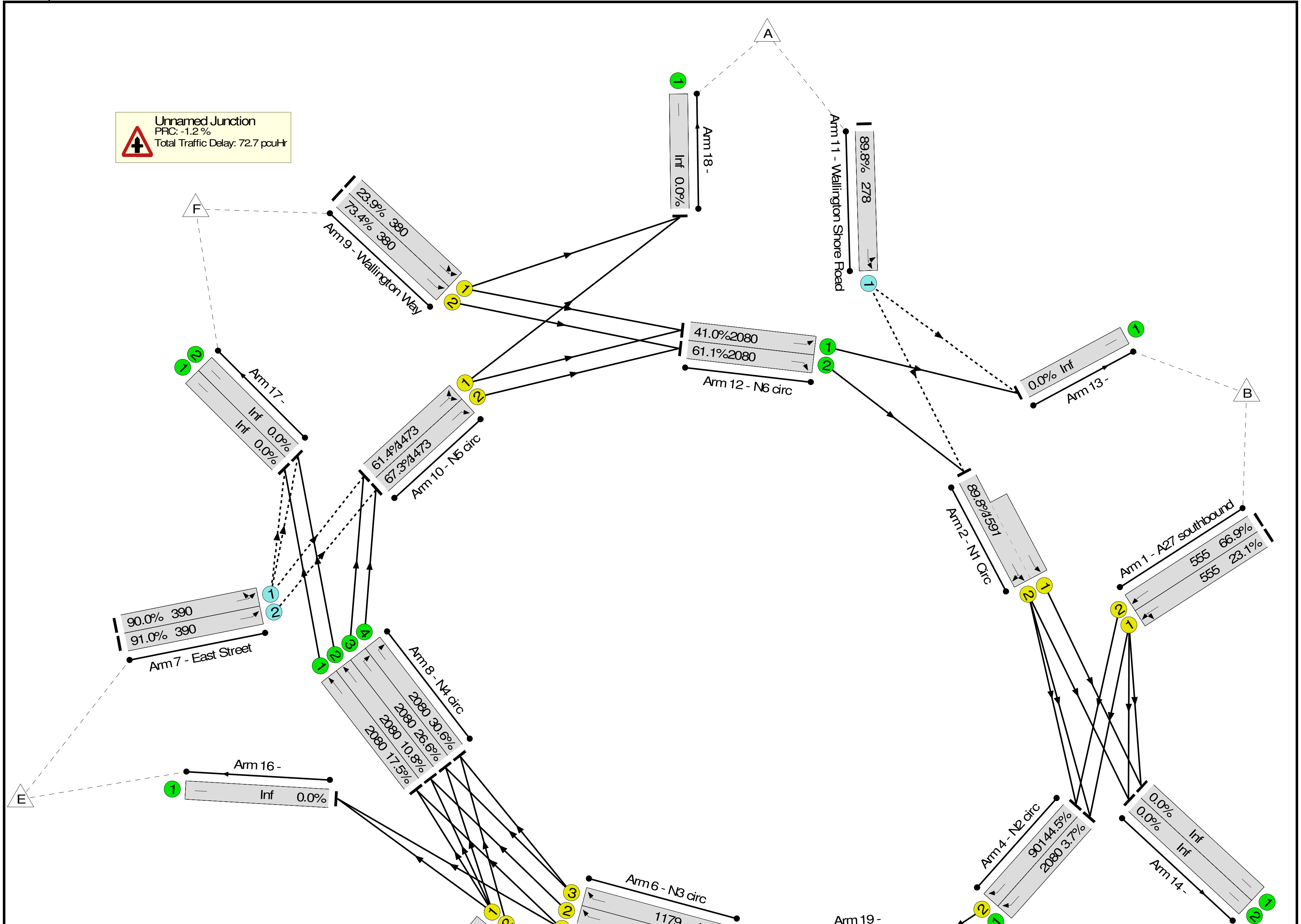
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**
1/1	A27 southbound Ahead Left	U	1	N/A	A		1	23	-	128	2080	555	23.1%
1/2	A27 southbound Ahead	U	1	N/A	A		1	23	-	371	2080	555	66.9%
2/2+2/1	N1 Circ Right Ahead	U	1	N/A	B		1	57	-	1429	2105:2080	1591	89.8%
3/1	Cams Hill Left	U	2	N/A	C		1	42	-	556	1940	927	60.0%
3/2	Cams Hill Left	U	2	N/A	C		1	42	-	798	2080	994	80.3%
4/1	N2 circ Right	U	N/A	N/A	-		-	-	-	77	2080	2080	3.7%
4/2	N2 circ Right	U	2	N/A	D		1	38	-	401	2080	901	44.5%
5/1	A27 northbound Left Left2	U	3	N/A	E		1	30	-	70	1940	668	10.5%
5/2	A27 northbound Left	U	3	N/A	E		1	30	-	636	2080	716	88.8%
6/2+6/1	N3 circ Ahead Ahead2	U	3	N/A	F		1	50	-	702	1940:1800	1142	61.5%
6/3	N3 circ Ahead	U	3	N/A	F		1	50	-	497	2080	1179	42.2%
7/1	East Street Ahead Left	O	N/A	N/A	-		-	-	-	351	2080	390	90.0%
7/2	East Street Ahead	O	N/A	N/A	-		-	-	-	355	2080	390	91.0%
8/1	N4 circ Ahead	U	N/A	N/A	-		-	-	-	365	2080	2080	17.5%
8/2	N4 circ Ahead	U	N/A	N/A	-		-	-	-	224	2080	2080	10.8%
8/3	N4 circ Right	U	N/A	N/A	-		-	-	-	554	2080	2080	26.6%
8/4	N4 circ Right	U	N/A	N/A	-		-	-	-	636	2080	2080	30.6%
9/1	Wallington Way Ahead Left	U	5	N/A	I		1	18	-	91	1800	380	23.9%
9/2	Wallington Way Ahead	U	5	N/A	I		1	18	-	279	1800	380	73.4%

Full Input Data And Results

10/1	N5 circ Right Left	U	5	N/A	J		1	62	-	905	2105	1473	61.4%
10/2	N5 circ Right	U	5	N/A	J		1	62	-	991	2105	1473	67.3%
11/1	Wallington Shore Road Ahead Left	O	N/A	N/A	-		-	-	-	250	1940	278	89.8%
12/1	N6 circ Ahead	U	N/A	N/A	-		-	-	-	852	2080	2080	41.0%
12/2	N6 circ Right	U	N/A	N/A	-		-	-	-	1270	2080	2080	61.1%
13/1		U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
14/1		U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
14/2		U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
15/1		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
16/1		U	N/A	N/A	-		-	-	-	126	Inf	Inf	0.0%
17/1		U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
17/2		U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
18/1		U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
19/1	Left	U	N/A	N/A	-		-	-	-	633	1940	1940	32.6%
19/2	Ahead	U	N/A	N/A	-		-	-	-	1199	2080	2080	57.6%

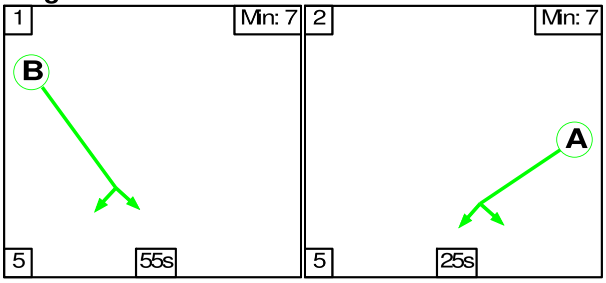
Full Input Data And Results

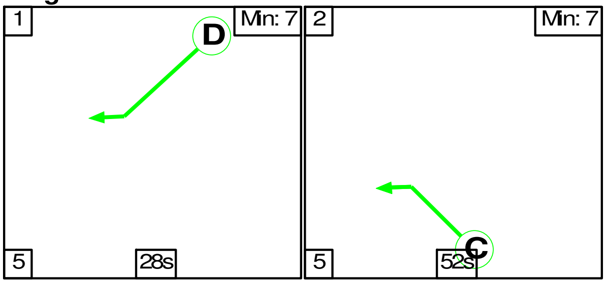
Item	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**956**	**0**	**0**	**42.0**	**30.7**	**0.0**	**72.7**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**956**	**0**	**0**	**42.0**	**30.7**	**0.0**	**72.7**	**-**	**-**	**-**	**-**
1/1	128	128	-	-	-	0.9	0.1	-	1.1	30.0	2.5	0.1	2.6
1/2	371	371	-	-	-	3.0	1.0	-	4.0	39.2	8.2	1.0	9.2
2/2+2/1	1429	1429	-	-	-	4.4	4.2	-	8.6	21.6	24.5	4.2	28.7
3/1	556	556	-	-	-	2.7	0.7	-	3.4	22.0	10.0	0.7	10.8
3/2	798	798	-	-	-	4.4	2.0	-	6.4	28.9	16.8	2.0	18.8
4/1	77	77	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	401	401	-	-	-	1.0	0.4	-	1.4	12.6	9.5	0.4	9.9
5/1	70	70	-	-	-	0.4	0.1	-	0.4	23.1	1.2	0.1	1.2
5/2	636	636	-	-	-	4.9	3.6	-	8.5	48.4	14.8	3.6	18.5
6/2+6/1	702	702	-	-	-	3.5	0.8	-	4.3	21.8	17.1	0.8	17.9
6/3	497	497	-	-	-	3.2	0.4	-	3.6	26.2	11.4	0.4	11.8
7/1	351	351	351	0	0	2.4	3.8	-	6.1	62.9	8.4	3.8	12.2
7/2	355	355	355	0	0	2.4	4.1	-	6.5	66.1	8.6	4.1	12.7
8/1	365	365	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/2	224	224	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
8/3	554	554	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
8/4	636	636	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
9/1	91	91	-	-	-	0.7	0.2	-	0.9	35.7	1.9	0.2	2.0
9/2	279	279	-	-	-	2.6	1.3	-	3.9	50.5	6.5	1.3	7.9
10/1	905	905	-	-	-	0.2	0.8	-	1.0	4.1	13.1	0.8	13.8
10/2	991	991	-	-	-	4.2	1.0	-	5.2	19.1	14.6	1.0	15.6
11/1	250	250	250	0	0	1.0	3.5	-	4.6	65.6	3.5	3.5	7.1
12/1	852	852	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	1270	1270	-	-	-	0.0	0.8	-	0.8	2.2	9.9	0.8	10.7

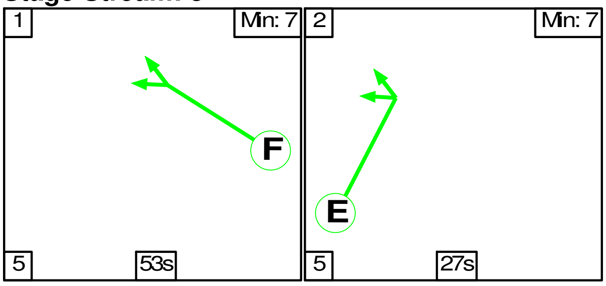
Full Input Data And Results

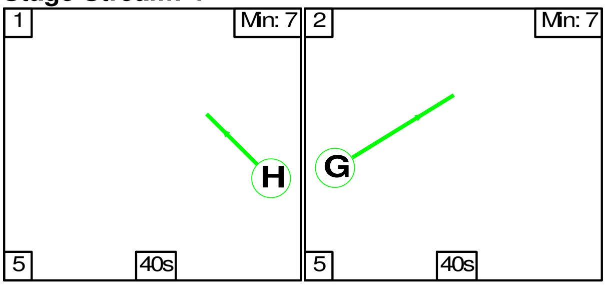
	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	633	633	-	-	-	0.0	0.2	-	0.3	1.5	4.4	0.2	4.7

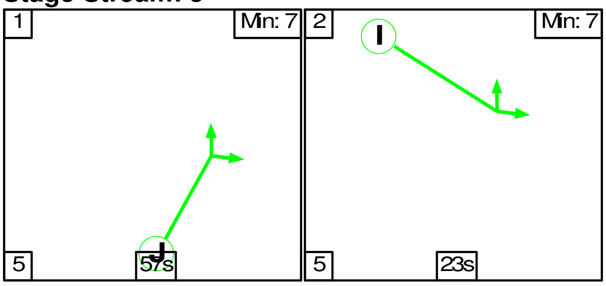
C1 Stream: 1 PRC for Signalled Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 13.68
C1 Stream: 2 PRC for Signalled Lanes (%): 12.1 Total Delay for Signalled Lanes (pcuHr): 11.22
C1 Stream: 3 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 16.87
C1 Stream: 4 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00
C1 Stream: 5 PRC for Signalled Lanes (%): 22.6 Total Delay for Signalled Lanes (pcuHr): 11.10
C1 Stream: 6 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00
PRC Over All Lanes (%): -1.2 Total Delay Over All Lanes(pcuHr): 72.74 Cycle Time (s): 90

Full Input Data And Results
Scenario 1: 'DM2036 am' (FG1: 'DM 2036 am', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram
Stage Stream: 1


