



Land Adjacent to Windhover Roundabout
Bursledon

Transport Assessment

For

Wates Developments Ltd

Document Control Sheet

Land Adjacent to Windhover Roundabout

Bursledon

Wates Developments Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
28/02/2025	d1.0	MF/LB	LH
06/06/2025	d1.1	MF/LB	LH
19/06/2025	v1.0	MF	LH
14/10/2025	v1.1	ATW/MF	LH
21/10/2025	v1.2	MF	LH
18/03/2026	V1.3	MF	LH



Motion
 Quadrant House
 Broad Street Mall
 Reading
 RG1 7QE
T 0118 467 4498
E info@motion.co.uk
W www.motion.co.uk

Appendix Q

Linsig Output – A3024 Bursledon Road Corridor with Development – Mitigation
Scenario

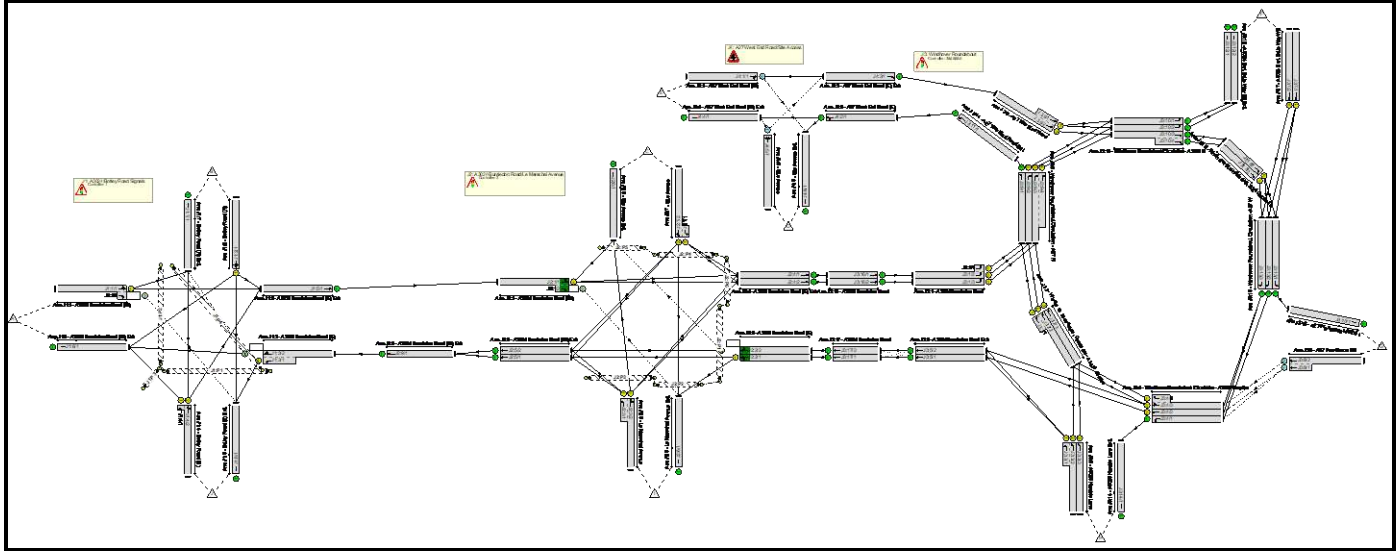
Full Input Data And Results

Full Input Data And Results

User and Project Details

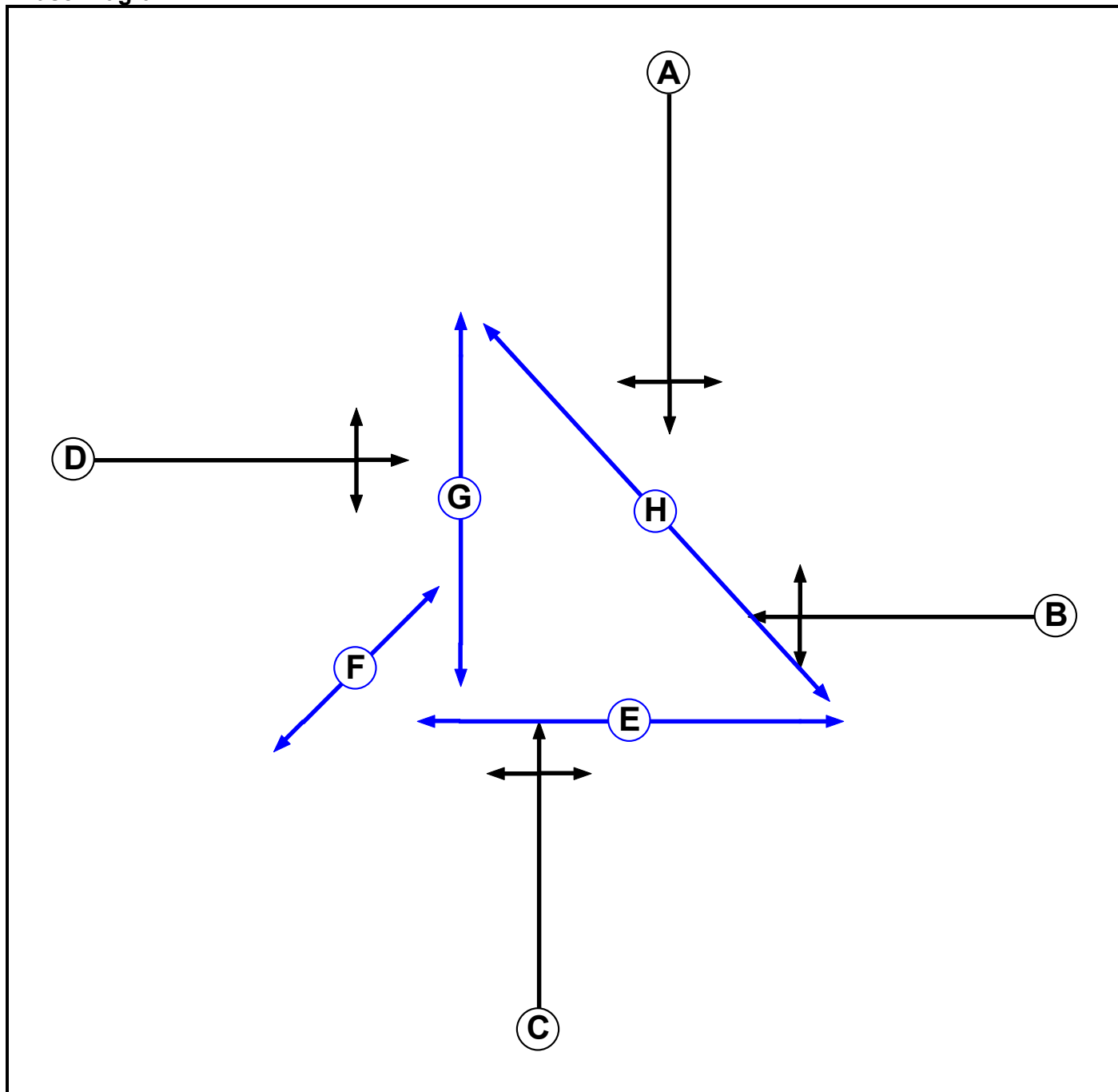
Project:	
Title:	
Location:	
Additional detail:	
File name:	M01e - whburs - Linked Linsig 2025 with Development Mitigation - AM Peak 2026-03-16.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Controller :C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Pedestrian	1		7	7
F	Pedestrian	1		7	7
G	Pedestrian	1		7	7
H	Pedestrian	1		7	7

Full Input Data And Results

Phase Intergreens Matrix

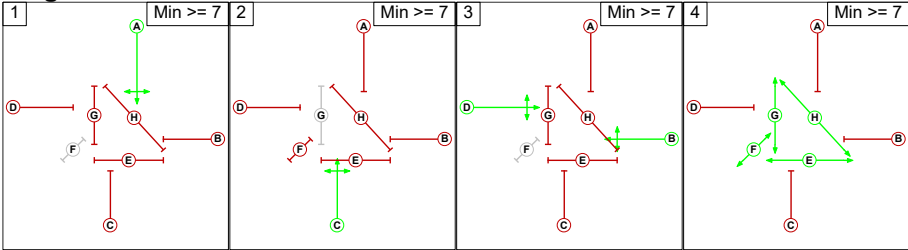
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

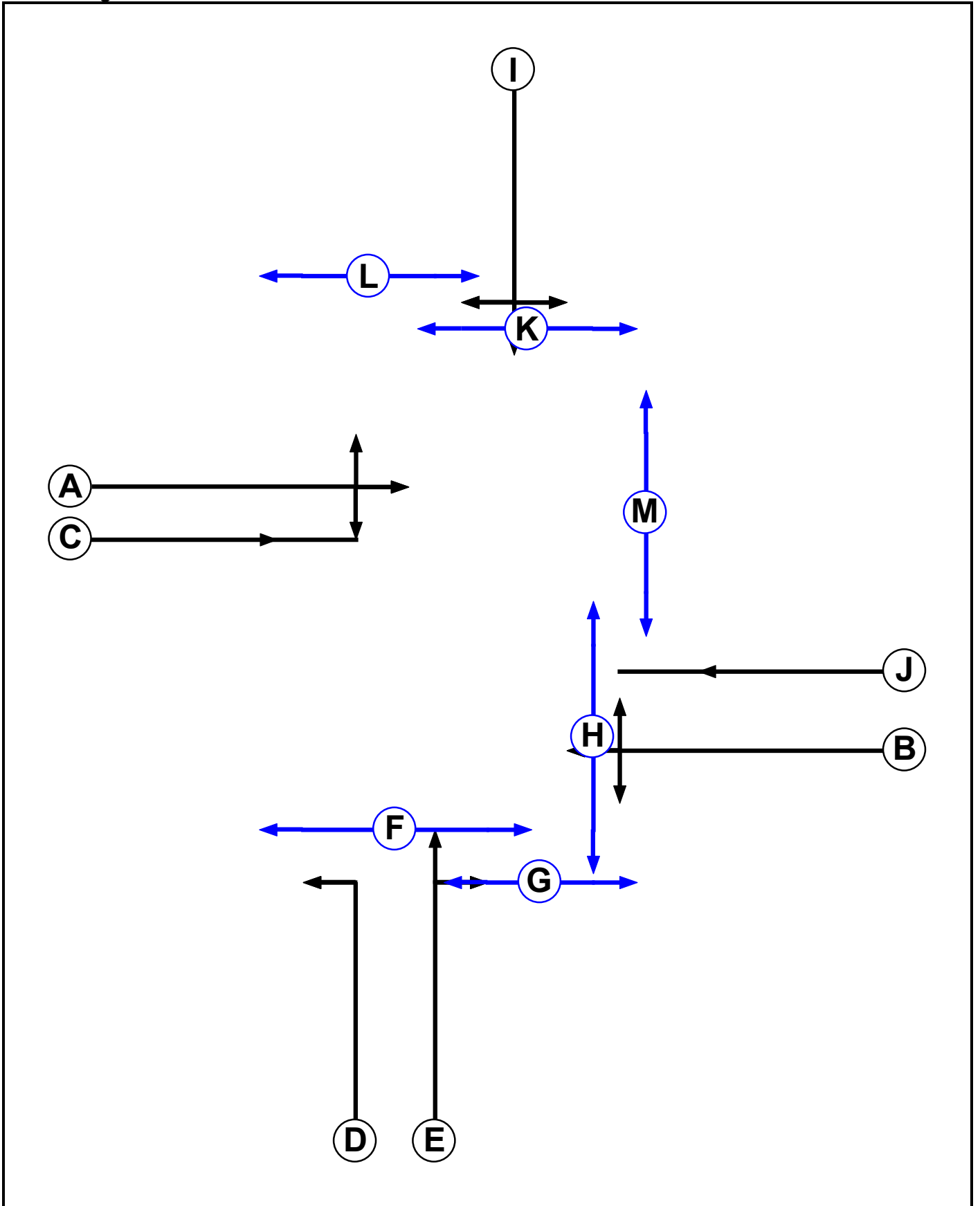
Prohibited Stage Change

Stage Stream: 1

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

Controller :C2

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Pedestrian	1		7	7
G	Pedestrian	1		7	7
H	Pedestrian	1		7	7
I	Traffic	1		7	7
J	Traffic	1		7	7
K	Pedestrian	1		7	7
L	Pedestrian	1		7	7
M	Pedestrian	1		7	7

Phase Intergreens Matrix

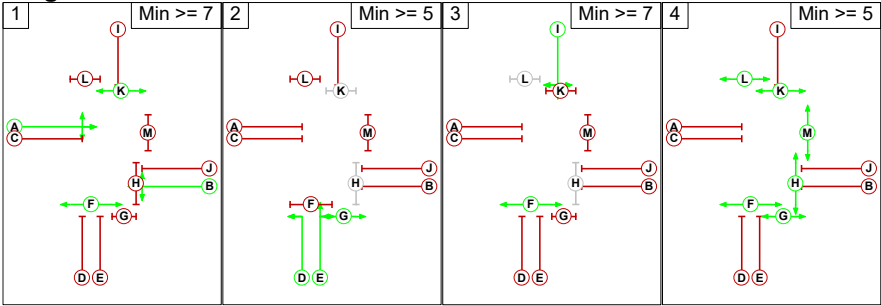
	Starting Phase												
	A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A	-	-	-	5	-	8	-	8	6	-	9	11
	B	-	-	9	10	8	-	9	5	6	-	-	-
	C	-	5	-	-	5	-	8	-	5	-	-	-
	D	-	5	-	-	-	5	-	-	-	-	-	-
	E	5	5	5	-	-	5	-	-	7	5	-	9
	F	-	-	-	7	7	-	-	-	-	-	-	-
	G	7	7	7	-	-	-	-	7	-	-	-	-
	H	-	7	-	-	-	-	-	-	7	-	-	-
	I	5	5	7	-	7	-	9	-	-	5	5	-
	J	5	-	-	-	5	-	-	5	6	-	9	-
	K	-	-	-	-	-	-	-	7	-	-	-	-
	L	7	-	-	-	7	-	-	-	7	-	-	-
	M	7	-	-	-	7	-	-	-	7	-	-	-

Phases in Stage

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

Full Input Data And Results

Stage Diagram
Stage Stream: 1



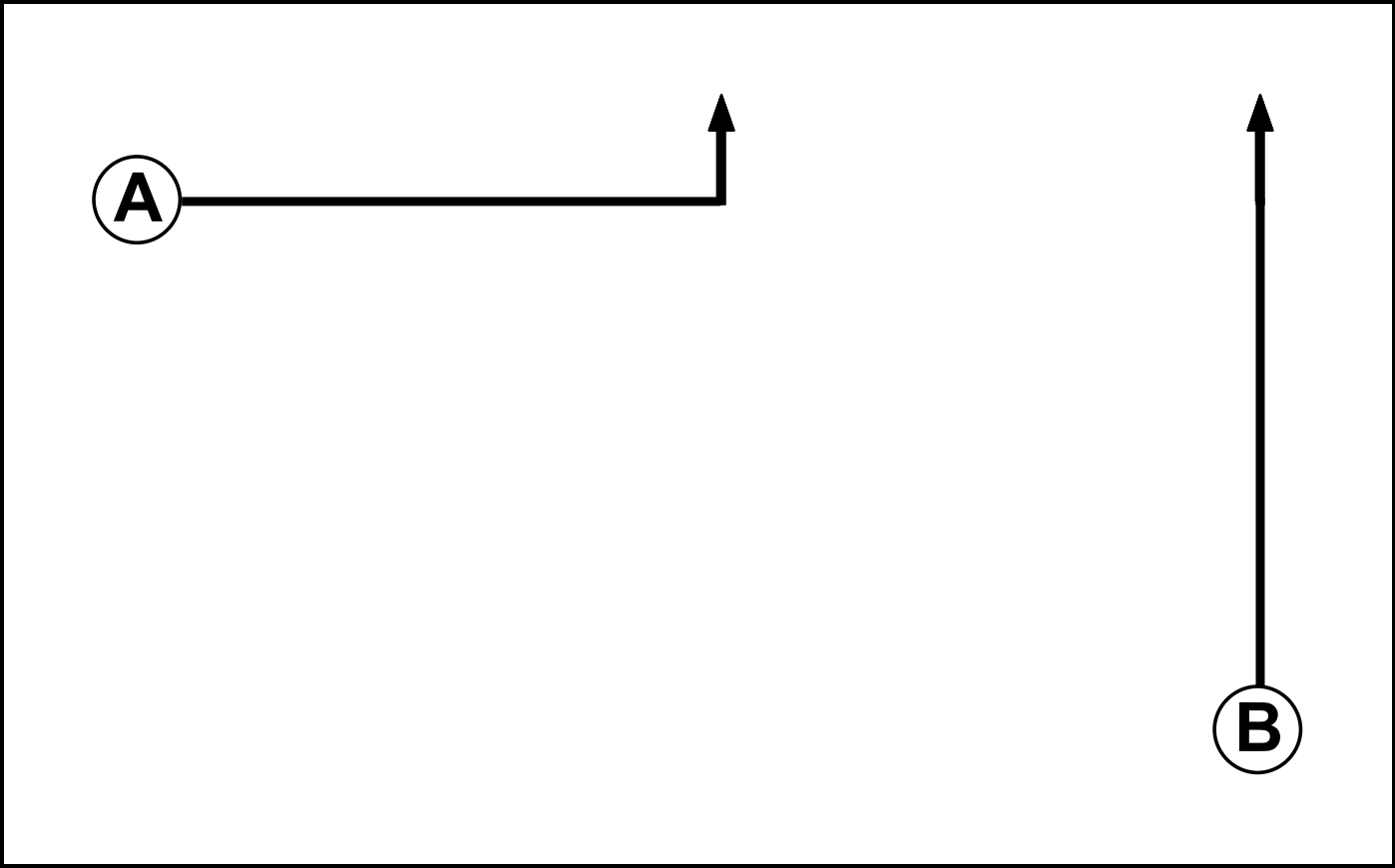
Phase Delays
Stage Stream: 1

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

Prohibited Stage Change
Stage Stream: 1

	To Stage				
		1	2	3	4
	1		10	8	11
	2	7		7	11
	3	5	9		9
	4	7	7	7	

Controller :C3
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

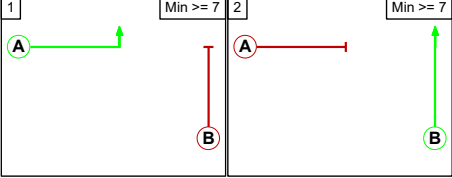
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



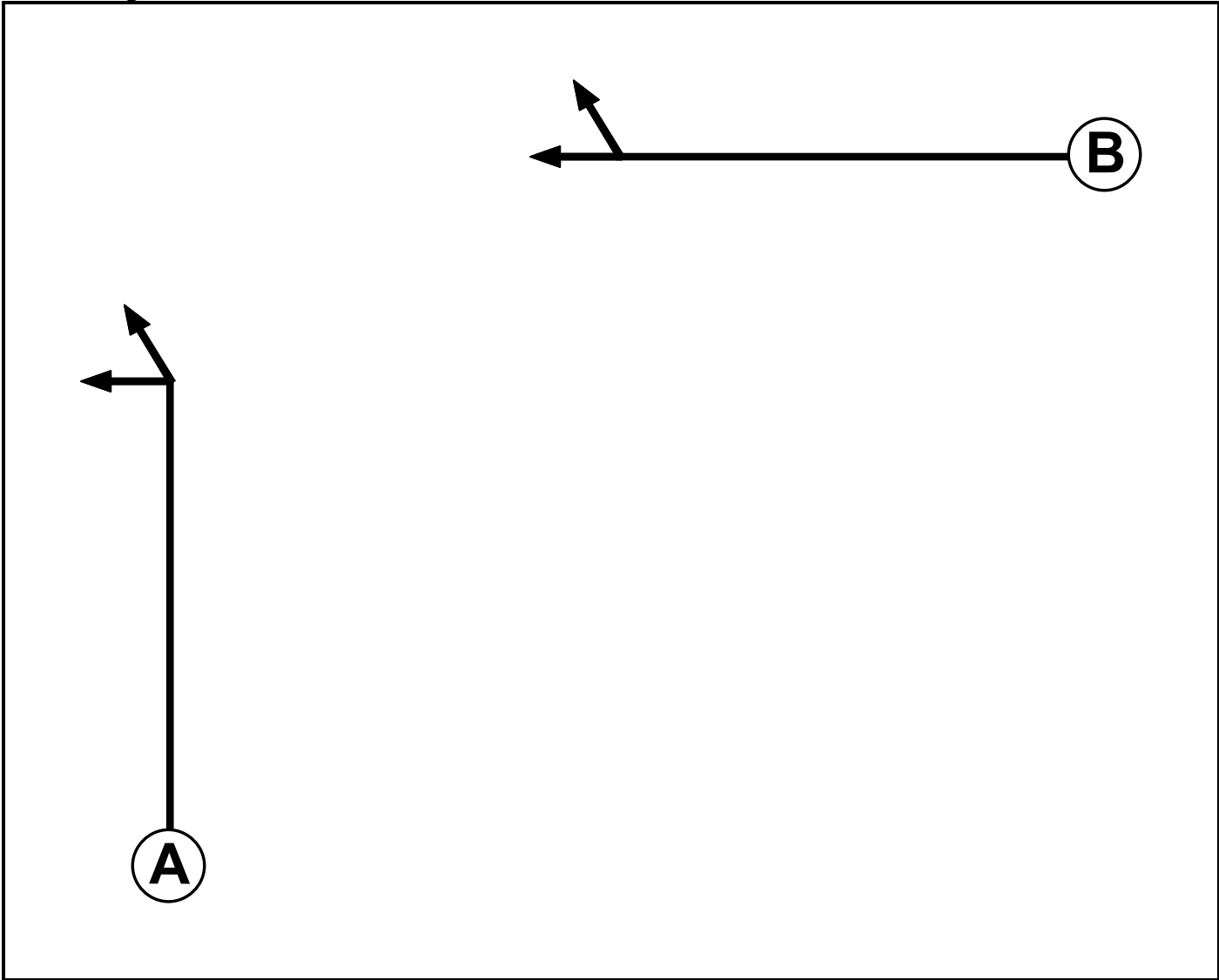
Phase Delays

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

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	5	

Controller :C4
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

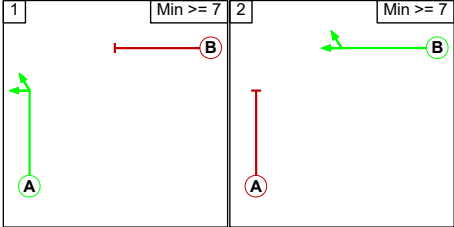
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

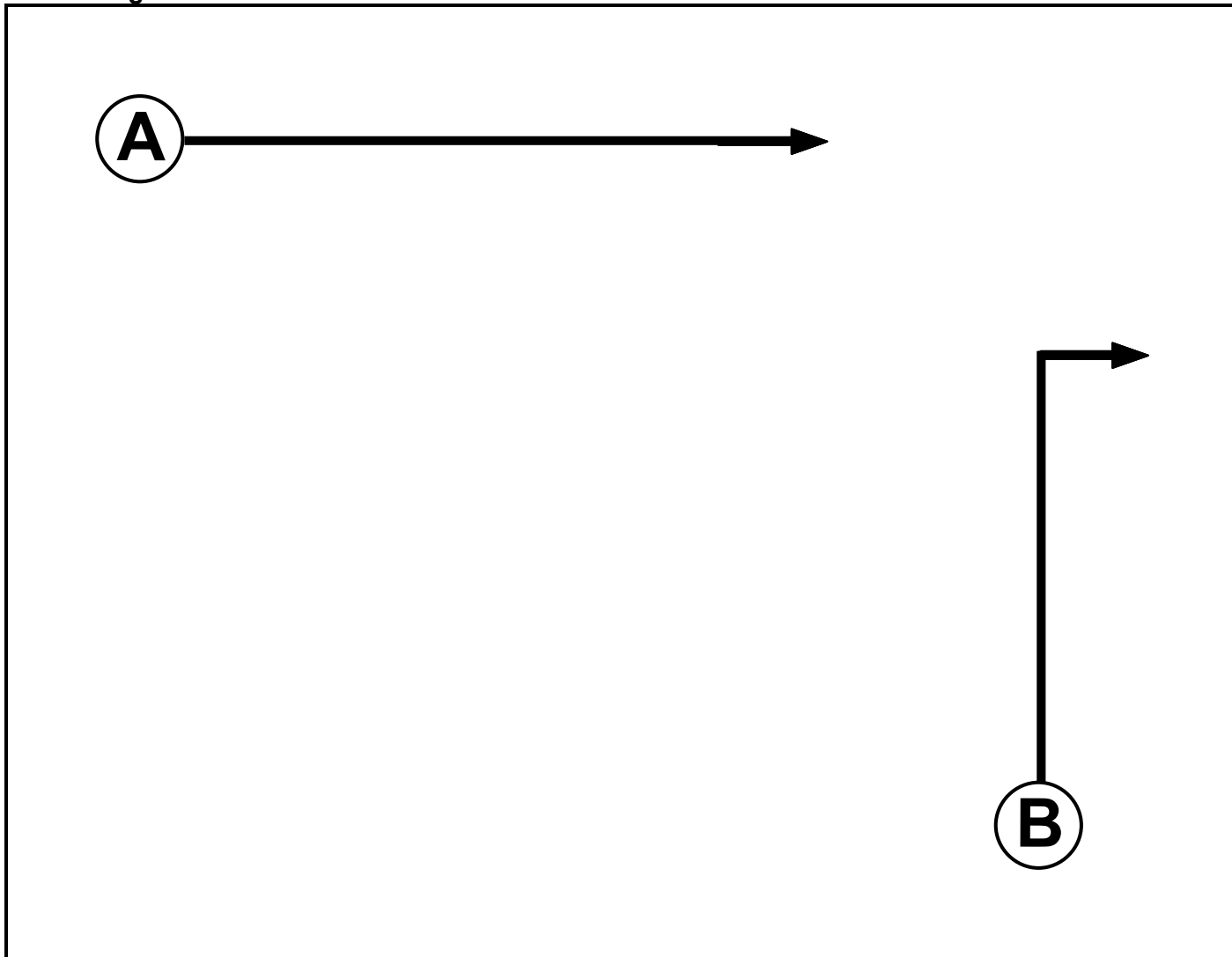
Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Controller :C5

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Phase Intergreens Matrix

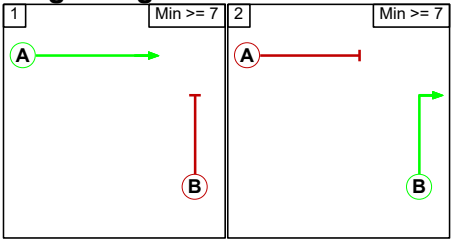
	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Full Input Data And Results

Stage Diagram



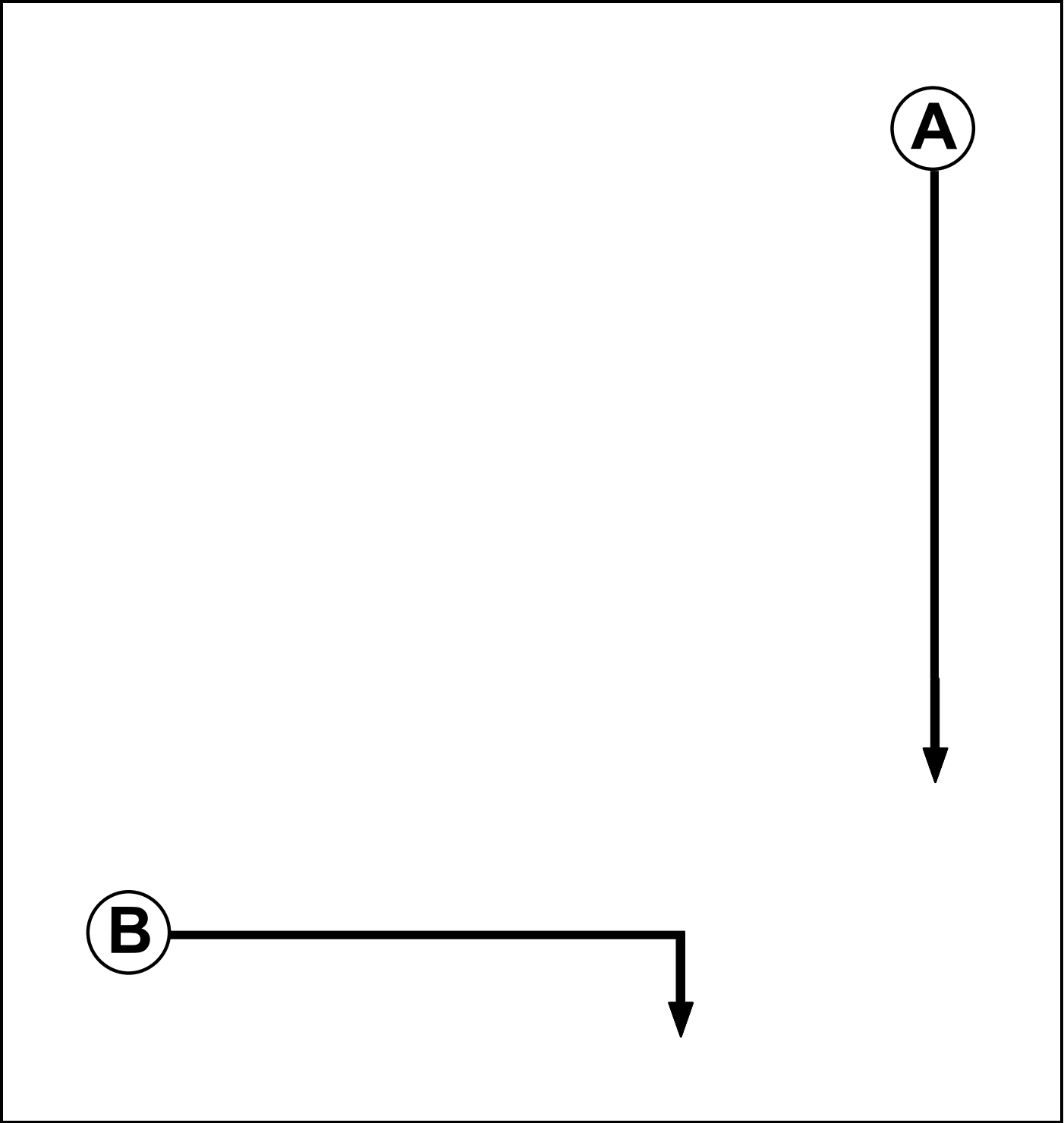
Phase Delays

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

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	5	

Controller :C6
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Full Input Data And Results

