

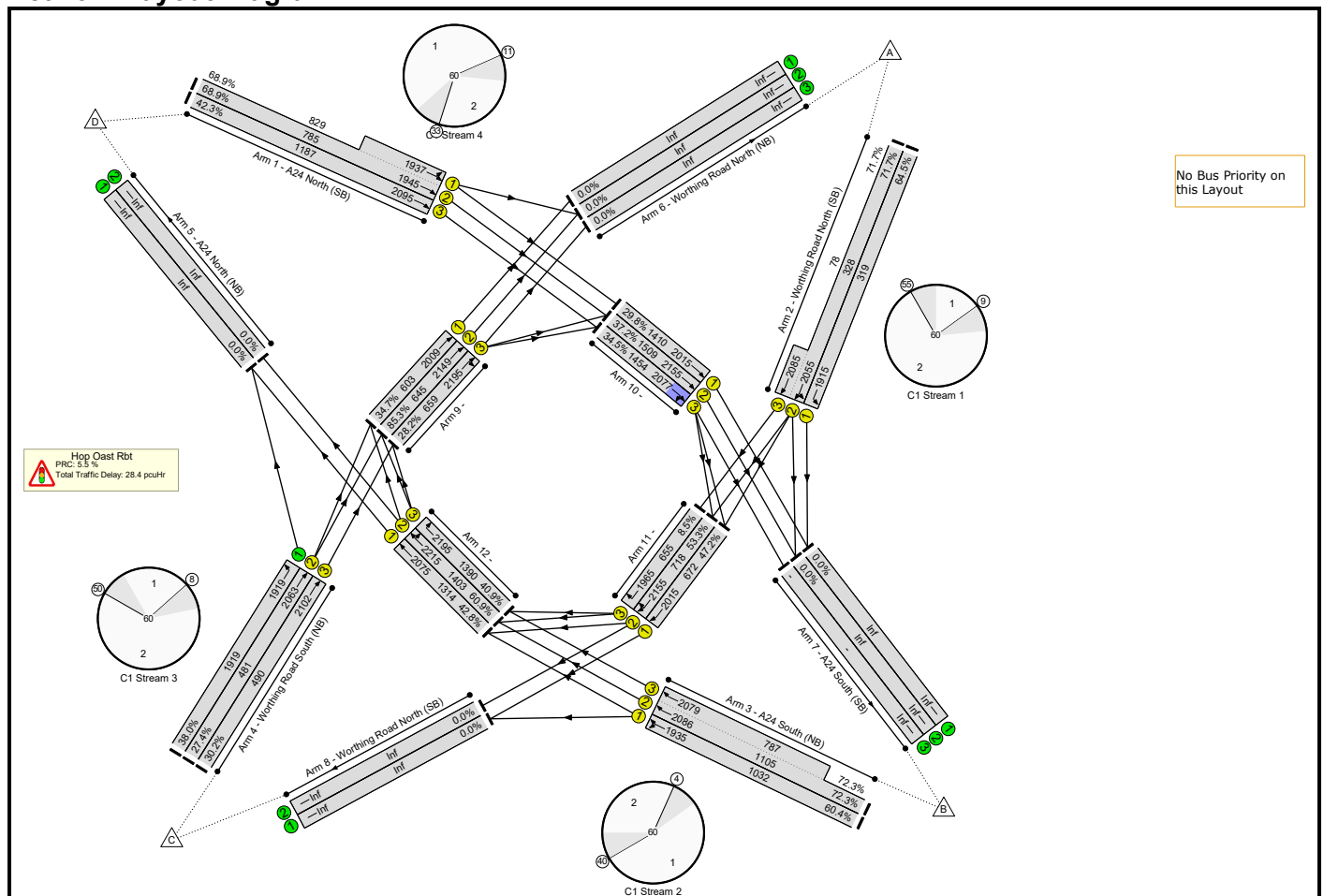
Appendix K A24 Hop Oast Detailed Junction Modelling Outputs