Stage Stream: 2


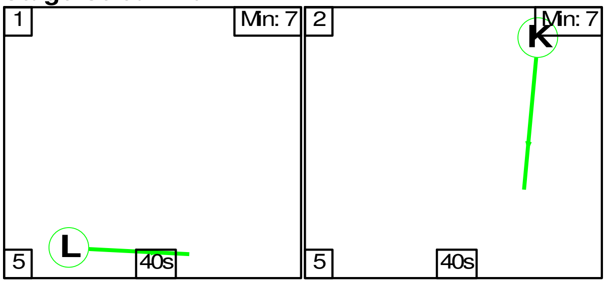
Stage Stream: 3


Stage Stream: 4


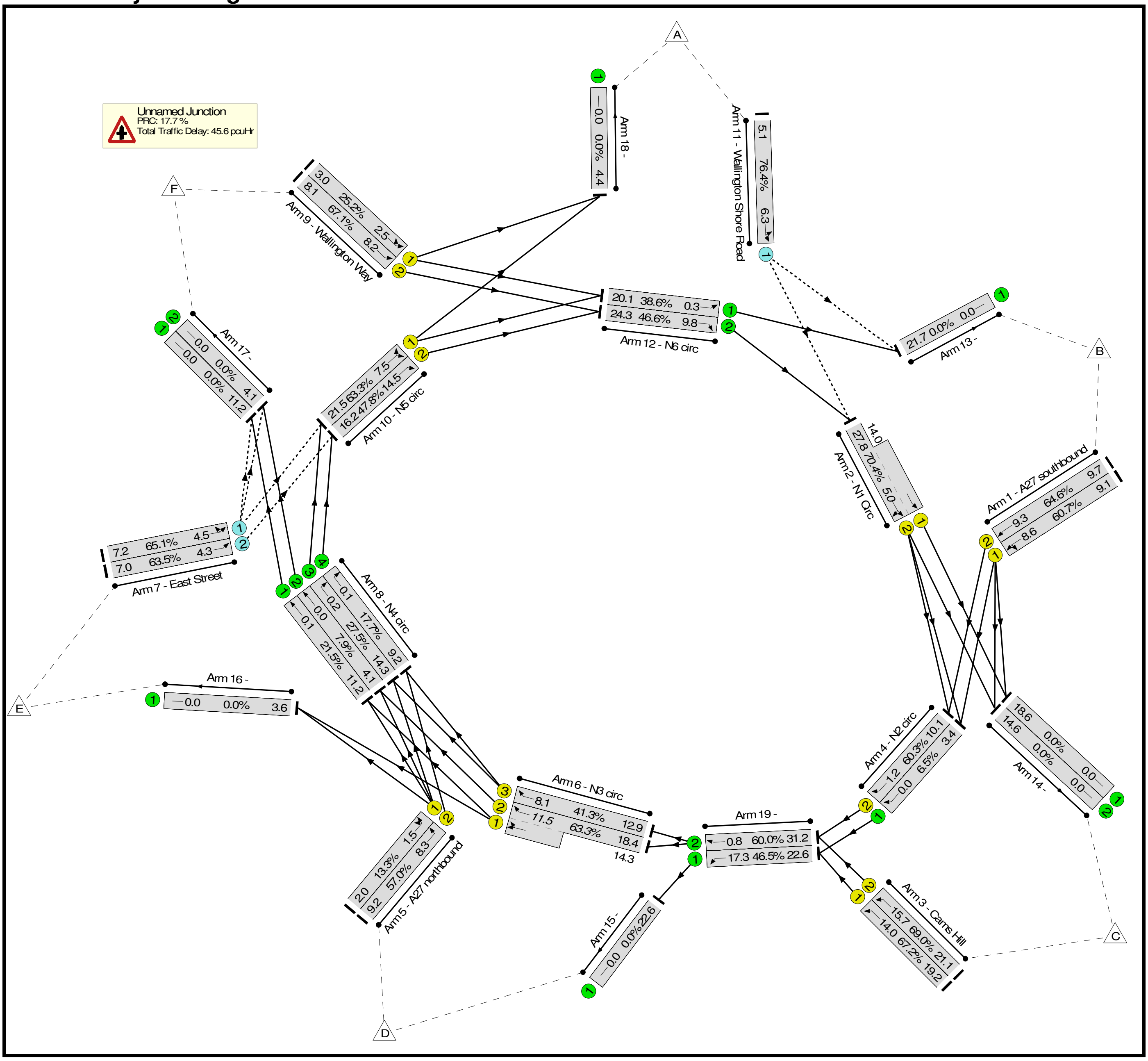
Stage Stream: 5


Full Input Data And Results

Stage Stream: 6



Network Layout Diagram

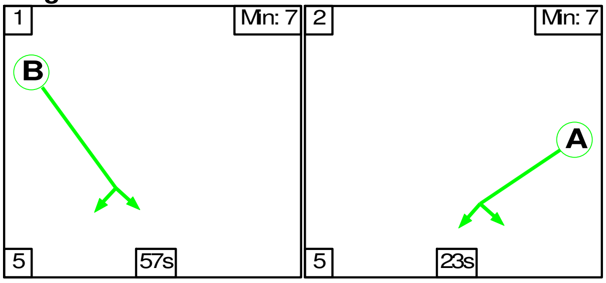


Full Input Data And Results

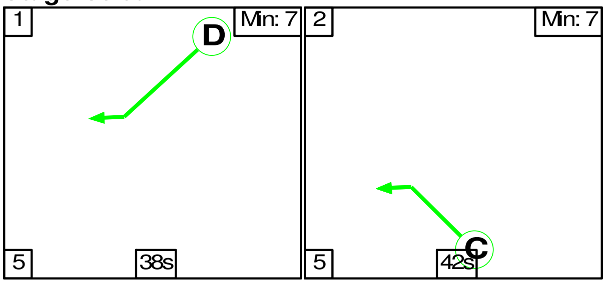
Scenario 2: 'DM 2036 pm' (FG2: 'DM 2036 pm', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