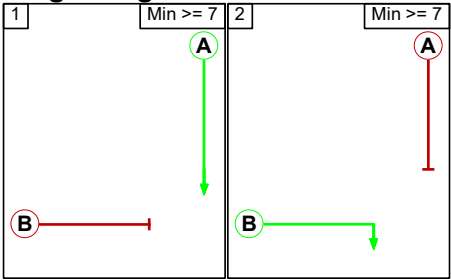
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage	
	1	2
	1	5
	2	5

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A3024/Botley Road Signals											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (A3024 Bursledon Road (W))	J1:8/1 (Right)	1439	0	J1:3/1	1.09	All	3.00	-	0.50	3	2.00
				J1:3/2	1.09	To J1:6/1 (Ahead)					
J1:3/2 (A3024 Bursledon Road (E))	J1:7/1 (Right)	1439	0	J1:1/1	1.09	All	3.00	3.00	0.50	3	2.00

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/2 (A3024 Bursledon Road (W))	J2:6/1 (Right)	1439	0	J2:2/1	1.09	All	2.00	-	0.50	2	2.00
J2:2/2 (A3024 Bursledon Road (E))	J2:8/1 (Right)	1439	0	J2:1/1	1.09	All	3.00	3.00	0.50	3	3.00

Junction: J3: Windhover Roundabout											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:8/1 (A27 Providence Hill)	J3:4/1 (Ahead)	1004	0	J3:13/2	0.51	All	-	-	-	-	-
				J3:13/3	0.51	To J3:4/2 (Right)					
	J3:4/2 (Ahead)	1004	0	J3:12/2	0.51	All					
J3:8/2 (A27 Providence Hill)	J3:4/3 (Ahead)	1004	0	J3:13/2	0.51	All	-	-	-	-	-
				J3:13/3	0.51	All					

Full Input Data And Results

Junction: J4: A27 West End Road/Site Access											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J4:1/1 (A27 West End Road (W))	J4:6/1 (Right)	850	0	J4:2/1	0.35	All	-	-	-	-	-
J4:5/1 (Site Access)	J4:3/1 (Right)	600	0	J4:2/1	0.22	To J4:4/1 (Ahead)	-	-	-	-	-
				J4:1/1	0.19	All					
	J4:4/1 (Left)	715	0	J4:2/1	0.22	To J4:4/1 (Ahead)					

Lane Input Data

Junction: J1: A3024/Botley Road Signals												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A3024 Bursledon Road (W))	U	D	2	3	60.0	User	1782	-	-	-	-	-
J1:1/2 (A3024 Bursledon Road (W))	O	D	2	3	2.0	Geom	-	3.70	0.00	Y	Arm J1:8 Right	11.80
J1:2/1 (Botley Road (N))	U	A	2	3	60.0	User	1824	-	-	-	-	-
J1:3/1 (A3024 Bursledon Road (E))	U	B	2	3	7.0	User	1821	-	-	-	-	-
J1:3/2 (A3024 Bursledon Road (E))	O	B	2	3	28.8	User	1799	-	-	-	-	-
J1:4/1 (Botley Road (S))	U	C	2	3	1.0	Geom	-	3.61	0.00	Y	Arm J1:6 Left	17.40
J1:4/2 (Botley Road (S))	U	C	2	3	60.0	User	1812	-	-	-	-	-
J1:5/1 (A2034 Bursledon Road (E) Exit)	U		2	3	30.0	Geom	-	3.45	0.00	Y	Arm J2:1 Ahead	Inf
J1:6/1 (A3024 Bursledon Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (Botley Road (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (Botley Road (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A3024 Bursledon Road (W))	U	A	2	3	46.0	User	1815	-	-	-	-	-
J2:1/2 (A3024 Bursledon Road (W))	O	A	2	3	3.0	Geom	-	3.25	0.00	Y	Arm J2:6 Right	21.10
J2:2/1 (A3024 Bursledon Road (E))	U	B	2	3	5.2	User	1782	-	-	-	-	-
J2:2/2 (A3024 Bursledon Road (E))	O	B	2	3	5.2	Geom	-	3.00	0.00	Y	Arm J2:5 Ahead	Inf
J2:3/1 (Le Marechal Avenue)	U	D	2	3	5.0	Geom	-	3.55	0.00	Y	Arm J2:8 Right	18.60
J2:3/2 (Le Marechal Avenue)	U	E	2	3	60.0	User	1846	-	-	-	Arm J2:5 Left	22.70
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Geom	-	3.00	0.00	Y	-	-
J2:4/2 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Geom	-	3.00	0.00	Y	Arm J3:16 Ahead	Inf
J2:5/1 (A3024 Bursledon Road (W) Exit)	U		2	3	3.0	Geom	-	3.00	0.00	Y	Arm J3:16 Ahead	Inf
J2:5/2 (A3024 Bursledon Road (W) Exit)	U		2	3	3.0	Geom	-	3.00	0.00	Y	Arm J2:9 Ahead	Inf
J2:6/1 (Le Marechal Avenue Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Site Access)	U	I	2	3	2.7	Geom	-	3.25	0.00	Y	Arm J2:4 Left	13.10
J2:7/2 (Site Access)	U	I	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Right	26.30
											Arm J2:6 Ahead	Inf

Full Input Data And Results

J2:8/1 (Site Access Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:9/1 (A3024 Bursledon Road (W) Exit)	U		2	3	43.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf

Full Input Data And Results

Junction: J3: Windhover Roundabout												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A3024 Bursledon Road)	U	A	2	3	2.0	Geom	-	3.05	0.00	Y	Arm J3:9 Left	46.90
J3:1/2 (A3024 Bursledon Road)	U	A	2	3	3.3	User	1789	-	-	-	-	-
J3:1/3 (A3024 Bursledon Road)	U	A	2	3	3.3	User	1865	-	-	-	-	-
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	U	B	2	3	3.6	Geom	-	4.09	0.00	Y	Arm J3:9 Ahead	46.10
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	U	B	2	3	11.0	Geom	-	4.09	0.00	Y	Arm J3:9 Ahead	55.80
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	U	B	2	3	11.0	Geom	-	4.09	0.00	Y	Arm J3:9 Ahead	50.20
J3:3/1 (A3025 Hamble Lane)	U	A	2	3	5.0	Geom	-	3.58	0.00	Y	Arm J3:5 Left	66.70
J3:3/2 (A3025 Hamble Lane)	U	A	2	3	60.0	User	1880	-	-	-	-	-
J3:3/3 (A3025 Hamble Lane)	U	A	2	3	60.0	User	1879	-	-	-	-	-
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	U		2	3	15.1	Geom	-	3.61	0.00	Y	Arm J3:14 Left	60.60
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	U	B	2	3	17.7	Geom	-	3.61	0.00	Y	Arm J3:5 Ahead	50.10
J3:4/3 (Windhover Roundabout)	U	B	2	3	17.7	Geom	-	3.61	0.00	Y	Arm J3:2 Right	Inf

Full Input Data And Results

Circulation - A3025 Stopline)											Arm J3:5 Ahead	35.00
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	U	B	2	3	4.0	Geom	-	3.61	0.00	Y	Arm J3:2 Right	36.50
J3:5/1 (A3024 Bursledon Road Exit)	U		2	3	3.0	Geom	-	3.25	0.00	Y	Arm J3:17 Ahead	Inf
J3:5/2 (A3024 Bursledon Road Exit)	U		2	3	3.0	Geom	-	3.25	0.00	Y	Arm J3:17 Ahead	Inf
J3:6/1 (A27 West End Road)	U	A	2	3	5.0	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	64.10
J3:6/2 (A27 West End Road)	U	A	2	3	11.9	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	65.20
J3:7/1 (A3024 Bert Betts Way WB)	U	A	2	3	60.0	Geom	-	4.75	0.00	Y	Arm J3:13 Ahead	61.20
J3:7/2 (A3024 Bert Betts Way WB)	U	A	2	3	60.0	Geom	-	4.75	0.00	Y	Arm J3:13 Ahead	103.90
J3:8/1 (A27 Providence Hill)	O		2	3	5.0	Geom	-	3.09	0.00	Y	Arm J3:4 Ahead	71.50
J3:8/2 (A27 Providence Hill)	O		2	3	60.0	Geom	-	3.09	0.00	Y	Arm J3:4 Ahead	73.90
J3:9/1 (Windhover Roundabout Circulation - A27 N)	U		2	3	20.1	Geom	-	3.25	0.00	Y	Arm J3:11 Left	67.80
J3:9/2 (Windhover Roundabout Circulation - A27 N)	U	B	2	3	23.4	Geom	-	3.25	0.00	Y	Arm J3:10 Right	53.70
J3:9/3 (Windhover Roundabout Circulation - A27 N)	U	B	2	3	23.4	Geom	-	3.25	0.00	Y	Arm J3:10 Right	41.30
J3:9/4 (Windhover Roundabout Circulation - A27 N)	U	B	2	3	17.0	Geom	-	3.25	0.00	Y	Arm J3:10 Right	30.00
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.25	0.00	Y	Arm J3:12 Left	67.40

Full Input Data And Results

J3:10/2 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.25	0.00	Y	Arm J3:12 Left	Inf
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.25	0.00	Y	Arm J3:18 Ahead	Inf
J3:10/4 (Windhover Roundabout Circulation - A3024 N)	U		2	3	6.0	Geom	-	3.25	0.00	Y	Arm J3:18 Ahead	Inf
J3:11/1 (A27 West End Road Exit)	U		2	3	12.0	Geom	-	4.00	0.00	Y	Arm J4:2 Ahead	99.90
J3:12/1 (A3024 Bert Betts Way EB Exit)	U		2	3	7.1	Geom	-	3.57	0.00	Y		
J3:12/2 (A3024 Bert Betts Way EB Exit)	U		2	3	7.1	Geom	-	3.57	0.00	Y		
J3:13/1 (Windhover Roundabout Circulation - A27 W)	U		2	3	17.7	Geom	-	3.61	0.00	Y	Arm J3:15 Left	61.50
J3:13/2 (Windhover Roundabout Circulation - A27 W)	U		2	3	21.1	Geom	-	3.61	0.00	Y	Arm J3:4 Right	49.10
J3:13/3 (Windhover Roundabout Circulation - A27 W)	U		2	3	21.1	Geom	-	3.61	0.00	Y	Arm J3:4 Right	50.40
J3:14/1 (A3025 Hamble Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:15/1 (A27 Providence Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:16/1 (A3024 Bursledon Road)	U		2	3	16.3	Geom	-	3.00	0.00	Y	Arm J3:1 Ahead	Inf
J3:16/2 (A3024 Bursledon Road)	U		2	3	16.3	Geom	-	3.00	0.00	Y	Arm J3:1 Ahead	Inf
J3:17/1 (A3024 Bursledon Road)	U		2	3	14.5	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf

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J3:17/2 (A3024 Bursledon Road)	U		2	3	14.5	Geom	-	3.00	0.00	Y	Arm J2:2 Ahead	Inf
J3:18/1 (Windhover Roundabout A3024 Circulation)	U	B	2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	70.10
J3:18/2 (Windhover Roundabout A3024 Circulation)	U	B	2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	44.60

Junction: J4: A27 West End Road/Site Access												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (A27 West End Road (W))	O		2	3	60.0	Geom	-	3.28	0.00	Y	Arm J4:3 Ahead	Inf
											Arm J4:6 Right	13.20
J4:2/1 (A27 West End Road (E))	U		2	3	5.3	Geom	-	3.40	0.00	Y	Arm J4:4 Ahead	Inf
											Arm J4:6 Left	15.10
J4:3/1 (A27 West End Road (E) Exit)	U		2	3	5.3	Geom	-	3.40	0.00	Y	Arm J3:6 Ahead	Inf
J4:4/1 (A27 West End Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:5/1 (Site Access)	O		2	3	60.0	Geom	-	3.65	0.00	Y	Arm J4:3 Right	17.30
											Arm J4:4 Left	12.80
J4:6/1 (Site Access Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Observed AM'	07:00	08:00	01:00	
2: 'Hamble Airfield Quarry AM'	07:00	08:00	01:00	
3: '2031 Uplifted AM'	07:00	08:00	01:00	F1*1.0347
4: '2031 Baseline AM'	07:00	08:00	01:00	F2+F3
5: 'Warehousing AM'	07:00	08:00	01:00	
6: 'PDC Development AM'	07:00	08:00	01:00	
7: '2025 + Warehousing AM'	07:00	08:00	01:00	F1+F5
8: '2025 + PDC Development AM'	07:00	08:00	01:00	F1+F6
9: '2031 + Warehousing AM'	07:00	08:00	01:00	F4+F5
10: '2031 + PDC Development AM'	07:00	08:00	01:00	F4+F6

Scenario 4: '2031 + Warehousing AM' (FG9: '2031 + Warehousing AM', Plan 1: 'AM Stage Sequences')

Traffic Flows, Desired

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	2	3	2	163	310	63	96	4	6	649
	B	3	0	0	0	26	51	10	16	0	7	113
	C	1	0	0	0	1	41	1	1	0	0	45
	D	1	0	0	0	1	3	0	1	0	0	6
	E	50	2	4	3	0	281	51	94	4	25	514
	F	268	13	34	9	181	0	259	544	21	130	1459
	G	125	5	2	2	105	192	0	192	8	57	688
	H	44	1	4	2	375	704	143	0	1	18	1292
	I	24	0	0	0	36	73	14	23	0	6	176
	J	19	4	0	0	84	162	32	51	1	0	353
	Tot.	535	27	47	18	972	1817	573	1018	39	249	5295

Traffic Lane Flows

Lane	Scenario 4: 2031 + Warehousing AM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	649(In) 643(Out)
J1:1/2 (short)	6
J1:2/1	113
J1:3/1 (short)	236
J1:3/2 (with short)	770(In) 534(Out)
J1:4/1 (short)	19
J1:4/2 (with short)	353(In) 334(Out)
J1:5/1	1074
J1:6/1	535
J1:7/1	27
J1:8/1	249
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	1074(In) 1069(Out)
J2:1/2 (short)	5
J2:2/1	481
J2:2/2	336
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	680
J2:4/2	576
J2:5/1	463
J2:5/2	307
J2:6/1	39
J2:7/1 (short)	44
J2:7/2 (with short)	45(In) 1(Out)
J2:8/1	47
J2:9/1	770
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	312
J3:1/2 (with short)	680(In) 368(Out)
J3:1/3	576
J3:2/1 (short)	674

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J3:2/2 (with short)	955(In) 281(Out)
J3:2/3	758
J3:3/1 (short)	68
J3:3/2 (with short)	664(In) 596(Out)
J3:3/3	628
J3:4/1	1018
J3:4/2	615
J3:4/3 (with short)	623(In) 493(Out)
J3:4/4 (short)	130
J3:5/1	633
J3:5/2	184
J3:6/1 (short)	284
J3:6/2 (with short)	516(In) 232(Out)
J3:7/1	803
J3:7/2	656
J3:8/1 (short)	356
J3:8/2 (with short)	688(In) 332(Out)
J3:9/1	986
J3:9/2	649
J3:9/3 (with short)	1334(In) 884(Out)
J3:9/4 (short)	450
J3:10/1	813
J3:10/2	1004
J3:10/3 (with short)	682(In) 596(Out)
J3:10/4 (short)	86
J3:11/1	986
J3:12/1	813
J3:12/2	1004
J3:13/1	573
J3:13/2	826
J3:13/3	742
J3:14/1	1018
J3:15/1	573
J3:16/1	680
J3:16/2	576
J3:17/1	481
J3:17/2	336

J3:18/1	596
J3:18/2	86
Junction: J4: A27 West End Road/Site Access	
J4:1/1	514
J4:2/1	986
J4:3/1	516
J4:4/1	972
J4:5/1	6
J4:6/1	18

Junction: J1: A3024/Botley Road Signals								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1782	1782
J1:1/2 (A3024 Bursledon Road (W))	3.70	0.00	Y	Arm J1:8 Right	11.80	100.0 %	1761	1761
J1:2/1 (Botley Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
J1:3/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
J1:3/2 (A3024 Bursledon Road (E) Lane 2)							1799	1799
J1:4/1 (Botley Road (S))	3.61	0.00	Y	Arm J1:6 Left	17.40	100.0 %	1819	1819
J1:4/2 (Botley Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1812	1812
J1:5/1 (A2034 Bursledon Road (E) Exit)	3.45	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1960	1960
J1:6/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Botley Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Botley Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1782	1782
J2:2/2 (A3024 Bursledon Road (E))	3.00	0.00	Y	Arm J2:5 Ahead	Inf	86.9 %	1895	1895
				Arm J2:8 Right	18.60	13.1 %		
J2:3/1 (Le Marechal Avenue)	3.55	0.00	Y	Arm J2:5 Left	22.70	100.0 %	1848	1848
J2:3/2 (Le Marechal Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1846	1846
J2:4/1 (A3024 Bursledon Road (E) Exit)	3.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (A3024 Bursledon Road (E) Exit)	3.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	1915	1915
J2:5/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Site Access)	3.25	0.00	Y	Arm J2:4 Left	13.10	100.0 %	1741	1741
J2:7/2 (Site Access)	3.25	0.00	Y	Arm J2:5 Right	26.30	100.0 %	1835	1835
				Arm J2:6 Ahead	Inf	0.0 %		
J2:8/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915

Full Input Data And Results

Junction: J3: Windhover Roundabout								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	72.8 %	1953	1953
				Arm J3:5 Ahead	35.00	27.2 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

J3:9/1 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1898	1898
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1887	1887
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1872	1872
J3:9/4 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	30.00	100.0 %	1848	1848
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1898	1898
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:12 Left	Inf	100.0 %	1940	1940
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	1940	1940
J3:10/4 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	1940	1940
J3:11/1 (A27 West End Road Exit)	4.00	0.00	Y	Arm J4:2 Ahead	99.90	100.0 %	1985	1985
J3:12/1 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:12/2 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:13/1 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:15 Left	61.50	100.0 %	1929	1929
J3:13/2 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	49.10	100.0 %	1917	1917
J3:13/3 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	50.40	100.0 %	1919	1919
J3:14/1 (A3025 Hamble Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:15/1 (A27 Providence Hill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:16/1 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1915	1915
J3:16/2 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1915	1915
J3:17/1 (A3024 Bursledon Road)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:17/2 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J3:18/1 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	70.10	100.0 %	1933	1933

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J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910
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Junction: J4: A27 West End Road/Site Access								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.4 %	1942	1942
				Arm J4:6 Right	13.20	0.6 %		
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	98.5 %	1952	1952
				Arm J4:6 Left	15.10	1.5 %		
J4:3/1 (A27 West End Road (E) Exit)	3.40	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1955	1955
J4:4/1 (A27 West End Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/1 (Site Access)	3.65	0.00	Y	Arm J4:3 Right	17.30	83.3 %	1814	1814
				Arm J4:4 Left	12.80	16.7 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2031 + PDC Development AM' (FG10: '2031 + PDC Development AM', Plan 1: 'AM Stage Sequences') Traffic Flows, Desired

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	2	6	3	163	310	63	96	4	6	653
	B	3	0	0	0	26	51	10	16	0	7	113
	C	10	0	0	0	8	129	7	7	0	0	161
	D	6	0	0	0	5	19	2	10	0	0	42
	E	50	2	6	4	0	281	51	94	4	25	517
	F	268	13	72	13	181	0	259	544	21	130	1501
	G	125	5	4	3	105	192	0	192	8	57	691
	H	44	1	5	3	375	704	143	0	1	18	1294
	I	24	0	0	0	36	73	14	23	0	6	176
	J	19	4	0	0	84	162	32	51	1	0	353
	Tot.	549	27	93	26	983	1921	581	1033	39	249	5501

Traffic Lane Flows

Lane	Scenario 5: 2031 + PDC Development AM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	653(In) 647(Out)
J1:1/2 (short)	6
J1:2/1	113
J1:3/1 (short)	236
J1:3/2 (with short)	784(In) 548(Out)
J1:4/1 (short)	19
J1:4/2 (with short)	353(In) 334(Out)
J1:5/1	1078
J1:6/1	549
J1:7/1	27
J1:8/1	249
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	1078(In) 1073(Out)
J2:1/2 (short)	5
J2:2/1	778
J2:2/2	87
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	720
J2:4/2	644
J2:5/1	763
J2:5/2	21
J2:6/1	39
J2:7/1 (short)	151
J2:7/2 (with short)	161(In) 10(Out)
J2:8/1	93
J2:9/1	784
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	320
J3:1/2 (with short)	720(In) 400(Out)
J3:1/3	644
J3:2/1 (short)	680

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J3:2/2 (with short)	970(In) 290(Out)
J3:2/3	749
J3:3/1 (short)	69
J3:3/2 (with short)	711(In) 642(Out)
J3:3/3	583
J3:4/1	1033
J3:4/2	564
J3:4/3 (with short)	726(In) 560(Out)
J3:4/4 (short)	166
J3:5/1	573
J3:5/2	292
J3:6/1 (short)	300
J3:6/2 (with short)	550(In) 250(Out)
J3:7/1	803
J3:7/2	698
J3:8/1 (short)	391
J3:8/2 (with short)	691(In) 300(Out)
J3:9/1	1000
J3:9/2	690
J3:9/3 (with short)	1393(In) 931(Out)
J3:9/4 (short)	462
J3:10/1	863
J3:10/2	1058
J3:10/3 (with short)	712(In) 619(Out)
J3:10/4 (short)	93
J3:11/1	1000
J3:12/1	863
J3:12/2	1058
J3:13/1	581
J3:13/2	841
J3:13/3	791
J3:14/1	1033
J3:15/1	581
J3:16/1	720
J3:16/2	644
J3:17/1	778
J3:17/2	87

J3:18/1	619
J3:18/2	93
Junction: J4: A27 West End Road/Site Access	
J4:1/1	517
J4:2/1	1000
J4:3/1	550
J4:4/1	983
J4:5/1	42
J4:6/1	26

Junction: J1: A3024/Botley Road Signals								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1782	1782
J1:1/2 (A3024 Bursledon Road (W))	3.70	0.00	Y	Arm J1:8 Right	11.80	100.0 %	1761	1761
J1:2/1 (Botley Road (N) Lane 1)	This lane uses a directly entered Saturation Flow						1824	1824
J1:3/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
J1:3/2 (A3024 Bursledon Road (E) Lane 2)							1799	1799
J1:4/1 (Botley Road (S))	3.61	0.00	Y	Arm J1:6 Left	17.40	100.0 %	1819	1819
J1:4/2 (Botley Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1812	1812
J1:5/1 (A2034 Bursledon Road (E) Exit)	3.45	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1960	1960
J1:6/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Botley Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Botley Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1782	1782
J2:2/2 (A3024 Bursledon Road (E))	3.00	0.00	Y	Arm J2:5 Ahead	Inf	0.0 %	1772	1772
				Arm J2:8 Right	18.60	100.0 %		
J2:3/1 (Le Marechal Avenue)	3.55	0.00	Y	Arm J2:5 Left	22.70	100.0 %	1848	1848
J2:3/2 (Le Marechal Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1846	1846
J2:4/1 (A3024 Bursledon Road (E) Exit)	3.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (A3024 Bursledon Road (E) Exit)	3.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	1915	1915
J2:5/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Site Access)	3.25	0.00	Y	Arm J2:4 Left	13.10	100.0 %	1741	1741
J2:7/2 (Site Access)	3.25	0.00	Y	Arm J2:5 Right	26.30	100.0 %	1835	1835
				Arm J2:6 Ahead	Inf	0.0 %		
J2:8/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915

Full Input Data And Results

Junction: J3: Windhover Roundabout								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	58.6 %	1942	1942
				Arm J3:5 Ahead	35.00	41.4 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

J3:9/1 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1898	1898
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1887	1887
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1872	1872
J3:9/4 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	30.00	100.0 %	1848	1848
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1898	1898
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:12 Left	Inf	100.0 %	1940	1940
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	1940	1940
J3:10/4 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	1940	1940
J3:11/1 (A27 West End Road Exit)	4.00	0.00	Y	Arm J4:2 Ahead	99.90	100.0 %	1985	1985
J3:12/1 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:12/2 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:13/1 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:15 Left	61.50	100.0 %	1929	1929
J3:13/2 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	49.10	100.0 %	1917	1917
J3:13/3 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	50.40	100.0 %	1919	1919
J3:14/1 (A3025 Hamble Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:15/1 (A27 Providence Hill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:16/1 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1915	1915
J3:16/2 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1915	1915
J3:17/1 (A3024 Bursledon Road)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:17/2 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915
J3:18/1 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	70.10	100.0 %	1933	1933

Full Input Data And Results

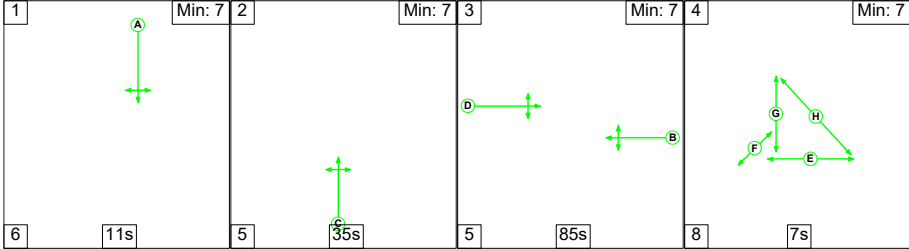
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910
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Junction: J4: A27 West End Road/Site Access								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.2 %	1941	1941
				Arm J4:6 Right	13.20	0.8 %		
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	97.8 %	1951	1951
				Arm J4:6 Left	15.10	2.2 %		
J4:3/1 (A27 West End Road (E) Exit)	3.40	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1955	1955
J4:4/1 (A27 West End Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/1 (Site Access)	3.65	0.00	Y	Arm J4:3 Right	17.30	88.1 %	1816	1816
				Arm J4:4 Left	12.80	11.9 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 + Warehousing AM' (FG9: '2031 + Warehousing AM', Plan 1: 'AM Stage Sequences')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

