**Basic Results Summary**

**User and Project Details**

|  |  |
| --- | --- |
| **Project:** |  |
| **Title:** |  |
| **Location:** |  |
| **Additional detail:** |  |
| **File name:** | Stockbridge Roundabout.lsg3x |
| **Author:** |  |
| **Company:** |  |
| **Address:** |  |

**Scenario 1: '2035 Stockbridge Roundabout AM'** (FG1: '2035 Stockbridge Roundabout AM', Plan 1: 'Network Control Plan 1')

**Network Layout Diagram**



**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** | **-** | **-** | **-** |  | **-** | **-** | **-** | **-** | **-** | **-** | **179.7%** | **0** | **0** | **0** | **1045.1** | **-** | **-** |
| **Stockbridge Junction** | **-** | **-** | **-** |  | **-** | **-** | **-** | **-** | **-** | **-** | **179.7%** | **0** | **0** | **0** | **1045.1** | **-** | **-** |
| 1/2+1/1 | Chichester Bypass West Left Ahead Ahead2 | U | A B |  | 1 | 37:35 | - | 1281 | 1980:2046 | 747+340 | 117.8 : 117.8% | - | - | - | 116.9 | 328.5 | 134.5 |
| 1/3 | Chichester Bypass West Ahead | U | A |  | 1 | 37 | - | 1050 | 2120 | 895 | 117.3% | - | - | - | 95.1 | 326.1 | 110.8 |
| 3/2+3/1 | Stockbridge Road North Ahead | U | F |  | 1 | 47 | - | 640 | 2055:2026 | 985+131 | 57.4 : 57.4% | - | - | - | 3.1 | 17.4 | 10.5 |
| 5/2+5/1 | Chichester Bypass East Left Ahead | U | H I |  | 1 | 38:36 | - | 1579 | 1980:2023 | 808+71 | 179.7 : 179.7% | - | - | - | 393.6 | 897.5 | 409.5 |
| 5/3 | Chichester Bypass East Ahead | U | H |  | 1 | 38 | - | 1650 | 2120 | 919 | 179.6% | - | - | - | 411.2 | 897.1 | 426.7 |
| 7/2+7/1 | Stockbridge Road South Ahead | U | M |  | 1 | 57 | - | 1162 | 1901:1881 | 165+1147 | 88.6 : 88.6% | - | - | - | 7.5 | 23.1 | 24.3 |
| 9/1 | Bypass EB Ahead | U | J |  | 1 | 39 | - | 880 | 1980 | 880 | 84.9% | - | - | - | 1.9 | 8.9 | 3.4 |