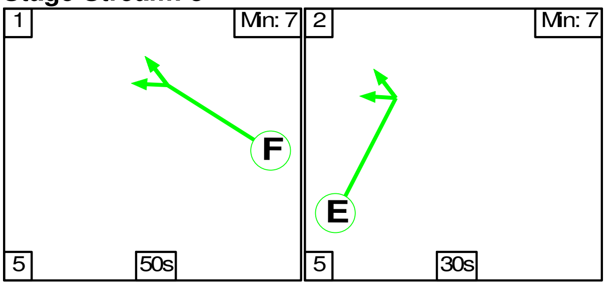
Stage Stream: 1



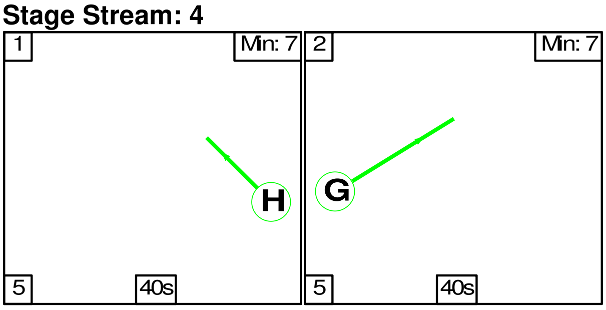
Stage Stream: 2



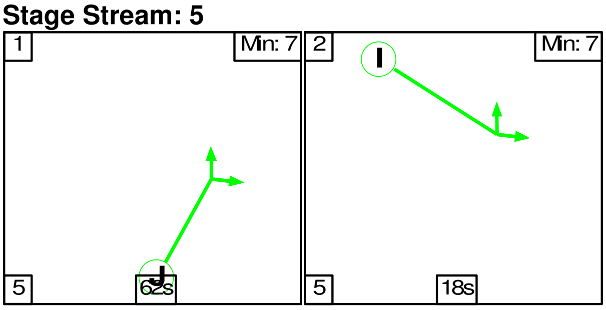
Stage Stream: 3



Stage Stream: 4

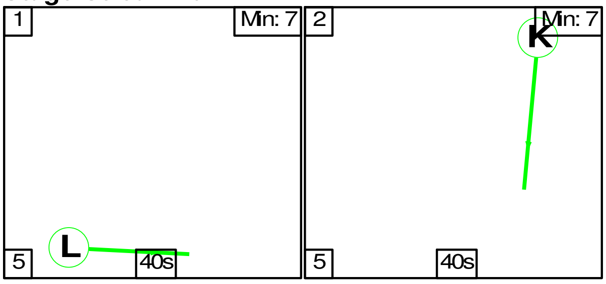


Stage Stream: 5

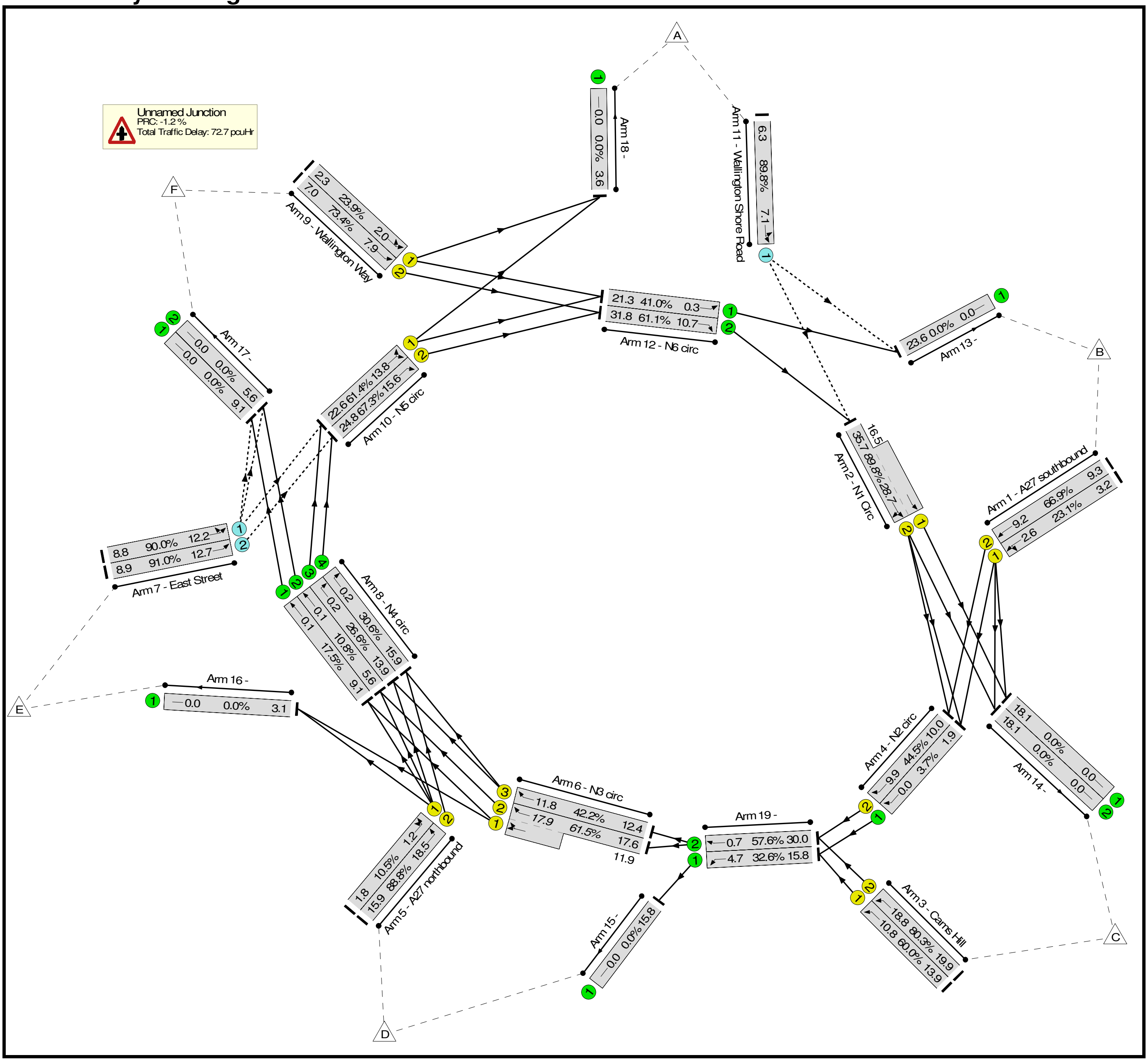


Full Input Data And Results

Stage Stream: 6

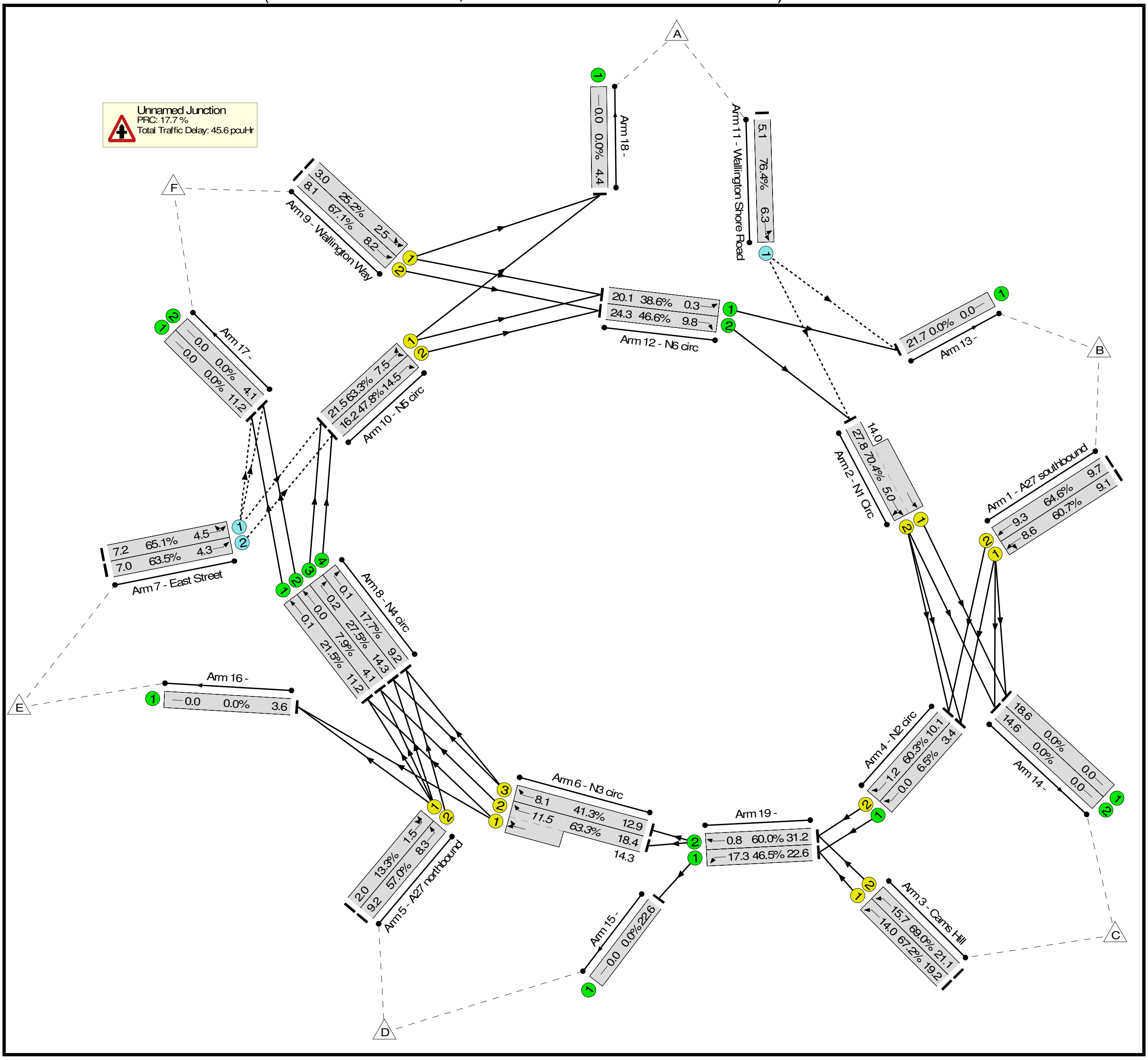


Network Layout Diagram



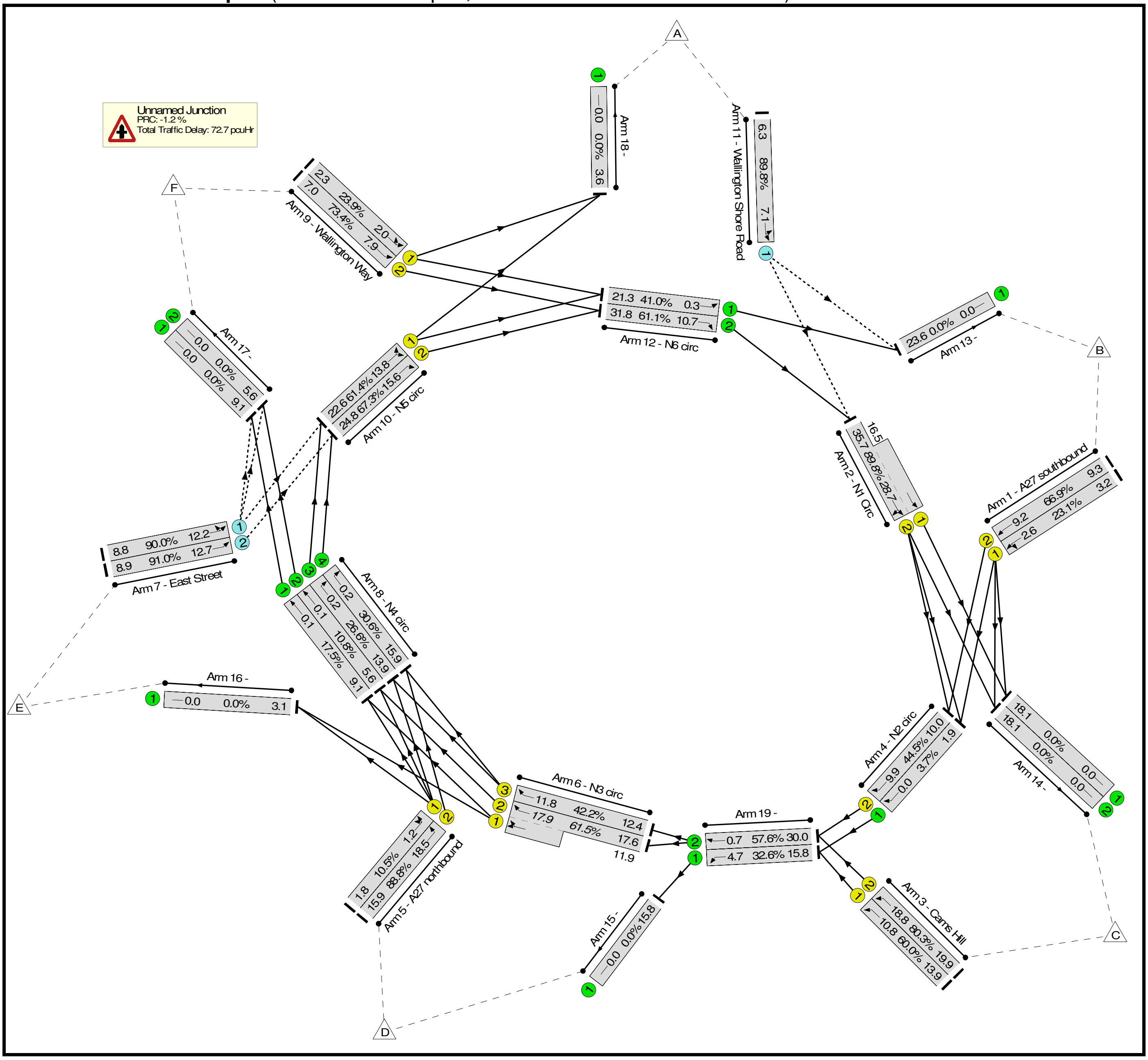
Network Layout Diagram

Scenario 1: 'DM2036 am' (FG1: 'DM 2036 am', Plan 1: 'Network Control Plan 1')



Full Input Data And Results

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



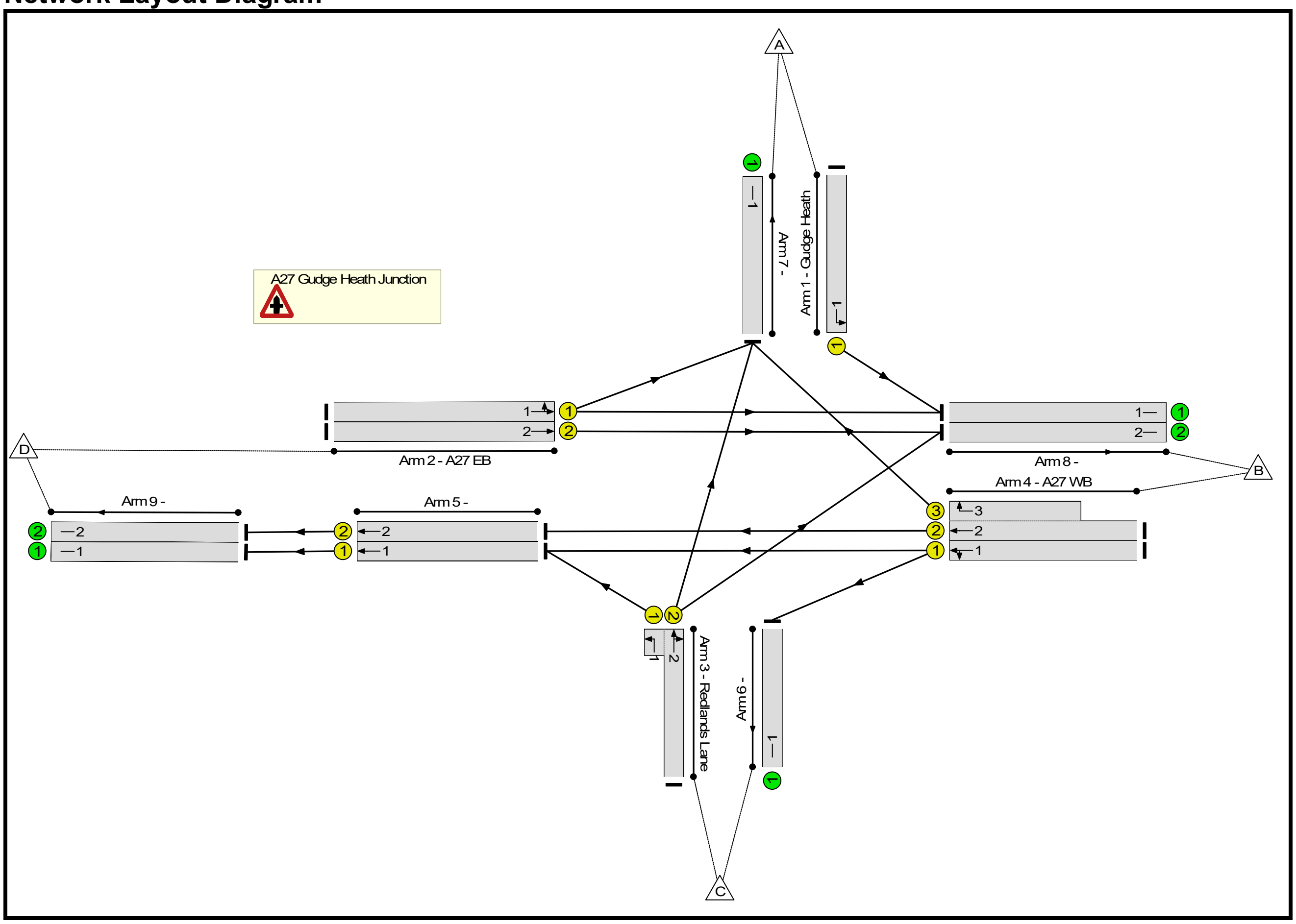
Gudge Heath Lane

Full Input Data And Results

User and Project Details

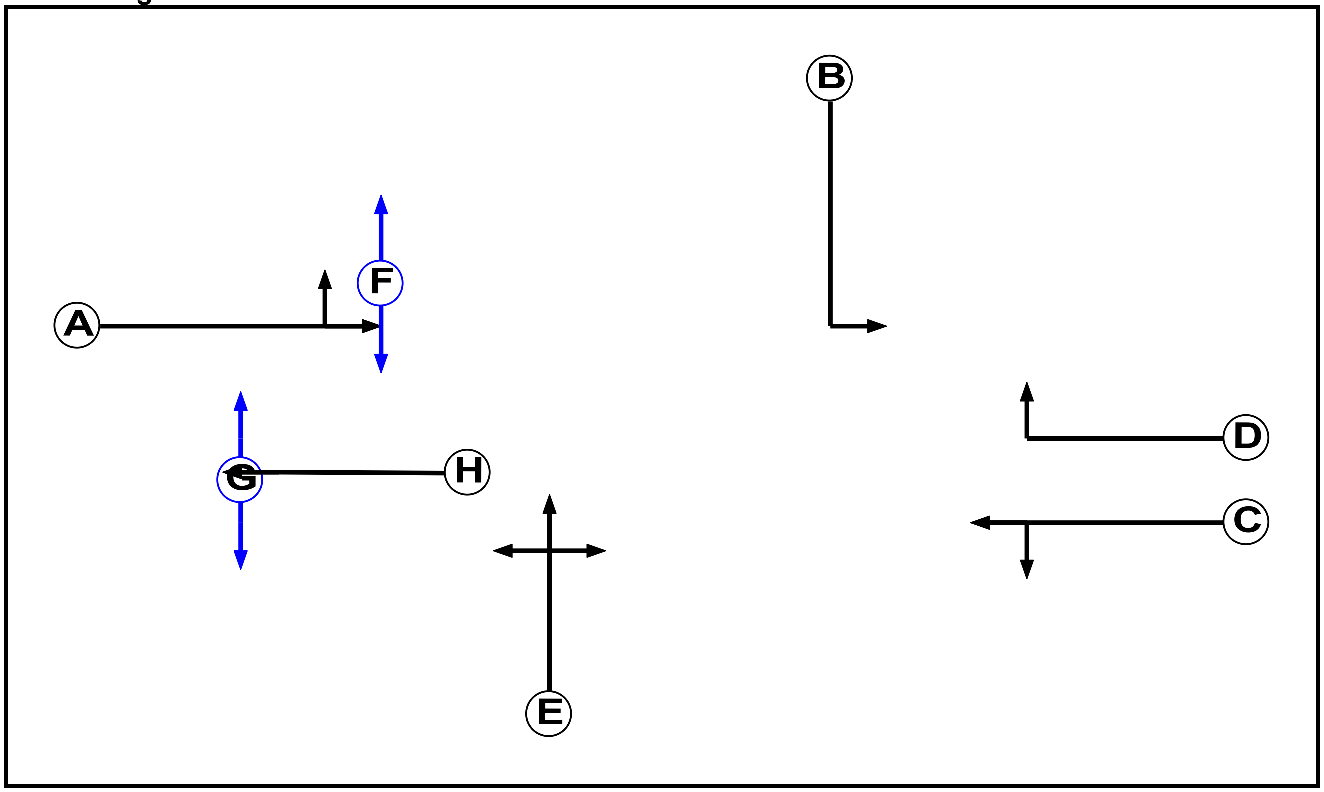
Project:	
Title:	
Location:	
File name:	KAM Gudge Heath Lane April 2020.lsg3x
Author:	
Company:	
Address:	
Notes:	

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

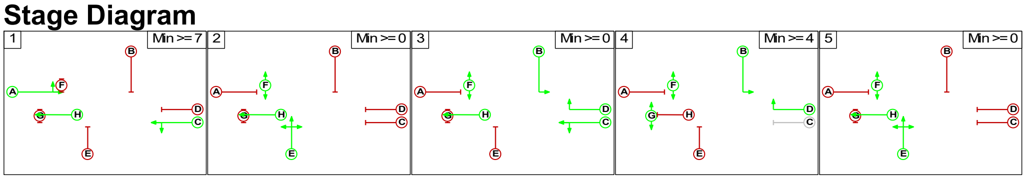
Phase Intergreens Matrix

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

Phases in Stage

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

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

Full Input Data And Results

Give-Way Lane Input Data

Junction: A27 Gudge Heath Junction
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: A27 Gudge Heath Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
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

Flow Group	Start Time	End Time	Duration	Formula
1: 'DM 2036 AM'	08:00	09:00	01:00	
2: 'DS2 PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	194	0	0	194
	B	80	0	634	728	1442
	C	166	327	0	89	582
	D	19	1171	0	0	1190
	Tot.	265	1692	634	817	3408

Traffic Lane Flows

Lane	Scenario 1: DM 2036 am
Junction: A27 Gudge Heath Junction	
1/1	194
2/1	570
2/2	620
3/1 (short)	89
3/2 (with short)	582(In) 493(Out)
4/1	654
4/2 (with short)	788(In) 708(Out)
4/3 (short)	80
5/1	109
5/2	708
6/1	634
7/1	265
8/1	745
8/2	947
9/1	109
9/2	708

Lane Saturation Flows

Junction: A27 Gudge Heath Junction							
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat flow (PCU/Hr)**
1/1 (Gudge Heath)	3.30	0.00	Y	Arm 8 Left	15.00	100.0 %	1768
2/1 (A27 EB)	3.00	0.00	Y	Arm 7 Left	15.00	3.3 %	1909
				Arm 8 Ahead	Inf	96.7 %	
2/2 (A27 EB)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055
3/1 (Redlands Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741
3/2 (Redlands Lane)	3.00	0.00	N	Arm 7 Ahead	Inf	33.7 %	1976
				Arm 8 Right	25.00	66.3 %	
4/1 (A27 WB)	3.00	0.00	Y	Arm 5 Ahead	Inf	3.1 %	1746
				Arm 6 Left	15.00	96.9 %	
4/2 (A27 WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940
4/3 (A27 WB)	3.00	0.00	Y	Arm 7 Right	Inf	100.0 %	1915
5/1	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915
5/2	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940
6/1	Infinite Saturation Flow						Inf
7/1	Infinite Saturation Flow						Inf
8/1	Infinite Saturation Flow						Inf
8/2	Infinite Saturation Flow						Inf
9/1	Infinite Saturation Flow						Inf
9/2	Infinite Saturation Flow						Inf

Scenario 2: 'DM 2036 pm' (FG2: 'DS2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	264	0	0	264
	B	297	0	308	1000	1605
	C	118	206	0	15	339
	D	60	800	0	0	860
	Tot.	475	1270	308	1015	3068

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: DM 2036 pm
Junction: A27 Gudge Heath Junction	
1/1	264
2/1	405
2/2	455
3/1 (short)	15
3/2 (with short)	339(In) 324(Out)
4/1	793
4/2 (with short)	812(In) 515(Out)
4/3 (short)	297
5/1	500
5/2	515
6/1	308
7/1	475
8/1	609
8/2	661
9/1	500
9/2	515

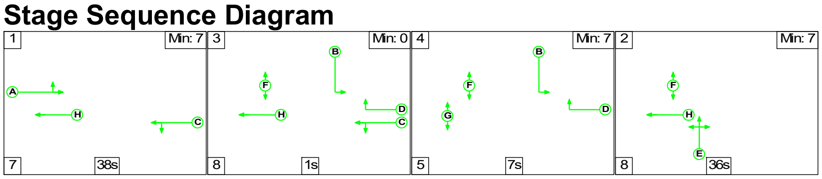
Full Input Data And Results

Lane Saturation Flows

Junction: A27 Gudge Heath Junction							
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat flow (PCU/Hr)**
1/1 (Gudge Heath)	3.30	0.00	Y	Arm 8 Left	15.00	100.0 %	1768
2/1 (A27 EB)	3.00	0.00	Y	Arm 7 Left	15.00	14.8 %	1887
				Arm 8 Ahead	Inf	85.2 %	
2/2 (A27 EB)	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055
3/1 (Redlands Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741
3/2 (Redlands Lane)	3.00	0.00	N	Arm 7 Ahead	Inf	36.4 %	1979
				Arm 8 Right	25.00	63.6 %	
4/1 (A27 WB)	3.00	0.00	Y	Arm 5 Ahead	Inf	61.2 %	1843
				Arm 6 Left	15.00	38.8 %	
4/2 (A27 WB)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940
4/3 (A27 WB)	3.00	0.00	Y	Arm 7 Right	Inf	100.0 %	1915
5/1	3.00	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1915
5/2	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940
6/1	Infinite Saturation Flow						Inf
7/1	Infinite Saturation Flow						Inf
8/1	Infinite Saturation Flow						Inf
8/2	Infinite Saturation Flow						Inf
9/1	Infinite Saturation Flow						Inf
9/2	Infinite Saturation Flow						Inf