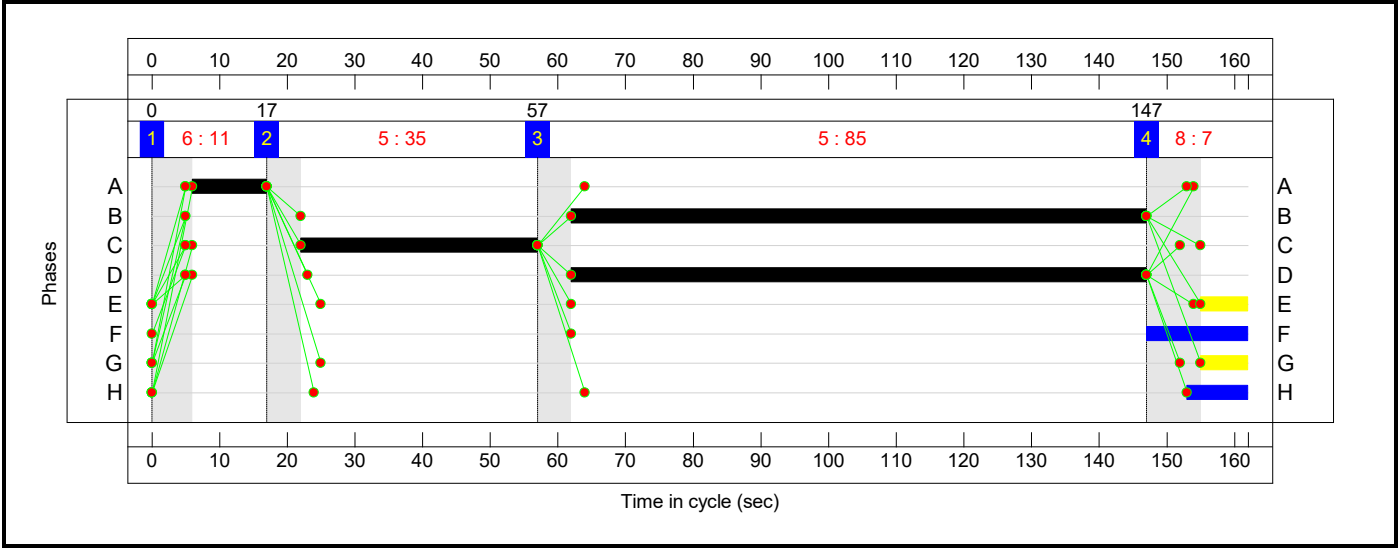


Stage Timings

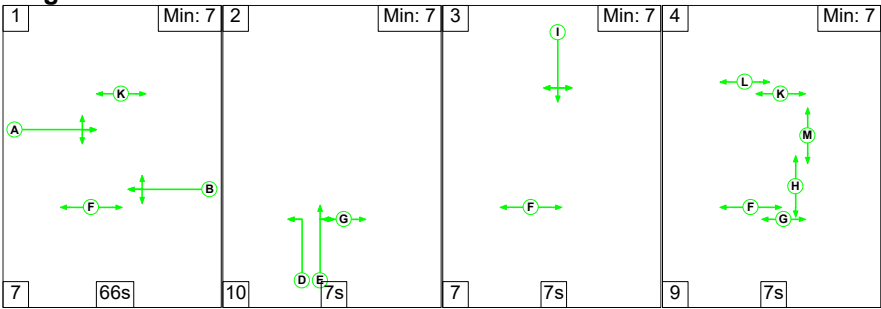
Stage Stream: 1

Stage	1	2	3	4
Duration	11	35	85	7
Change Point	0	17	57	147

Signal Timings Diagram



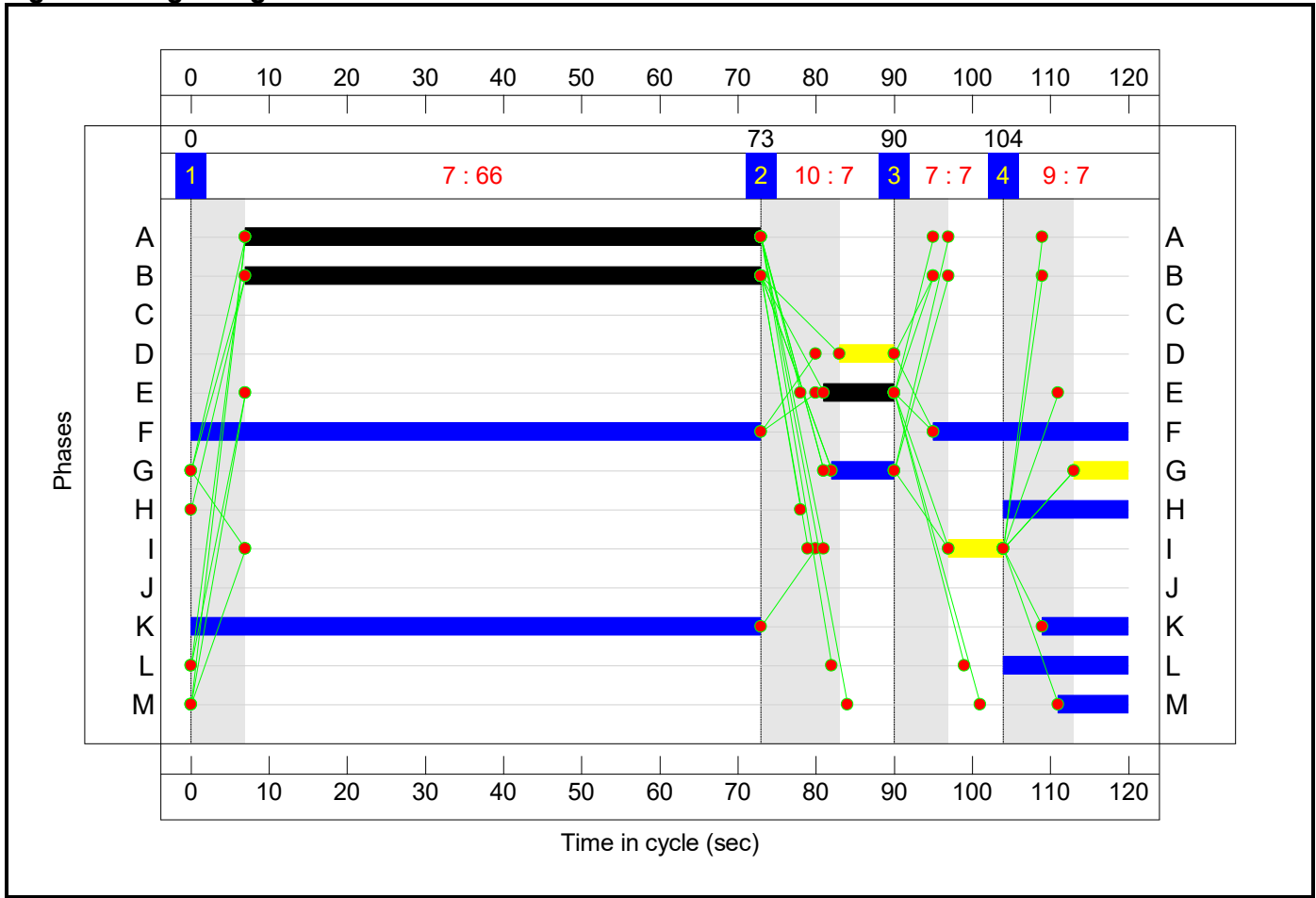
Controller :C2
Stage Sequence Diagram
Stage Stream: 1



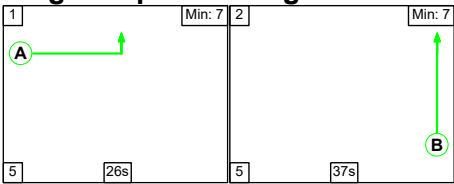
Stage Timings
Stage Stream: 1

Stage	1	2	3	4
Duration	66	7	7	7
Change Point	0	73	90	104

Signal Timings Diagram



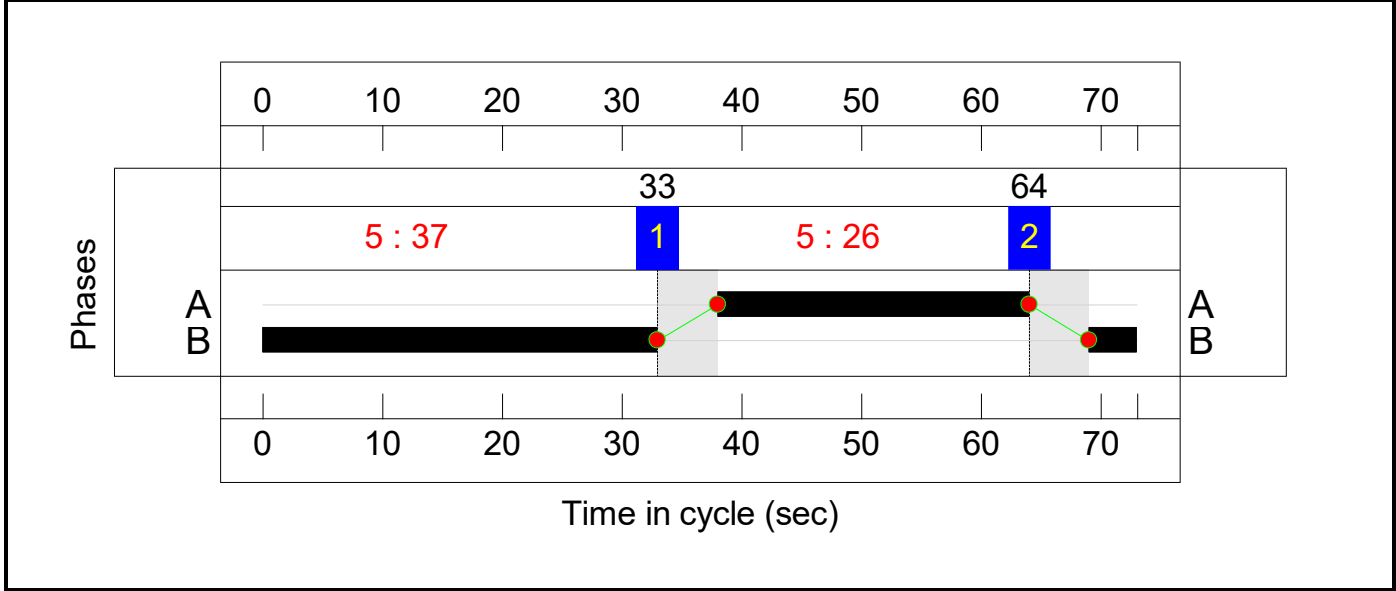
Controller :C3
Stage Sequence Diagram



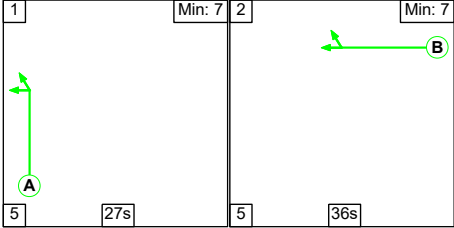
Stage Timings

Stage	1	2
Duration	26	37
Change Point	33	64

Signal Timings Diagram



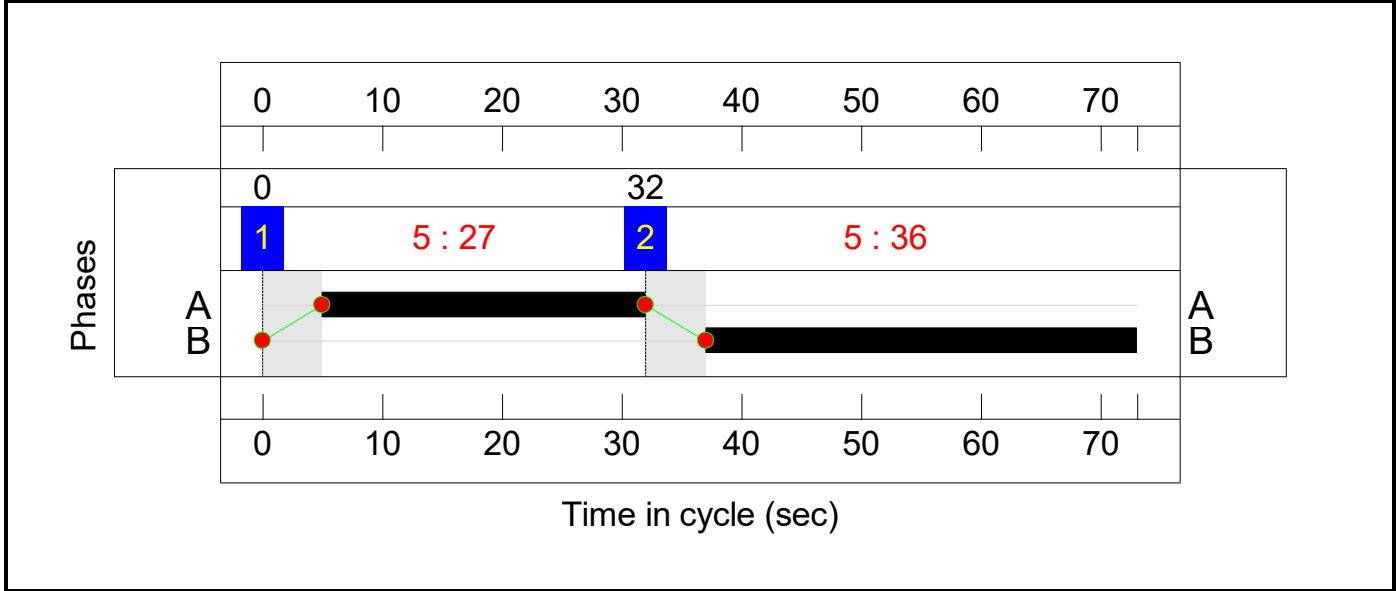
Controller : C4
Stage Sequence Diagram



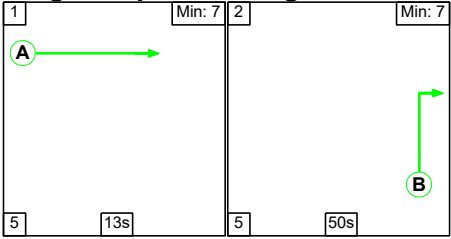
Stage Timings

Stage	1	2
Duration	27	36
Change Point	0	32

Signal Timings Diagram



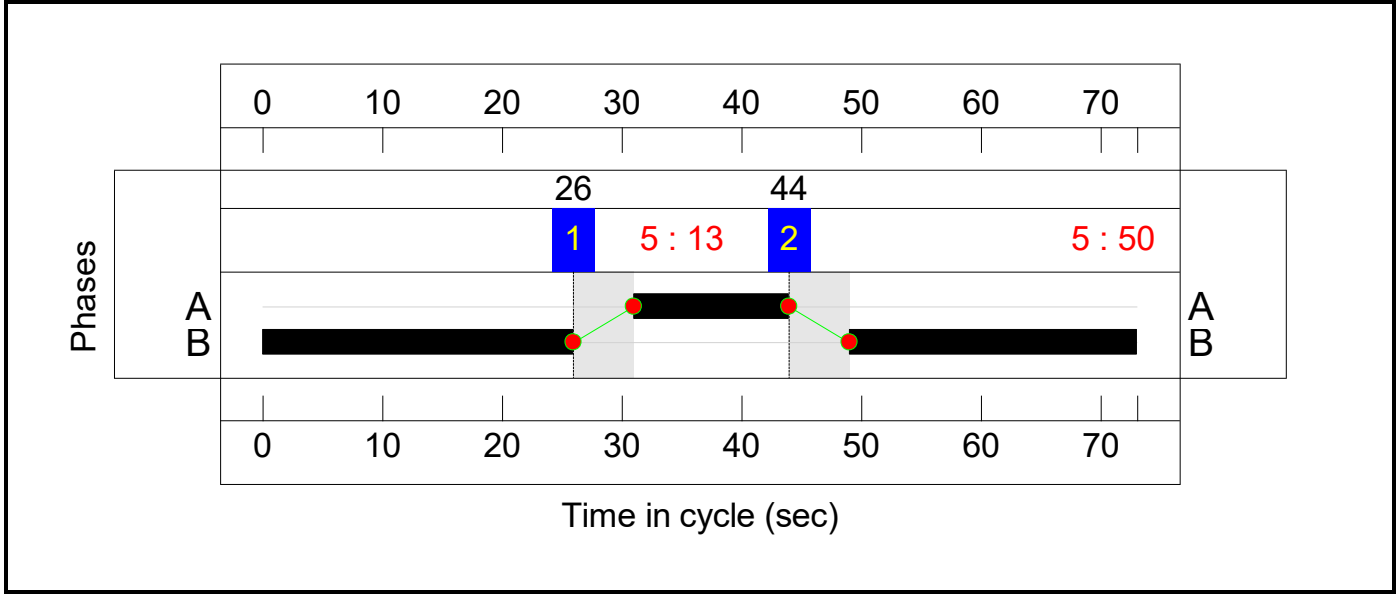
Controller :C5
Stage Sequence Diagram



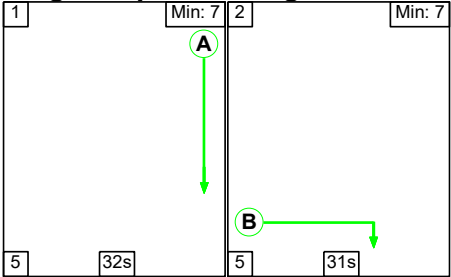
Stage Timings

Stage	1	2
Duration	13	50
Change Point	26	44

Signal Timings Diagram



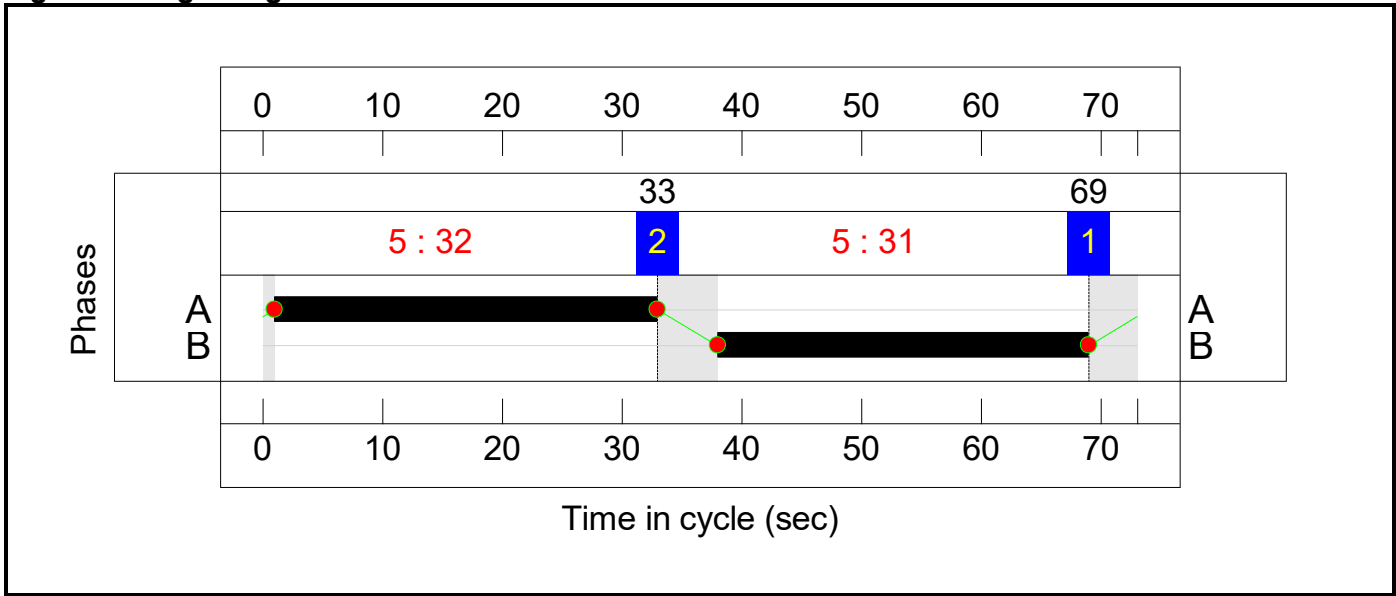
Controller :C6
Stage Sequence Diagram



Stage Timings

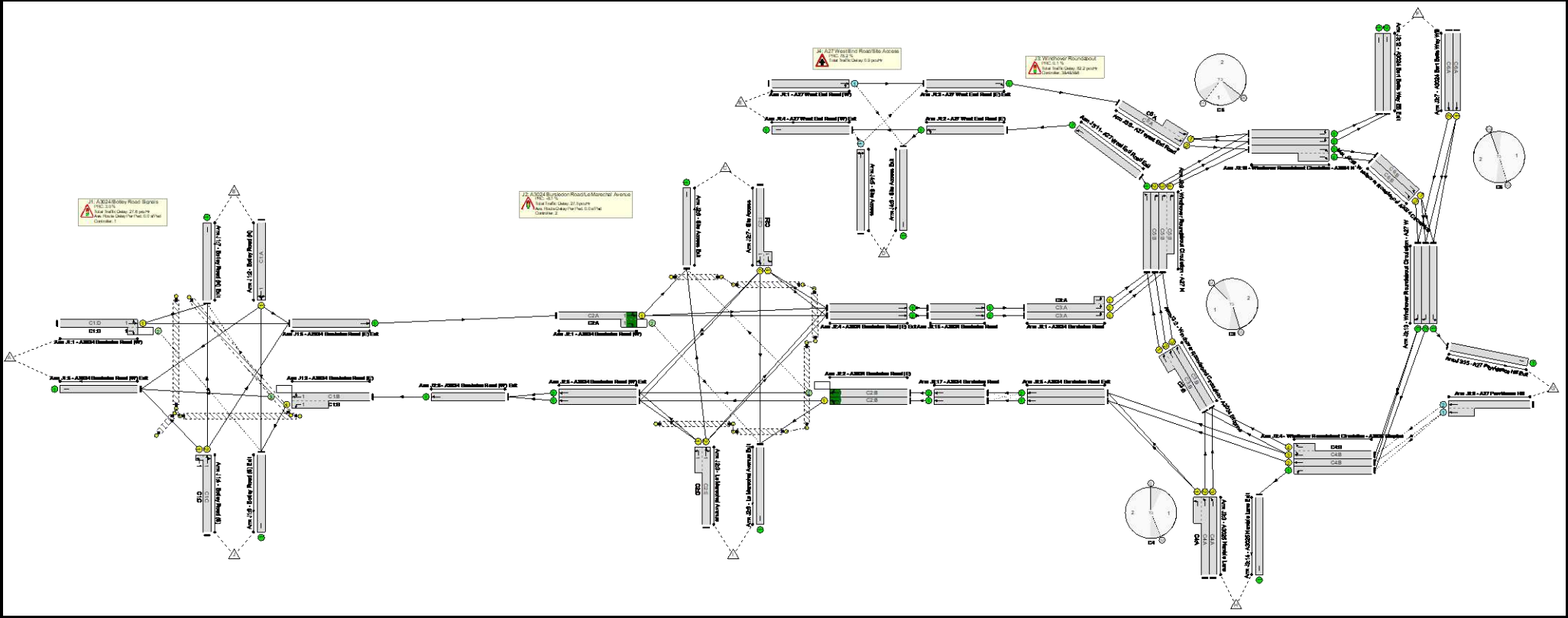
Stage	1	2
Duration	32	31
Change Point	69	33

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
J1: A3024/Botley Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	87.4%
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	85	-	649	1782:1761	938+9	68.5 : 68.5%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	11	-	113	1824	135	83.6%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	85	-	770	1799:1821	712+315	75.0 : 75.0%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	35	-	353	1812:1819	382+22	87.4 : 87.4%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1074	1960	1960	54.8%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	15	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	9	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U+O	2:1	N/A	C2:A		1	66	-	1074	1815:1811	1129+5	94.7 : 94.7%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	66	-	481	1782	1114	43.2%
2/2	A3024 Bursledon Road (E) Ahead Right	O	2:1	N/A	C2:B		1	66	-	336	1895	758	44.4%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:E C2:D		1	9:7	-	176	1846:1848	150+31	97.3 : 97.3%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	680	1915	1915	35.5%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	576	1915	1915	30.1%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	463	1915	1915	24.2%
5/2	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	307	1915	1915	16.0%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
7/2+7/1	Site Access Left Right Ahead	U	2:1	N/A	C2:I		1	7	-	45	1835:1741	3+116	37.9 : 37.9%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
9/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	770	1915	1915	40.2%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:H		1	16	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		2	15	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	84	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	16	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	2:1	-	C2:M		1	9	-	0	-	0	0.0%
J3: Windhover Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	90.0%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	26	-	680	1789:1860	409+347	90.0 : 90.0%

Full Input Data And Results

1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	26	-	576	1865	690	83.5%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	37	-	955	1971:1960	323+775	87.0 : 87.0%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	37	-	758	1965	1023	74.1%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	27	-	664	1880:1930	664+76	89.8 : 89.8%
3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	27	-	628	1879	721	87.1%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	1018	1928	1928	52.8%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	36	-	615	1919	973	63.2%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	36	-	623	1953:1898	829+218	59.5 : 59.5%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	633	1940	1940	32.6%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	184	1940	1940	9.5%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C5:A		1	13	-	516	1938:1938	261+320	88.9 : 88.9%
7/1	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C6:A		1	32	-	803	2040	922	87.1%
7/2	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C6:A		1	32	-	656	2060	931	70.4%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	688	1886:1884	402+480	82.6 : 74.2%

Full Input Data And Results

9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	986	1898	1898	51.9%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C5:B		1	50	-	649	1887	1318	49.2%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C5:B		1	50	-	1334	1872:1848	1143+582	77.3 : 77.3%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	813	1898	1898	42.8%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1004	1940	1940	51.8%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	682	1940:1940	1695+245	35.2 : 35.2%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	986	1985	1985	49.7%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	813	1972	1972	41.2%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1004	1972	1972	50.9%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	573	1929	1929	29.7%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	826	1917	1917	43.1%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	742	1919	1919	38.7%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%

Full Input Data And Results

15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	680	1915	1915	35.5%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	576	1915	1915	30.1%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	481	1940	1940	24.8%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	336	1915	1915	17.5%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C6:B		1	31	-	596	1933	847	70.3%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C6:B		1	31	-	86	1910	837	10.3%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	50.5%
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	514	1942	1902	27.0%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	986	1952	1952	50.5%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	516	1955	1955	26.4%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	6	1814	310	1.9%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	18	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1110	328	23	74.8	62.7	0.7	138.2	-	-	-	-
J1: A3024/Botley Road Signals	-	-	27	0	0	19.1	8.4	0.1	27.6	-	-	-	-
1/1+1/2	649	649	6	0	0	5.0	1.1	0.0	6.2 (6.1+0.1)	34.1 (34.0:49.8)	21.4	1.1	22.5
2/1	113	113	-	-	-	2.3	2.1	-	4.5	142.2	5.0	2.1	7.1
3/2+3/1	770	770	21	0	0	5.7	1.5	0.1	7.3 (5.2+2.2)	34.2 (34.8:32.9)	22.8	1.5	24.3
4/2+4/1	353	353	-	-	-	6.0	3.1	-	9.1 (8.6+0.5)	92.3 (92.3:92.3)	15.2	3.1	18.3
5/1	1074	1074	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	26	0	23	12.0	14.9	0.6	27.5	-	-	-	-
1/1+1/2	1074	1074	5	0	0	6.2	7.2	0.0	13.4 (13.3+0.1)	44.9 (44.9:46.8)	32.8	7.2	40.0
2/1	481	481	-	-	-	1.5	0.4	-	1.9	14.4	8.2	0.4	8.5
2/2	336	336	21	0	23	1.0	0.4	0.6	1.9	20.7	5.0	0.4	5.4
3/2+3/1	176	176	-	-	-	2.7	5.5	-	8.2 (6.8+1.4)	167.7 (168.0:166.4)	4.8	5.5	10.4
4/1	680	680	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2	576	576	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	463	463	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2

Full Input Data And Results

5/2	307	307	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	45	45	-	-	-	0.7	0.3	-	1.0 (0.0+1.0)	77.8 (77.0:77.9)	1.4	0.3	1.7
8/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	770	770	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	-	-	1048	328	0	43.7	38.5	0.0	82.2	-	-	-	-
1/2+1/1	680	680	-	-	-	3.8	4.0	-	7.9 (4.3+3.6)	41.7 (41.8:41.7)	11.1	4.0	15.2
1/3	576	576	-	-	-	3.4	2.4	-	5.8	36.1	10.6	2.4	13.0
2/2+2/1	955	955	-	-	-	2.8	3.2	-	6.0 (1.4+4.6)	22.5 (17.7:24.5)	7.6	3.2	10.8
2/3	758	758	-	-	-	1.0	1.4	-	2.4	11.6	3.5	1.4	5.0
3/2+3/1	664	664	-	-	-	3.8	4.0	-	7.8 (7.0+0.8)	42.2 (42.4:40.4)	12.0	4.0	15.9
3/3	628	628	-	-	-	3.6	3.2	-	6.8	39.0	11.7	3.2	14.9
4/1	1018	1018	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	615	615	-	-	-	3.7	0.9	-	4.6	26.8	10.9	0.9	11.8
4/3+4/4	623	623	-	-	-	2.1	0.7	-	2.8 (2.4+0.4)	16.4 (17.5:12.0)	7.4	0.7	8.2
5/1	633	633	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/2	184	184	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	516	516	-	-	-	4.0	3.6	-	7.5 (3.4+4.2)	52.7 (52.3:53.0)	5.9	3.6	9.4
7/1	803	803	-	-	-	4.0	3.2	-	7.2	32.4	14.5	3.2	17.7
7/2	656	656	-	-	-	2.9	1.2	-	4.1	22.6	10.6	1.2	11.8

Full Input Data And Results

8/2+8/1	688	688	1048	328	0	2.5	1.7	-	4.2 (2.3+1.9)	22.0 (24.5:19.6)	6.0	1.7	7.7
9/1	986	986	-	-	-	0.0	0.5	-	0.6	2.1	5.4	0.5	5.9
9/2	649	649	-	-	-	0.7	0.5	-	1.2	6.8	7.4	0.5	7.8
9/3+9/4	1334	1334	-	-	-	3.2	1.7	-	4.9 (3.8+1.0)	13.1 (15.6:8.3)	21.7	1.7	23.4
10/1	813	813	-	-	-	0.0	0.4	-	0.4	1.7	7.5	0.4	7.8
10/2	1004	1004	-	-	-	0.0	0.5	-	0.5	1.9	1.6	0.5	2.2
10/3+10/4	682	682	-	-	-	0.0	0.3	-	0.3 (0.2+0.0)	1.4 (1.4:1.4)	0.0	0.3	0.3
11/1	986	986	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/1	813	813	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	1004	1004	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
13/1	573	573	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	826	826	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/3	742	742	-	-	-	0.1	0.3	-	0.4	1.8	9.1	0.3	9.4
14/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	680	680	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
16/2	576	576	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/1	481	481	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
17/2	336	336	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/1	596	596	-	-	-	2.0	1.2	-	3.2	19.3	6.5	1.2	7.7
18/2	86	86	-	-	-	0.0	0.1	-	0.1	2.8	0.6	0.1	0.7
J4: A27 West End Road/Site Access	-	-	9	0	0	0.0	0.9	0.0	0.9	-	-	-	-
1/1	514	514	3	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	986	986	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
3/1	516	516	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	6	0	0	0.0	0.0	-	0.0	5.9	0.0	0.0	0.0

Full Input Data And Results

6/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	C1	Stream: 1	PRC for Signalled Lanes (%):	3.0		Total Delay for Signalled Lanes (pcuHr):	26.99		Cycle Time (s):	162			
	C2	Stream: 1	PRC for Signalled Lanes (%):	-8.1		Total Delay for Signalled Lanes (pcuHr):	26.41		Cycle Time (s):	120			
	C3		PRC for Signalled Lanes (%):	0.1		Total Delay for Signalled Lanes (pcuHr):	22.08		Cycle Time (s):	73			
	C4		PRC for Signalled Lanes (%):	0.2		Total Delay for Signalled Lanes (pcuHr):	22.00		Cycle Time (s):	73			
	C5		PRC for Signalled Lanes (%):	1.3		Total Delay for Signalled Lanes (pcuHr):	13.64		Cycle Time (s):	73			
	C6		PRC for Signalled Lanes (%):	3.4		Total Delay for Signalled Lanes (pcuHr):	14.60		Cycle Time (s):	73			
			PRC Over All Lanes (%):	-8.1		Total Delay Over All Lanes(pcuHr):	138.19						