| 9/2 | Bypass EB Ahead | U | J |  | 1 | 39 | - | 1050 | 2120 | 942 | 95.0% | - | - | - | 2.9 | 11.8 | 5.3 |
| 10/1 | Bypass WB Ahead | U | C |  | 1 | 38 | - | 1451 | 1980 | 858 | 94.1% | - | - | - | 1.1 | 5.1 | 2.0 |
| 10/2 | Bypass WB Ahead | U | C |  | 1 | 38 | - | 1650 | 2120 | 919 | 100.0% | - | - | - | 1.3 | 5.2 | 2.4 |
| 11/2+11/1 | West Circ Left Right | U | D E |  | 1 | 42:40 | - | 1041 | 1938:1988 | 509+553 | 98.0 : 98.0% | - | - | - | 4.1 | 14.2 | 5.3 |
| 11/3 | West Circ Right | U | D |  | 1 | 42 | - | 146 | 1930 | 922 | 15.8% | - | - | - | 0.5 | 11.8 | 1.2 |
| 12/1 | South Circ Right | U | N |  | 1 | 23 | - | 25 | 1938 | 517 | 4.8% | - | - | - | 0.3 | 43.2 | 0.6 |
| 12/2 | South Circ Right | U | N |  | 1 | 23 | - | 0 | 2015 | 537 | 0.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 13/1 | East Circ Left | U | L |  | 1 | 39 | - | 221 | 1972 | 876 | 25.2% | - | - | - | 0.9 | 15.2 | 3.2 |
| 13/3+13/2 | East Circ Right Right2 | U | K |  | 1 | 41 | - | 796 | 1930:1932 | 28+874 | 88.2 : 84.2% | - | - | - | 3.0 | 14.4 | 9.7 |
| 14/1 | North Circ Right | U | G |  | 1 | 33 | - | 146 | 1938 | 732 | 19.9% | - | - | - | 1.2 | 29.5 | 2.5 |
| 14/2 | North Circ Right | U | G |  | 1 | 33 | - | 231 | 1930 | 729 | 26.9% | - | - | - | 0.4 | 7.1 | 3.3 |
| C1 Stream: 1 PRC for Signalled Lanes (%): -30.9 Total Delay for Signalled Lanes (pcuHr): 219.06 Cycle Time (s): 90  C1 Stream: 2 PRC for Signalled Lanes (%): 56.9 Total Delay for Signalled Lanes (pcuHr): 4.67 Cycle Time (s): 90  C1 Stream: 3 PRC for Signalled Lanes (%): -99.6 Total Delay for Signalled Lanes (pcuHr): 813.61 Cycle Time (s): 90  C1 Stream: 4 PRC for Signalled Lanes (%): 1.6 Total Delay for Signalled Lanes (pcuHr): 7.76 Cycle Time (s): 90  PRC Over All Lanes (%): -99.6 Total Delay Over All Lanes(pcuHr): 1045.10 | | | | | | | | | | | | | | | | | |