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

Stage Sequence Diagram

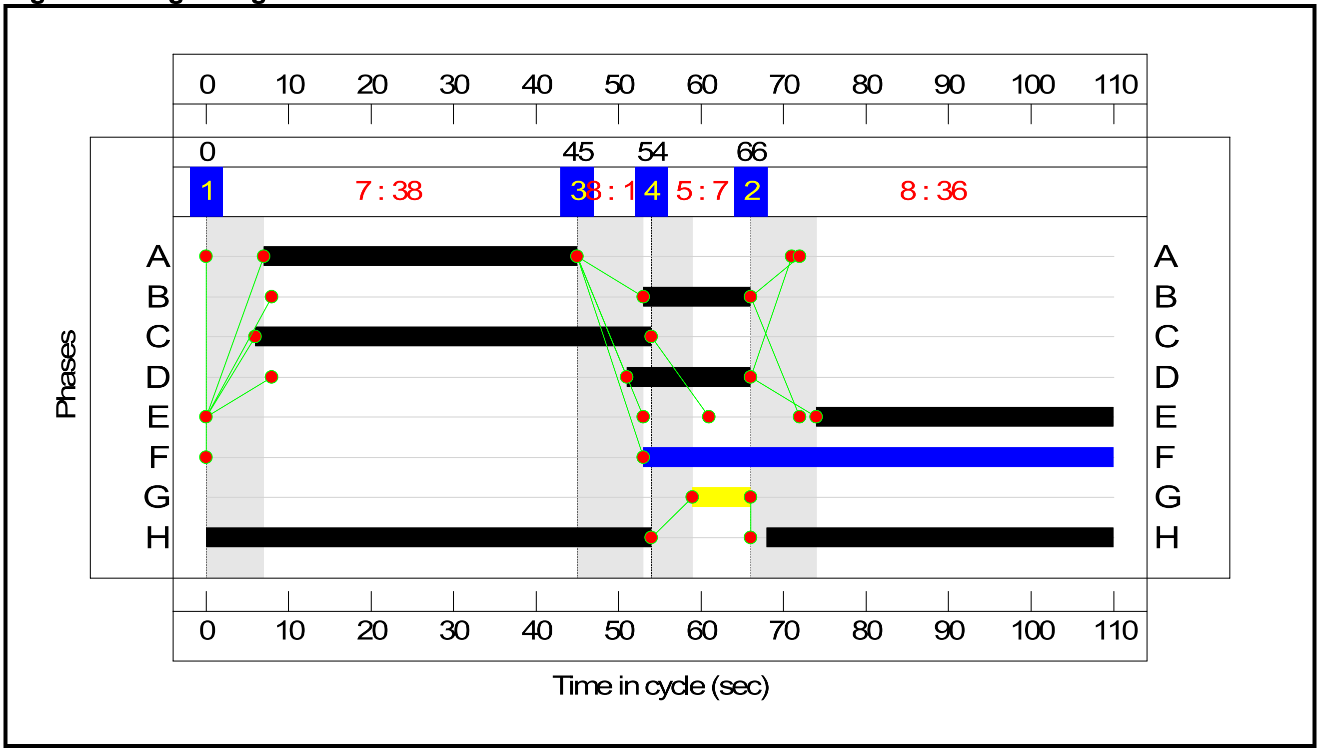


Stage Timings

Stage	**1**	**3**	**4**	**2**
Duration	38	1	7	36
Change Point	0	45	54	66

Full Input Data And Results

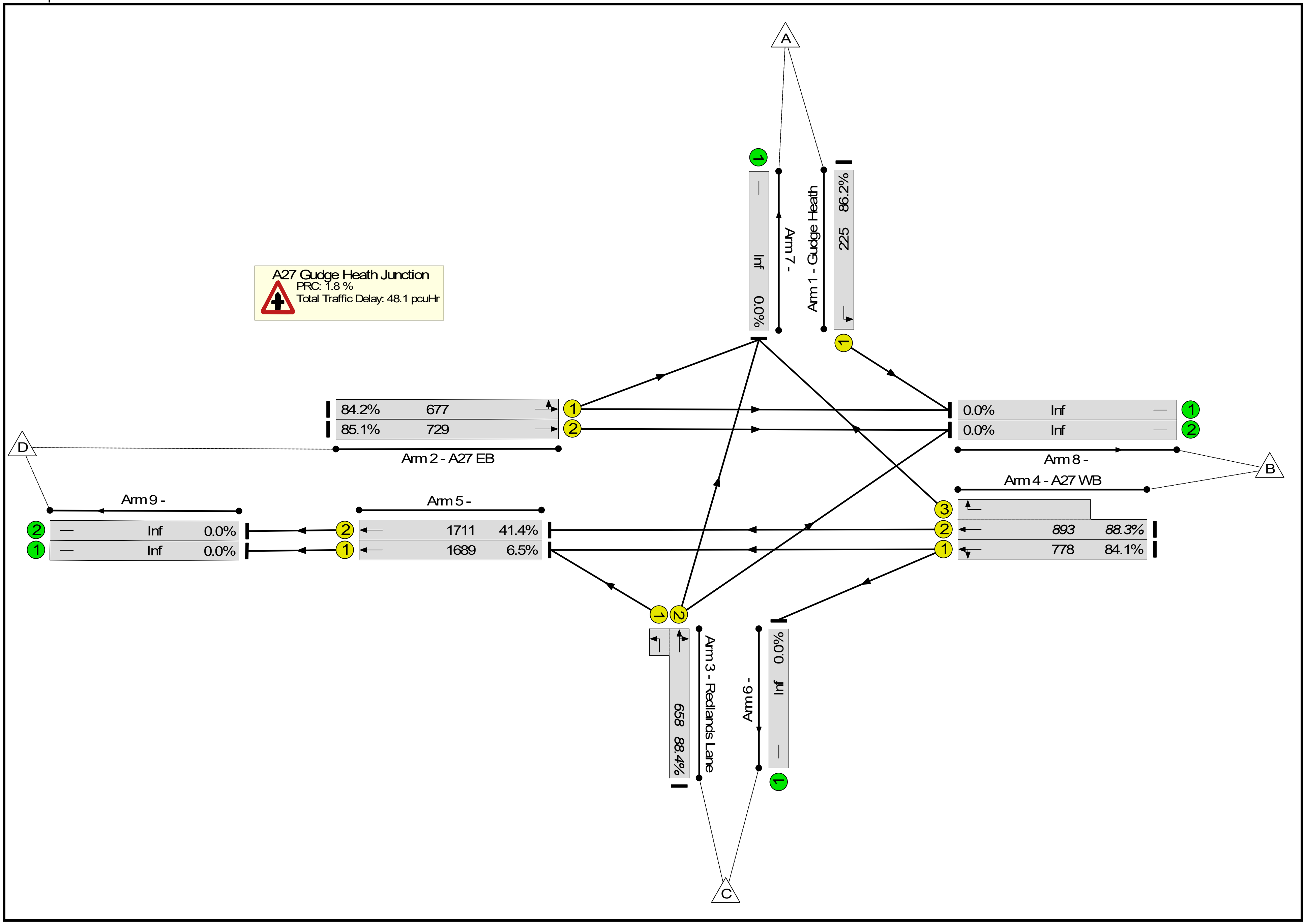
Signal Timings Diagram



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	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
A27 Gudge Heath Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
1/1	Gudge Heath Left	U	N/A	N/A	B		1	13	-	194	1768	225	86.2%
2/1	A27 EB Left Ahead	U	N/A	N/A	A		1	38	-	570	1909	677	84.2%
2/2	A27 EB Ahead	U	N/A	N/A	A		1	38	-	620	2055	729	85.1%
3/2+3/1	Redlands Lane Left Ahead Right	U	N/A	N/A	E		1	36	-	582	1976:1741	658	88.4%
4/1	A27 WB Ahead Left	U	N/A	N/A	C		1	48	-	654	1746	778	84.1%
4/2+4/3	A27 WB Ahead Right	U	N/A	N/A	C D		1	48:15	-	788	1940:1915	893	88.3%
5/1	Ahead	U	N/A	N/A	H		1	96	-	109	1915	1689	6.5%
5/2	Ahead	U	N/A	N/A	H		1	96	-	708	1940	1711	41.4%
6/1		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	109	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%

Full Input Data And Results

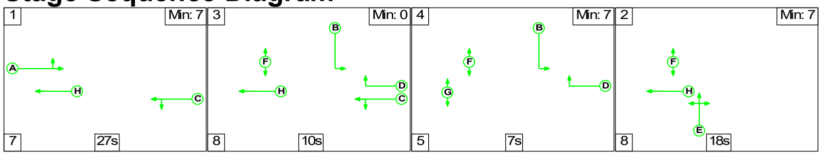
Item	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**30.2**	**17.9**	**0.0**	**48.1**	**-**	**-**	**-**	**-**
A27 Gudge Heath Junction	**-**	**-**	**0**	**0**	**0**	**30.2**	**17.9**	**0.0**	**48.1**	**-**	**-**	**-**	**-**
1/1	194	194	-	-	-	2.5	2.7	-	5.2	96.6	5.8	2.7	8.4
2/1	570	570	-	-	-	5.2	2.5	-	7.7	48.8	16.0	2.5	18.5
2/2	620	620	-	-	-	5.7	2.7	-	8.4	48.6	17.4	2.7	20.1
3/2+3/1	582	582	-	-	-	5.5	3.5	-	9.0	55.9	16.3	3.5	19.8
4/1	654	654	-	-	-	4.9	2.5	-	7.5	41.0	17.6	2.5	20.2
4/2+4/3	788	788	-	-	-	6.3	3.5	-	9.8	44.9	20.5	3.5	24.1
5/1	109	109	-	-	-	0.0	0.0	-	0.0	1.3	0.0	0.0	0.1
5/2	708	708	-	-	-	0.1	0.4	-	0.5	2.3	1.1	0.4	1.4
6/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.8 Total Delay for Signalled Lanes (pcuHr): 48.10
PRC Over All Lanes (%): 1.8 Total Delay Over All Lanes(pcuHr): 48.10 Cycle Time (s): 110

Full Input Data And Results

Scenario 2: 'DM 2036 pm' (FG2: 'DS2 PM', Plan 1: 'Network Control Plan 1')