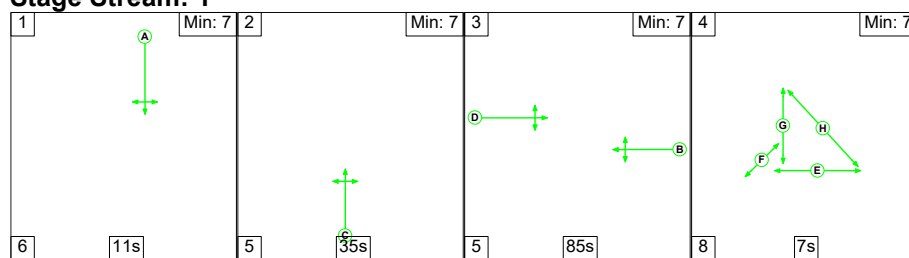
Full Input Data And Results

Scenario 5: '2031 + PDC Development AM' (FG10: '2031 + PDC Development AM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

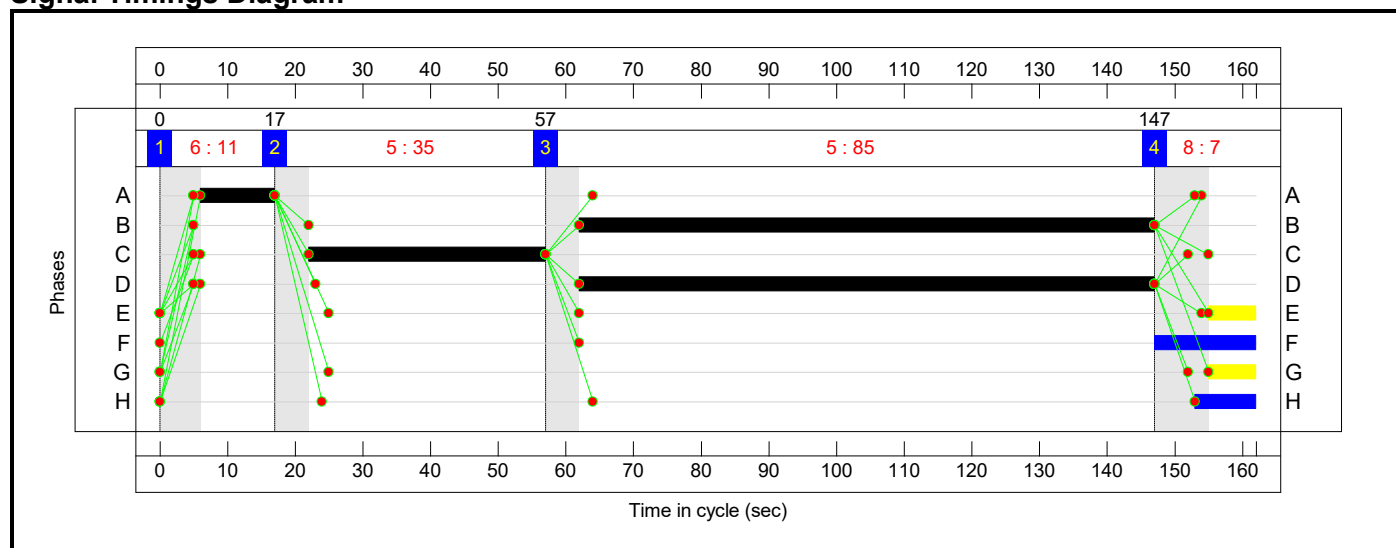


Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	11	35	85	7
Change Point	0	17	57	147

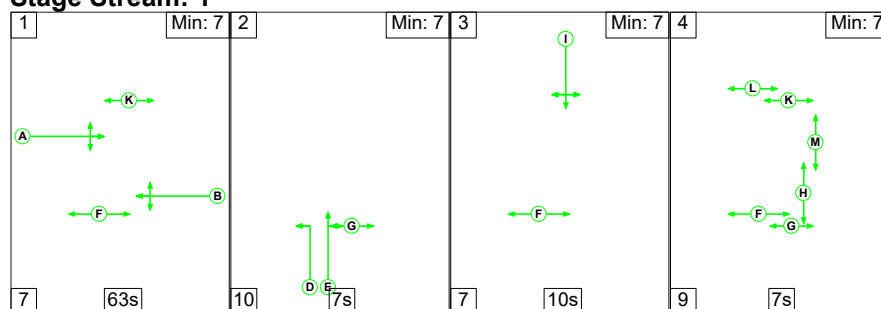
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

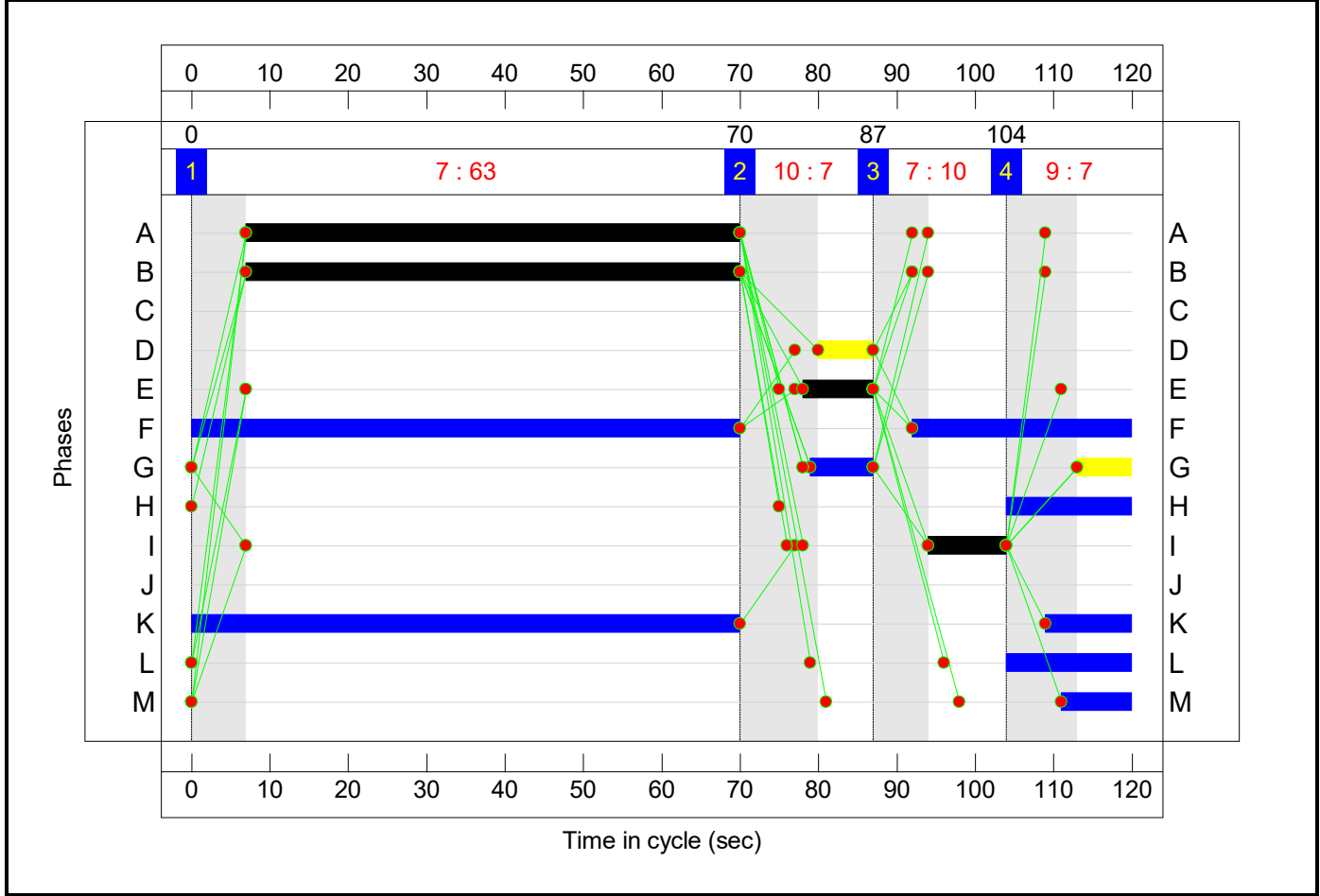


Stage Timings

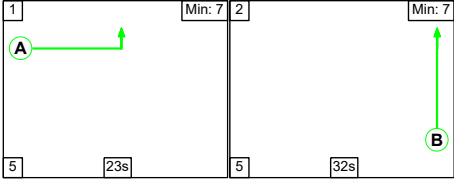
Stage Stream: 1

Stage	1	2	3	4
Duration	63	7	10	7
Change Point	0	70	87	104

Signal Timings Diagram



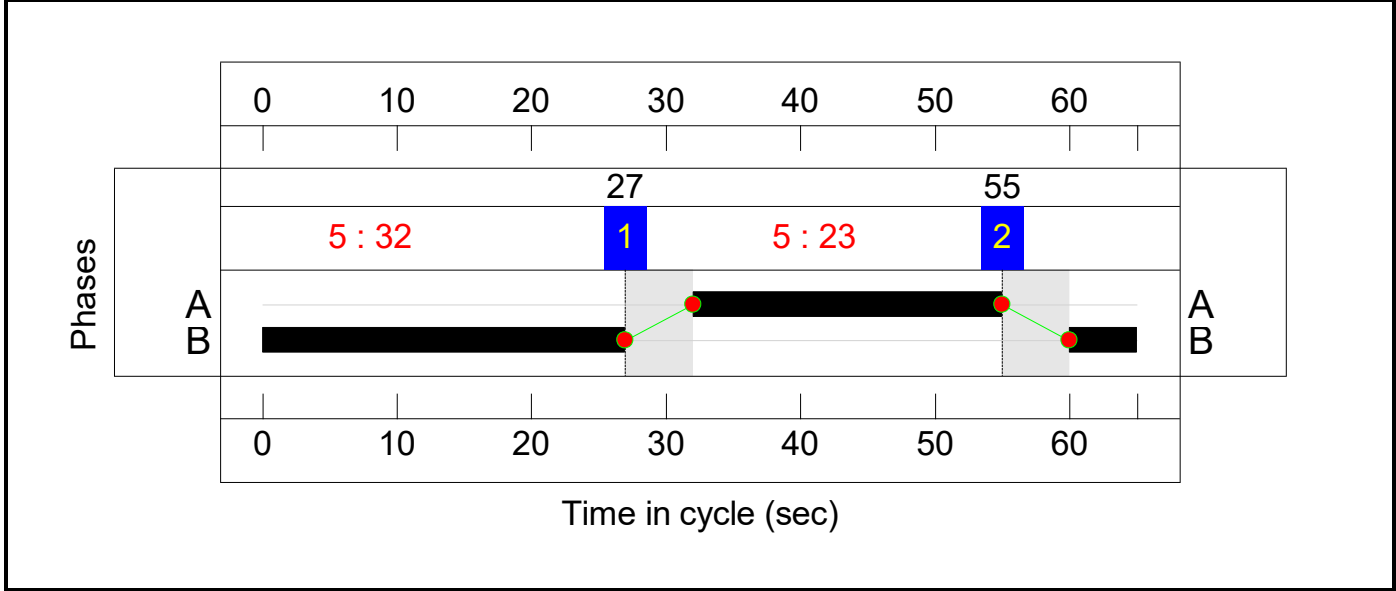
Controller :C3
Stage Sequence Diagram



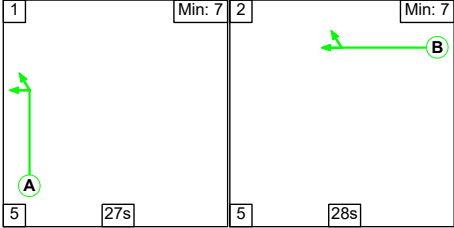
Stage Timings

Stage	1	2
Duration	23	32
Change Point	27	55

Signal Timings Diagram



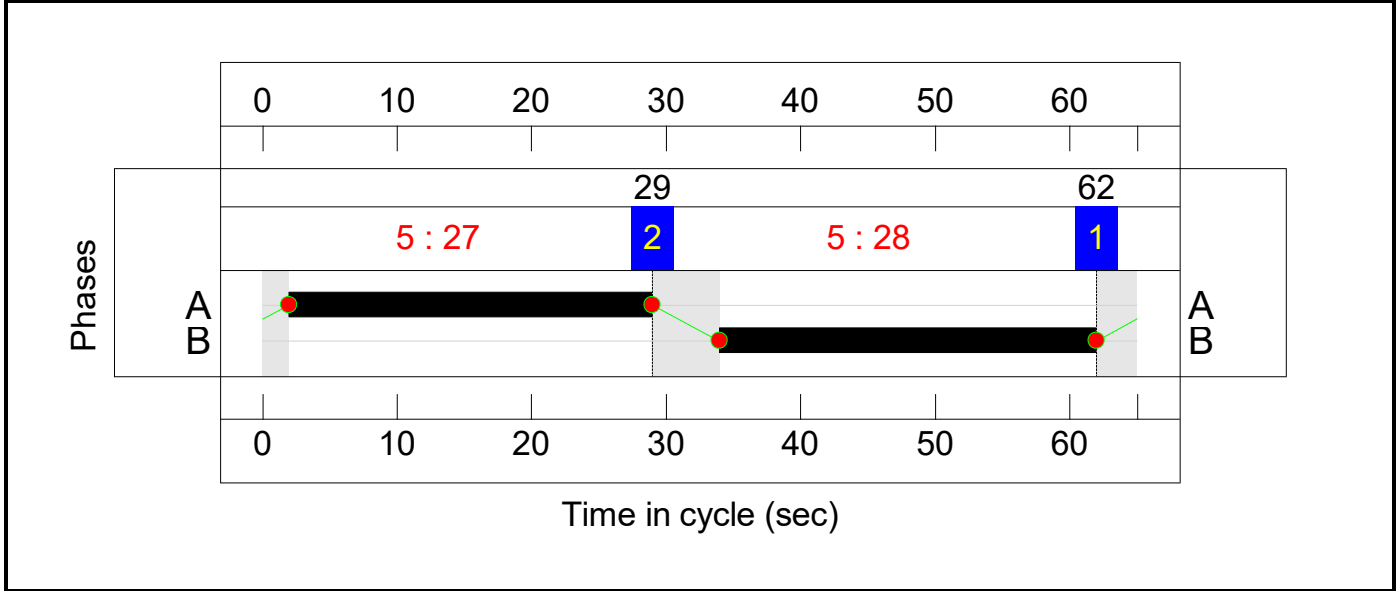
Controller :C4
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	27	28
Change Point	62	29

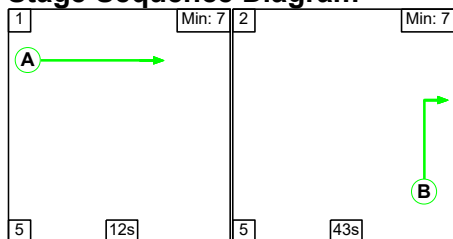
Signal Timings Diagram



Full Input Data And Results

Controller :C5

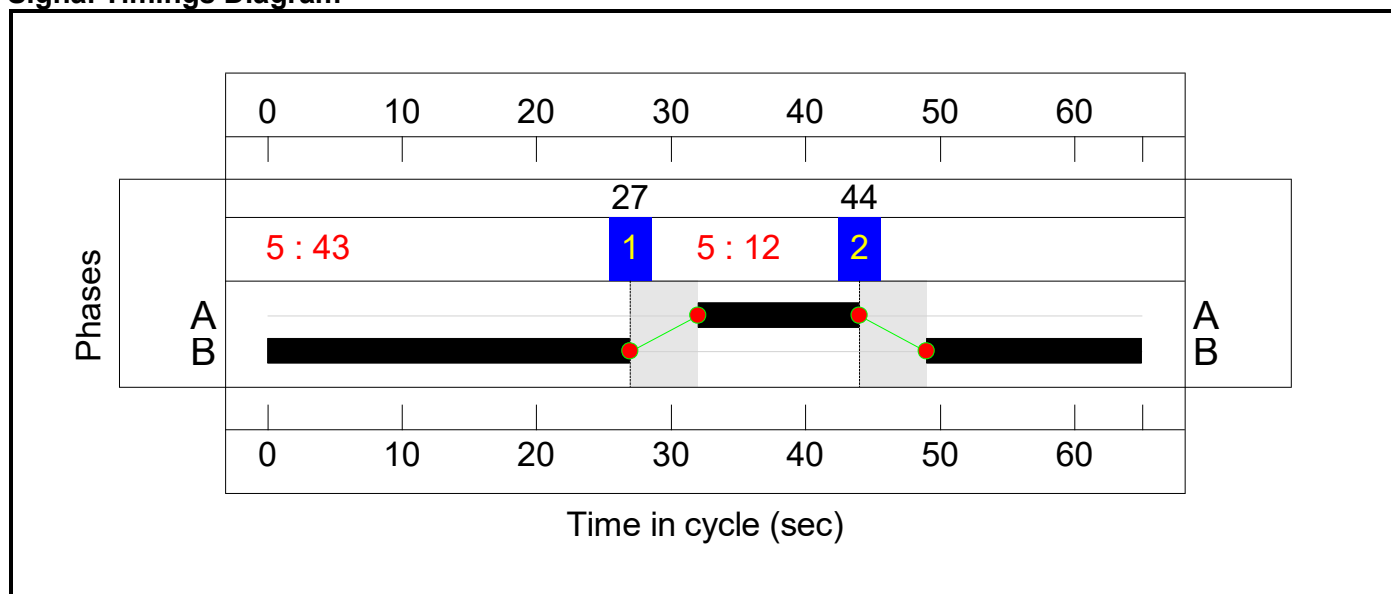
Stage Sequence Diagram



Stage Timings

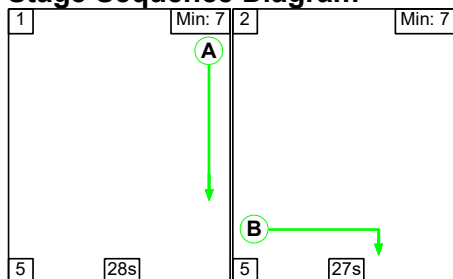
Stage	1	2
Duration	12	43
Change Point	27	44

Signal Timings Diagram



Controller :C6

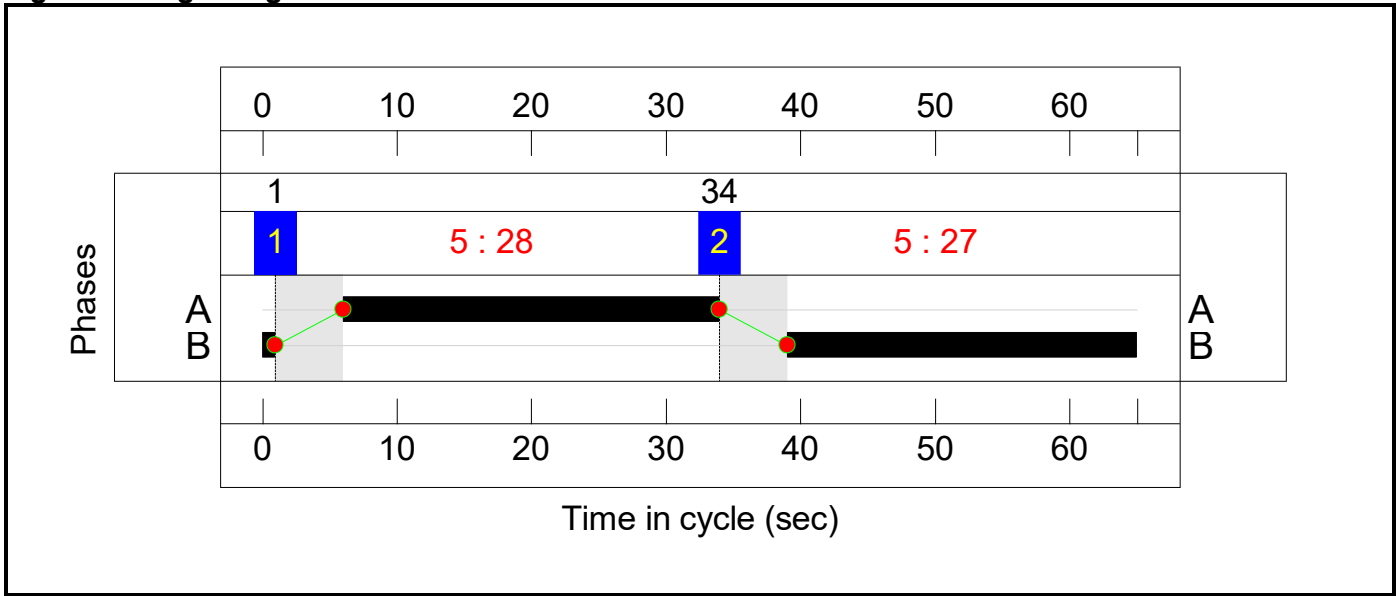
Stage Sequence Diagram



Stage Timings

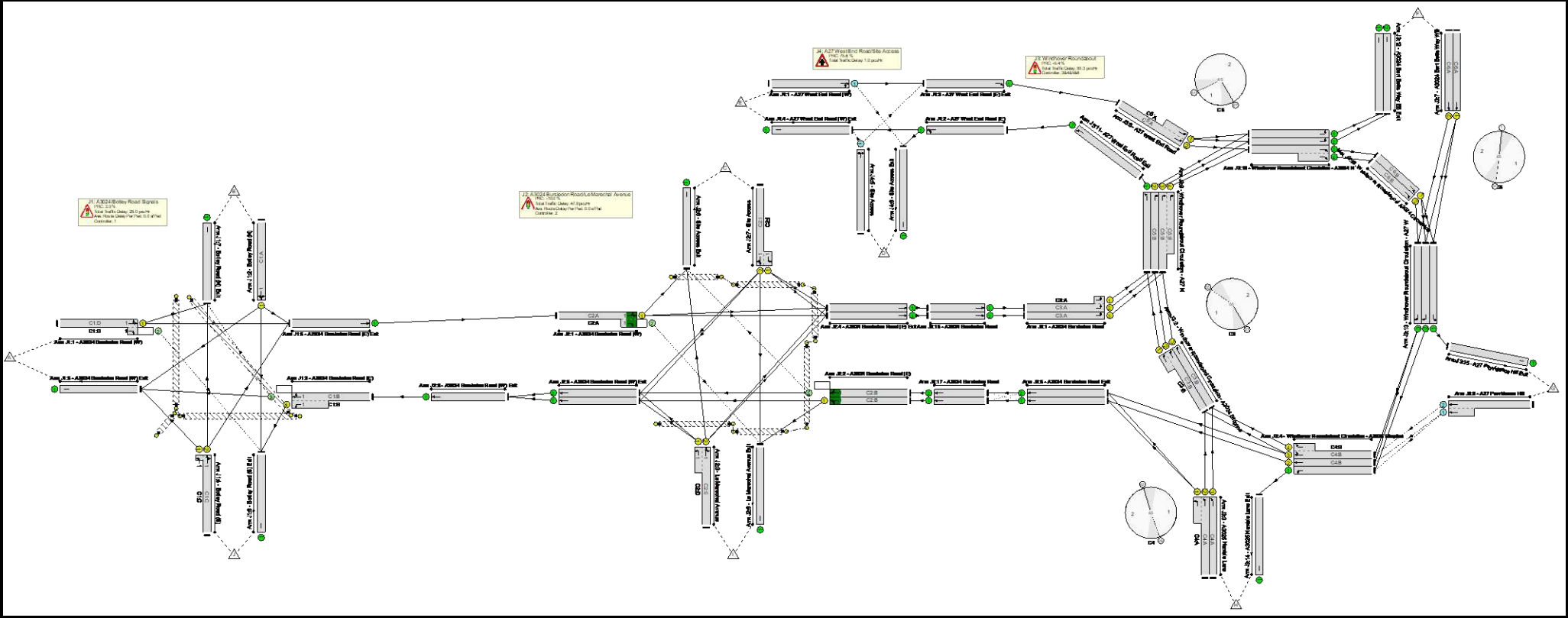
Stage	1	2
Duration	28	27
Change Point	1	34

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
J1: A3024/Botley Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	87.4%
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	85	-	653	1782:1761	938+9	69.0 : 69.0%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	11	-	113	1824	135	83.6%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	85	-	784	1799:1821	716+309	76.5 : 76.5%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	35	-	353	1812:1819	382+22	87.4 : 87.4%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1078	1960	1960	55.0%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	15	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	9	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	N/A	-	-		-	-	-	-	-	-	99.0%
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U+O	2:1	N/A	C2:A		1	63	-	1078	1815:1811	1084+5	99.0 : 99.0%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	63	-	778	1782	1069	72.8%
2/2	A3024 Bursledon Road (E) Ahead Right	O	2:1	N/A	C2:B		1	63	-	87	1772	90	96.7%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:E C2:D		1	9:7	-	176	1846:1848	150+31	97.3 : 97.3%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	720	1915	1915	37.6%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	644	1915	1915	33.6%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	763	1915	1915	39.8%
5/2	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	21	1915	1915	1.1%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
7/2+7/1	Site Access Left Right Ahead	U	2:1	N/A	C2:I		1	10	-	161	1835:1741	11+160	94.6 : 94.6%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
9/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	784	1915	1915	40.9%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:H		1	16	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		2	15	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	81	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	16	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	2:1	-	C2:M		1	9	-	0	-	0	0.0%
J3: Windhover Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	94.8%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	23	-	720	1789:1860	422+337	94.8 : 94.8%

Full Input Data And Results

1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	23	-	644	1865	689	93.5%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	32	-	970	1971:1960	324+760	89.4 : 89.4%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	32	-	749	1965	998	75.1%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	27	-	711	1880:1930	748+80	85.8 : 85.8%
3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	27	-	583	1879	809	72.0%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	1033	1928	1928	53.6%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	28	-	564	1919	856	65.9%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	28	-	726	1942:1898	726+215	77.1 : 77.1%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	573	1940	1940	29.5%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	292	1940	1940	15.1%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C5:A		1	12	-	550	1938:1938	285+342	87.7 : 87.7%
7/1	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C6:A		1	28	-	803	2040	910	88.2%
7/2	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C6:A		1	28	-	698	2060	919	75.9%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	691	1886:1884	390+497	76.9 : 78.7%

Full Input Data And Results

9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	1000	1898	1898	52.7%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C5:B		1	43	-	690	1887	1277	54.0%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C5:B		1	43	-	1393	1872:1848	1152+572	80.8 : 80.8%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	863	1898	1898	45.5%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1058	1940	1940	54.5%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	712	1940:1940	1687+253	36.7 : 36.7%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	1000	1985	1985	50.4%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	863	1972	1972	43.8%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1058	1972	1972	53.7%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	581	1929	1929	30.1%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	841	1917	1917	43.9%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	791	1919	1919	41.2%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	1033	Inf	Inf	0.0%

Full Input Data And Results

15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	720	1915	1915	37.6%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	644	1915	1915	33.6%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	778	1940	1940	40.1%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	87	1915	1915	4.5%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C6:B		1	27	-	619	1933	833	74.3%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C6:B		1	27	-	93	1910	823	11.3%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	51.3%
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	517	1941	1885	27.4%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	1000	1951	1951	51.3%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	550	1955	1955	28.1%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	42	1816	301	14.0%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	1065	398	84	75.6	85.1	1.4	162.1	-	-	-	-
J1: A3024/Botley Road Signals	-	-	27	0	0	19.3	8.6	0.1	28.0	-	-	-	-
1/1+1/2	653	653	6	0	0	5.1	1.1	0.0	6.2 (6.1+0.1)	34.3 (34.2:51.0)	21.6	1.1	22.7
2/1	113	113	-	-	-	2.3	2.1	-	4.5	142.2	5.0	2.1	7.1
3/2+3/1	784	784	21	0	0	5.9	1.6	0.1	7.6 (5.4+2.2)	35.1 (35.6:33.8)	23.8	1.6	25.4
4/2+4/1	353	353	-	-	-	6.0	3.1	-	9.1 (8.6+0.5)	92.3 (92.3:92.3)	15.2	3.1	18.3
5/1	1078	1078	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	8	0	84	16.1	30.5	1.3	47.8	-	-	-	-
1/1+1/2	1078	1078	5	0	0	7.1	14.0	0.0	21.1 (21.0+0.1)	70.3 (70.3:79.1)	35.3	14.0	49.3
2/1	778	778	-	-	-	3.7	1.3	-	5.0	23.2	18.4	1.3	19.7
2/2	87	87	3	0	84	0.2	4.0	1.2	5.5	226.2	1.2	4.0	5.2
3/2+3/1	176	176	-	-	-	2.7	5.5	-	8.2 (6.8+1.4)	167.7 (168.0:166.4)	4.8	5.5	10.4
4/1	720	720	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/2	644	644	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	763	763	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3