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Hop Oast - 3 lane Circulatory V2 No Bus Priority MG.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Local Plan Mitigation AM' (FG1: 'Local Plan Mitigation AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.3%	0	0	0	28.4	-	-
Hop Oast Rbt	-	-	-		-	-	-	-	-	-	85.3%	0	0	0	28.4	-	-
1/2+1/1	A24 North (SB) Left Ahead	U	D		1	33	-	1112	1945:1937	785+829	68.9 : 68.9%	-	-	-	3.5 (1.7+1.8)	11.5 (11.4:11.6)	6.8
1/3	A24 North (SB) Ahead	U	D		1	33	-	502	2095	1187	42.3%	-	-	-	1.4	10.0	5.1
2/1	Worthing Road North (SB) Left	U	A		1	9	-	206	1915	319	64.5%	-	-	-	2.2	39.0	4.1
2/2+2/3	Worthing Road North (SB) Left Ahead	U	A		1	9	-	291	2055:2085	328+78	71.7 : 71.7%	-	-	-	3.1 (2.5+0.6)	38.5 (38.9:36.8)	4.9
3/1	A24 South (NB) Left Ahead	U	B		1	31	-	623	1935	1032	60.4%	-	-	-	2.4	14.0	7.9
3/2+3/3	A24 South (NB) Ahead	U	B		1	31	-	1368	2086:2079	1105+787	72.3 : 72.3%	-	-	-	5.1 (3.1+2.0)	13.3 (14.0:12.4)	11.3
4/1	Worthing Road South (NB) Left	U	-		-	-	-	730	1919	1919	38.0%	-	-	-	0.3	1.5	0.3
4/2	Worthing Road South (NB) Ahead	U	C		1	13	-	132	2063	481	27.4%	-	-	-	0.9	24.0	2.0
4/3	Worthing Road South (NB) Ahead	U	C		1	13	-	148	2102	490	30.2%	-	-	-	1.0	24.2	2.2
9/1	Ahead	U	J		1	17	-	209	2009	603	34.7%	-	-	-	0.7	11.7	2.5
9/2	Ahead	U	J		1	17	-	550	2149	645	85.3%	-	-	-	1.7	11.2	8.6
9/3	Ahead Right	U	J		1	17	-	186	2195	659	28.2%	-	-	-	0.8	15.8	2.7
10/1	Ahead	U	K		1	41	-	421	2015	1410	29.8%	-	-	-	0.4	3.4	2.6
10/2	Ahead	U	K		1	41	-	561	2155	1509	37.2%	-	-	-	0.5	3.5	3.5
10/3	Ahead Right	U	K		1	41	-	502	2077	1454	34.5%	-	-	-	0.5	3.6	3.2
11/1	Ahead	U	H		1	19	-	317	2015	672	47.2%	-	-	-	1.6	18.6	3.2