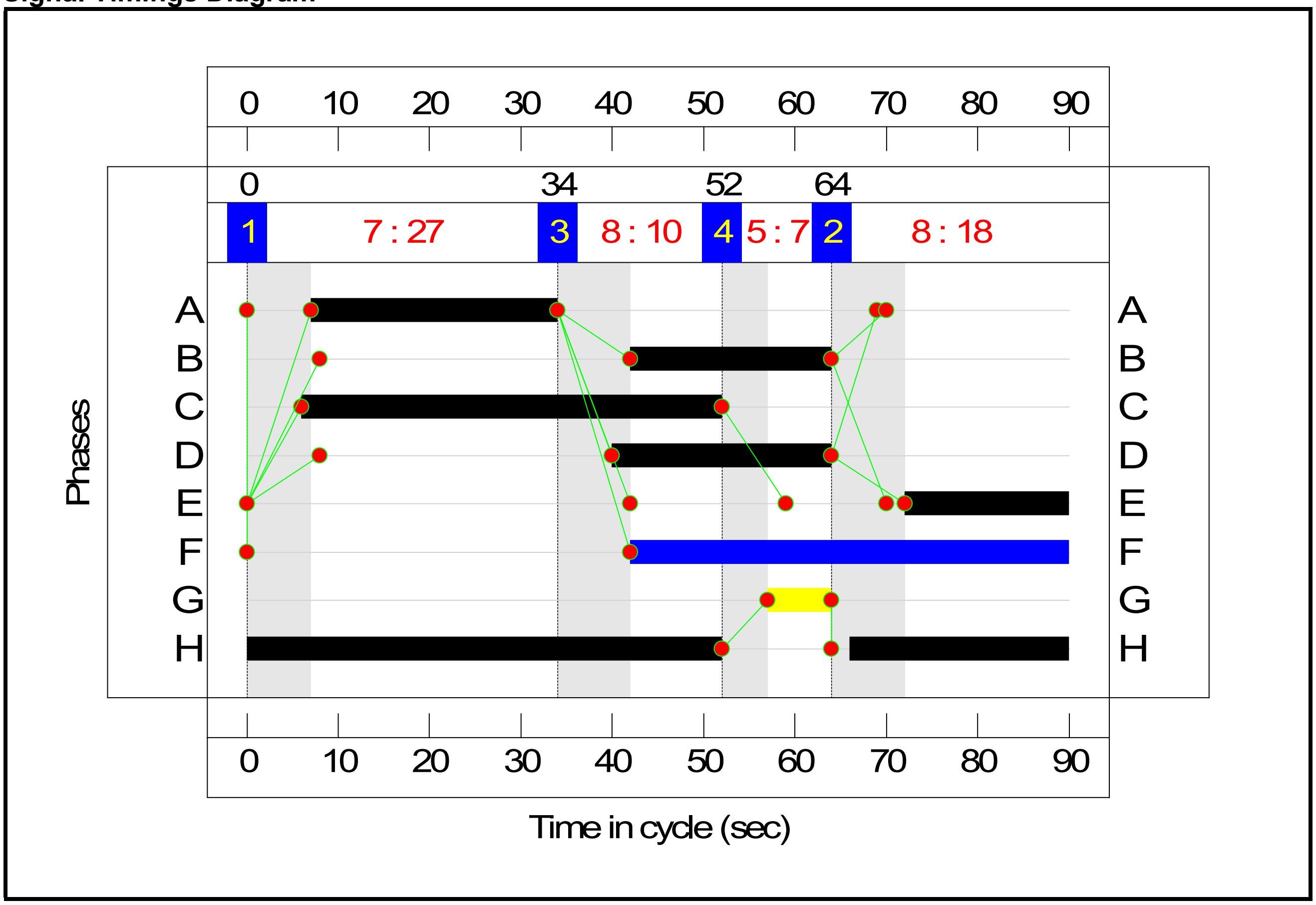
Stage Sequence Diagram



Stage Timings

Stage	1	3	4	2
Duration	27	10	7	18
Change Point	0	34	52	64

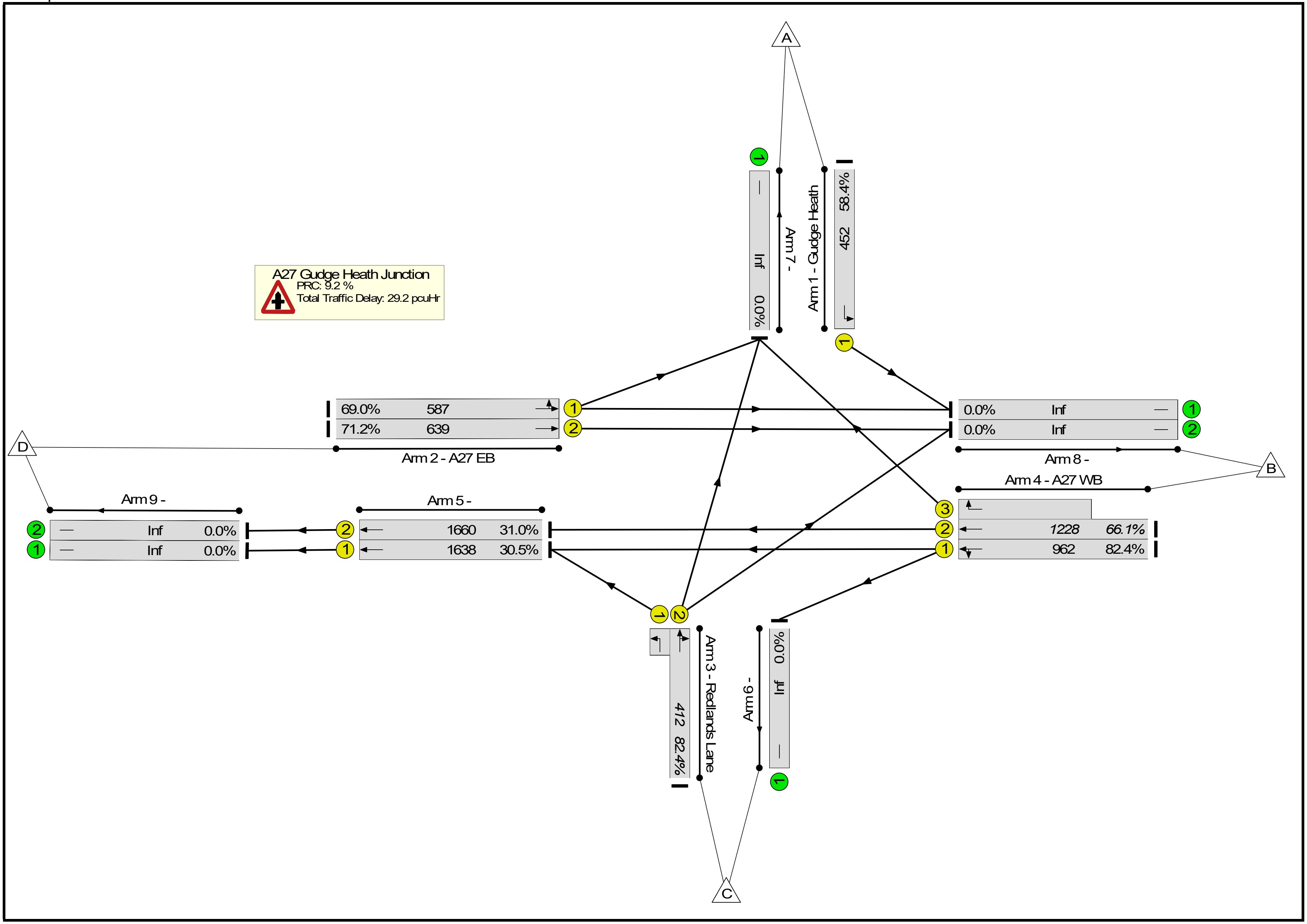
Signal Timings Diagram



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**
A27 Gudge Heath Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**
1/1	Gudge Heath Left	U	N/A	N/A	B		1	22	-	264	1768	452	58.4%
2/1	A27 EB Left Ahead	U	N/A	N/A	A		1	27	-	405	1887	587	69.0%
2/2	A27 EB Ahead	U	N/A	N/A	A		1	27	-	455	2055	639	71.2%
3/2+3/1	Redlands Lane Left Ahead Right	U	N/A	N/A	E		1	18	-	339	1979:1741	412	82.4%
4/1	A27 WB Ahead Left	U	N/A	N/A	C		1	46	-	793	1843	962	82.4%
4/2+4/3	A27 WB Ahead Right	U	N/A	N/A	C D		1	46:24	-	812	1940:1915	1228	66.1%
5/1	Ahead	U	N/A	N/A	H		1	76	-	500	1915	1638	30.5%
5/2	Ahead	U	N/A	N/A	H		1	76	-	515	1940	1660	31.0%
6/1		U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	661	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%

Full Input Data And Results

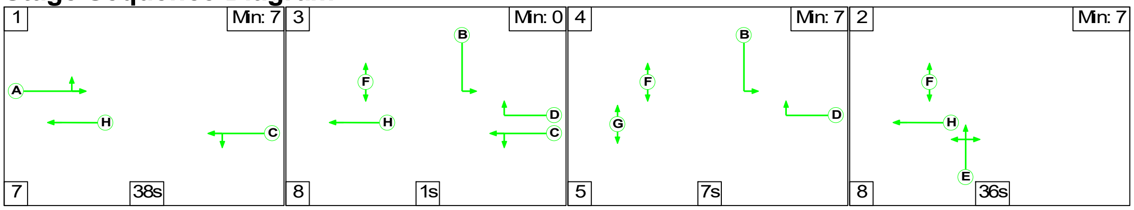
Item	Entering (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**20.3**	**8.9**	**0.0**	**29.2**	**-**	**-**	**-**	**-**
A27 Gudge Heath Junction	**-**	**-**	**0**	**0**	**0**	**20.3**	**8.9**	**0.0**	**29.2**	**-**	**-**	**-**	**-**
1/1	264	264	-	-	-	2.2	0.7	-	2.8	38.8	5.7	0.7	6.4
2/1	405	405	-	-	-	3.1	1.1	-	4.2	37.0	8.8	1.1	9.9
2/2	455	455	-	-	-	3.5	1.2	-	4.7	37.1	10.0	1.2	11.2
3/2+3/1	339	339	-	-	-	3.2	2.2	-	5.4	57.3	7.9	2.2	10.1
4/1	793	793	-	-	-	4.0	2.3	-	6.3	28.4	16.5	2.3	18.8
4/2+4/3	812	812	-	-	-	4.3	1.0	-	5.3	23.3	8.3	1.0	9.3
5/1	500	500	-	-	-	0.1	0.2	-	0.3	2.3	0.9	0.2	1.1
5/2	515	515	-	-	-	0.1	0.2	-	0.3	2.2	0.8	0.2	1.0
6/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.2 Total Delay for Signalled Lanes (pcuHr): 29.24
PRC Over All Lanes (%): 9.2 Total Delay Over All Lanes(pcuHr): 29.24 Cycle Time (s): 90

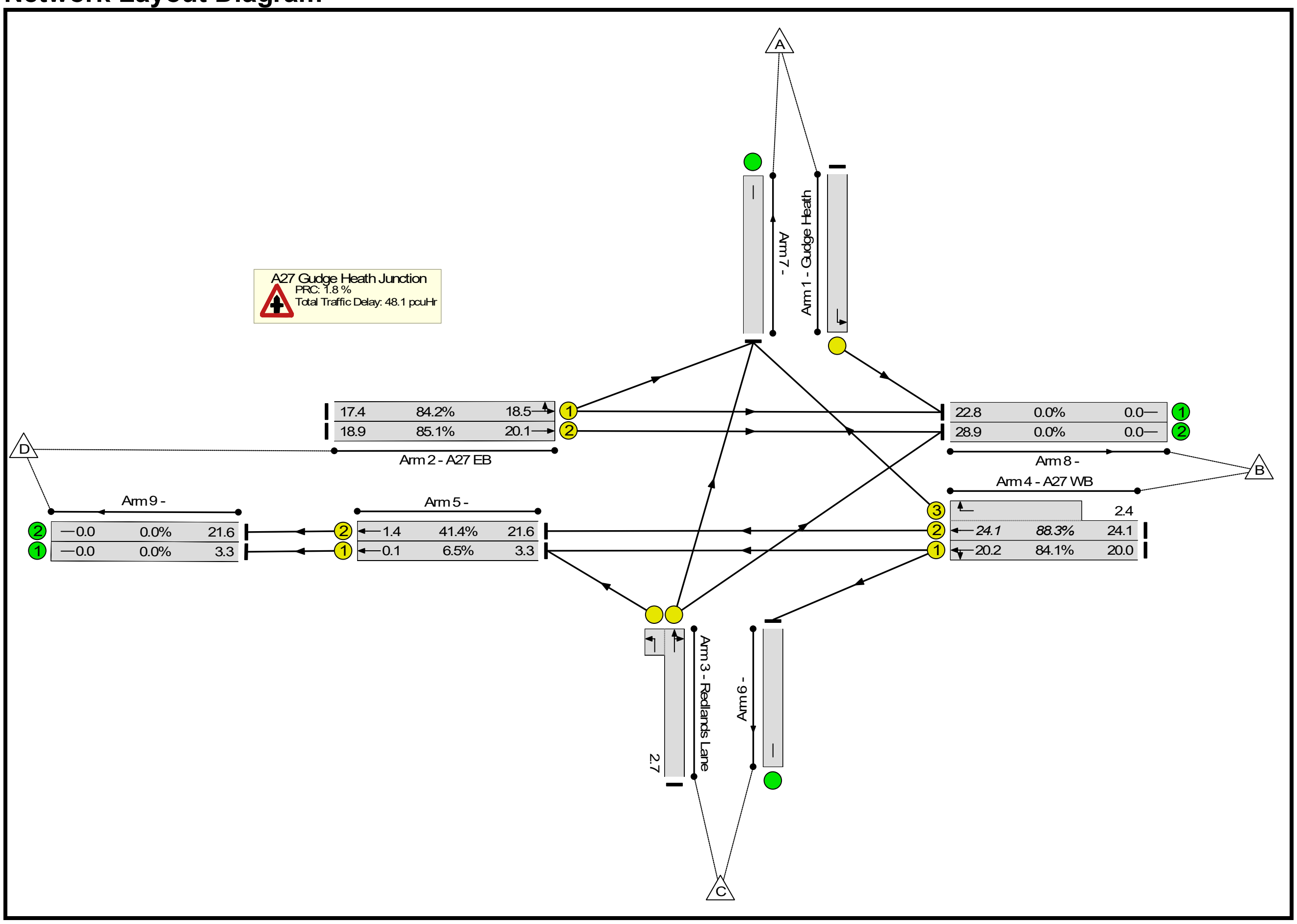
Full Input Data And Results

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

Stage Sequence Diagram

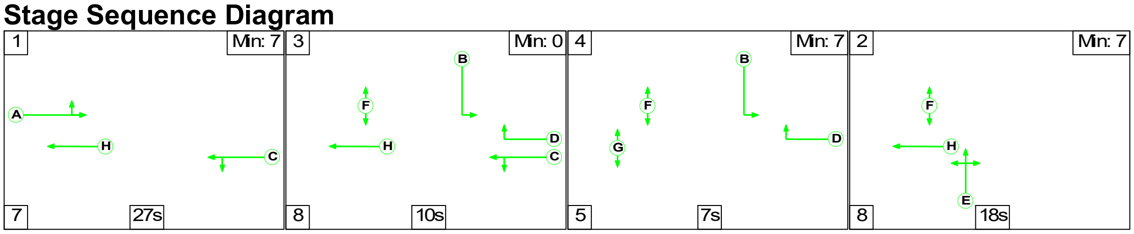


Network Layout Diagram



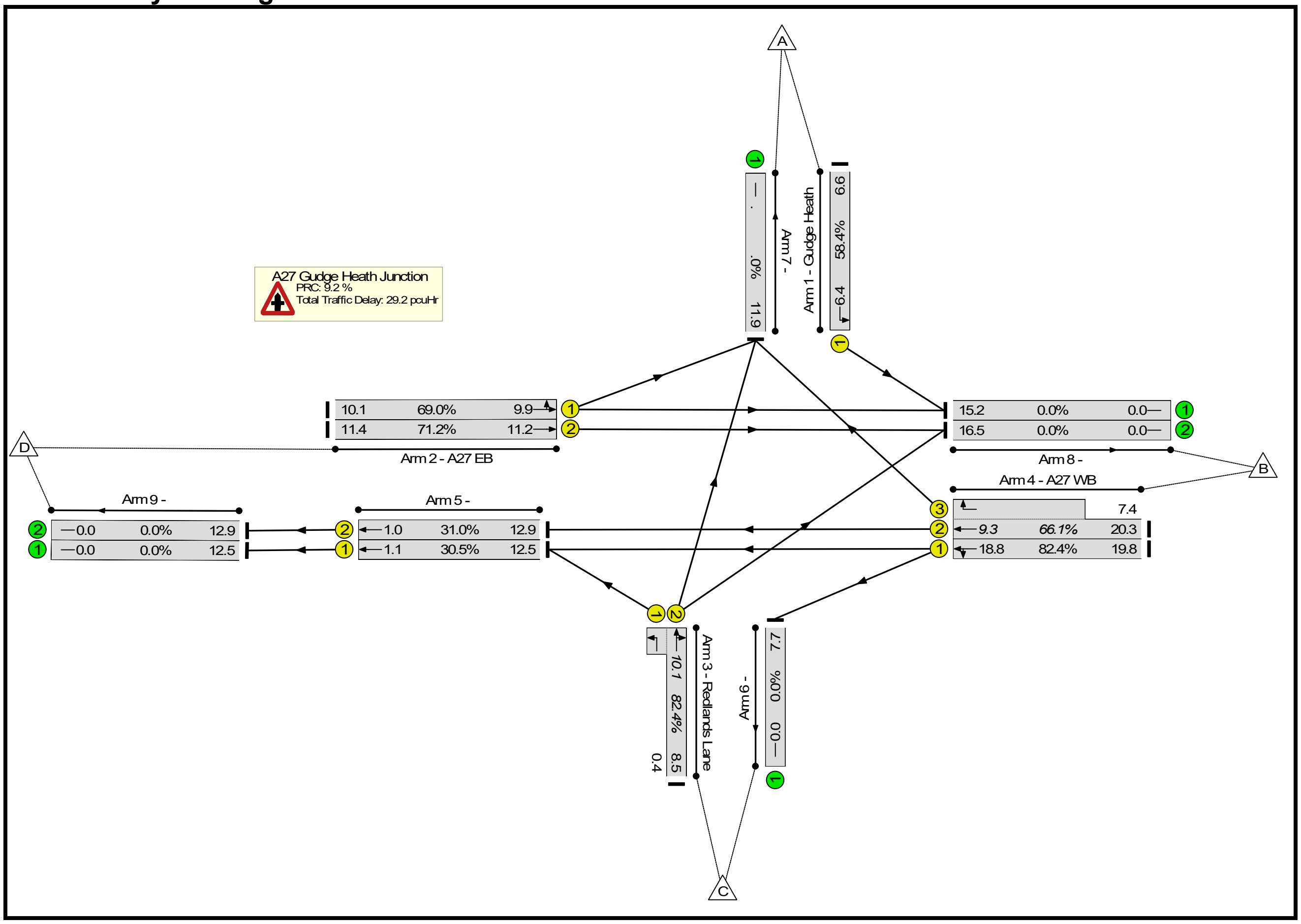
Scenario 2: 'DM 2036 pm' (FG2: 'DS2 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