**Scenario 2: '2035 Stockbridge Roundabout PM'** (FG2: '2035 Stockbridge Roundabout PM', Plan 1: 'Network Control Plan 1')

**Network Layout Diagram**



**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** | **-** | **-** | **-** |  | **-** | **-** | **-** | **-** | **-** | **-** | **258.6%** | **0** | **0** | **0** | **1299.7** | **-** | **-** |
| **Stockbridge Junction** | **-** | **-** | **-** |  | **-** | **-** | **-** | **-** | **-** | **-** | **258.6%** | **0** | **0** | **0** | **1299.7** | **-** | **-** |
| 1/2+1/1 | Chichester Bypass West Left Ahead Ahead2 | U | A B |  | 1 | 37:35 | - | 1734 | 1980:2062 | 713+513 | 141.4 : 141.4% | - | - | - | 290.2 | 602.4 | 307.4 |
| 1/3 | Chichester Bypass West Ahead | U | A |  | 1 | 37 | - | 1239 | 2120 | 895 | 138.4% | - | - | - | 198.1 | 575.6 | 213.3 |
| 3/2+3/1 | Stockbridge Road North Ahead | U | F |  | 1 | 10 | - | 699 | 2055:2026 | 241+30 | 258.6 : 258.6% | - | - | - | 242.9 | 1251.2 | 250.3 |
| 5/2+5/1 | Chichester Bypass East Left Ahead | U | H I |  | 1 | 36:34 | - | 1344 | 1980:2023 | 698+169 | 155.0 : 155.0% | - | - | - | 270.7 | 725.0 | 285.7 |
| 5/3 | Chichester Bypass East Ahead | U | H |  | 1 | 36 | - | 1345 | 2120 | 872 | 154.3% | - | - | - | 268.9 | 719.9 | 283.6 |
| 7/2+7/1 | Stockbridge Road South Ahead | U | M |  | 1 | 49 | - | 1296 | 1901:1881 | 742+887 | 79.6 : 79.6% | - | - | - | 6.8 | 19.0 | 14.5 |
| 9/1 | Bypass EB Ahead | U | J |  | 1 | 37 | - | 1009 | 1980 | 836 | 85.3% | - | - | - | 0.9 | 4.7 | 1.6 |
| 9/2 | Bypass EB Ahead | U | J |  | 1 | 37 | - | 1239 | 2120 | 895 | 100.0% | - | - | - | 1.7 | 6.8 | 2.9 |
| 10/1 | Bypass WB Ahead | U | C |  | 1 | 38 | - | 1082 | 1980 | 858 | 81.3% | - | - | - | 2.0 | 10.2 | 3.6 |
| 10/2 | Bypass WB Ahead | U | C |  | 1 | 38 | - | 1345 | 2120 | 919 | 94.9% | - | - | - | 2.7 | 11.0 | 4.7 |
| 11/2+11/1 | West Circ Left Right | U | D E |  | 1 | 42:40 | - | 729 | 1938:1988 | 399+618 | 71.7 : 69.4% | - | - | - | 1.5 | 7.3 | 2.0 |
| 11/3 | West Circ Right | U | D |  | 1 | 42 | - | 590 | 1930 | 922 | 64.0% | - | - | - | 1.1 | 7.0 | 2.5 |
| 12/1 | South Circ Right | U | N |  | 1 | 31 | - | 23 | 1938 | 689 | 1.3% | - | - | - | 0.1 | 21.9 | 0.2 |
| 12/2 | South Circ Right | U | N |  | 1 | 31 | - | 0 | 2015 | 716 | 0.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 13/1 | East Circ Left | U | L |  | 1 | 41 | - | 667 | 1972 | 920 | 67.3% | - | - | - | 5.8 | 33.6 | 12.5 |
| 13/3+13/2 | East Circ Right Right2 | U | K |  | 1 | 43 | - | 1302 | 1930:1932 | 17+927 | 53.3 : 76.8% | - | - | - | 4.0 | 20.1 | 12.0 |
| 14/1 | North Circ Right | U | G |  | 1 | 70 | - | 590 | 1938 | 1529 | 38.6% | - | - | - | 2.3 | 13.9 | 11.8 |
| 14/2 | North Circ Right | U | G |  | 1 | 70 | - | 680 | 1930 | 1523 | 31.6% | - | - | - | 0.0 | 0.0 | 2.1 |
| C1 Stream: 1 PRC for Signalled Lanes (%): -57.2 Total Delay for Signalled Lanes (pcuHr): 495.53 Cycle Time (s): 90  C1 Stream: 2 PRC for Signalled Lanes (%): -187.3 Total Delay for Signalled Lanes (pcuHr): 245.21 Cycle Time (s): 90  C1 Stream: 3 PRC for Signalled Lanes (%): -72.2 Total Delay for Signalled Lanes (pcuHr): 552.05 Cycle Time (s): 90  C1 Stream: 4 PRC for Signalled Lanes (%): 13.1 Total Delay for Signalled Lanes (pcuHr): 6.88 Cycle Time (s): 90  PRC Over All Lanes (%): -187.3 Total Delay Over All Lanes(pcuHr): 1299.67 | | | | | | | | | | | | | | | | | |