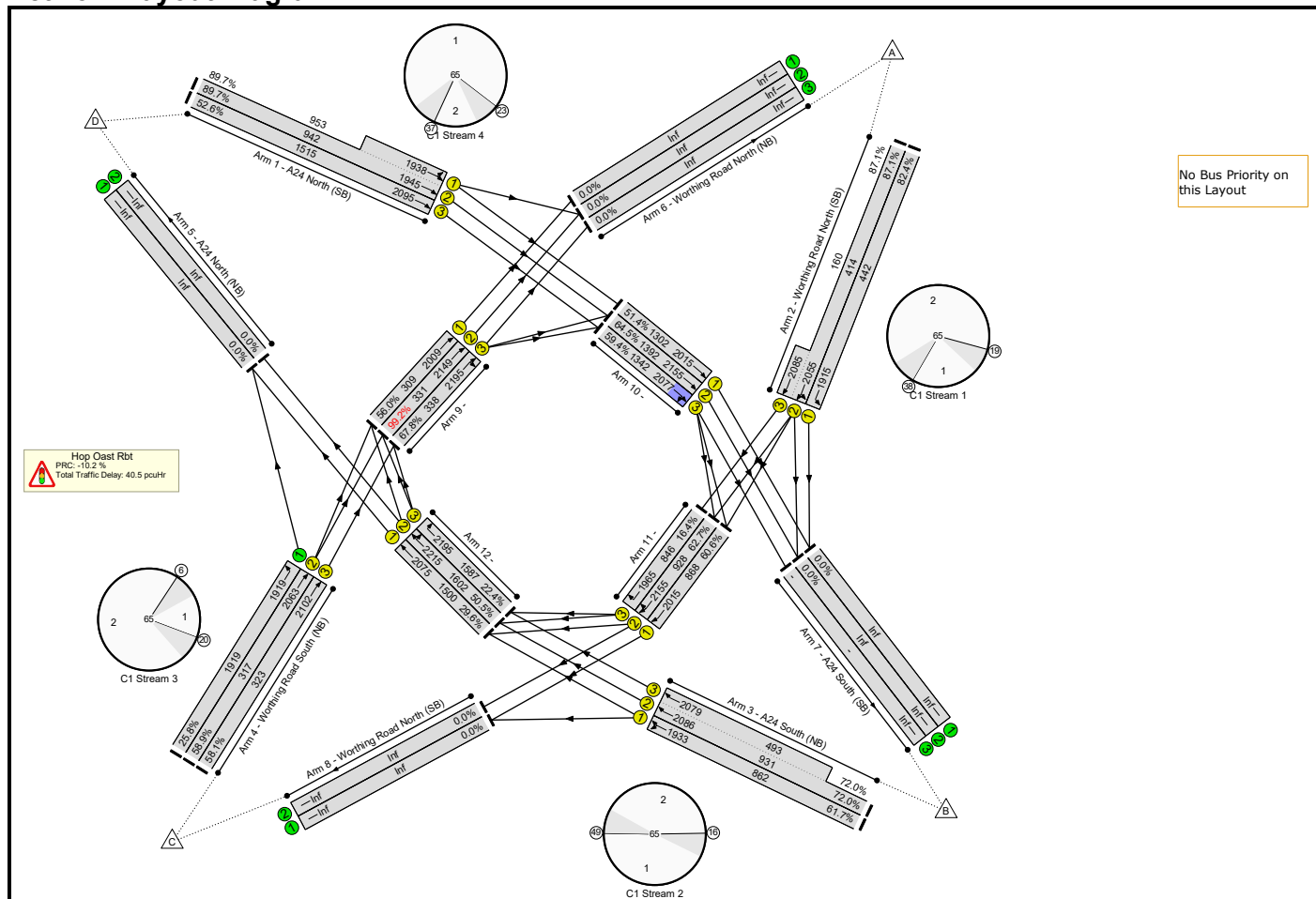
Basic Results Summary

11/2	Ahead Right	U	H		1	19	-	383	2155	718	53.3%	-	-	-	1.6	14.9	3.3
11/3	Right	U	H		1	19	-	56	1965	655	8.5%	-	-	-	0.6	36.4	0.9
12/1	Ahead	U	I		1	37	-	562	2075	1314	42.8%	-	-	-	0.0	0.0	0.0
12/2	Ahead Right	U	I		1	37	-	855	2215	1403	60.9%	-	-	-	0.0	0.0	0.0
12/3	Right	U	I		1	37	-	569	2195	1390	40.9%	-	-	-	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%)		25.5	Total Delay for Signalled Lanes (pcuHr):		6.78	Cycle Time (s):		60						
		C1	Stream: 2 PRC for Signalled Lanes (%)		24.5	Total Delay for Signalled Lanes (pcuHr):		11.29	Cycle Time (s):		60						
		C1	Stream: 3 PRC for Signalled Lanes (%)		47.7	Total Delay for Signalled Lanes (pcuHr):		1.88	Cycle Time (s):		60						
		C1	Stream: 4 PRC for Signalled Lanes (%)		5.5	Total Delay for Signalled Lanes (pcuHr):		8.14	Cycle Time (s):		60						
			PRC Over All Lanes (%)		5.5	Total Delay Over All Lanes(pcuHr):		28.40									