Full Input Data And Results

5/2	21	21	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	161	161	-	-	-	2.4	4.5	-	6.9 (0.4+6.5)	153.7 (152.2:153.8)	5.1	4.5	9.6
8/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	784	784	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	-	-	984	398	0	40.2	45.1	0.0	85.3	-	-	-	-
1/2+1/1	720	720	-	-	-	3.7	6.8	-	10.5 (5.9+4.7)	52.6 (52.7:52.6)	10.8	6.8	17.6
1/3	644	644	-	-	-	3.5	5.7	-	9.3	51.8	11.1	5.7	16.8
2/2+2/1	970	970	-	-	-	2.5	4.0	-	6.5 (1.6+4.9)	24.1 (19.4:26.1)	6.7	4.0	10.7
2/3	749	749	-	-	-	1.4	1.5	-	2.9	14.0	4.2	1.5	5.7
3/2+3/1	711	711	-	-	-	3.2	2.9	-	6.1 (5.5+0.6)	30.8 (31.0:29.0)	10.9	2.9	13.8
3/3	583	583	-	-	-	2.5	1.3	-	3.7	23.1	8.6	1.3	9.9
4/1	1033	1033	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	564	564	-	-	-	2.5	1.0	-	3.4	22.0	8.8	1.0	9.8
4/3+4/4	726	726	-	-	-	3.1	1.7	-	4.8 (3.7+1.1)	23.7 (23.8:23.5)	9.5	1.7	11.2
5/1	573	573	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	292	292	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	550	550	-	-	-	3.7	3.3	-	7.0 (3.2+3.8)	45.8 (45.5:46.2)	5.3	3.3	8.6
7/1	803	803	-	-	-	3.7	3.5	-	7.2	32.2	13.2	3.5	16.7
7/2	698	698	-	-	-	2.9	1.6	-	4.5	23.1	10.5	1.6	12.0

Full Input Data And Results

8/2+8/1	691	691	984	398	0	2.1	1.7	-	3.8 (1.8+2.0)	20.0 (22.0:18.4)	5.6	1.7	7.4
9/1	1000	1000	-	-	-	0.0	0.6	-	0.6	2.2	6.5	0.6	7.1
9/2	690	690	-	-	-	1.0	0.6	-	1.5	8.0	8.0	0.6	8.6
9/3+9/4	1393	1393	-	-	-	2.5	2.1	-	4.6 (3.4+1.2)	11.9 (13.2:9.1)	21.2	2.1	23.3
10/1	863	863	-	-	-	0.0	0.4	-	0.4	1.8	8.0	0.4	8.4
10/2	1058	1058	-	-	-	0.0	0.6	-	0.6	2.0	2.2	0.6	2.8
10/3+10/4	712	712	-	-	-	0.0	0.3	-	0.3 (0.3+0.0)	1.5 (1.5:1.5)	0.0	0.3	0.3
11/1	1000	1000	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/1	863	863	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	1058	1058	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
13/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	841	841	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
13/3	791	791	-	-	-	0.1	0.4	-	0.4	1.9	8.8	0.4	9.1
14/1	1033	1033	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	720	720	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
16/2	644	644	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
17/1	778	778	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
17/2	87	87	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
18/1	619	619	-	-	-	1.7	1.4	-	3.1	18.0	5.9	1.4	7.3
18/2	93	93	-	-	-	0.0	0.1	-	0.1	2.9	0.6	0.1	0.7
J4: A27 West End Road/Site Access	-	-	46	0	0	0.0	1.0	0.0	1.0	-	-	-	-
1/1	517	517	4	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	1000	1000	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
3/1	550	550	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	42	42	42	0	0	0.0	0.1	-	0.1	6.9	0.0	0.1	0.1

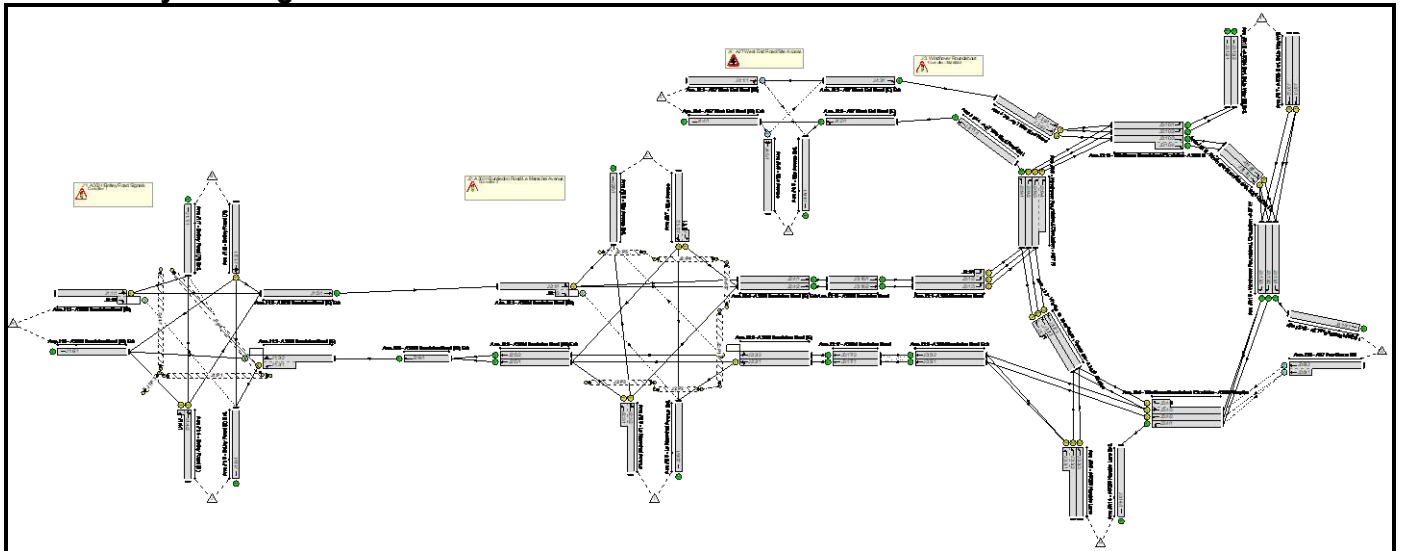
Full Input Data And Results

6/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
	C1	Stream: 1	PRC for Signalled Lanes (%):	3.0		Total Delay for Signalled Lanes (pcuHr):	27.39		Cycle Time (s):	162			
	C2	Stream: 1	PRC for Signalled Lanes (%):	-10.0		Total Delay for Signalled Lanes (pcuHr):	46.61		Cycle Time (s):	120			
	C3		PRC for Signalled Lanes (%):	-5.4		Total Delay for Signalled Lanes (pcuHr):	29.20		Cycle Time (s):	65			
	C4		PRC for Signalled Lanes (%):	4.9		Total Delay for Signalled Lanes (pcuHr):	18.06		Cycle Time (s):	65			
	C5		PRC for Signalled Lanes (%):	2.6		Total Delay for Signalled Lanes (pcuHr):	13.13		Cycle Time (s):	65			
	C6		PRC for Signalled Lanes (%):	2.0		Total Delay for Signalled Lanes (pcuHr):	14.84		Cycle Time (s):	65			
			PRC Over All Lanes (%):	-10.0		Total Delay Over All Lanes(pcuHr):	162.10						

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	M01f - whburs - Linked Linsig with Development Mitigation - PM Peak 2026-03-16.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



Scenarios

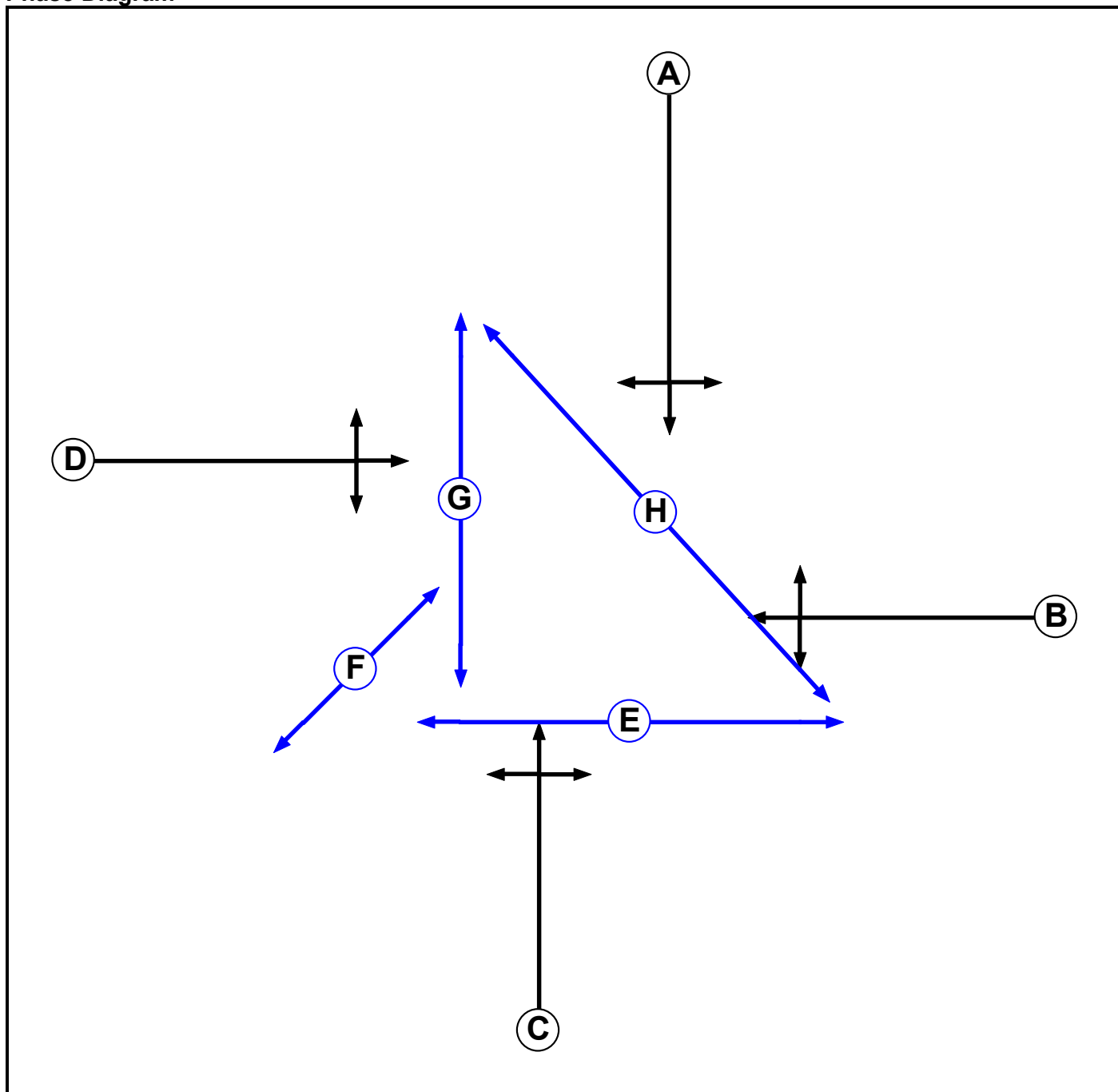
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2024 Demand Flows PM	2024 Observed PM	PM Stage Sequences	17:00 - 18:00	67	-296.8	858.20
2	2031 Baseline PM	2031 Baseline PM	PM Stage Sequences	17:00 - 18:00	67	-305.9	913.13
3	2024 + Warehousing PM	2024 + Warehousing PM	PM Stage Sequences	17:00 - 18:00	67	-7.1	109.37
4	2024 + PDC Development PM	2024 + PDC Development PM	PM Stage Sequences	17:00 - 18:00	67	-7.1	116.94
5	2024 + Development - S Access PM	2024 + PDC Development - S Access PM	PM Stage Sequences	17:00 - 18:00	67	162.3	5.16
6	2024 + Warehousing - S Access PM	2024 + Warehousing - S Access PM	PM Stage Sequences	17:00 - 18:00	67	162.3	5.10
7	2031 + Warehousing PM	2031 + Warehousing PM	PM Stage Sequences	17:00 - 18:00	67	0.2	115.27
8	2031 + PDC Development PM	2031 + PDC Development PM	PM Stage Sequences	17:00 - 18:00	67	1.0	119.54

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	8	4	A3024/Botley Road Signals	
C2	Gen		Stage Stream 1	13	4	A3024 Bursledon Road/Le Marechal Avenue	
C3	Gen		Stage Stream 1	2	2	Windhover Roundabout	
C4	Gen		Stage Stream 1	2	2	Windhover Roundabout	
C5	Gen		Stage Stream 1	2	2	Windhover Roundabout	
C6	Gen		Stage Stream 1	2	2	Windhover Roundabout	

Controller :C1

Phase Diagram



Phase Input Data

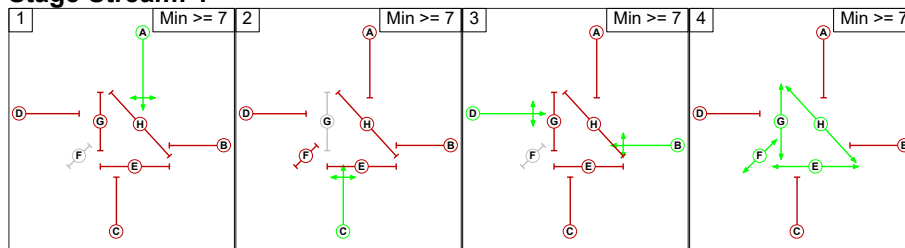
Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Pedestrian	1		7	7
F	Pedestrian	1		7	7
G	Pedestrian	1		7	7
H	Pedestrian	1		7	7

Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram**Stage Stream: 1****Phase Delays****Stage Stream: 1**

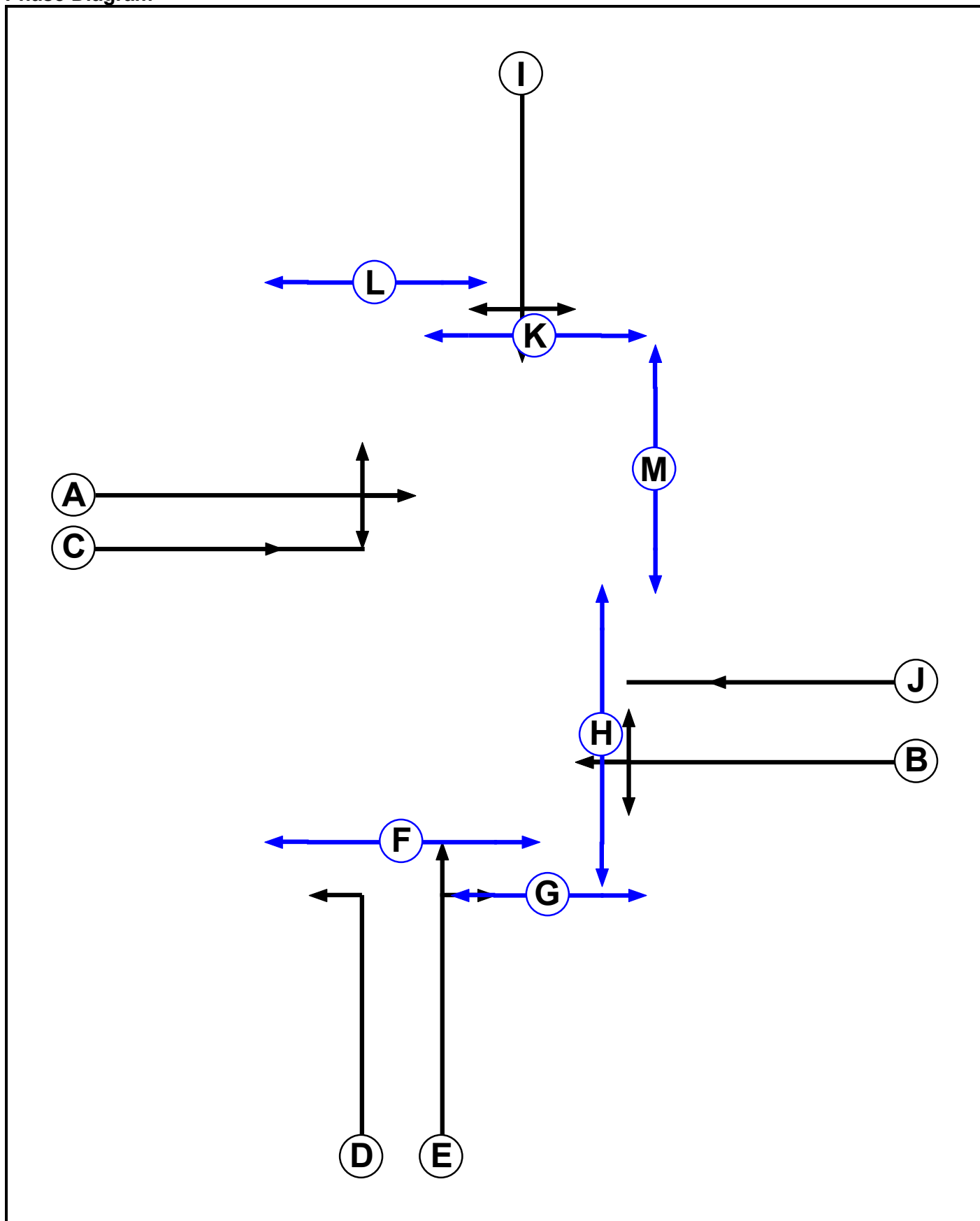
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change
Stage Stream: 1

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

Controller :C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Pedestrian	1		7	7
G	Pedestrian	1		7	7
H	Pedestrian	1		7	7
I	Traffic	1		7	7
J	Traffic	1		7	7
K	Pedestrian	1		7	7
L	Pedestrian	1		7	7
M	Pedestrian	1		7	7

Phase Intergreens Matrix

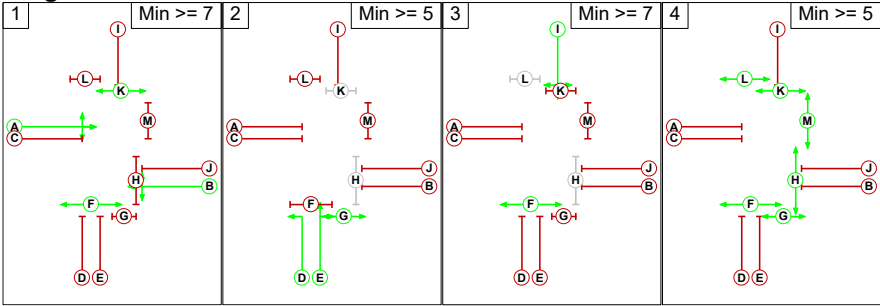
	Starting Phase												
	A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A	-	-	-	5	-	8	-	8	6	-	9	11
	B	-	-	9	10	8	-	9	5	6	-	-	-
	C	-	5	-	-	5	-	8	-	5	-	-	-
	D	-	5	-	-	5	-	-	-	-	-	-	-
	E	5	5	5	-	-	5	-	7	5	-	9	11
	F	-	-	-	7	7	-	-	-	-	-	-	-
	G	7	7	7	-	-	-	-	7	-	-	-	-
	H	-	7	-	-	-	-	-	7	-	-	-	-
	I	5	5	7	-	7	-	9	-	5	5	-	7
	J	5	-	-	-	5	-	-	5	6	-	9	-
	K	-	-	-	-	-	-	-	7	-	-	-	-
	L	7	-	-	-	7	-	-	-	7	-	-	-
	M	7	-	-	-	7	-	-	7	-	-	-	-

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

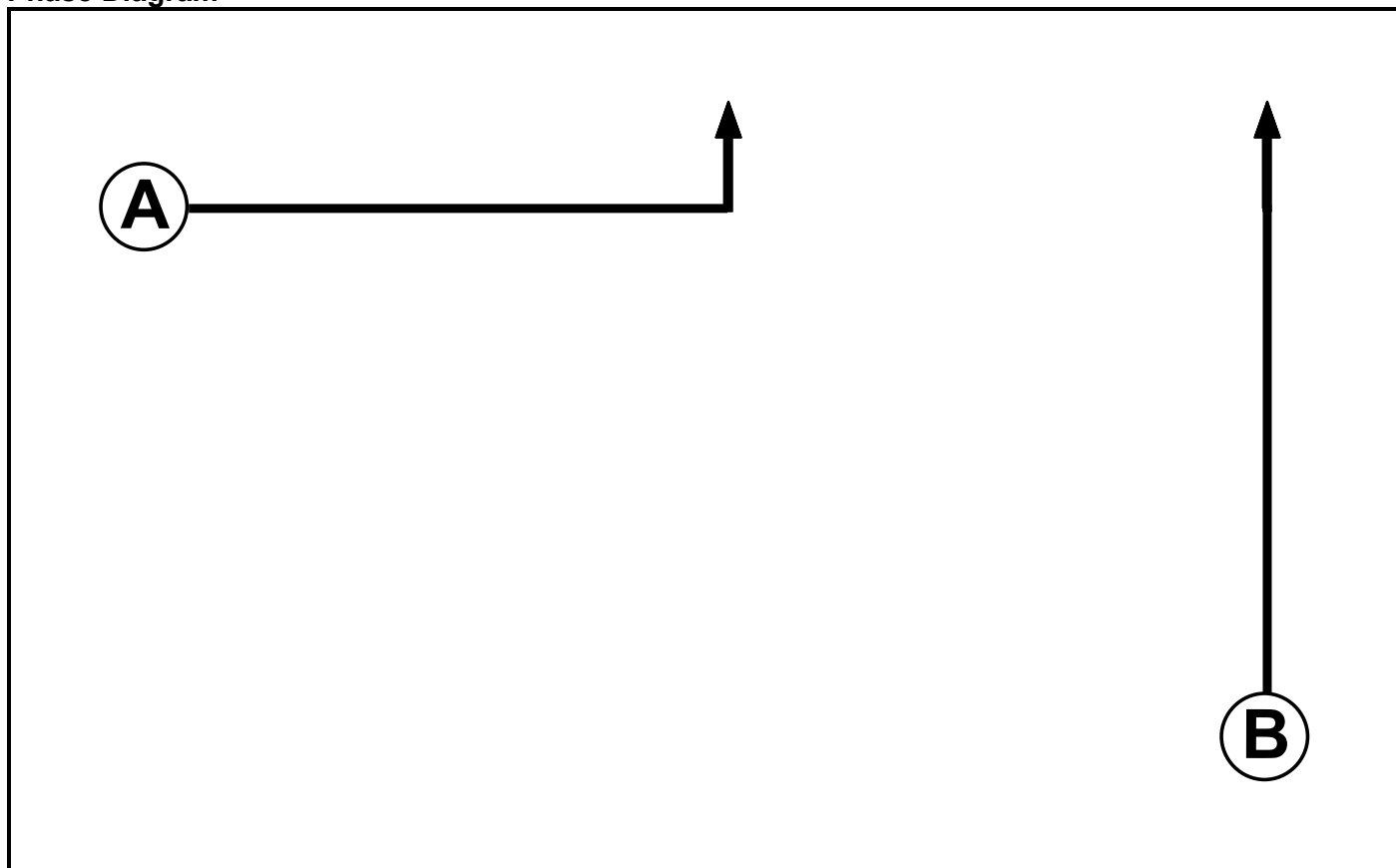
Prohibited Stage Change

Stage Stream: 1

	To Stage			
	1	2	3	4
From Stage	1	10	8	11
	2	7	7	11
	3	5	9	9
	4	7	7	

Controller :C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

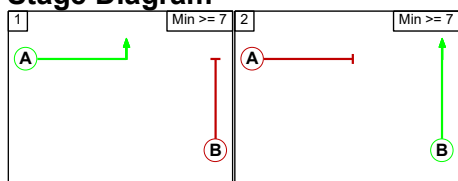
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



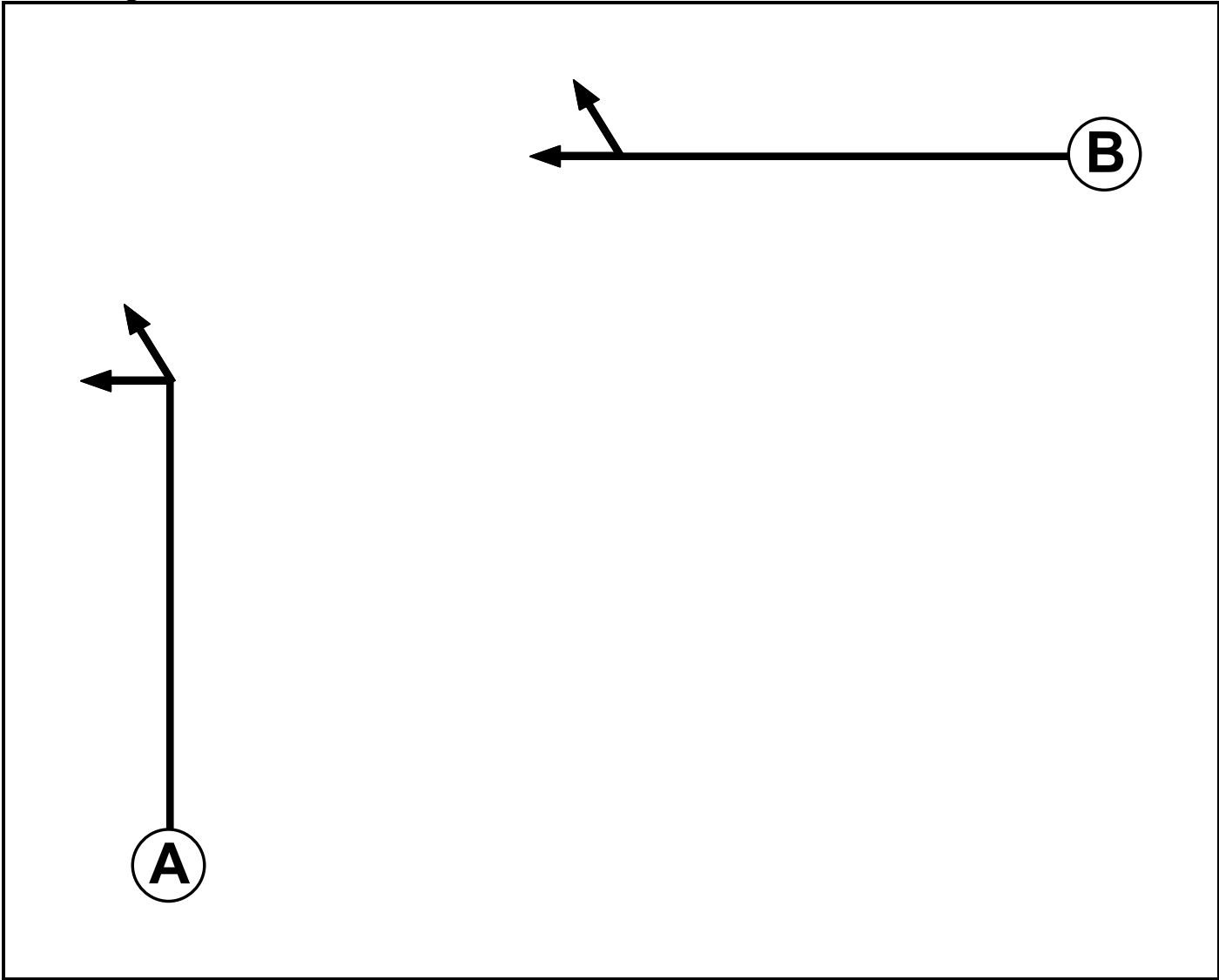
Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

Controller :C4
Phase Diagram



Phase Input Data

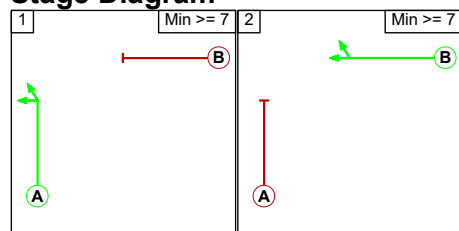
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