**Scenario 3: '2035 Stockbridge Roundabout & SLR AM'** (FG3: '2035 Stockbridge Roundabout & SLR AM', Plan 1: 'Network Control Plan 1')

**Network Layout Diagram**



**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** | **-** | **-** | **-** |  | **-** | **-** | **-** | **-** | **-** | **-** | **146.3%** | **0** | **0** | **0** | **617.7** | **-** | **-** |
| **Stockbridge Junction** | **-** | **-** | **-** |  | **-** | **-** | **-** | **-** | **-** | **-** | **146.3%** | **0** | **0** | **0** | **617.7** | **-** | **-** |
| 1/2+1/1 | Chichester Bypass West Left Ahead Ahead2 | U | A B |  | 1 | 48:46 | - | 1195 | 1980:2042 | 933+364 | 92.1 : 92.1% | - | - | - | 10.6 | 31.9 | 26.5 |
| 1/3 | Chichester Bypass West Ahead | U | A |  | 1 | 48 | - | 1036 | 2120 | 1154 | 89.8% | - | - | - | 9.4 | 32.5 | 27.1 |
| 3/2+3/1 | Stockbridge Road North Ahead | U | F |  | 1 | 29 | - | 593 | 2055:2026 | 648+46 | 85.6 : 85.6% | - | - | - | 7.4 | 44.7 | 16.1 |
| 5/2+5/1 | Chichester Bypass East Left Ahead | U | H I |  | 1 | 46:44 | - | 1545 | 1980:2023 | 965+91 | 146.3 : 146.3% | - | - | - | 276.2 | 643.5 | 298.0 |
| 5/3 | Chichester Bypass East Ahead | U | H |  | 1 | 46 | - | 1619 | 2120 | 1107 | 146.2% | - | - | - | 289.4 | 643.4 | 310.8 |
| 7/2+7/1 | Stockbridge Road South Ahead | U | M |  | 1 | 44 | - | 876 | 1901:1881 | 440+858 | 67.5 : 67.5% | - | - | - | 4.7 | 19.5 | 11.5 |
| 9/1 | Bypass EB Ahead | U | J |  | 1 | 47 | - | 860 | 1980 | 1056 | 81.4% | - | - | - | 0.8 | 3.5 | 1.9 |
| 9/2 | Bypass EB Ahead | U | J |  | 1 | 47 | - | 1036 | 2120 | 1131 | 91.6% | - | - | - | 1.0 | 3.6 | 2.3 |
| 10/1 | Bypass WB Ahead | U | C |  | 1 | 49 | - | 1412 | 1980 | 1100 | 87.8% | - | - | - | 1.1 | 4.2 | 2.5 |
| 10/2 | Bypass WB Ahead | U | C |  | 1 | 49 | - | 1619 | 2120 | 1178 | 94.0% | - | - | - | 1.3 | 4.3 | 2.9 |
| 11/2+11/1 | West Circ Left Right | U | D E |  | 1 | 31:29 | - | 652 | 1938:1988 | 505+306 | 80.5 : 80.5% | - | - | - | 3.3 | 18.3 | 3.6 |
| 11/3 | West Circ Right | U | D |  | 1 | 31 | - | 297 | 1930 | 686 | 43.3% | - | - | - | 1.2 | 14.0 | 2.2 |
| 12/1 | South Circ Right | U | N |  | 1 | 36 | - | 73 | 1938 | 797 | 9.2% | - | - | - | 0.6 | 28.8 | 1.5 |
| 12/2 | South Circ Right | U | N |  | 1 | 36 | - | 0 | 2015 | 828 | 0.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 13/1 | East Circ Left | U | L |  | 1 | 31 | - | 336 | 1972 | 701 | 47.9% | - | - | - | 3.0 | 31.8 | 6.2 |
| 13/3+13/2 | East Circ Right Right2 | U | K |  | 1 | 33 | - | 720 | 1930:1932 | 75+663 | 97.6 : 97.6% | - | - | - | 6.1 | 30.3 | 10.7 |
| 14/1 | North Circ Right | U | G |  | 1 | 51 | - | 297 | 1938 | 1120 | 26.5% | - | - | - | 1.6 | 19.6 | 5.3 |
| 14/2 | North Circ Right | U | G |  | 1 | 51 | - | 166 | 1930 | 1115 | 14.9% | - | - | - | 0.1 | 2.1 | 2.3 |
| C1 Stream: 1 PRC for Signalled Lanes (%): -4.4 Total Delay for Signalled Lanes (pcuHr): 26.84 Cycle Time (s): 90  C1 Stream: 2 PRC for Signalled Lanes (%): 5.2 Total Delay for Signalled Lanes (pcuHr): 9.08 Cycle Time (s): 90  C1 Stream: 3 PRC for Signalled Lanes (%): -62.5 Total Delay for Signalled Lanes (pcuHr): 576.43 Cycle Time (s): 90  C1 Stream: 4 PRC for Signalled Lanes (%): 33.4 Total Delay for Signalled Lanes (pcuHr): 5.33 Cycle Time (s): 90  PRC Over All Lanes (%): -62.5 Total Delay Over All Lanes(pcuHr): 617.69 | | | | | | | | | | | | | | | | | |

**Scenario 4: '2035 Stockbridge Roundabout & SLR PM'** (FG4: '2035 Stockbridge Roundabout & SLR PM', Plan 1: 'Network Control Plan 1')