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	99.2%	0	0	0	40.5	-	-
Hop Oast Rbt	-	-	-		-	-	-	-	-	-	99.2%	0	0	0	40.5	-	-
1/2+1/1	A24 North (SB) Left Ahead	U	D		1	46	-	1700	1945:1938	942+953	89.7 : 89.7%	-	-	-	6.3 (3.1+3.2)	13.3 (13.3:13.3)	11.8
1/3	A24 North (SB) Ahead	U	D		1	46	-	797	2095	1515	52.6%	-	-	-	1.4	6.5	7.0
2/1	Worthing Road North (SB) Left	U	A		1	14	-	364	1915	442	82.4%	-	-	-	4.6	45.6	8.4
2/2+2/3	Worthing Road North (SB) Left Ahead	U	A		1	14	-	500	2055:2085	414+160	87.1 : 87.1%	-	-	-	6.3 (4.6+1.7)	45.3 (45.9:43.8)	9.7
3/1	A24 South (NB) Left Ahead	U	B		1	28	-	532	1933	862	61.7%	-	-	-	2.8	19.2	8.0
3/2+3/3	A24 South (NB) Ahead	U	B		1	28	-	1025	2086:2079	931+493	72.0 : 72.0%	-	-	-	5.2 (3.6+1.6)	18.3 (19.2:16.5)	11.1
4/1	Worthing Road South (NB) Left	U	-		-	-	-	496	1919	1919	25.8%	-	-	-	0.2	1.3	0.2
4/2	Worthing Road South (NB) Ahead	U	C		1	9	-	187	2063	317	58.9%	-	-	-	2.0	39.3	3.8
4/3	Worthing Road South (NB) Ahead	U	C		1	9	-	188	2102	323	58.1%	-	-	-	2.0	38.7	3.8
9/1	Ahead	U	J		1	9	-	173	2009	309	56.0%	-	-	-	0.5	9.7	3.1
9/2	Ahead	U	J		1	9	-	328	2149	331	99.2%	-	-	-	1.4	15.5	5.8
9/3	Ahead Right	U	J		1	9	-	229	2195	338	67.8%	-	-	-	0.9	14.7	3.9
10/1	Ahead	U	K		1	41	-	669	2015	1302	51.4%	-	-	-	0.6	3.3	2.0
10/2	Ahead	U	K		1	41	-	898	2155	1392	64.5%	-	-	-	1.0	4.0	3.5
10/3	Ahead Right	U	K		1	41	-	797	2077	1342	59.4%	-	-	-	0.7	3.3	2.4
11/1	Ahead	U	H		1	27	-	526	2015	868	60.6%	-	-	-	1.8	12.1	8.0