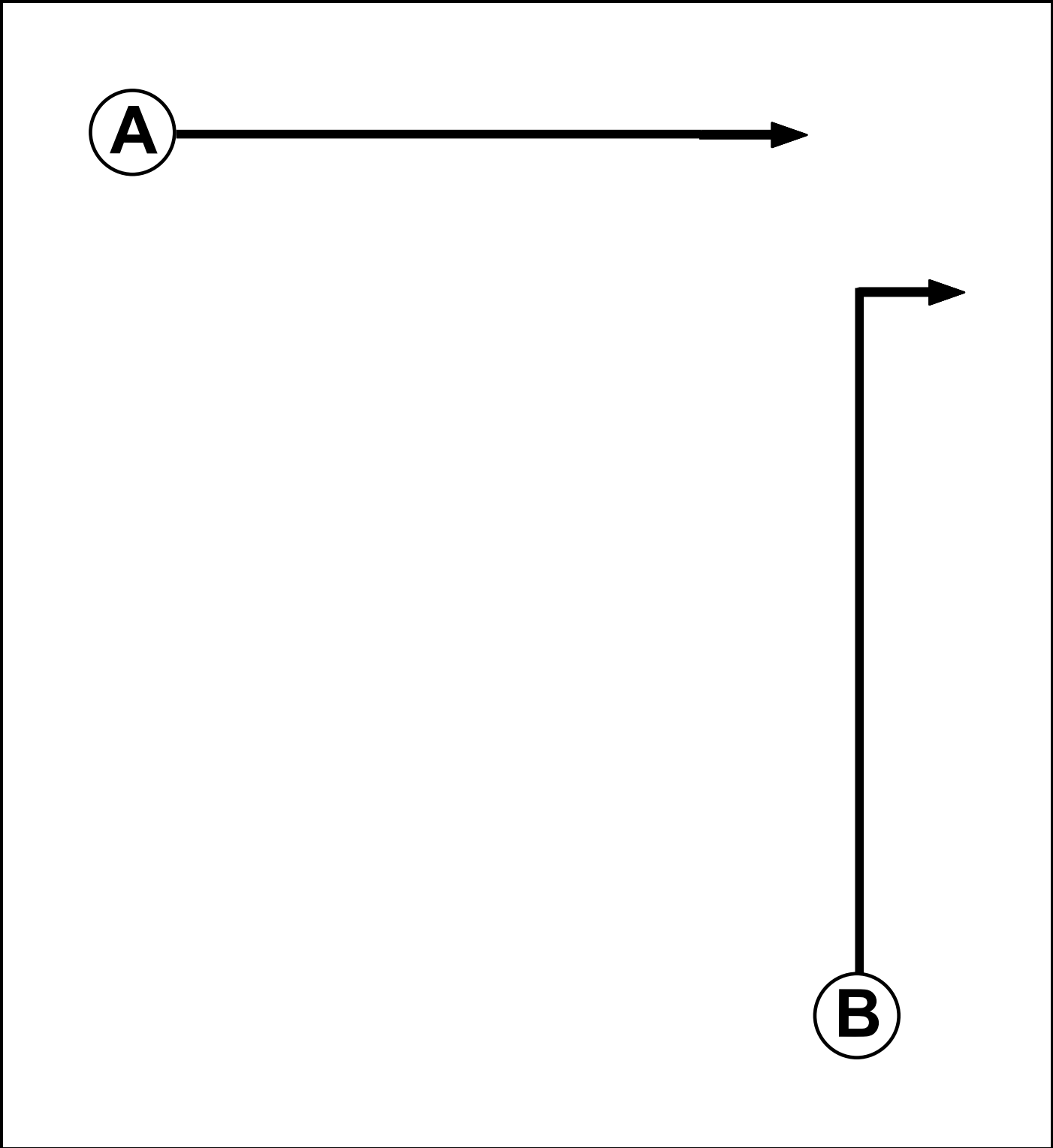
Stage Diagram**Phase Delays**

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

Prohibited Stage Change

	To Stage	
From Stage		1 2
	1	
	2	5

Controller :C5
Phase Diagram



Phase Input Data

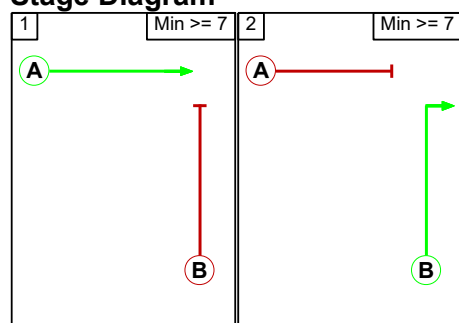
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram**Phase Delays**

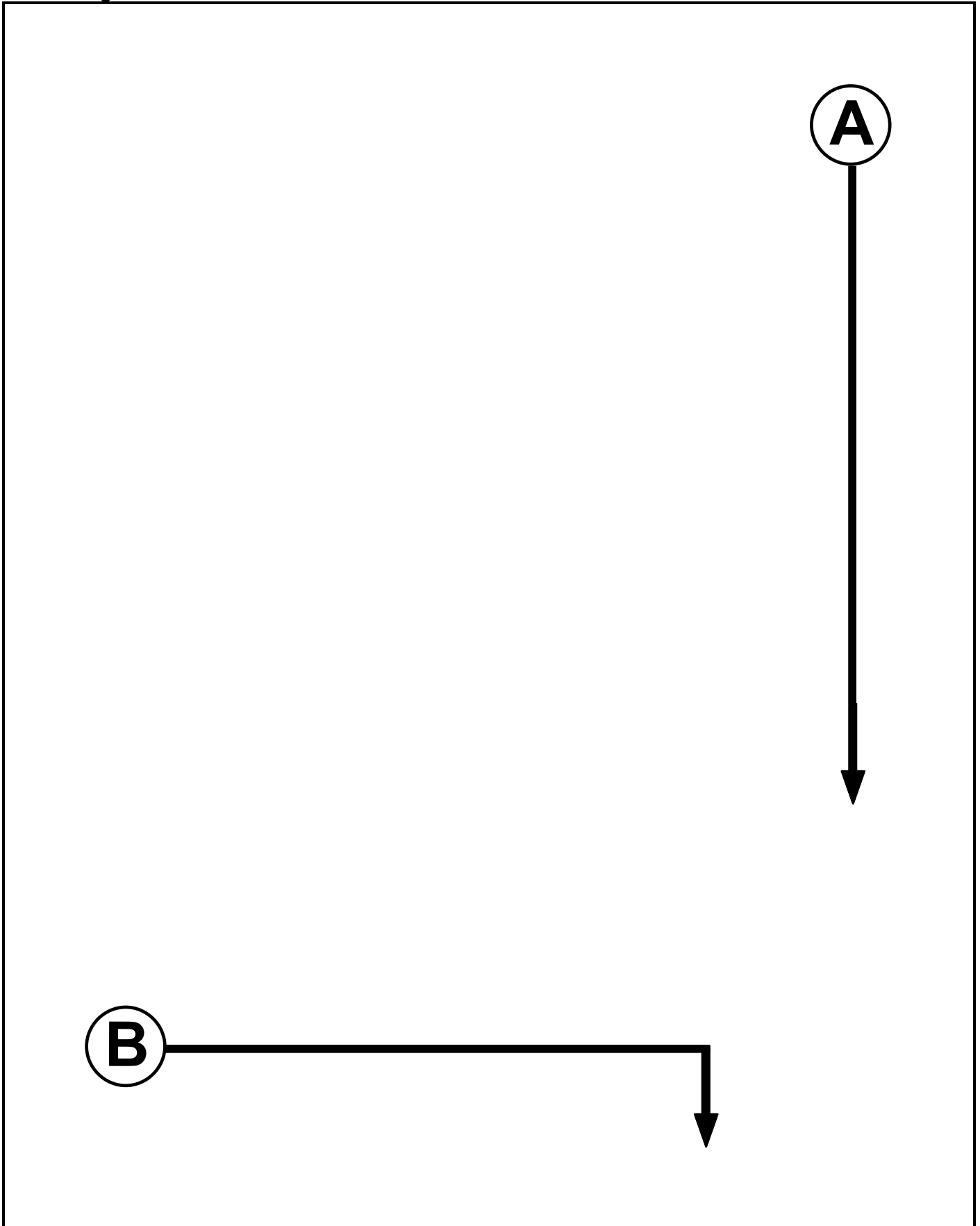
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

Controller :C6

Phase Diagram



Phase Input Data

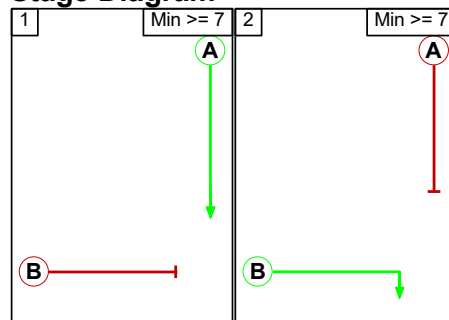
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

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
	1		5
	2	5	

Lane Input Data

Junction: J1: A3024/Botley Road Signals												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A3024 Bursledon Road (W))	U	D	2	3	60.0	User	1811	-	-	-	-	-
J1:1/2 (A3024 Bursledon Road (W))	O	D	2	3	2.0	Geom	-	3.70	0.00	Y	Arm J1:8 Right	11.80
J1:2/1 (Botley Road (N))	U	A	2	3	60.0	Geom	-	4.06	0.00	Y	Arm J1:5 Left	12.10
											Arm J1:6 Right	41.90
											Arm J1:8 Ahead	Inf
J1:3/1 (A3024 Bursledon Road (E))	U	B	2	3	7.0	User	1804	-	-	-	-	-
J1:3/2 (A3024 Bursledon Road (E))	O	B	2	3	28.8	User	1805	-	-	-	-	-
J1:4/1 (Botley Road (S))	U	C	2	3	1.0	Geom	-	3.61	0.00	Y	Arm J1:6 Left	17.40
J1:4/2 (Botley Road (S))	U	C	2	3	60.0	User	1804	-	-	-	-	-
J1:5/1 (A2034 Bursledon Road (E) Exit)	U		2	3	30.0	Geom	-	3.45	0.00	Y	Arm J2:1 Ahead	Inf
J1:6/1 (A3024 Bursledon Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:7/1 (Botley Road (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/1 (Botley Road (S) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A3024 Bursledon Road (W))	U	A	2	3	46.0	User	1812	-	-	-	-	-
J2:1/2 (A3024 Bursledon Road (W))	O	A	2	3	3.0	Geom	-	3.25	0.00	Y	Arm J2:6 Right	21.10
J2:2/1 (A3024 Bursledon Road (E))	U	B	2	3	5.2	User	1782	-	-	-	-	-
J2:2/2 (A3024 Bursledon Road (E))	O	B	2	3	5.2	Geom	-	3.00	0.00	Y	Arm J2:5 Ahead	Inf
J2:3/1 (Le Marechal Avenue)	U	D	2	3	5.0	Geom	-	3.55	0.00	Y	Arm J2:8 Right	18.60
J2:3/2 (Le Marechal Avenue)	U	E	2	3	60.0	User	1900	-	-	-	Arm J2:5 Left	22.70
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Geom	-	3.00	0.00	Y	-	-
J2:4/2 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Geom	-	3.00	0.00	Y	Arm J3:16 Ahead	Inf
J2:5/1 (A3024 Bursledon Road (W) Exit)	U		2	3	3.0	Geom	-	3.00	0.00	Y	Arm J3:16 Ahead	Inf
J2:5/2 (A3024 Bursledon Road (W) Exit)	U		2	3	3.0	Geom	-	3.00	0.00	Y	Arm J2:9 Ahead	Inf
J2:6/1 (Le Marechal Avenue Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Site Access)	U	I	2	3	2.7	Geom	-	3.25	0.00	Y	Arm J2:4 Left	13.10
J2:7/2 (Site Access)	U	I	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Right	26.30

Detailed Input Data And Results

											Arm J2:6 Ahead	Inf
J2:8/1 (Site Access Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:9/1 (A3024 Bursledon Road (W) Exit)	U		2	3	43.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf

Detailed Input Data And Results

Junction: J3: Windhover Roundabout												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A3024 Bursledon Road)	U	A	2	3	2.0	Geom	-	3.05	0.00	Y	Arm J3:9 Left	46.90
J3:1/2 (A3024 Bursledon Road)	U	A	2	3	3.3	User	1918	-	-	-	-	-
J3:1/3 (A3024 Bursledon Road)	U	A	2	3	3.3	User	1818	-	-	-	-	-
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	U	B	2	3	3.6	Geom	-	4.09	0.00	Y	Arm J3:9 Ahead	46.10
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	U	B	2	3	11.0	Geom	-	4.09	0.00	Y	Arm J3:9 Ahead	55.80
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	U	B	2	3	11.0	Geom	-	4.09	0.00	Y	Arm J3:9 Ahead	50.20
J3:3/1 (A3025 Hamble Lane)	U	A	2	3	5.0	Geom	-	3.58	0.00	Y	Arm J3:5 Left	66.70
J3:3/2 (A3025 Hamble Lane)	U	A	2	3	60.0	User	1925	-	-	-	-	-
J3:3/3 (A3025 Hamble Lane)	U	A	2	3	60.0	User	1835	-	-	-	-	-
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	U		2	3	15.1	Geom	-	3.61	0.00	Y	Arm J3:14 Left	60.60
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	U	B	2	3	17.7	Geom	-	3.61	0.00	Y	Arm J3:5 Ahead	50.10
J3:4/3 (Windhover Roundabout)	U	B	2	3	17.7	Geom	-	3.61	0.00	Y	Arm J3:2 Right	Inf

Detailed Input Data And Results

Circulation - A3025 Stopline)											Arm J3:5 Ahead	35.00
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	U	B	2	3	4.0	Geom	-	3.61	0.00	Y	Arm J3:2 Right	36.50
J3:5/1 (A3024 Bursledon Road Exit)	U		2	3	3.0	Geom	-	3.25	0.00	Y	Arm J3:17 Ahead	Inf
J3:5/2 (A3024 Bursledon Road Exit)	U		2	3	3.0	Geom	-	3.25	0.00	Y	Arm J3:17 Ahead	Inf
J3:6/1 (A27 West End Road)	U	A	2	3	5.0	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	64.10
J3:6/2 (A27 West End Road)	U	A	2	3	11.9	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	65.20
J3:7/1 (A3024 Bert Betts Way WB)	U	A	2	3	60.0	Geom	-	4.75	0.00	Y	Arm J3:13 Ahead	61.20
J3:7/2 (A3024 Bert Betts Way WB)	U	A	2	3	60.0	Geom	-	4.75	0.00	Y	Arm J3:13 Ahead	103.90
J3:8/1 (A27 Providence Hill)	O		2	3	5.0	Geom	-	3.09	0.00	Y	Arm J3:4 Ahead	71.50
J3:8/2 (A27 Providence Hill)	O		2	3	60.0	Geom	-	3.09	0.00	Y	Arm J3:4 Ahead	73.90
J3:9/1 (Windhover Roundabout Circulation - A27 N)	U		2	3	20.1	Geom	-	3.25	0.00	Y	Arm J3:11 Left	67.80
J3:9/2 (Windhover Roundabout Circulation - A27 N)	U	B	2	3	23.4	Geom	-	3.25	0.00	Y	Arm J3:10 Right	53.70
J3:9/3 (Windhover Roundabout Circulation - A27 N)	U	B	2	3	23.4	Geom	-	3.25	0.00	Y	Arm J3:10 Right	41.30
J3:9/4 (Windhover Roundabout Circulation - A27 N)	U	B	2	3	17.0	Geom	-	3.25	0.00	Y	Arm J3:10 Right	Inf

Detailed Input Data And Results

J3:10/1 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.25	0.00	Y	Arm J3:12 Left	67.40
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.25	0.00	Y	Arm J3:12 Left	Inf
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.25	0.00	Y	Arm J3:18 Ahead	Inf
J3:10/4 (Windhover Roundabout Circulation - A3024 N)	U		2	3	6.0	Geom	-	3.25	0.00	Y	Arm J3:18 Ahead	Inf
J3:11/1 (A27 West End Road Exit)	U		2	3	12.0	Geom	-	4.00	0.00	Y	Arm J4:2 Ahead	99.90
J3:12/1 (A3024 Bert Betts Way EB Exit)	U		2	3	7.1	Geom	-	3.57	0.00	Y		
J3:12/2 (A3024 Bert Betts Way EB Exit)	U		2	3	7.1	Geom	-	3.57	0.00	Y		
J3:13/1 (Windhover Roundabout Circulation - A27 W)	U		2	3	17.7	Geom	-	3.61	0.00	Y	Arm J3:15 Left	61.50
J3:13/2 (Windhover Roundabout Circulation - A27 W)	U		2	3	21.1	Geom	-	3.61	0.00	Y	Arm J3:4 Right	49.10
J3:13/3 (Windhover Roundabout Circulation - A27 W)	U		2	3	21.1	Geom	-	3.61	0.00	Y	Arm J3:4 Right	50.40
J3:14/1 (A3025 Hamble Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:15/1 (A27 Providence Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:16/1 (A3024 Bursledon Road)	U		2	3	16.3	Geom	-	3.00	0.00	Y	Arm J3:1 Ahead	Inf

Detailed Input Data And Results

J3:16/2 (A3024 Bursledon Road)	U		2	3	16.3	Geom	-	3.00	0.00	Y	Arm J3:1 Ahead	Inf
J3:17/1 (A3024 Bursledon Road)	U		2	3	14.5	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
J3:17/2 (A3024 Bursledon Road)	U		2	3	14.5	Geom	-	3.00	0.00	Y	Arm J2:2 Ahead	Inf
J3:18/1 (Windhover Roundabout A3024 Circulation)	U	B	2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	70.10
J3:18/2 (Windhover Roundabout A3024 Circulation)	U	B	2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	44.60

Junction: J4: A27 West End Road/Site Access												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (A27 West End Road (W))	O		2	3	60.0	Geom	-	3.28	0.00	Y	Arm J4:3 Ahead	Inf
J4:2/1 (A27 West End Road (E))	U		2	3	5.3	Geom	-	3.40	0.00	Y	Arm J4:6 Right	13.20
											Arm J4:4 Ahead	Inf
											Arm J4:6 Left	15.10
J4:3/1 (A27 West End Road (E) Exit)	U		2	3	5.3	Geom	-	3.40	0.00	Y	Arm J3:6 Ahead	Inf
J4:4/1 (A27 West End Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:5/1 (Site Access)	O		2	3	60.0	Geom	-	3.65	0.00	Y	Arm J4:3 Right	17.30
J4:6/1 (Site Access Exit)	U		2	3	60.0	Inf	-	-	-	-	Arm J4:4 Left	12.80
											-	-

Give-Way Lane Input Data

Junction: J1: A3024/Botley Road Signals											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (A3024 Bursledon Road (W))	J1:8/1 (Right)	1439	0	J1:3/1	1.09	All	3.00	-	0.50	3	2.00
				J1:3/2	1.09	To J1:6/1 (Ahead)					
J1:3/2 (A3024 Bursledon Road (E))	J1:7/1 (Right)	1439	0	J1:1/1	1.09	All	3.00	3.00	0.50	3	2.00

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/2 (A3024 Bursledon Road (W))	J2:6/1 (Right)	1439	0	J2:2/1	1.09	All	2.00	-	0.50	2	2.00
J2:2/2 (A3024 Bursledon Road (E))	J2:8/1 (Right)	1439	0	J2:1/1	1.09	All	3.00	3.00	0.50	3	2.00

Junction: J3: Windhover Roundabout											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:8/1 (A27 Providence Hill)	J3:4/1 (Ahead)	1004	0	J3:13/2	0.86	All	-	-	-	-	-
				J3:13/3	0.86	To J3:4/2 (Right)					
	J3:4/2 (Ahead)	1004	0	J3:12/2	0.86	All					
J3:8/2 (A27 Providence Hill)	J3:4/3 (Ahead)	1004	0	J3:13/2	0.86	All	-	-	-	-	-
				J3:13/3	0.86	All					

Detailed Input Data And Results

Junction: J4: A27 West End Road/Site Access											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J4:1/1 (A27 West End Road (W))	J4:6/1 (Right)	850	0	J4:2/1	0.35	All	-	-	-	-	-
J4:5/1 (Site Access)	J4:3/1 (Right)	600	0	J4:2/1	0.22	To J4:4/1 (Ahead)	-	-	-	-	-
				J4:1/1	0.19	All					
	J4:4/1 (Left)	715	0	J4:2/1	0.22	To J4:4/1 (Ahead)					

Detailed Input Data And Results

Lane Connector Input Data

Junction: J1: A3024/Botley Road Signals				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J1:1/1	J1:5/1	Internal	5	35
J1:1/1	J1:7/1	Internal	5	35
J1:1/2	J1:8/1	Internal	5	35
J1:2/1	J1:5/1	Internal	5	35
J1:2/1	J1:6/1	Internal	5	35
J1:2/1	J1:8/1	Internal	5	35
J1:3/1	J1:8/1	Internal	5	35
J1:3/2	J1:6/1	Internal	5	35
J1:3/2	J1:7/1	Internal	5	35
J1:4/1	J1:6/1	Internal	5	35
J1:4/2	J1:5/1	Internal	5	35
J1:4/2	J1:7/1	Internal	5	35
J1:5/1	J2:1/1	Leaving	0	35
J2:9/1	J1:3/2	Entering	0	35

Detailed Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J1:5/1	J2:1/1	Entering	0	35
J2:1/1	J2:4/1	Internal	5	35
J2:1/1	J2:4/2	Internal	5	35
J2:1/1	J2:8/1	Internal	5	35
J2:1/2	J2:6/1	Internal	5	35
J2:2/1	J2:5/1	Internal	5	35
J2:2/1	J2:6/1	Internal	5	35
J2:2/2	J2:5/2	Internal	5	35
J2:2/2	J2:8/1	Internal	5	35
J2:3/1	J2:5/1	Internal	5	35
J2:3/2	J2:4/2	Internal	5	35
J2:3/2	J2:8/1	Internal	5	35
J2:4/1	J3:16/1	Leaving	0	35
J2:4/2	J3:16/2	Leaving	0	35
J2:5/1	J2:9/1	Internal	0	35
J2:5/2	J2:9/1	Internal	0	35
J3:17/1	J2:2/1	Entering	0	35
J3:17/2	J2:2/2	Entering	0	35
J2:7/1	J2:4/2	Internal	5	35
J2:7/2	J2:5/1	Internal	5	35
J2:7/2	J2:6/1	Internal	5	35
J2:9/1	J1:3/2	Leaving	0	35

Detailed Input Data And Results

Junction: J3: Windhover Roundabout				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J2:4/1	J3:16/1	Entering	0	35
J2:4/2	J3:16/2	Entering	0	35
J3:1/1	J3:9/1	Internal	5	35
J3:1/2	J3:9/2	Internal	5	35
J3:1/3	J3:9/3	Internal	5	35
J3:2/1	J3:9/1	Internal	0	35
J3:2/2	J3:9/2	Internal	0	35
J3:2/3	J3:9/3	Internal	0	35
J3:3/1	J3:5/1	Internal	5	35
J3:3/1	J3:5/2	Internal	5	35
J3:3/2	J3:2/2	Internal	5	35
J3:3/3	J3:2/3	Internal	5	35
J3:4/1	J3:14/1	Internal	5	35
J3:4/2	J3:5/1	Internal	5	35
J3:4/3	J3:2/2	Internal	0	35
J3:4/3	J3:5/2	Internal	5	35
J3:4/4	J3:2/3	Internal	0	35
J3:5/1	J3:17/1	Internal	0	35
J3:5/1	J3:17/2	Internal	0	35
J3:5/2	J3:17/1	Internal	0	35
J3:5/2	J3:17/2	Internal	0	35
J3:6/1	J3:10/1	Internal	5	35
J3:6/1	J3:10/2	Internal	5	35
J3:6/2	J3:10/3	Internal	5	35
J3:7/1	J3:13/1	Internal	5	35
J3:7/1	J3:13/2	Internal	5	35
J3:7/2	J3:13/3	Internal	5	35
J3:8/1	J3:4/1	Internal	5	35
J3:8/1	J3:4/2	Internal	5	35
J3:8/2	J3:4/3	Internal	5	35
J3:9/1	J3:11/1	Internal	0	35
J3:9/2	J3:10/1	Internal	0	35
J3:9/3	J3:10/2	Internal	0	35
J3:9/4	J3:10/3	Internal	0	35
J3:10/1	J3:12/1	Internal	5	35
J3:10/2	J3:12/2	Internal	5	35
J3:10/3	J3:18/1	Internal	0	35

Detailed Input Data And Results

J3:10/4	J3:18/2	Internal	0	35
J3:11/1	J4:2/1	Leaving	0	35
J3:13/1	J3:15/1	Internal	5	35
J3:13/2	J3:4/1	Internal	0	35
J3:13/3	J3:4/2	Internal	0	35
J3:13/3	J3:4/3	Internal	0	35
J4:3/1	J3:6/2	Entering	0	35
J3:16/1	J3:1/2	Internal	0	35
J3:16/2	J3:1/3	Internal	0	35
J3:17/1	J2:2/1	Leaving	0	35
J3:17/2	J2:2/2	Leaving	0	35
J3:18/1	J3:13/1	Internal	0	35
J3:18/2	J3:13/2	Internal	0	35
J3:18/2	J3:13/3	Internal	0	35

Junction: J4: A27 West End Road/Site Access				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J3:11/1	J4:2/1	Entering	0	35
J4:1/1	J4:3/1	Internal	5	35
J4:1/1	J4:6/1	Internal	5	35
J4:2/1	J4:4/1	Internal	5	35
J4:2/1	J4:6/1	Internal	5	35
J4:3/1	J3:6/2	Leaving	0	35
J4:5/1	J4:3/1	Internal	5	35
J4:5/1	J4:4/1	Internal	5	35

Scenario 7: '2031 + Warehousing PM' (FG8: '2031 + Warehousing PM', Plan 2: 'PM Stage Sequences')**Lane Saturation Flows**

Junction: J1: A3024/Botley Road Signals								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1811	1811
J1:1/2 (A3024 Bursledon Road (W))	3.70	0.00	Y	Arm J1:8 Right	11.80	100.0 %	1761	1761
J1:2/1 (Botley Road (N))	4.06	0.00	Y	Arm J1:5 Left	12.10	55.8 %	1879	1879
				Arm J1:6 Right	41.90	17.3 %		
				Arm J1:8 Ahead	Inf	26.9 %		
J1:3/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1804	1804
J1:3/2 (A3024 Bursledon Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
J1:4/1 (Botley Road (S))	3.61	0.00	Y	Arm J1:6 Left	17.40	100.0 %	1819	1819
J1:4/2 (Botley Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1804	1804
J1:5/1 (A2034 Bursledon Road (E) Exit)	3.45	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1960	1960
J1:6/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Botley Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Botley Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1812	1812
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1782	1782
J2:2/2 (A3024 Bursledon Road (E))	3.00	0.00	Y	Arm J2:5 Ahead	Inf	93.7 %	1905	1905
				Arm J2:8 Right	18.60	6.3 %		
J2:3/1 (Le Marechal Avenue)	3.55	0.00	Y	Arm J2:5 Left	22.70	100.0 %	1848	1848
J2:3/2 (Le Marechal Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (A3024 Bursledon Road (E) Exit)	3.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (A3024 Bursledon Road (E) Exit)	3.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	1915	1915
J2:5/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Site Access)	3.25	0.00	Y	Arm J2:4 Left	13.10	100.0 %	1741	1741
J2:7/2 (Site Access)	3.25	0.00	Y	Arm J2:5 Right	26.30	100.0 %	1835	1835
				Arm J2:6 Ahead	Inf	0.0 %		
J2:8/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915

Detailed Input Data And Results

Junction: J3: Windhover Roundabout								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1918	1918
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1818	1818
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1925	1925
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1835	1835
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	43.4 %	1929	1929
				Arm J3:5 Ahead	35.00	56.6 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884

Detailed Input Data And Results

J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886
J3:9/1 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1898	1898
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1887	1887
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1872	1872
J3:9/4 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	Inf	100.0 %	1940	1940
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1898	1898
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:12 Left	Inf	100.0 %	1940	1940
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	1940	1940
J3:10/4 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	1940	1940
J3:11/1 (A27 West End Road Exit)	4.00	0.00	Y	Arm J4:2 Ahead	99.90	100.0 %	1985	1985
J3:12/1 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:12/2 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:13/1 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:15 Left	61.50	100.0 %	1929	1929
J3:13/2 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	49.10	100.0 %	1917	1917
J3:13/3 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	50.40	100.0 %	1919	1919
J3:14/1 (A3025 Hamble Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:15/1 (A27 Providence Hill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:16/1 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1915	1915
J3:16/2 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1915	1915
J3:17/1 (A3024 Bursledon Road)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:17/2 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915

Detailed Input Data And Results

J3:18/1 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	70.10	100.0 %	1933	1933
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910

Junction: J4: A27 West End Road/Site Access								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.9 %	1943	1943
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:6 Right	13.20	0.1 %		
				Arm J4:4 Ahead	Inf	93.5 %	1942	1942
				Arm J4:6 Left	15.10	6.5 %		
J4:3/1 (A27 West End Road (E) Exit)	3.40	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1955	1955
J4:4/1 (A27 West End Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/1 (Site Access)	3.65	0.00	Y	Arm J4:3 Right	17.30	93.8 %	1819	1819
				Arm J4:4 Left	12.80	6.2 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

**Scenario 8: '2031 + PDC Development PM' (FG10: '2031 + PDC Development PM', Plan 2: 'PM Stage Sequences')
Lane Saturation Flows**

Junction: J1: A3024/Botley Road Signals								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1811	1811
J1:1/2 (A3024 Bursledon Road (W))	3.70	0.00	Y	Arm J1:8 Right	11.80	100.0 %	1761	1761
J1:2/1 (Botley Road (N))	4.06	0.00	Y	Arm J1:5 Left	12.10	55.8 %	1879	1879
				Arm J1:6 Right	41.90	17.3 %		
				Arm J1:8 Ahead	Inf	26.9 %		
J1:3/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1804	1804
J1:3/2 (A3024 Bursledon Road (E) Lane 2)	This lane uses a directly entered Saturation Flow						1805	1805
J1:4/1 (Botley Road (S))	3.61	0.00	Y	Arm J1:6 Left	17.40	100.0 %	1819	1819
J1:4/2 (Botley Road (S) Lane 2)	This lane uses a directly entered Saturation Flow						1804	1804
J1:5/1 (A2034 Bursledon Road (E) Exit)	3.45	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1960	1960
J1:6/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Botley Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Botley Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1812	1812
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1782	1782
J2:2/2 (A3024 Bursledon Road (E))	3.00	0.00	Y	Arm J2:5 Ahead	Inf	90.7 %	1901	1901
				Arm J2:8 Right	18.60	9.3 %		
J2:3/1 (Le Marechal Avenue)	3.55	0.00	Y	Arm J2:5 Left	22.70	100.0 %	1848	1848
J2:3/2 (Le Marechal Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
J2:4/1 (A3024 Bursledon Road (E) Exit)	3.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (A3024 Bursledon Road (E) Exit)	3.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	1915	1915
J2:5/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:5/2 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Site Access)	3.25	0.00	Y	Arm J2:4 Left	13.10	100.0 %	1741	1741
J2:7/2 (Site Access)	3.25	0.00	Y	Arm J2:5 Right	26.30	100.0 %	1835	1835
				Arm J2:6 Ahead	Inf	0.0 %		
J2:8/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915

Detailed Input Data And Results

Junction: J3: Windhover Roundabout								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1918	1918
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1818	1818
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1925	1925
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1835	1835
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	41.1 %	1927	1927
				Arm J3:5 Ahead	35.00	58.9 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884