**Network Layout Diagram**



**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** | **-** | **-** | **-** |  | **-** | **-** | **-** | **-** | **-** | **-** | **157.7%** | **0** | **0** | **0** | **888.5** | **-** | **-** |
| **Stockbridge Junction** | **-** | **-** | **-** |  | **-** | **-** | **-** | **-** | **-** | **-** | **157.7%** | **0** | **0** | **0** | **888.5** | **-** | **-** |
| 1/2+1/1 | Chichester Bypass West Left Ahead Ahead2 | U | A B |  | 1 | 35:33 | - | 1236 | 1980:2058 | 745+202 | 130.5 : 130.5% | - | - | - | 168.1 | 489.5 | 184.6 |
| 1/3 | Chichester Bypass West Ahead | U | A |  | 1 | 35 | - | 1105 | 2120 | 848 | 130.3% | - | - | - | 150.3 | 489.6 | 164.7 |
| 3/2+3/1 | Stockbridge Road North Ahead | U | F |  | 1 | 35 | - | 541 | 2055:2026 | 776+54 | 65.2 : 65.2% | - | - | - | 4.2 | 27.8 | 11.4 |
| 5/2+5/1 | Chichester Bypass East Left Ahead | U | H I |  | 1 | 34:32 | - | 1294 | 1980:2023 | 666+154 | 157.7 : 157.7% | - | - | - | 268.6 | 747.2 | 282.6 |
| 5/3 | Chichester Bypass East Ahead | U | H |  | 1 | 34 | - | 1300 | 2120 | 824 | 157.7% | - | - | - | 269.9 | 747.5 | 283.5 |
| 7/2+7/1 | Stockbridge Road South Ahead | U | M |  | 1 | 49 | - | 1113 | 1901:1881 | 912+662 | 70.7 : 70.7% | - | - | - | 5.2 | 16.7 | 12.0 |
| 9/1 | Bypass EB Ahead | U | J |  | 1 | 35 | - | 972 | 1980 | 792 | 94.1% | - | - | - | 1.6 | 7.5 | 2.6 |
| 9/2 | Bypass EB Ahead | U | J |  | 1 | 35 | - | 1105 | 2120 | 848 | 100.0% | - | - | - | 2.1 | 9.0 | 3.5 |
| 10/1 | Bypass WB Ahead | U | C |  | 1 | 36 | - | 1051 | 1980 | 814 | 81.9% | - | - | - | 1.8 | 9.9 | 3.1 |
| 10/2 | Bypass WB Ahead | U | C |  | 1 | 36 | - | 1300 | 2120 | 872 | 94.6% | - | - | - | 2.4 | 10.6 | 4.1 |
| 11/2+11/1 | West Circ Left Right | U | D E |  | 1 | 44:42 | - | 586 | 1938:1988 | 475+608 | 54.1 : 54.1% | - | - | - | 1.8 | 10.9 | 6.3 |
| 11/3 | West Circ Right | U | D |  | 1 | 44 | - | 645 | 1930 | 965 | 66.8% | - | - | - | 1.0 | 5.5 | 2.2 |
| 12/1 | South Circ Right | U | N |  | 1 | 31 | - | 118 | 1938 | 689 | 17.1% | - | - | - | 1.1 | 33.3 | 3.0 |
| 12/2 | South Circ Right | U | N |  | 1 | 31 | - | 0 | 2015 | 716 | 0.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 13/1 | East Circ Left | U | L |  | 1 | 43 | - | 680 | 1972 | 964 | 70.5% | - | - | - | 2.5 | 13.4 | 9.9 |
| 13/3+13/2 | East Circ Right Right2 | U | K |  | 1 | 45 | - | 727 | 1930:1932 | 163+840 | 72.5 : 66.4% | - | - | - | 4.8 | 25.5 | 11.4 |
| 14/1 | North Circ Right | U | G |  | 1 | 45 | - | 645 | 1938 | 991 | 65.1% | - | - | - | 2.8 | 15.4 | 6.1 |
| 14/2 | North Circ Right | U | G |  | 1 | 45 | - | 221 | 1930 | 986 | 17.2% | - | - | - | 0.5 | 11.0 | 3.0 |
| C1 Stream: 1 PRC for Signalled Lanes (%): -45.0 Total Delay for Signalled Lanes (pcuHr): 325.36 Cycle Time (s): 90  C1 Stream: 2 PRC for Signalled Lanes (%): 38.0 Total Delay for Signalled Lanes (pcuHr): 7.45 Cycle Time (s): 90  C1 Stream: 3 PRC for Signalled Lanes (%): -75.2 Total Delay for Signalled Lanes (pcuHr): 549.49 Cycle Time (s): 90  C1 Stream: 4 PRC for Signalled Lanes (%): 27.3 Total Delay for Signalled Lanes (pcuHr): 6.24 Cycle Time (s): 90  PRC Over All Lanes (%): -75.2 Total Delay Over All Lanes(pcuHr): 888.55 | | | | | | | | | | | | | | | | | |