Full Input Data And Results

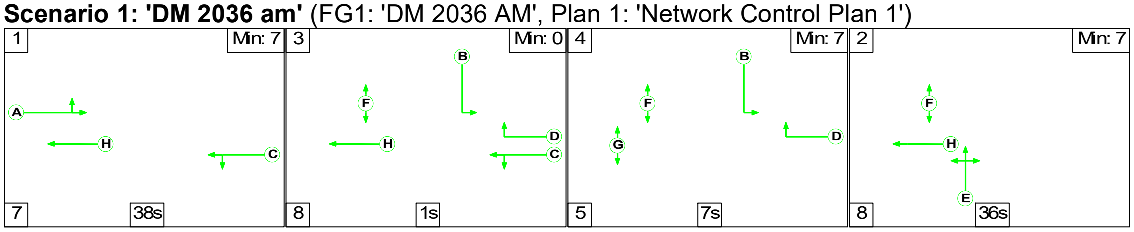
Network Layout Diagram



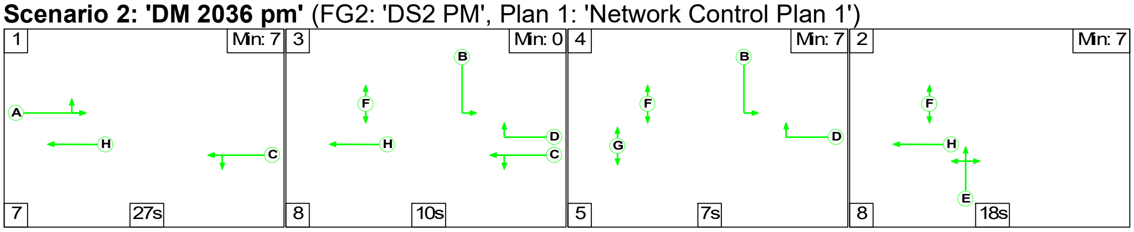
Stage Sequence Diagram

FG1: 'DM 2036 AM'

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



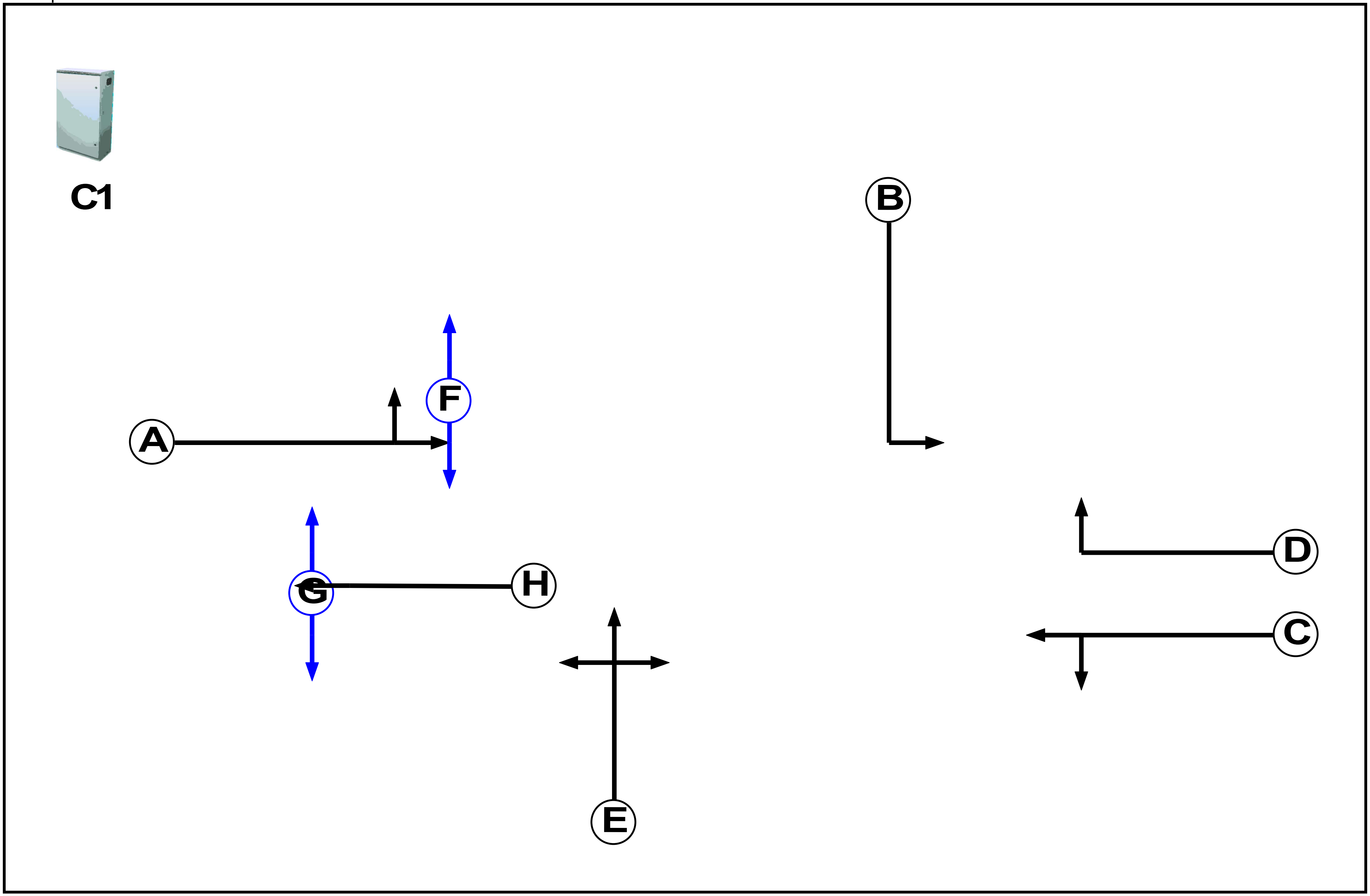
Scenario 2: 'DM 2036 pm' (FG2: 'DS2 PM', Plan 1: 'Network Control Plan 1')



Full Input Data And Results

Network Control Layout

Full Input Data And Results



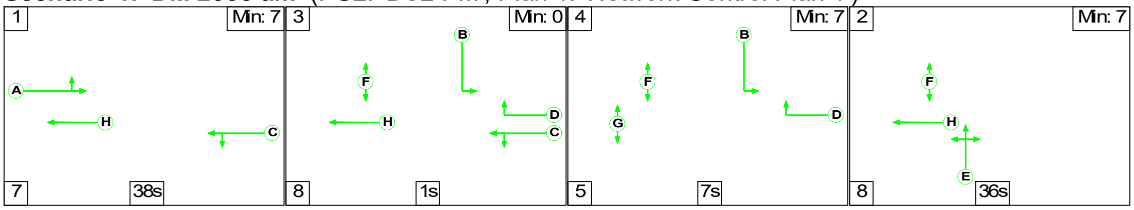
Full Input Data And Results

Full Input Data And Results

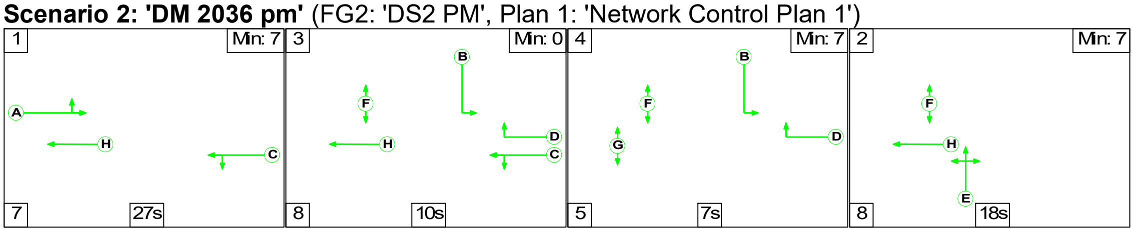
Stage Sequence Diagram

FG2: 'DS2 PM'

Scenario 1: 'DM 2036 am' (FG2: 'DS2 PM', Plan 1: 'Network Control Plan 1')

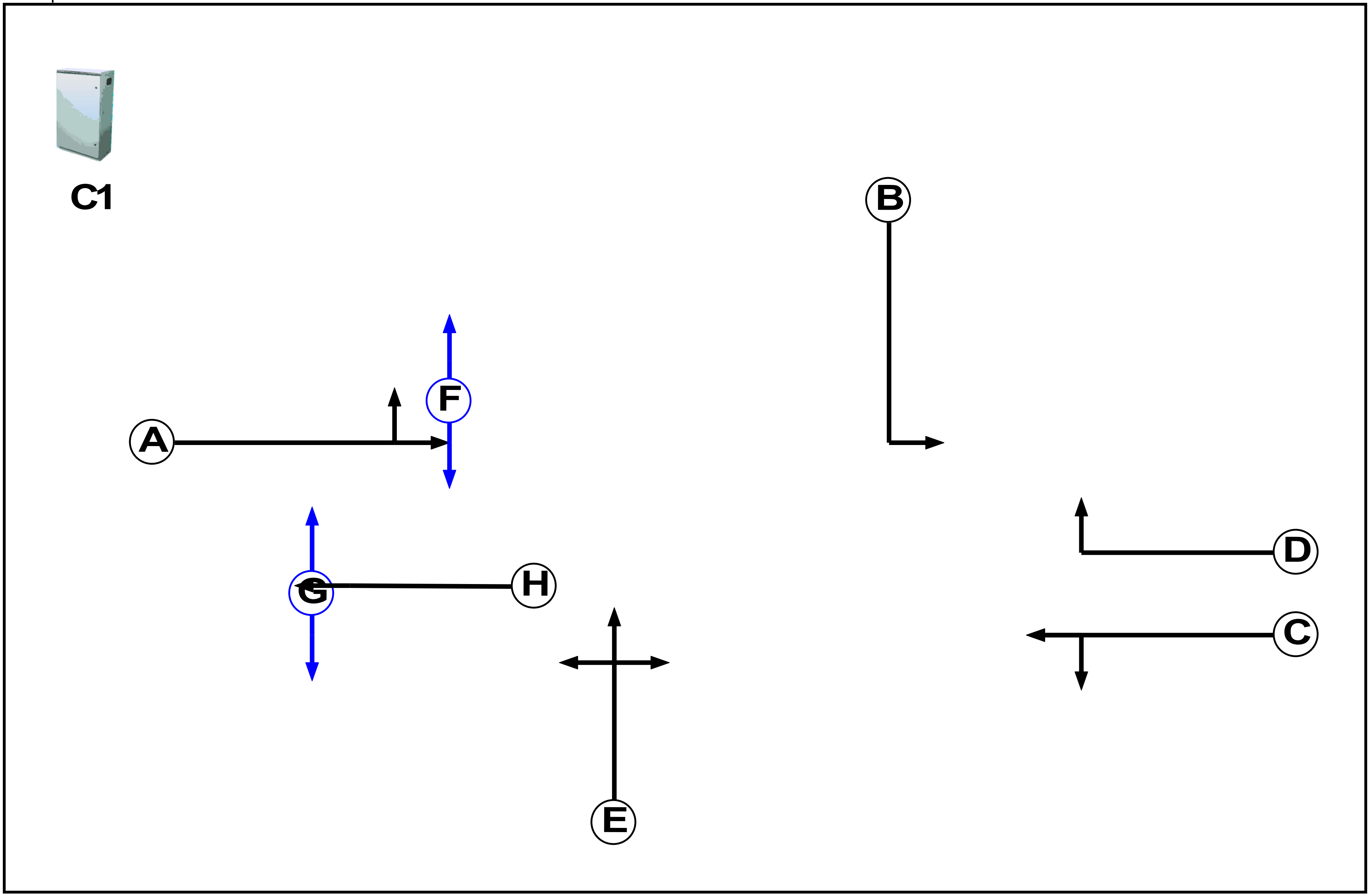


Scenario 2: 'DM 2036 pm' (FG2: 'DS2 PM', Plan 1: 'Network Control Plan 1')