Basic Results Summary

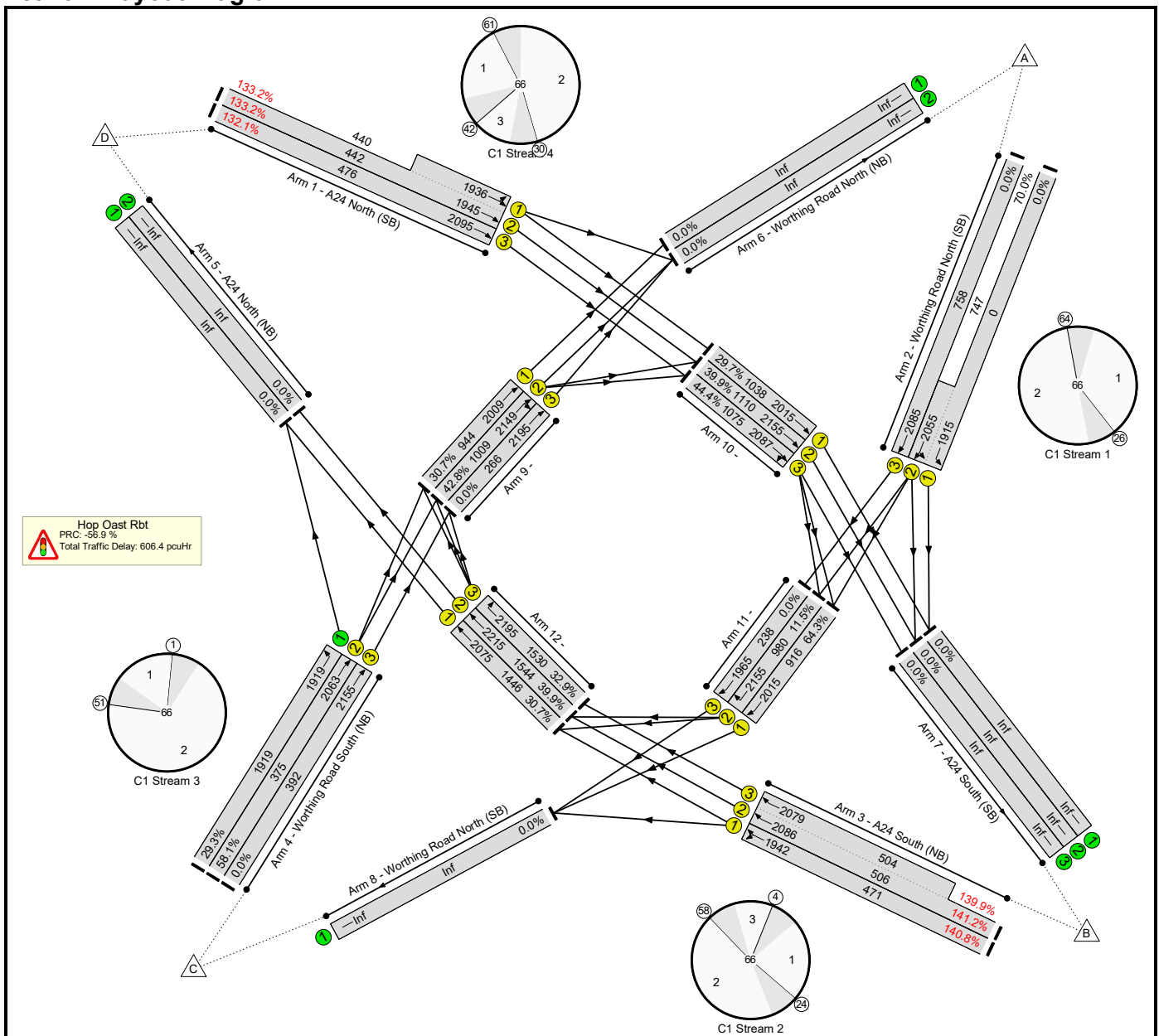
11/2	Ahead Right	U	H	1	27	-	582	2155	928	62.7%	-	-	-	1.9	11.6	8.8
11/3	Right	U	H	1	27	-	139	1965	846	16.4%	-	-	-	0.8	20.4	2.5
12/1	Ahead	U	I	1	46	-	444	2075	1500	29.6%	-	-	-	0.0	0.0	0.0
12/2	Ahead Right	U	I	1	46	-	809	2215	1602	50.5%	-	-	-	0.0	0.0	0.0
12/3	Right	U	I	1	46	-	355	2195	1587	22.4%	-	-	-	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%)		3.3	Total Delay for Signalled Lanes (pcuHr):		13.24	Cycle Time (s):		65					
		C1	Stream: 2 PRC for Signalled Lanes (%)		25.0	Total Delay for Signalled Lanes (pcuHr):		12.47	Cycle Time (s):		65					
		C1	Stream: 3 PRC for Signalled Lanes (%)		52.8	Total Delay for Signalled Lanes (pcuHr):		4.06	Cycle Time (s):		65					
		C1	Stream: 4 PRC for Signalled Lanes (%)		-10.2	Total Delay for Signalled Lanes (pcuHr):		10.53	Cycle Time (s):		65					
			PRC Over All Lanes (%)		-10.2	Total Delay Over All Lanes(pcuHr):		40.48								