Detailed Input Data And Results

J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886
J3:9/1 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1898	1898
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1887	1887
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1872	1872
J3:9/4 (Windhover Roundabout Circulation - A27 N)	3.25	0.00	Y	Arm J3:10 Right	Inf	100.0 %	1940	1940
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1898	1898
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:12 Left	Inf	100.0 %	1940	1940
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	1940	1940
J3:10/4 (Windhover Roundabout Circulation - A3024 N)	3.25	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	1940	1940
J3:11/1 (A27 West End Road Exit)	4.00	0.00	Y	Arm J4:2 Ahead	99.90	100.0 %	1985	1985
J3:12/1 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:12/2 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:13/1 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:15 Left	61.50	100.0 %	1929	1929
J3:13/2 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	49.10	100.0 %	1917	1917
J3:13/3 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	50.40	100.0 %	1919	1919
J3:14/1 (A3025 Hamble Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:15/1 (A27 Providence Hill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:16/1 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1915	1915
J3:16/2 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1915	1915
J3:17/1 (A3024 Bursledon Road)	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J3:17/2 (A3024 Bursledon Road)	3.00	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1915	1915

Detailed Input Data And Results

J3:18/1 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	70.10	100.0 %	1933	1933
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910

Junction: J4: A27 West End Road/Site Access								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.3 %	1942	1942
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:6 Right	13.20	0.7 %		
				Arm J4:4 Ahead	Inf	89.4 %	1935	1935
				Arm J4:6 Left	15.10	10.6 %		
J4:3/1 (A27 West End Road (E) Exit)	3.40	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1955	1955
J4:4/1 (A27 West End Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/1 (Site Access)	3.65	0.00	Y	Arm J4:3 Right	17.30	91.8 %	1818	1818
				Arm J4:4 Left	12.80	8.2 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Observed PM '	17:00	18:00	01:00	
2: 'Hamble Airfield Quarry PM'	17:00	18:00	01:00	
3: '2031 Uplifted PM'	17:00	18:00	01:00	F1*1.0224
4: '2031 Baseline PM'	17:00	18:00	01:00	F2+F3
5: 'Warehousing PM'	17:00	18:00	01:00	
6: 'PDC Development PM'	17:00	18:00	01:00	
7: '2024 + Warehousing PM'	17:00	18:00	01:00	F1+F5
8: '2031 + Warehousing PM'	17:00	18:00	01:00	F4+F5
9: '2024 + PDC Development PM'	17:00	18:00	01:00	F1+F6
10: '2031 + PDC Development PM'	17:00	18:00	01:00	F4+F6
11: 'PDC Development PM - S Access Only'	17:00	18:00	01:00	
12: 'Warehousing PM - S Access Only'	17:00	18:00	01:00	
13: '2024 + PDC Development - S Access PM'	17:00	18:00	01:00	F1+F11
14: '2024 + Warehousing - S Access PM'	17:00	18:00	01:00	F1+F12

Traffic Flows, Desired
FG1: '2024 Observed PM '
Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	11	1	80	253	80	119	30	49	634
	B	9	0	0	0	4	14	4	7	0	14	52
	C	5	0	0	0	1	4	1	2	0	5	18
	D	1	0	0	0	0	3	1	2	0	1	8
	E	76	5	3	0	0	303	92	153	22	75	729
	F	201	13	6	1	120	0	215	386	55	199	1196
	G	75	4	2	0	50	152	0	118	17	74	492
	H	49	3	1	2	211	583	184	0	8	48	1089
	I	10	0	0	0	5	19	6	9	0	9	58
	J	36	18	3	0	37	124	39	59	9	0	325
	Tot.	462	54	26	4	508	1455	622	855	141	474	4601

FG2: 'Hamble Airfield Quarry PM'
Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	20	0	0	0	0	20
	I	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	20	0	0	0	0	20

FG3: '2031 Uplifted PM'**Desired Flow :**

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	11	1	82	259	82	122	31	50	649
	B	9	0	0	0	4	14	4	7	0	14	52
	C	5	0	0	0	1	4	1	2	0	5	18
	D	1	0	0	0	0	3	1	2	0	1	8
	E	78	5	3	0	0	310	94	156	22	77	745
	F	206	13	6	1	123	0	220	395	56	203	1223
	G	77	4	2	0	51	155	0	121	17	76	503
	H	50	3	1	2	216	596	188	0	8	49	1113
	I	10	0	0	0	5	19	6	9	0	9	58
	J	37	18	3	0	38	127	40	60	9	0	332
	Tot.	473	54	26	4	520	1487	636	874	143	484	4701

FG4: '2031 Baseline PM'**Desired Flow :**

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	11	1	82	259	82	122	31	50	649
	B	9	0	0	0	4	14	4	7	0	14	52
	C	5	0	0	0	1	4	1	2	0	5	18
	D	1	0	0	0	0	3	1	2	0	1	8
	E	78	5	3	0	0	310	94	156	22	77	745
	F	206	13	6	1	123	0	220	395	56	203	1223
	G	77	4	2	0	51	155	0	121	17	76	503
	H	50	3	1	2	216	616	188	0	8	49	1133
	I	10	0	0	0	5	19	6	9	0	9	58
	J	37	18	3	0	38	127	40	60	9	0	332
	Tot.	473	54	26	4	520	1507	636	874	143	484	4721

FG5: 'Warehousing PM'**Desired Flow :**

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	1	1	0	0	0	0	0	0	2
	B	0	0	0	0	0	0	0	0	0	0	0
	C	2	0	0	0	2	19	1	2	0	0	26
	D	4	0	0	0	3	28	2	3	0	0	40
	E	0	0	1	1	0	0	0	0	0	0	2
	F	0	0	18	29	0	0	0	0	0	0	47
	G	0	0	0	1	0	0	0	0	0	0	1
	H	0	0	1	1	0	0	0	0	0	0	2
	I	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	6	0	21	33	5	47	3	5	0	0	120

FG6: 'PDC Development PM'**Desired Flow :**

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	4	7	0	0	0	0	0	0	11
	B	0	0	0	0	0	0	0	0	0	0	0
	C	6	0	0	0	6	39	4	4	0	0	59
	D	8	0	0	0	8	59	4	11	0	0	90
	E	0	0	3	5	0	0	0	0	0	0	8
	F	0	0	27	42	0	0	0	0	0	0	69
	G	0	0	3	5	0	0	0	0	0	0	8
	H	0	0	3	3	0	0	0	0	0	0	6
	I	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	14	0	40	62	14	98	8	15	0	0	251

Detailed Input Data And Results

FG7: '2024 + Warehousing PM'

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	12	2	80	253	80	119	30	49	636
	B	9	0	0	0	4	14	4	7	0	14	52
	C	7	0	0	0	3	23	2	4	0	5	44
	D	5	0	0	0	3	31	3	5	0	1	48
	E	76	5	4	1	0	303	92	153	22	75	731
	F	201	13	24	30	120	0	215	386	55	199	1243
	G	75	4	2	1	50	152	0	118	17	74	493
	H	49	3	2	3	211	583	184	0	8	48	1091
	I	10	0	0	0	5	19	6	9	0	9	58
	J	36	18	3	0	37	124	39	59	9	0	325
	Tot.	468	54	47	37	513	1502	625	860	141	474	4721

FG8: '2031 + Warehousing PM'

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	12	2	82	259	82	122	31	50	651
	B	9	0	0	0	4	14	4	7	0	14	52
	C	7	0	0	0	3	23	2	4	0	5	44
	D	5	0	0	0	3	31	3	5	0	1	48
	E	78	5	4	1	0	310	94	156	22	77	747
	F	206	13	24	30	123	0	220	395	56	203	1270
	G	77	4	2	1	51	155	0	121	17	76	504
	H	50	3	2	3	216	616	188	0	8	49	1135
	I	10	0	0	0	5	19	6	9	0	9	58
	J	37	18	3	0	38	127	40	60	9	0	332
	Tot.	479	54	47	37	525	1554	639	879	143	484	4841

Detailed Input Data And Results

FG9: '2024 + PDC Development PM'

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	15	8	80	253	80	119	30	49	645
	B	9	0	0	0	4	14	4	7	0	14	52
	C	11	0	0	0	7	43	5	6	0	5	77
	D	9	0	0	0	8	62	5	13	0	1	98
	E	76	5	6	5	0	303	92	153	22	75	737
	F	201	13	33	43	120	0	215	386	55	199	1265
	G	75	4	5	5	50	152	0	118	17	74	500
	H	49	3	4	5	211	583	184	0	8	48	1095
	I	10	0	0	0	5	19	6	9	0	9	58
	J	36	18	3	0	37	124	39	59	9	0	325
	Tot.	476	54	66	66	522	1553	630	870	141	474	4852

FG10: '2031 + PDC Development PM'

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	15	8	82	259	82	122	31	50	660
	B	9	0	0	0	4	14	4	7	0	14	52
	C	11	0	0	0	7	43	5	6	0	5	77
	D	9	0	0	0	8	62	5	13	0	1	98
	E	78	5	6	5	0	310	94	156	22	77	753
	F	206	13	33	43	123	0	220	395	56	203	1292
	G	77	4	5	5	51	155	0	121	17	76	511
	H	50	3	4	5	216	616	188	0	8	49	1139
	I	10	0	0	0	5	19	6	9	0	9	58
	J	37	18	3	0	38	127	40	60	9	0	332
	Tot.	487	54	66	66	534	1605	644	889	143	484	4972

Detailed Input Data And Results

FG11: 'PDC Development PM - S Access Only'

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	11	0	0	0	0	0	0	0	11
	B	0	0	0	0	0	0	0	0	0	0	0
	C	14	0	0	0	13	0	10	12	0	0	49
	D	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	7	0	0	0	0	0	0	0	7
	F	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	8	0	0	0	0	0	0	0	8
	H	0	0	6	0	0	0	0	0	0	0	6
	I	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	14	0	32	0	13	0	10	12	0	0	81

FG12: 'Warehousing PM - S Access Only'

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	6	0	0	0	0	0	0	0	6
	B	0	0	0	0	0	0	0	0	0	0	0
	C	8	0	0	0	10	0	6	9	0	0	33
	D	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	8	0	0	0	0	0	0	0	8
	F	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	5	0	0	0	0	0	0	0	5
	H	0	0	7	0	0	0	0	0	0	0	7
	I	0	0	0	0	0	0	0	0	0	0	0
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	8	0	26	0	10	0	6	9	0	0	59

FG13: '2024 + PDC Development - S Access PM'**Desired Flow :**

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	22	1	80	253	80	119	30	49	645
	B	9	0	0	0	4	14	4	7	0	14	52
	C	19	0	0	0	14	4	11	14	0	5	67
	D	1	0	0	0	0	3	1	2	0	1	8
	E	76	5	10	0	0	303	92	153	22	75	736
	F	201	13	6	1	120	0	215	386	55	199	1196
	G	75	4	10	0	50	152	0	118	17	74	500
	H	49	3	7	2	211	583	184	0	8	48	1095
	I	10	0	0	0	5	19	6	9	0	9	58
	J	36	18	3	0	37	124	39	59	9	0	325
	Tot.	476	54	58	4	521	1455	632	867	141	474	4682

FG14: '2024 + Warehousing - S Access PM'**Desired Flow :**

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	17	1	80	253	80	119	30	49	640
	B	9	0	0	0	4	14	4	7	0	14	52
	C	13	0	0	0	11	4	7	11	0	5	51
	D	1	0	0	0	0	3	1	2	0	1	8
	E	76	5	11	0	0	303	92	153	22	75	737
	F	201	13	6	1	120	0	215	386	55	199	1196
	G	75	4	7	0	50	152	0	118	17	74	497
	H	49	3	8	2	211	583	184	0	8	48	1096
	I	10	0	0	0	5	19	6	9	0	9	58
	J	36	18	3	0	37	124	39	59	9	0	325
	Tot.	470	54	52	4	518	1455	628	864	141	474	4660

Scenario 7: '2031 + Warehousing PM' (FG8: '2031 + Warehousing PM', Plan 2: 'PM Stage Sequences')**Traffic Flows, Actual****Actual Flow :**

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	12	2	82	259	82	122	31	50	651
	B	9	0	0	0	4	14	4	7	0	14	52
	C	7	0	0	0	0	23	2	4	0	5	41
	D	5	0	0	0	3	31	3	5	0	1	48
	E	78	5	4	1	0	310	94	156	22	77	747
	F	206	13	24	30	123	0	220	395	56	203	1270
	G	77	4	2	1	51	155	0	121	17	76	504
	H	50	3	2	3	216	616	188	0	8	49	1135
	I	10	0	0	0	0	19	6	9	0	9	53
	J	37	18	3	0	38	127	40	60	9	0	332
	Tot.	479	54	47	37	517	1554	639	879	143	484	4833

Traffic Flows, Difference**Difference :**

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	-3	0	0	0	0	0	-3
	D	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0	0	0
	I	0	0	0	0	-5	0	0	0	0	0	-5
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	-8	0	0	0	0	0	-8

Scenario 8: '2031 + PDC Development PM' (FG10: '2031 + PDC Development PM', Plan 2: 'PM Stage Sequences')**Traffic Flows, Actual****Actual Flow :**

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	15	8	82	259	82	122	31	50	660
	B	9	0	0	0	4	14	4	7	0	14	52
	C	11	0	0	0	0	43	5	6	0	5	70
	D	9	0	0	0	8	62	5	13	0	1	98
	E	78	5	6	5	0	310	94	156	22	77	753
	F	206	13	33	43	123	0	220	395	56	203	1292
	G	77	4	5	5	51	155	0	121	17	76	511
	H	50	3	4	5	216	616	188	0	8	49	1139
	I	10	0	0	0	0	19	6	9	0	9	53
	J	37	18	3	0	38	127	40	60	9	0	332
	Tot.	487	54	66	66	522	1605	644	889	143	484	4960

Traffic Flows, Difference**Difference :**

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	0	0	0	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0	0	0	0	0
	C	0	0	0	0	-7	0	0	0	0	0	-7
	D	0	0	0	0	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0	0	0	0	0
	G	0	0	0	0	0	0	0	0	0	0	0
	H	0	0	0	0	0	0	0	0	0	0	0
	I	0	0	0	0	-5	0	0	0	0	0	-5
	J	0	0	0	0	0	0	0	0	0	0	0
	Tot.	0	0	0	0	-12	0	0	0	0	0	-12

Traffic Lane Flows

Lane	Scenario 7: 2031 + Warehousing PM	Scenario 8: 2031 + PDC Development PM
Junction: J1: A3024/Botley Road Signals		
J1:1/1 (with short)	651(In) 601(Out)	660(In) 610(Out)
J1:1/2 (short)	50	50
J1:2/1	52	52
J1:3/1 (short)	420	420
J1:3/2 (with short)	878(In) 458(Out)	886(In) 466(Out)
J1:4/1 (short)	37	37
J1:4/2 (with short)	332(In) 295(Out)	332(In) 295(Out)
J1:5/1	896	905
J1:6/1	479	487
J1:7/1	54	54
J1:8/1	484	484
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue		
J2:1/1 (with short)	896(In) 856(Out)	905(In) 865(Out)
J2:1/2 (short)	40	40
J2:2/1	473	484
J2:2/2	509	518
J2:3/1 (short)	19	19
J2:3/2 (with short)	53(In) 34(Out)	53(In) 34(Out)
J2:4/1	355	373
J2:4/2	549	562
J2:5/1	401	416
J2:5/2	477	470
J2:6/1	143	143
J2:7/1 (short)	29	54
J2:7/2 (with short)	41(In) 12(Out)	70(In) 16(Out)
J2:8/1	47	66
J2:9/1	878	886
Junction: J3: Windhover Roundabout		
J3:1/1 (short)	126	132
J3:1/2 (with short)	355(In) 229(Out)	373(In) 241(Out)

Detailed Input Data And Results

J3:1/3	549	562
J3:2/1 (short)	424	443
J3:2/2 (with short)	765(In) 341(Out)	765(In) 322(Out)
J3:2/3	618	637
J3:3/1 (short)	112	114
J3:3/2 (with short)	661(In) 549(Out)	655(In) 541(Out)
J3:3/3	474	484
J3:4/1	879	889
J3:4/2	588	567
J3:4/3 (with short)	642(In) 498(Out)	698(In) 545(Out)
J3:4/4 (short)	144	153
J3:5/1	625	603
J3:5/2	357	399
J3:6/1 (short)	341	372
J3:6/2 (with short)	791(In) 450(Out)	838(In) 466(Out)
J3:7/1	615	615
J3:7/2	655	677
J3:8/1 (short)	240	283
J3:8/2 (with short)	504(In) 264(Out)	511(In) 228(Out)
J3:9/1	550	575
J3:9/2	570	563
J3:9/3 (with short)	1167(In) 643(Out)	1199(In) 670(Out)
J3:9/4 (short)	524	529
J3:10/1	726	771
J3:10/2	828	834
J3:10/3 (with short)	974(In) 419(Out)	995(In) 424(Out)
J3:10/4 (short)	555	571
J3:11/1	550	575
J3:12/1	726	771
J3:12/2	828	834
J3:13/1	639	644
J3:13/2	758	768
J3:13/3	847	875
J3:14/1	879	889
J3:15/1	639	644

Detailed Input Data And Results

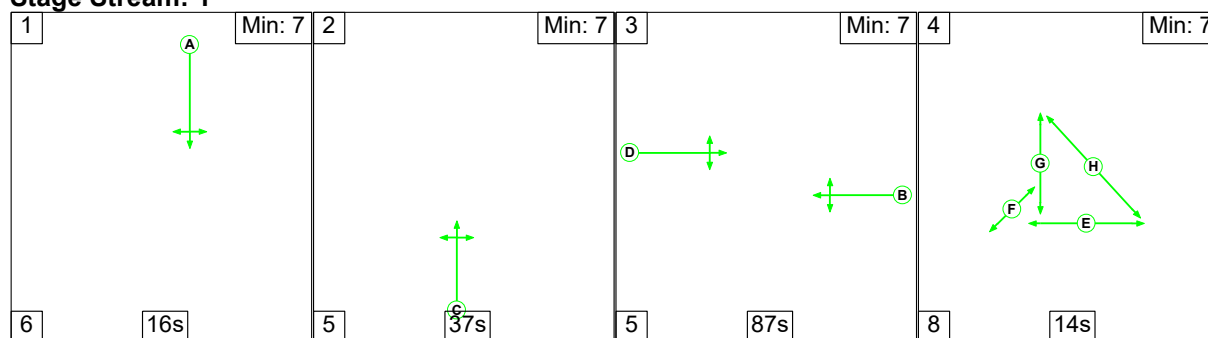
J3:16/1	355	373
J3:16/2	549	562
J3:17/1	473	484
J3:17/2	509	518
J3:18/1	419	424
J3:18/2	555	571
Junction: J4: A27 West End Road/Site Access		
J4:1/1	747	753
J4:2/1	550	575
J4:3/1	791	838
J4:4/1	517	522
J4:5/1	48	98
J4:6/1	37	66

Scenario 7: '2031 + Warehousing PM' (FG8: '2031 + Warehousing PM', Plan 2: 'PM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1



Stage Timings

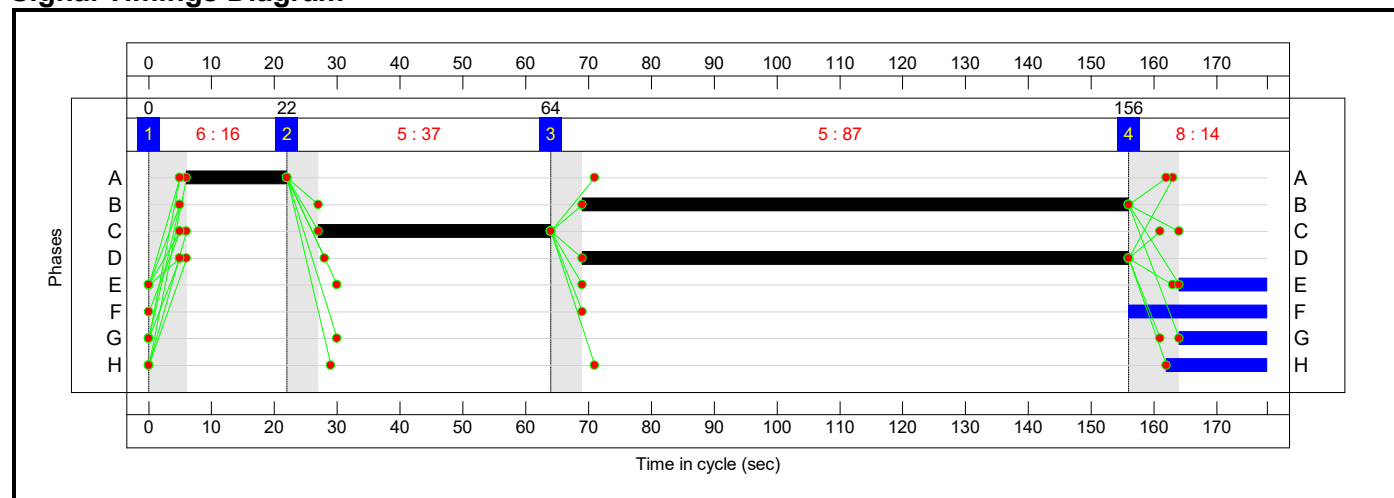
Stage Stream: 1

Stage	1	2	3	4
Duration	16	37	87	14
Change Point	0	22	64	156

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Botley Road (N) Left Right Ahead	Traffic	1	16	6	22
B	A3024 Bursledon Road (E) Ahead Right Left	Traffic	1	87	69	156
C	Botley Road (S) Right Left Ahead	Traffic	1	37	27	64
D	A3024 Bursledon Road (W) Ahead Left Right	Traffic	1	87	69	156
E	Pedestrians across	Pedestrian	1	14	164	0
F	Pedestrians across	Pedestrian	1	22	156	0
G	Pedestrians across	Pedestrian	1	14	164	0
H	Pedestrians across	Pedestrian	1	16	162	0

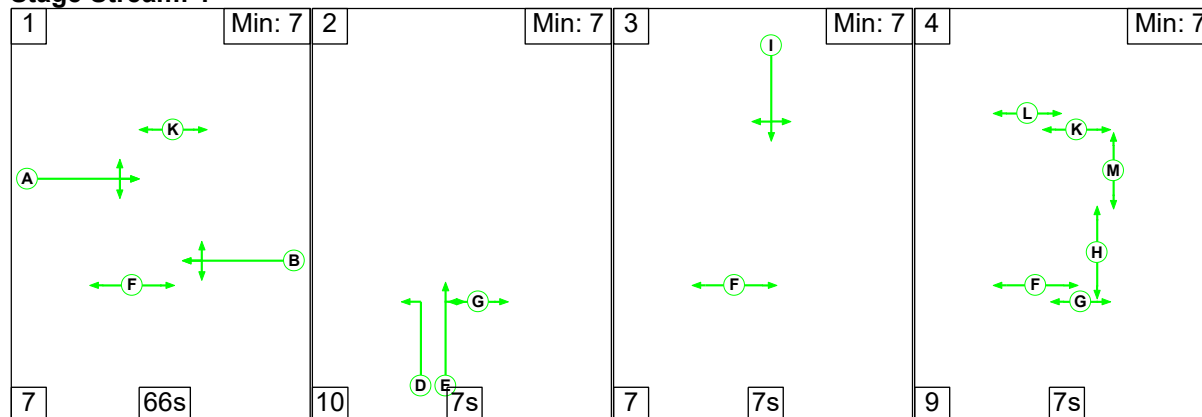
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



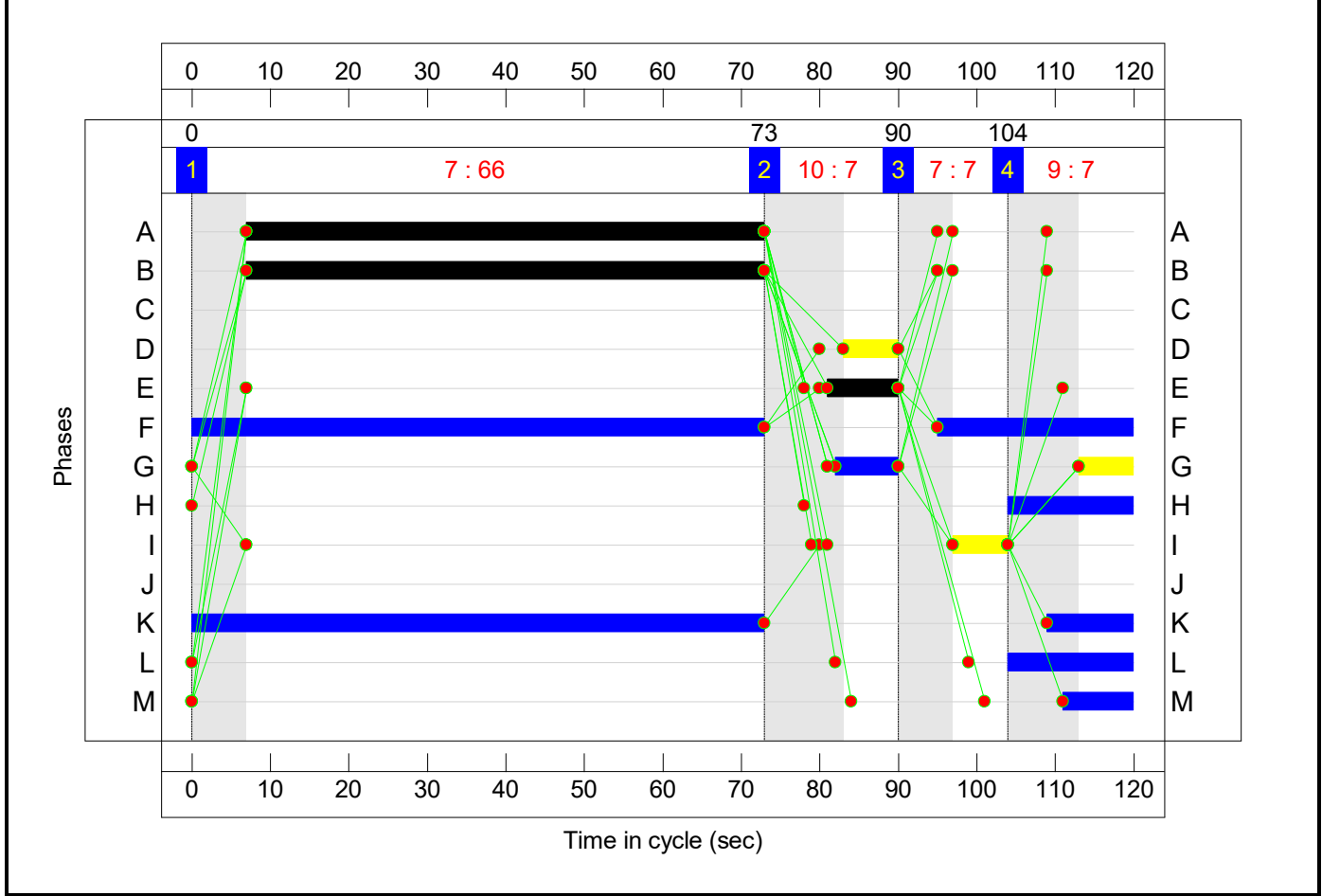
Stage Timings**Stage Stream: 1**

Stage	1	2	3	4
Duration	66	7	7	7
Change Point	0	73	90	104

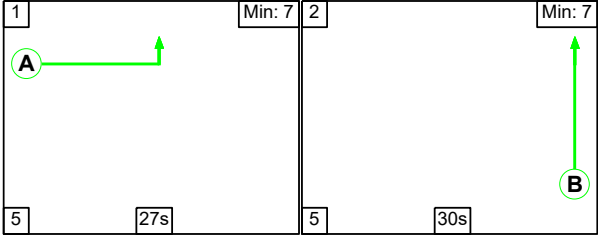
Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A3024 Bursledon Road (W) Ahead Right Left	Traffic	1	66	7	73			
B	A3024 Bursledon Road (E) Ahead Left Right	Traffic	1	66	7	73			
C	Le Marechal Avenue Left	Traffic	1						
D		Traffic	1	7	83	90			
E	Le Marechal Avenue Right Ahead	Traffic	1	9	81	90			
F	Pedestrians across	Pedestrian	1	98	95	73			
G	Pedestrians across	Pedestrian	1	8	82	90	7	113	0
H	Pedestrians across	Pedestrian	1	16	104	0			
I	Site Access Left Right Ahead	Traffic	1	7	97	104			
J		Traffic	1						
K	Pedestrians across	Pedestrian	1	84	109	73			
L	Pedestrians across	Pedestrian	1	16	104	0			
M	Pedestrians across	Pedestrian	1	9	111	0			