Full Input Data And Results
Network Control Layout

Full Input Data And Results



Full Input Data And Results

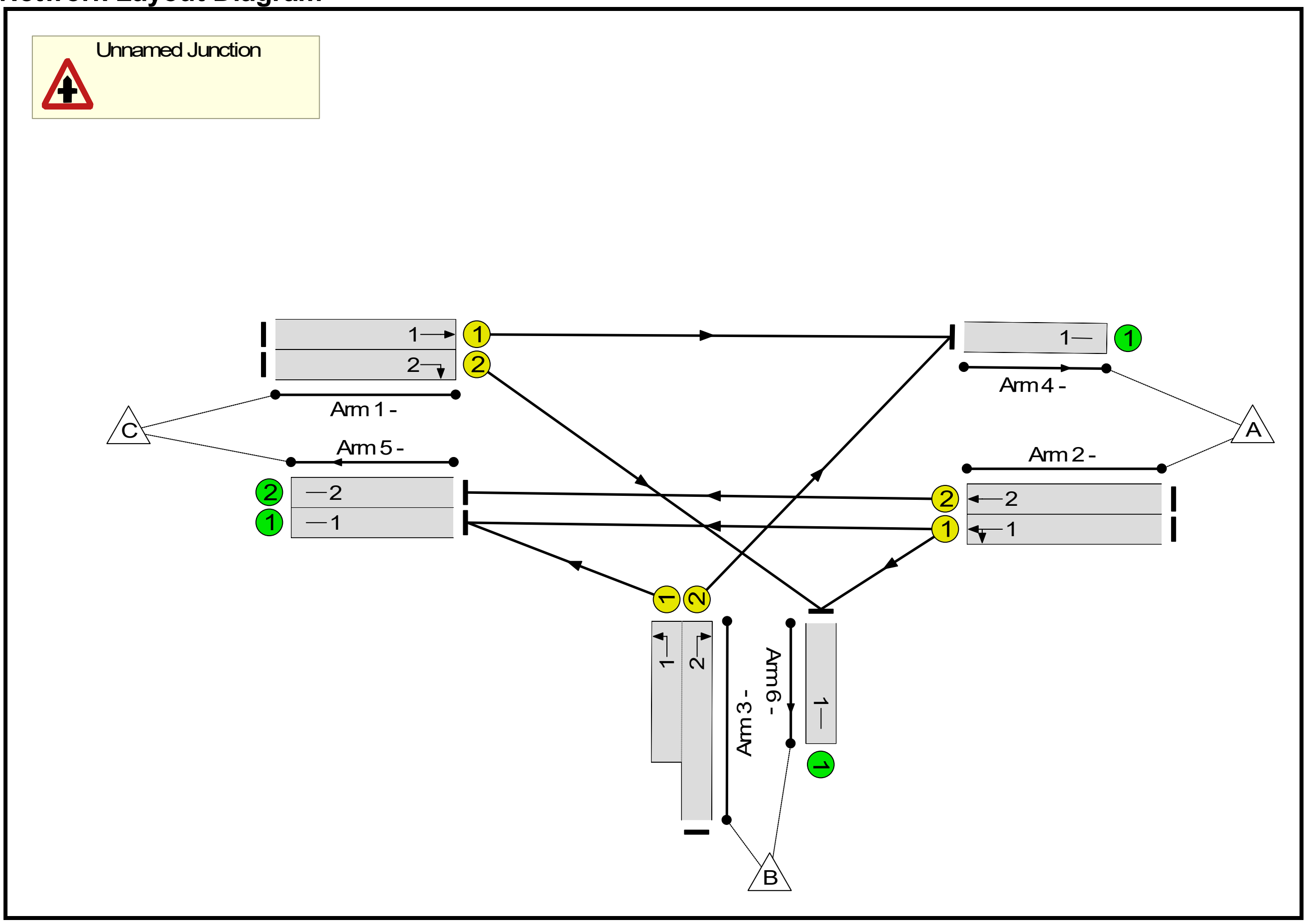
Leafy Lane

Full Input Data And Results

User and Project Details

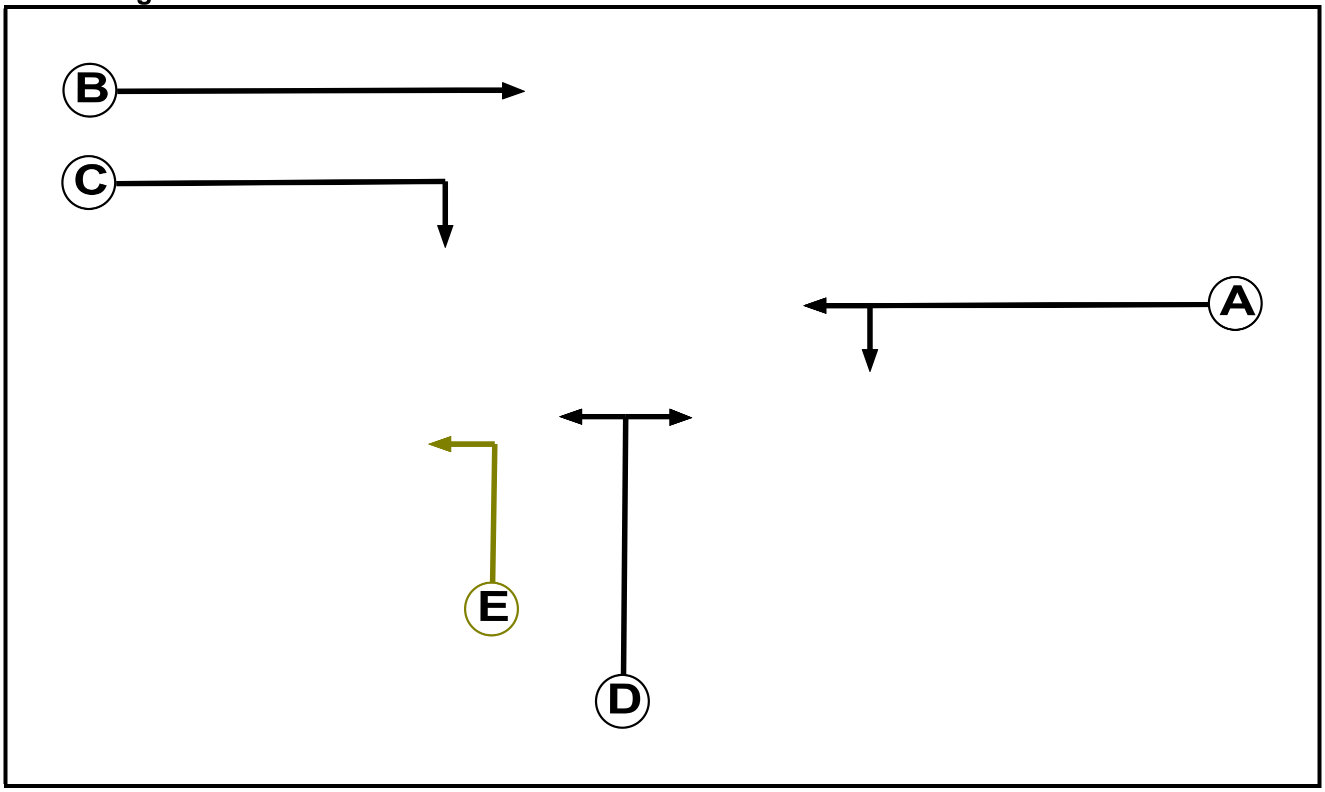
Project:	
Title:	
Location:	
File name:	Leafy Lane Linsig.lsg3x
Author:	
Company:	
Address:	
Notes:	

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	Filter	D	4	0

Phase Intergreens Matrix

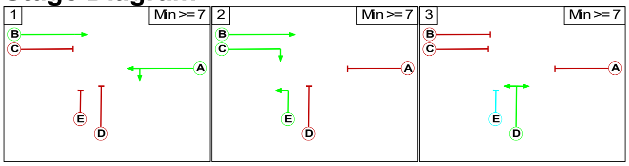
		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		-	5	5	5
	B	-		-	5	-
	C	5	-		5	-
	D	5	5	5		-
	E	5	-	-	-	

Phases in Stage

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

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	5
	2	X		5
	3	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
1/2	U	C	2	3	60.0	User	1800	-	-	-	-	-
2/1	U	A	2	3	60.0	User	1800	-	-	-	-	-
2/2	U	A	2	3	60.0	User	1800	-	-	-	-	-
3/1	U	D E	2	3	7.0	User	1800	-	-	-	-	-
3/2	U	D	2	3	60.0	User	1800	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

1: 'Flow Group 1'	08:00	09:00	01:00	
2: 'Flow Group 2'	16:00	17:00	01:00	

Scenario 1: 'DM 2036 am' (FG1: 'Flow Group 1', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	172	613	785
	B	233	0	159	392
	C	1326	305	0	1631
	Tot.	1559	477	772	2808

Full Input Data And Results

Traffic Lane Flows

Junction: Unnamed Junction	
1/1	1326
1/2	305
2/1	393
2/2	392
3/1 (short)	159
3/2 (with short)	392(In) 233(Out)
4/1	1559
5/1	380
5/2	392
6/1	477

Lane Saturation Flows

Junction: Unnamed Junction							
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat flow (PCU/Hr)**
1/1	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940
1/2	This lane uses a directly entered Saturation Flow						1800
2/1	This lane uses a directly entered Saturation Flow						1800
2/2	This lane uses a directly entered Saturation Flow						1800
3/1	This lane uses a directly entered Saturation Flow						1800
3/2	This lane uses a directly entered Saturation Flow						1800
4/1	Infinite Saturation Flow						Inf
5/1	Infinite Saturation Flow						Inf
5/2	Infinite Saturation Flow						Inf
6/1	Infinite Saturation Flow						Inf

Scenario 2: 'DM 2036 pm' (FG2: 'Flow Group 2', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	455	1587	2042
	B	76	0	303	379
	C	487	201	0	688
	Tot.	563	656	1890	3109

Full Input Data And Results

Traffic Lane Flows

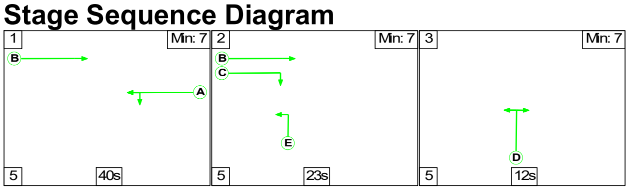
Junction: Unnamed Junction	
1/1	487
1/2	201
2/1	1021
2/2	1021
3/1 (short)	303
3/2 (with short)	379(In) 76(Out)
4/1	563
5/1	869
5/2	1021
6/1	656

Lane Saturation Flows

Junction: Unnamed Junction							
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat flow (PCU/Hr)**
1/1	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940
1/2	This lane uses a directly entered Saturation Flow						1800
2/1	This lane uses a directly entered Saturation Flow						1800
2/2	This lane uses a directly entered Saturation Flow						1800
3/1	This lane uses a directly entered Saturation Flow						1800
3/2	This lane uses a directly entered Saturation Flow						1800
4/1	Infinite Saturation Flow						Inf
5/1	Infinite Saturation Flow						Inf
5/2	Infinite Saturation Flow						Inf
6/1	Infinite Saturation Flow						Inf

Scenario 1: 'DM 2036 am' (FG1: 'Flow Group 1', Plan 1: 'Network Control Plan 1')

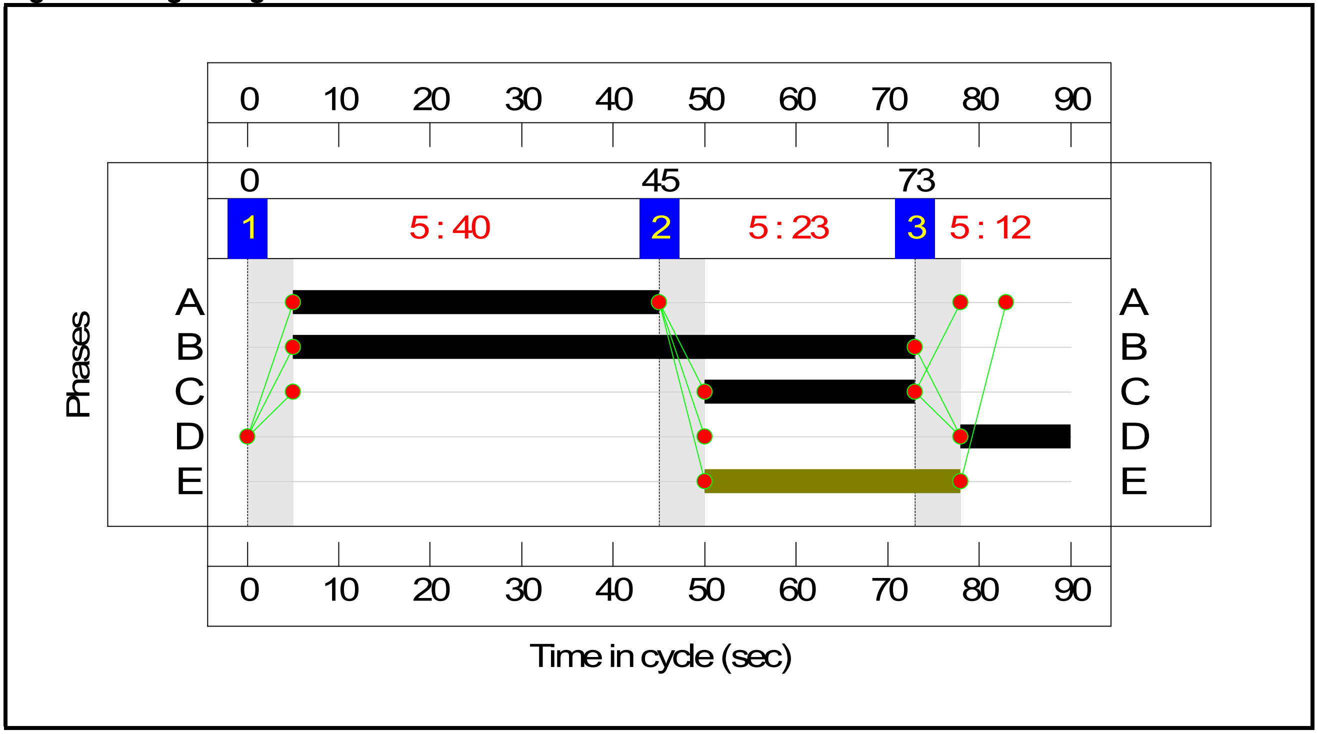
Stage Sequence Diagram



Stage Timings

Stage	**1**	**2**	**3**
Duration	40	23	12
Change Point	0	45	73

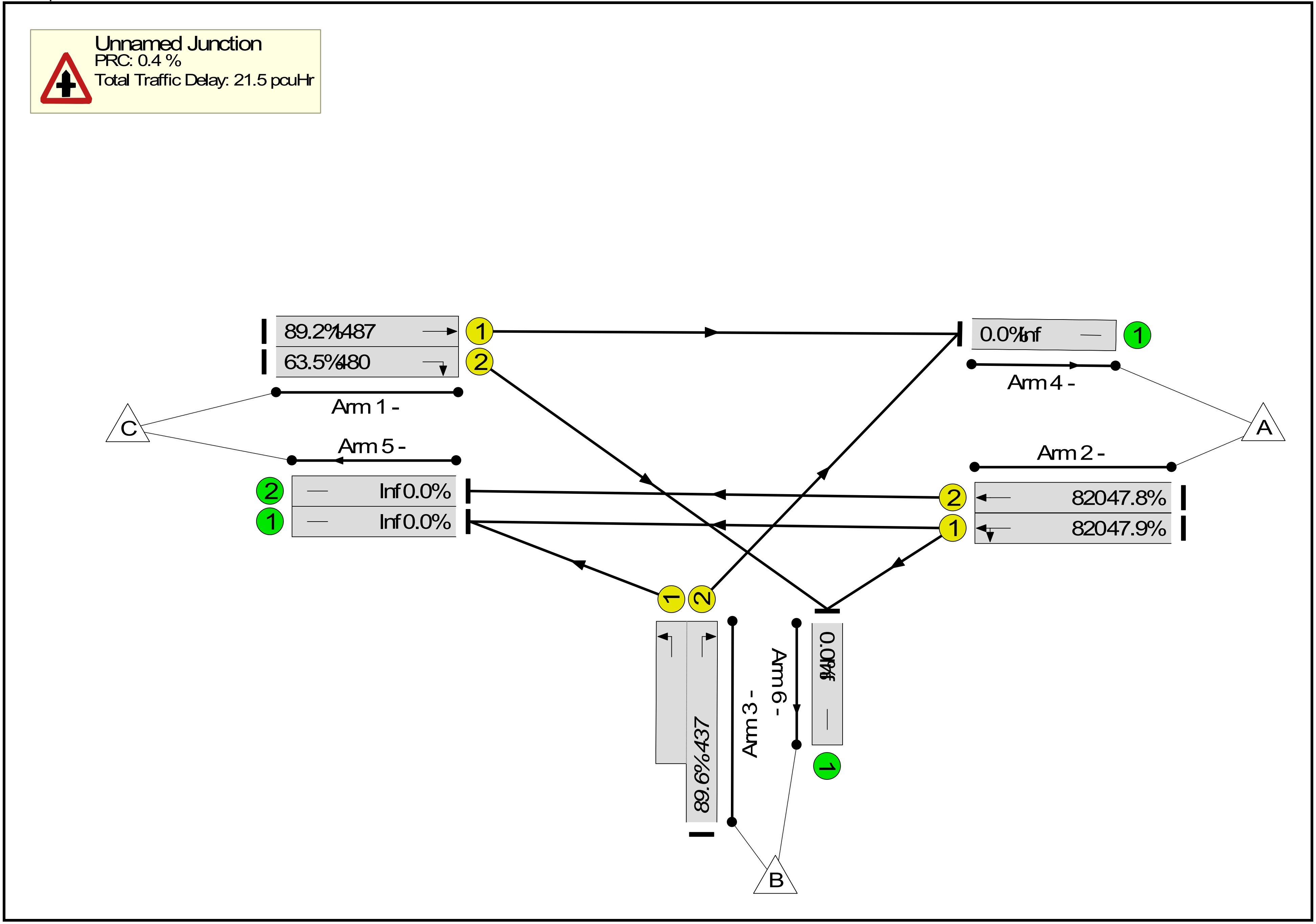
Signal Timings Diagram



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.6%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.6%**
1/1	Ahead	U	N/A	N/A	B		1	68	-	1326	1940	1487	89.2%
1/2	Right	U	N/A	N/A	C		1	23	-	305	1800	480	63.5%
2/1	Ahead Left	U	N/A	N/A	A		1	40	-	393	1800	820	47.9%
2/2	Ahead	U	N/A	N/A	A		1	40	-	392	1800	820	47.8%
3/2+3/1	Right Left	U	N/A	N/A	D	E	1	12:40	-	392	1800:1800	437	89.6%
4/1		U	N/A	N/A	-		-	-	-	1559	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%