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Hop Oast Bus Priority V2 MG.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Local Plan Mitigation AM' (FG1: 'Local Plan Mitigation AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	141.2%	0	0	0	606.4	-	-
Hop Oast Rbt	-	-	-		-	-	-	-	-	-	141.2%	0	0	0	606.4	-	-
1/2+1/1	A24 North (SB) Left Ahead	U	D		1	14	-	1175	1945:1936	442+440	133.2 : 133.2%	-	-	-	165.4 (83.0+82.4)	506.7 (507.1:506.4)	169.8
1/3	A24 North (SB) Ahead	U	D		1	14	-	629	2095	476	132.1%	-	-	-	88.6	506.9	95.2
2/1+2/2	Worthing Road North (SB) Left Ahead	U	A		1	23	-	523	1915:2055	0+747	0.0 : 70.0%	-	-	-	3.8 (0.0+3.8)	25.9 (0.0:25.9)	9.3
2/3	Worthing Road North (SB) Ahead	U	E		1	23	-	0	2085	758	0.0%	-	-	-	0.0	0.0	0.0
3/1	A24 South (NB) Left Ahead	U	B		1	15	-	663	1942	471	140.8%	-	-	-	108.5	589.0	113.5
3/2+3/3	A24 South (NB) Ahead	U	B		1	15	-	1419	2086:2079	506+504	141.2 : 139.9%	-	-	-	229.1 (116.5+112.6)	581.3 (587.6:574.9)	227.6
4/1	Worthing Road South (NB) Left	U	-		-	-	-	562	1919	1919	29.3%	-	-	-	0.2	1.3	0.2
4/2	Worthing Road South (NB) Ahead	U	C		1	11	-	218	2063	375	58.1%	-	-	-	2.2	36.1	4.3
4/3	Worthing Road South (NB) Ahead	U	F		1	11	-	0	2155	392	0.0%	-	-	-	0.0	0.0	0.0
9/1	Ahead	U	I		1	30	-	339	2009	944	30.7%	-	-	-	0.4	5.3	3.5
9/2	Ahead Right	U	I		1	30	-	584	2149	1009	42.8%	-	-	-	1.0	8.4	2.7
9/3	Ahead	U	L		1	7	-	0	2195	266	0.0%	-	-	-	0.0	0.0	0.0
10/1	Ahead	U	J		1	33	-	410	2015	1038	29.7%	-	-	-	0.7	8.4	1.5
10/2	Ahead	U	J		1	33	-	590	2155	1110	39.9%	-	-	-	1.0	8.5	2.2

Basic Results Summary

10/3	Ahead Right	U	J		1	33	-	630	2087	1075	44.4%	-	-	-	1.2	8.7	6.4
11/1	Ahead	U	G		1	29	-	722	2015	916	64.3%	-	-	-	4.0	24.1	10.8
11/2	Right	U	G		1	29	-	113	2155	980	11.5%	-	-	-	0.3	10.9	2.0
11/3	Ahead	U	K		1	7	-	0	1965	238	0.0%	-	-	-	0.0	0.0	0.0
12/1	Ahead	U	H		1	45	-	624	2075	1446	30.7%	-	-	-	0.0	0.0	0.0
12/2	Ahead	U	H		1	45	-	824	2215	1544	39.9%	-	-	-	0.0	0.0	0.0
12/3	Right	U	H		1	45	-	705	2195	1530	32.9%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%)	28.6	Total Delay for Signalled Lanes (pcuHr)	6.68	Cycle Time (s)	66
C1	Stream: 2 PRC for Signalled Lanes (%)	-56.9	Total Delay for Signalled Lanes (pcuHr)	341.89	Cycle Time (s)	66
C1	Stream: 3 PRC for Signalled Lanes (%)	54.9	Total Delay for Signalled Lanes (pcuHr)	2.18	Cycle Time (s)	66
C1	Stream: 4 PRC for Signalled Lanes (%)	-48.0	Total Delay for Signalled Lanes (pcuHr)	255.41	Cycle Time (s)	66
	PRC Over All Lanes (%)	-56.9	Total Delay Over All Lanes (pcuHr)	606.37		

Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	150.5%	0	0	0	721.6	-	-
Hop Oast Rbt	-	-	-		-	-	-	-	-	-	150.5%	0	0	0	721.6	-	-
1/2+1/1	A24 North (SB) Left Ahead	U	D		1	29	-	1698	1945:1939	669+541	140.4 : 140.4%	-	-	-	268.9 (148.8+120.1)	570.1 (570.4:569.7)	286.1
1/3	A24 North (SB) Ahead	U	D		1	29	-	1250	2095	898	139.2%	-	-	-	197.5	568.8	212.4
2/1+2/2	Worthing Road North (SB) Left Ahead	U	A		1	26	-	702	1915:2055	0+793	0.0 : 88.6%	-	-	-	7.5 (0.0+7.5)	38.5 (0.0:38.5)	16.3
2/3	Worthing Road North (SB) Ahead	U	E		1	26	-	0	2085	804	0.0%	-	-	-	0.0	0.0	0.0
3/1	A24 South (NB) Left Ahead	U	B		1	13	-	536	1948	390	137.6%	-	-	-	84.1	565.1	88.3
3/2+3/3	A24 South (NB) Ahead	U	B		1	13	-	1092	2086:2079	417+416	150.5 : 111.6%	-	-	-	148.9 (118.7+30.2)	490.8 (680.2:234.5)	150.9
4/1	Worthing Road South (NB) Left	U	-		-	-	-	479	1919	1919	25.0%	-	-	-	0.2	1.2	0.2
4/2	Worthing Road South (NB) Ahead	U	C		1	12	-	317	2063	383	82.7%	-	-	-	4.7	52.9	8.1
4/3	Worthing Road South (NB) Ahead	U	F		1	12	-	0	2155	400	0.0%	-	-	-	0.0	0.0	0.0
9/1	Ahead	U	I		1	21	-	224	2009	631	31.8%	-	-	-	2.2	39.5	3.9
9/2	Ahead Right	U	I		1	21	-	557	2145	674	78.9%	-	-	-	2.4	16.0	4.2
9/3	Ahead	U	L		1	5	-	0	2195	188	0.0%	-	-	-	0.0	0.0	0.0
10/1	Ahead	U	J		1	34	-	622	2015	1007	44.0%	-	-	-	0.6	5.3	1.4
10/2	Ahead	U	J		1	34	-	966	2155	1077	64.6%	-	-	-	1.1	5.7	2.6

Basic Results Summary

10/3	Ahead Right	U	J		1	34	-	1250	2108	1054	85.2%	-	-	-	2.0	8.2	4.1
11/1	Ahead	U	G		1	37	-	888	2015	1094	61.8%	-	-	-	0.9	4.5	4.1
11/2	Right	U	G		1	37	-	129	2155	1170	11.0%	-	-	-	0.6	17.1	2.5
11/3	Ahead	U	K		1	5	-	0	1965	168	0.0%	-	-	-	0.0	0.0	0.0
12/1	Ahead	U	H		1	48	-	589	2075	1452	30.5%	-	-	-	0.0	0.0	0.0
12/2	Ahead	U	H		1	48	-	703	2215	1551	31.7%	-	-	-	0.0	0.0	0.0
12/3	Right	U	H		1	48	-	464	2195	1536	27.1%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%)	1.6	Total Delay for Signalled Lanes (pcuHr)	11.29	Cycle Time (s)	70
C1	Stream: 2 PRC for Signalled Lanes (%)	-67.3	Total Delay for Signalled Lanes (pcuHr)	234.48	Cycle Time (s)	70
C1	Stream: 3 PRC for Signalled Lanes (%)	8.8	Total Delay for Signalled Lanes (pcuHr)	4.66	Cycle Time (s)	70
C1	Stream: 4 PRC for Signalled Lanes (%)	-56.0	Total Delay for Signalled Lanes (pcuHr)	470.95	Cycle Time (s)	70
	PRC Over All Lanes (%)	-67.3	Total Delay Over All Lanes(pcuHr)	721.56		