Item	Entering (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	**-**	**-**	**0**	**0**	**0**	**12.1**	**9.4**	**0.0**	**21.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**12.1**	**9.4**	**0.0**	**21.5**	**-**	**-**	**-**	**-**
1/1	1326	1326	-	-	-	2.9	3.9	-	6.8	18.4	24.3	3.9	28.2
1/2	305	305	-	-	-	2.5	0.9	-	3.3	39.3	6.7	0.9	7.6
2/1	393	393	-	-	-	1.9	0.5	-	2.3	21.3	6.8	0.5	7.2
2/2	392	392	-	-	-	1.9	0.5	-	2.3	21.3	6.8	0.5	7.2
3/2+3/1	392	392	-	-	-	3.1	3.7	-	6.8	62.5	5.7	3.7	9.4
4/1	1559	1559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

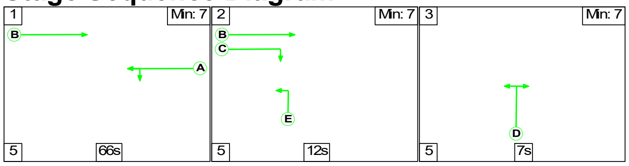
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	21.54		
	PRC Over All Lanes (%):	0.4	Total Delay Over All Lanes(pcuHr):	21.54	Cycle Time (s):	90

Full Input Data And Results

Scenario 2: 'DM 2036 pm' (FG2: 'Flow Group 2', Plan 1: 'Network Control Plan 1')

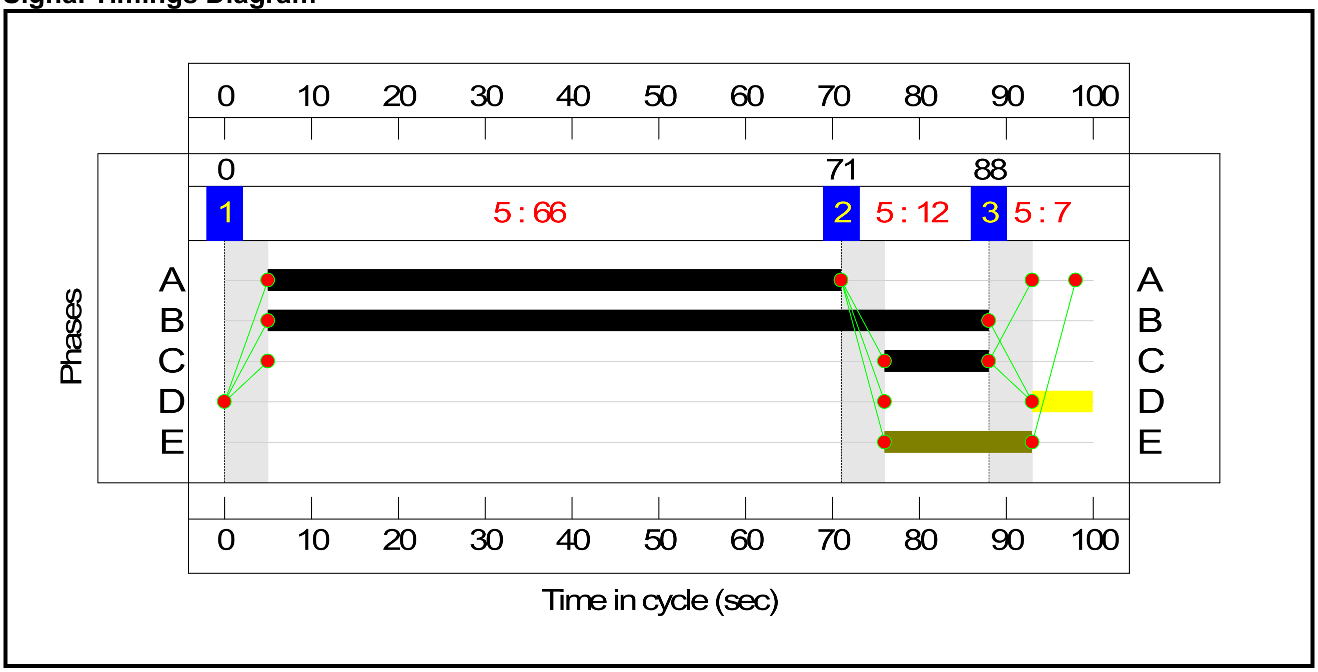
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	66	12	7
Change Point	0	71	88

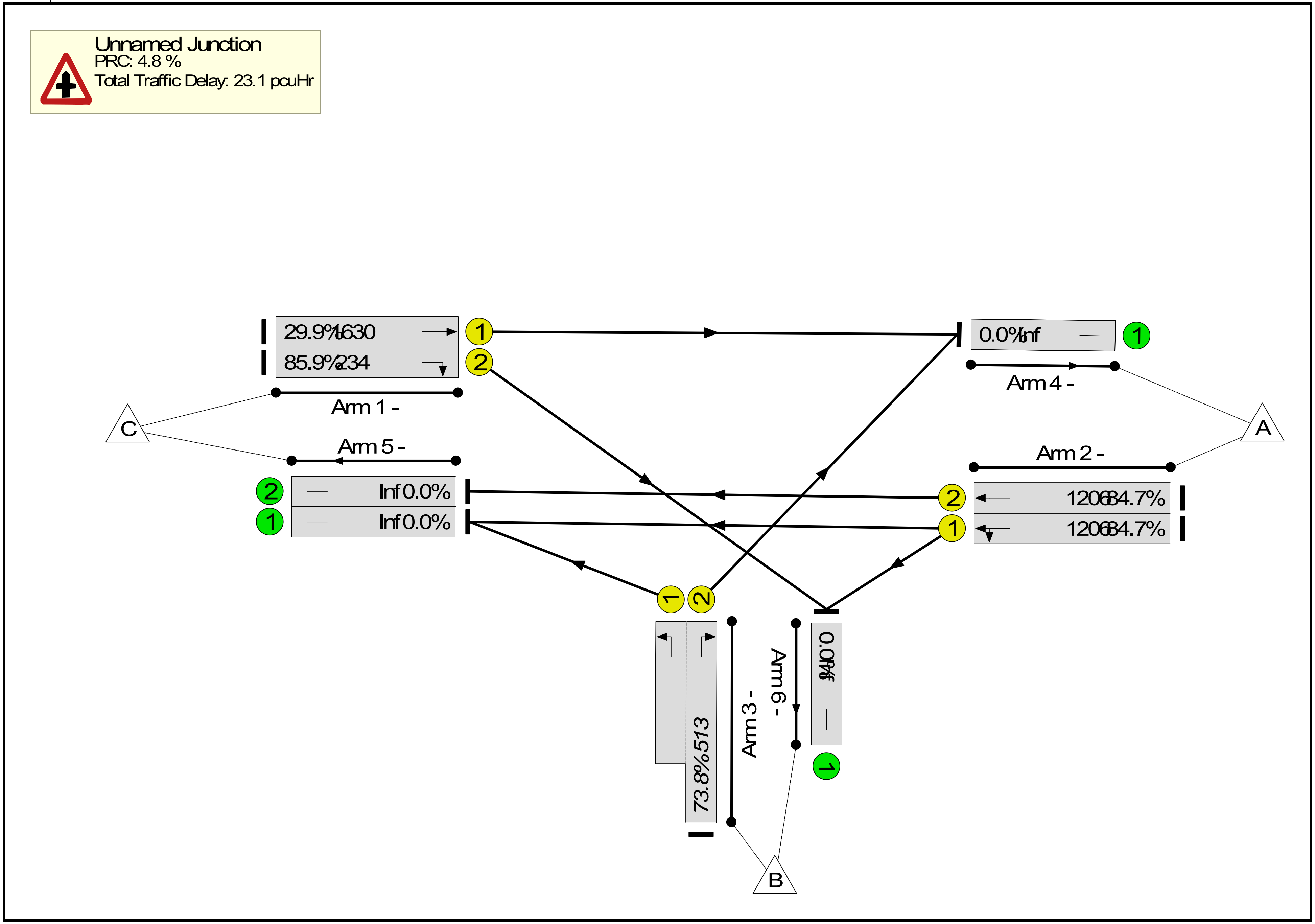
Signal Timings Diagram



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.9%**
Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.9%**
1/1	Ahead	U	N/A	N/A	B		1	83	-	487	1940	1630	29.9%
1/2	Right	U	N/A	N/A	C		1	12	-	201	1800	234	85.9%
2/1	Ahead Left	U	N/A	N/A	A		1	66	-	1021	1800	1206	84.7%
2/2	Ahead	U	N/A	N/A	A		1	66	-	1021	1800	1206	84.7%
3/2+3/1	Right Left	U	N/A	N/A	D	E	1	7:24	-	379	1800:1800	513	73.8%
4/1		U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1021	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%

Item	Entering (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	**-**	**-**	**0**	**0**	**0**	**13.5**	**9.6**	**0.0**	**23.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**13.5**	**9.6**	**0.0**	**23.1**	**-**	**-**	**-**	**-**
1/1	487	487	-	-	-	0.2	0.2	-	0.4	3.3	2.8	0.2	3.1
1/2	201	201	-	-	-	2.4	2.6	-	5.0	89.7	5.4	2.6	8.0
2/1	1021	1021	-	-	-	3.6	2.7	-	6.3	22.0	21.6	2.7	24.2
2/2	1021	1021	-	-	-	3.6	2.7	-	6.3	22.0	21.6	2.7	24.2
3/2+3/1	379	379	-	-	-	3.8	1.4	-	5.2	49.1	7.7	1.4	9.1
4/1	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1021	1021	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

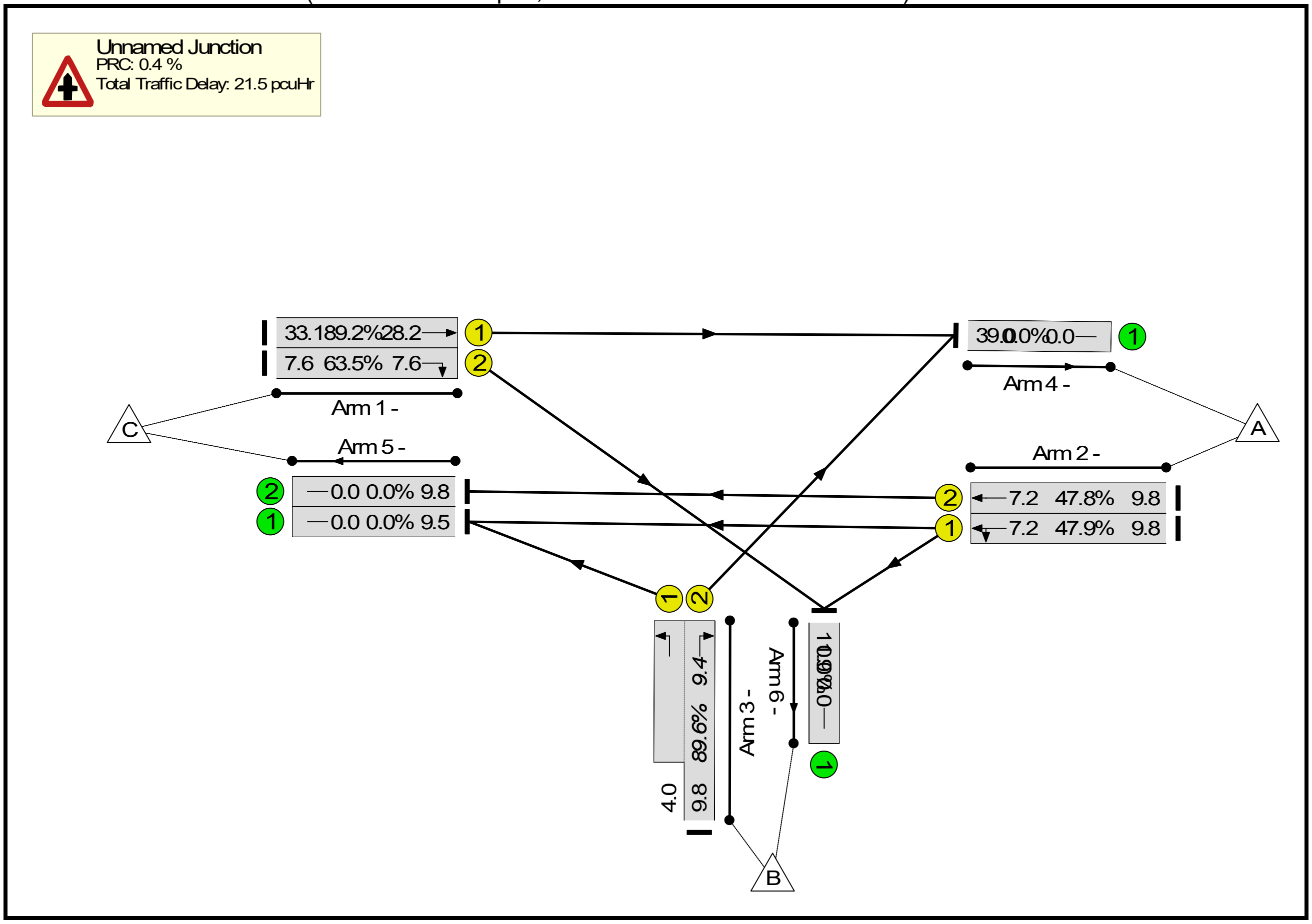
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	23.11		
	PRC Over All Lanes (%):	4.8	Total Delay Over All Lanes(pcuHr):	23.11	Cycle Time (s):	100

Full Input Data And Results

Network Layout Diagram

Scenario 1: 'DM 2036 am' (FG1: 'Flow Group 1', Plan 1: 'Network Control Plan 1')



Full Input Data And Results

Scenario 2: 'DM 2036 pm' (FG2: 'Flow Group 2', Plan 1: 'Network Control Plan 1')