Signal Timings Diagram



Controller :C3
Stage Sequence Diagram

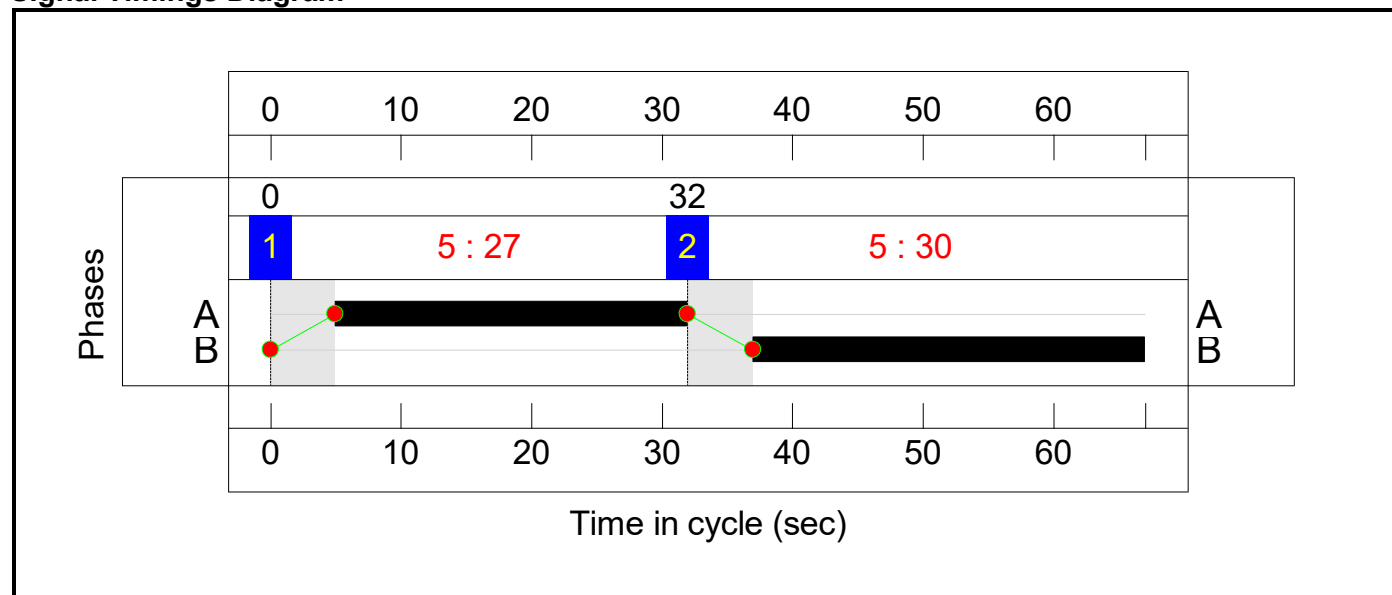
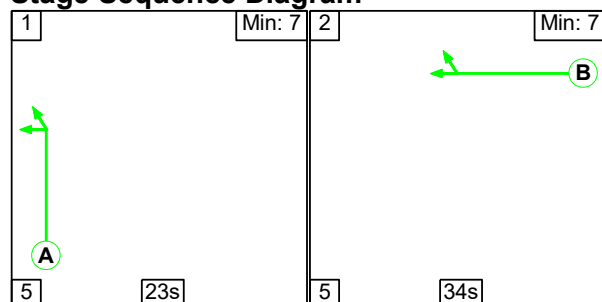


Stage Timings

Stage	1	2
Duration	27	30
Change Point	0	32

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A3024 Bursledon Road Left	Traffic	27	5	32
B	Windhover Roundabout Circulation - A3024 Stopline Ahead	Traffic	30	37	0

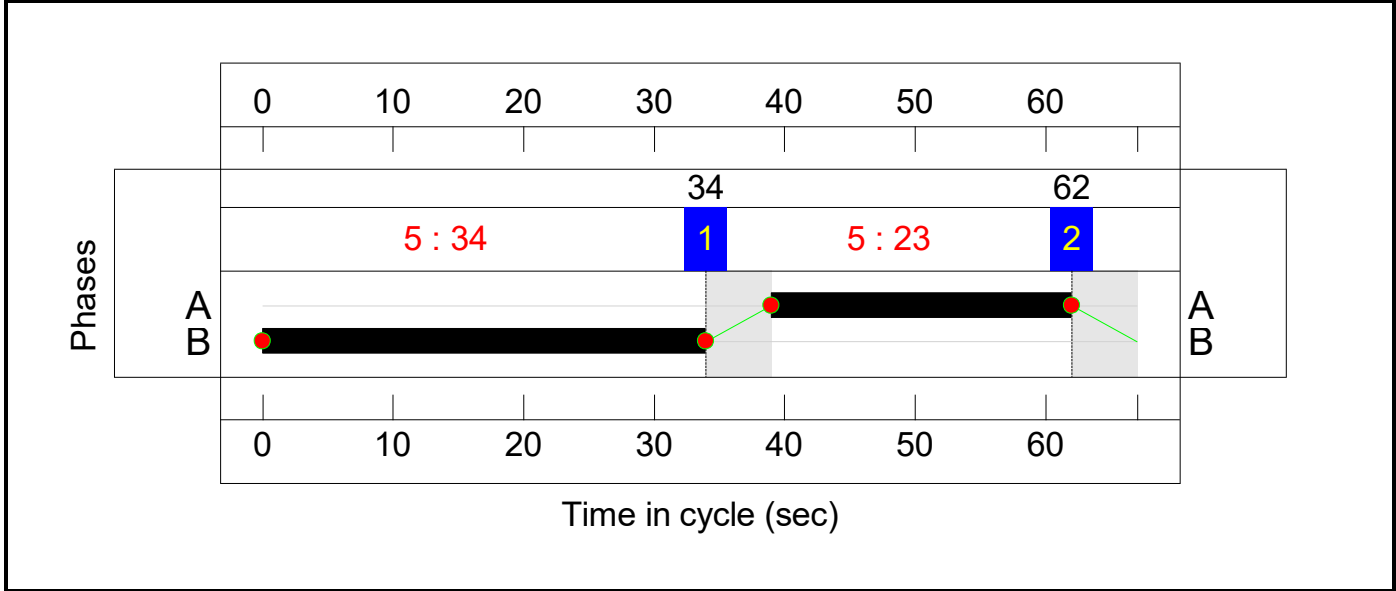
Signal Timings Diagram**Controller :C4****Stage Sequence Diagram****Stage Timings**

Stage	1	2
Duration	23	34
Change Point	34	62

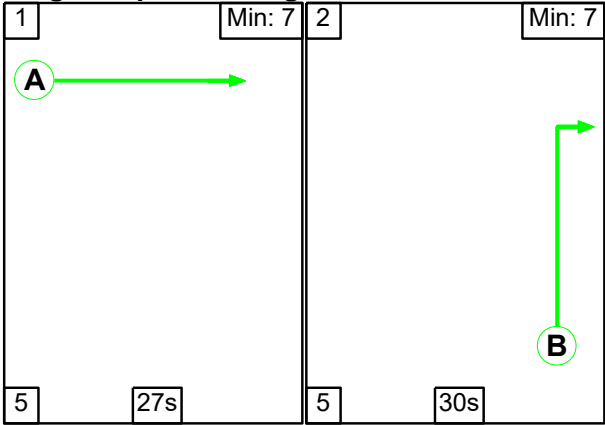
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A3025 Hamble Lane Ahead Left	Traffic	23	39	62
B	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	Traffic	34	0	34

Signal Timings Diagram



Controller :C5
Stage Sequence Diagram



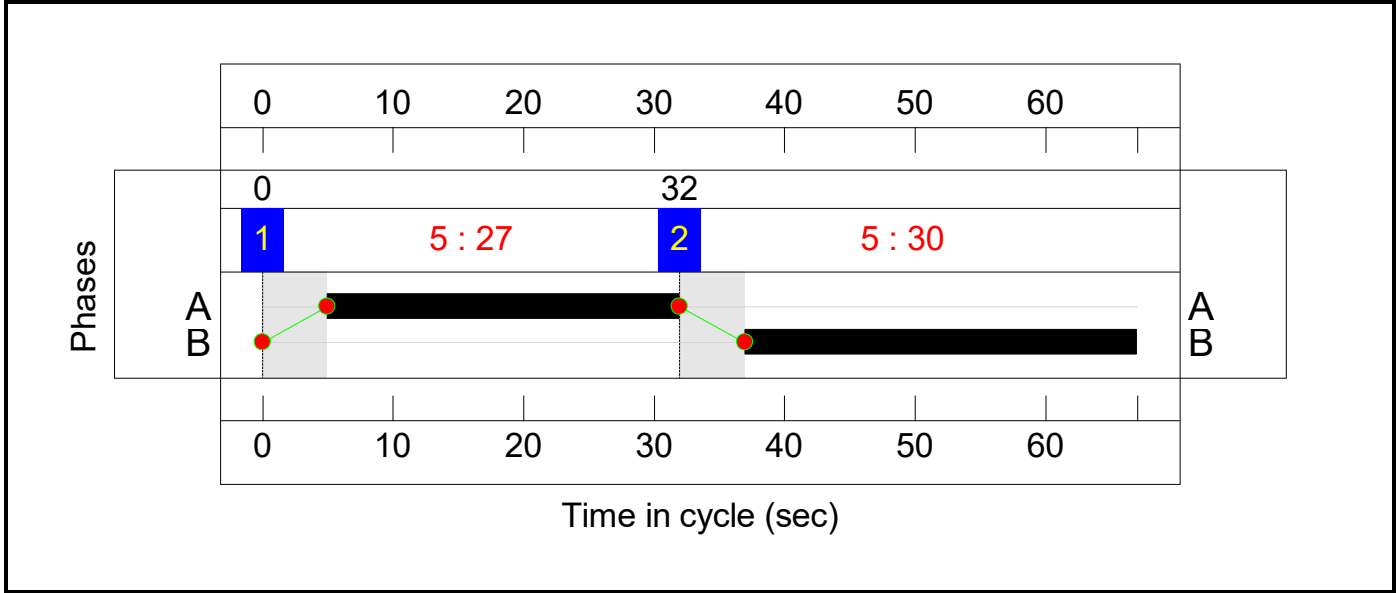
Stage Timings

Stage	1	2
Duration	27	30
Change Point	0	32

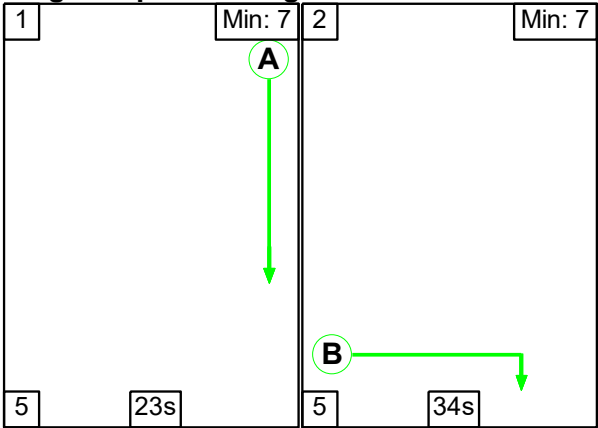
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A27 West End Road Ahead	Traffic	27	5	32
B	Windhover Roundabout Circulation - A27 N Right	Traffic	30	37	0

Signal Timings Diagram



Controller :C6
Stage Sequence Diagram

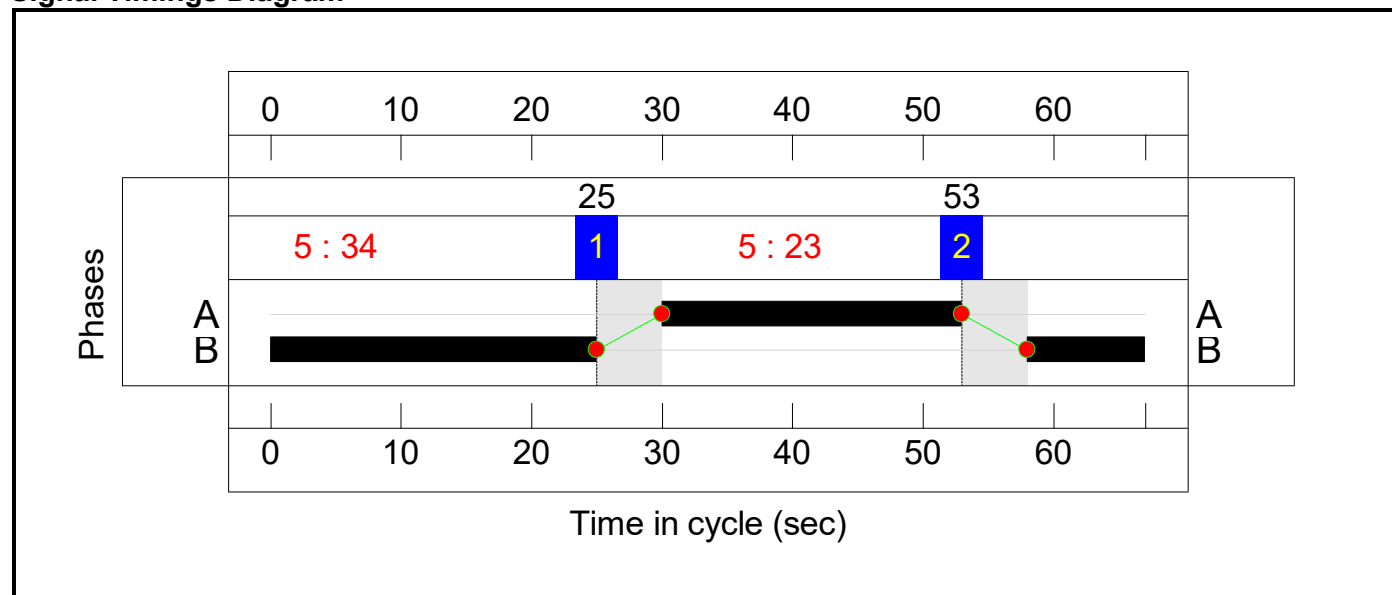


Stage Timings

Stage	1	2
Duration	23	34
Change Point	25	53

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A3024 Bert Betts Way WB Ahead	Traffic	23	30	53
B	Windhover Roundabout A3024 Circulation Right	Traffic	34	58	25

Signal Timings Diagram**Lane Green Times**

Junction: J1: A3024/Botley Road Signals					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	A3024 Bursledon Road (W) Ahead Left	U	D	69	156
J1:1/2	A3024 Bursledon Road (W) Right	O	D	69	156
J1:2/1	Botley Road (N) Left Right Ahead	U	A	6	22
J1:3/1	A3024 Bursledon Road (E) Left	U	B	69	156
J1:3/2	A3024 Bursledon Road (E) Ahead Right	O	B	69	156
J1:4/1	Botley Road (S) Left	U	C	27	64
J1:4/2	Botley Road (S) Right Ahead	U	C	27	64

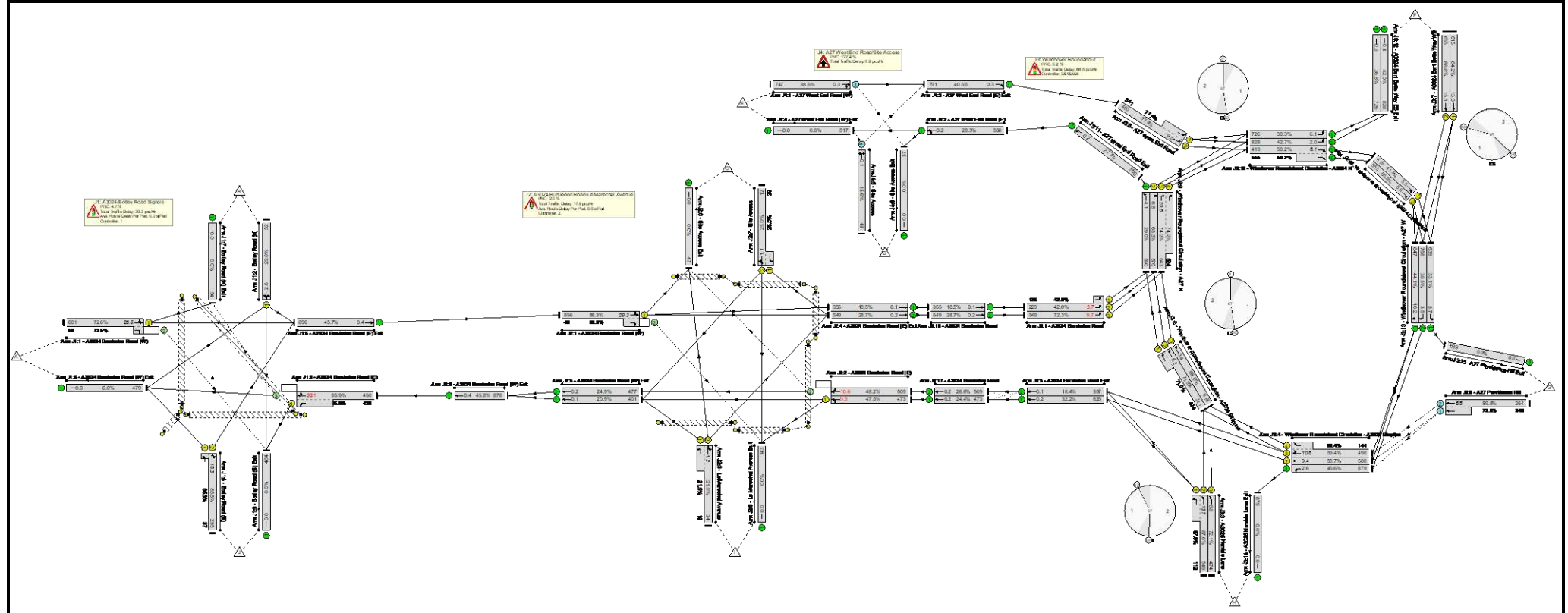
Detailed Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	A3024 Bursledon Road (W) Ahead Left	U	A	7	73
J2:1/2	A3024 Bursledon Road (W) Right	O	A	7	73
J2:2/1	A3024 Bursledon Road (E) Ahead Left	U	B	7	73
J2:2/2	A3024 Bursledon Road (E) Ahead Right	O	B	7	73
J2:3/1	Le Marechal Avenue Left	U	D	83	90
J2:3/2	Le Marechal Avenue Right Ahead	U	E	81	90
J2:7/1	Site Access Left	U	I	97	104
J2:7/2	Site Access Right Ahead	U	I	97	104

Junction: J3: Windhover Roundabout					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A3024 Bursledon Road Left	U	A	5	32
J3:1/2	A3024 Bursledon Road Left	U	A	5	32
J3:1/3	A3024 Bursledon Road Left	U	A	5	32
J3:2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	B	37	0
J3:2/2	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	B	37	0
J3:2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	B	37	0
J3:3/1	A3025 Hamble Lane Left	U	A	39	62
J3:3/2	A3025 Hamble Lane Ahead	U	A	39	62
J3:3/3	A3025 Hamble Lane Ahead	U	A	39	62
J3:4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	B	0	34
J3:4/3	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	B	0	34
J3:4/4	Windhover Roundabout Circulation - A3025 Stopline Right	U	B	0	34
J3:6/1	A27 West End Road Ahead	U	A	5	32
J3:6/2	A27 West End Road Ahead	U	A	5	32
J3:7/1	A3024 Bert Betts Way WB Ahead	U	A	30	53
J3:7/2	A3024 Bert Betts Way WB Ahead	U	A	30	53
J3:9/2	Windhover Roundabout Circulation - A27 N Right	U	B	37	0
J3:9/3	Windhover Roundabout Circulation - A27 N Right	U	B	37	0
J3:9/4	Windhover Roundabout Circulation - A27 N Right	U	B	37	0
J3:18/1	Windhover Roundabout A3024 Circulation Right	U	B	58	25
J3:18/2	Windhover Roundabout A3024 Circulation Right	U	B	58	25

Junction: J4: A27 West End Road/Site Access					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	89.8%
J1: A3024/Botley Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	-	85.9%
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	87	-	-	651	1811:1761	828+69	72.6 : 72.6%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	16	-	-	52	1879	179	29.0%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	87	-	-	878	1805:1804	533+489	85.9 : 85.9%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	37	-	-	332	1804:1819	345+43	85.6 : 85.6%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	-	896	1960	1960	45.7%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	-	479	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	-	54	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	-	484	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	14	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	14	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	22	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	16	-	-	0	-	0	0.0%

Detailed Input Data And Results

J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	88.3%
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U+O	2:1	N/A	C2:A		1	66	-	-	896	1812:1811	970+45	88.3 : 88.3%
2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	66	-	-	473	1782	995	47.5%
2/2	A3024 Bursledon Road (E) Ahead Right	O	2:1	N/A	C2:B		1	66	-	-	509	1905	1056	48.2%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:E C2:D		1	9:7	-	-	53	1900:1848	158+88	21.5 : 21.5%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	-	355	1915	1915	18.5%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	-	549	1915	1915	28.7%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	-	401	1915	1915	20.9%
5/2	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	-	477	1915	1915	24.9%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	-	143	Inf	Inf	0.0%
7/2+7/1	Site Access Left Right Ahead	U	2:1	N/A	C2:I		1	7	-	-	41	1835:1741	48+116	25.0 : 25.0%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	-	47	Inf	Inf	0.0%
9/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	-	878	1915	1915	45.8%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:H		1	16	-	-	0	-	0	0.0%

Detailed Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		2	15	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	84	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	16	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	2:1	-	C2:M		1	9	-	-	0	-	0	0.0%
J3: Windhover Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	-	89.8%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	-	355	1918:1860	546+300	42.0 : 42.0%
1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	-	549	1818	760	72.3%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	-	765	1971:1960	476+592	71.6 : 71.6%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	-	618	1965	909	68.0%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	23	-	-	661	1925:1930	627+128	87.6 : 87.6%
3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	23	-	-	474	1835	657	72.1%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	-	879	1928	1928	45.6%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	34	-	-	588	1919	1002	58.7%

Detailed Input Data And Results

4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	34	-	-	642	1929:1898	838+242	59.4 : 59.4%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	-	625	1940	1940	32.2%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	-	357	1940	1940	18.4%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C5:A		1	27	-	-	791	1938:1938	581+441	77.4 : 77.4%
7/1	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C6:A		1	23	-	-	615	2040	731	84.2%
7/2	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C6:A		1	23	-	-	655	2060	738	88.8%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	-	504	1886:1884	294+325	89.8 : 73.9%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	-	550	1898	1898	29.0%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C5:B		1	30	-	-	570	1887	873	65.3%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C5:B		1	30	-	-	1167	1872:1940	866+706	74.2 : 74.2%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	-	726	1898	1898	38.3%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	-	828	1940	1940	42.7%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	-	974	1940:1940	835+1105	50.2 : 50.2%

Detailed Input Data And Results

11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	-	550	1985	1985	27.7%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	-	726	1972	1972	36.8%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	-	828	1972	1972	42.0%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	-	639	1929	1929	33.1%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	-	758	1917	1917	39.5%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	-	847	1919	1919	44.1%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	-	639	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	-	355	1915	1915	18.5%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	-	549	1915	1915	28.7%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	-	473	1940	1940	24.4%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	-	509	1915	1915	26.6%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C6:B		1	34	-	-	419	1933	1010	41.5%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C6:B		1	34	-	-	555	1910	998	55.6%

Detailed Input Data And Results

J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	-	40.5%
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	-	747	1943	1936	38.6%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	-	550	1942	1942	28.3%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	-	791	1955	1955	40.5%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	-	517	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	-	48	1819	354	13.6%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	-	37	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	965	238	1	72.1	42.2	1.0	115.3	-	-	-	-	
J1: A3024/Botley Road Signals	-	-	75	0	0	22.1	7.6	0.6	30.3	-	-	-	-	
1/1+1/2	651	651	50	0	0	6.4	1.3	0.5	8.2 (7.1+1.1)	45.2 (42.6:77.1)	25.2	1.3	26.5	
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.0	2.4	0.2	2.6	
3/2+3/1	878	878	25	0	0	8.4	2.9	0.2	11.5 (6.1+5.4)	47.2 (47.8:46.5)	30.2	2.9	33.1	
4/2+4/1	332	332	-	-	-	6.2	2.7	-	8.9 (7.9+1.0)	96.6 (96.6:96.5)	15.6	2.7	18.3	
5/1	896	896	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
6/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	72	0	0	11.4	5.8	0.3	17.6	-	-	-	-	
1/1+1/2	896	896	40	0	0	5.7	3.5	0.0	9.3 (8.8+0.5)	37.4 (37.2:40.7)	25.7	3.5	29.3	
2/1	473	473	-	-	-	2.1	0.5	-	2.5	19.4	9.5	0.5	9.9	
2/2	509	509	32	0	0	2.3	0.5	0.3	3.0	21.3	10.2	0.5	10.6	
3/2+3/1	53	53	-	-	-	0.8	0.1	-	0.9 (0.6+0.3)	61.2 (60.6:62.1)	1.1	0.1	1.2	
4/1	355	355	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	

Detailed Input Data And Results

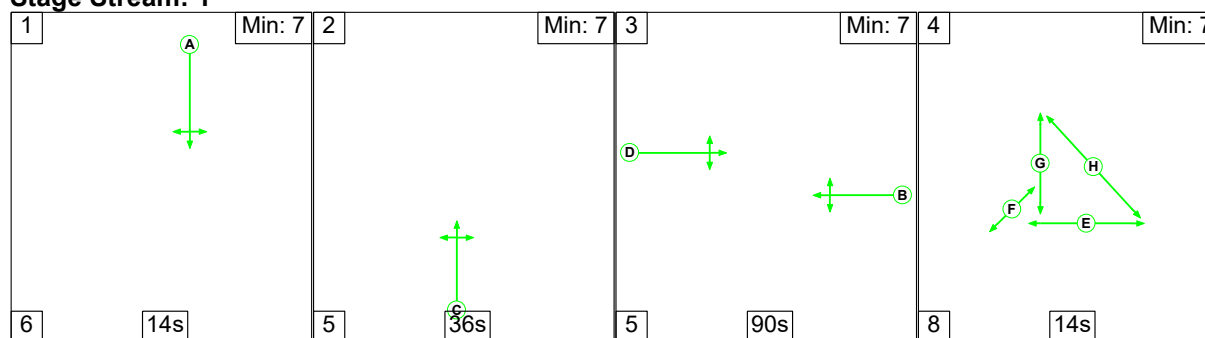
4/2	549	549	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	401	401	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
5/2	477	477	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
6/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	41	41	-	-	-	0.6	0.2	-	0.8 (0.2+0.5)	67.6 (67.3:67.8)	0.9	0.2	1.1	
8/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	878	878	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
J3: Windhover Roundabout	-	-	770	238	0	38.6	27.9	0.0	66.5	-	-	-	-	
1/2+1/1	355	355	-	-	-	1.3	0.4	-	1.6 (1.1+0.6)	16.6 (16.7:16.3)	3.3	0.4	3.7	
1/3	549	549	-	-	-	2.5	1.3	-	3.8	24.7	8.4	1.3	9.7	
2/2+2/1	765	765	-	-	-	1.7	1.2	-	3.0 (0.6+2.3)	13.9 (6.7:19.7)	3.9	1.2	5.2	
2/3	618	618	-	-	-	0.7	1.1	-	1.8	10.3	2.3	1.1	3.4	
3/2+3/1	661	661	-	-	-	3.5	3.3	-	6.8 (5.7+1.1)	37.2 (37.5:35.7)	10.4	3.3	13.7	
3/3	474	474	-	-	-	2.4	1.3	-	3.7	28.3	7.5	1.3	8.8	
4/1	879	879	-	-	-	0.0	0.4	-	0.4	1.7	2.2	0.4	2.6	
4/2	588	588	-	-	-	2.4	0.7	-	3.2	19.3	8.7	0.7	9.4	
4/3+4/4	642	642	-	-	-	3.2	0.7	-	3.9 (3.4+0.5)	22.0 (24.4:13.6)	10.0	0.7	10.8	
5/1	625	625	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
5/2	357	357	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	

Detailed Input Data And Results

6/2+6/1	791	791	-	-	-	3.2	1.7	-	4.9 (2.8+2.1)	22.3 (22.6:21.9)	7.9	1.7	9.5	
7/1	615	615	-	-	-	3.4	2.5	-	5.9	34.7	10.4	2.5	13.0	
7/2	655	655	-	-	-	3.7	3.6	-	7.3	40.2	11.5	3.6	15.1	
8/2+8/1	504	504	770	238	0	1.9	2.1	-	4.0 (2.2+1.7)	28.3 (30.3:26.2)	4.7	2.1	6.8	
9/1	550	550	-	-	-	0.0	0.2	-	0.2	1.4	3.8	0.2	4.1	
9/2	570	570	-	-	-	1.5	0.9	-	2.5	15.5	5.9	0.9	6.8	
9/3+9/4	1167	1167	-	-	-	4.8	1.4	-	6.2 (3.3+2.9)	19.2 (18.6:19.9)	19.2	1.4	20.6	
10/1	726	726	-	-	-	0.0	0.3	-	0.3	1.6	5.8	0.3	6.1	
10/2	828	828	-	-	-	0.0	0.4	-	0.4	1.6	1.6	0.4	2.0	
10/3+10/4	974	974	-	-	-	0.0	0.5	-	0.5 (0.2+0.3)	1.9 (1.9:1.9)	7.6	0.5	8.1	
11/1	550	550	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
12/1	726	726	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
12/2	828	828	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
13/1	639	639	-	-	-	0.0	0.2	-	0.3	1.5	5.4	0.2	5.7	
13/2	758	758	-	-	-	0.0	0.3	-	0.3	1.6	3.2	0.3	3.5	
13/3	847	847	-	-	-	0.1	0.4	-	0.5	2.0	9.8	0.4	10.2	
14/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	355	355	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
16/2	549	549	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
17/1	473	473	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
17/2	509	509	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
18/1	419	419	-	-	-	1.1	0.4	-	1.4	12.2	5.1	0.4	5.5	
18/2	555	555	-	-	-	1.2	0.6	-	1.8	11.8	4.9	0.6	5.6	
J4: A27 West End Road/Site Access	-	-	49	0	0	0.0	0.9	0.0	0.9	-	-	-	-	

Detailed Input Data And Results

1/1	747	747	1	0	0	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
2/1	550	550	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
3/1	791	791	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
4/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	48	48	48	0	0	0.0	0.1	-	0.1	5.9	0.0	0.1	0.1	
6/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 Stream: 1 PRC for Signalled Lanes (%) 4.7 Total Delay for Signalled Lanes (pcuHr) 29.88 Cycle Time (s) 178 C2 Stream: 1 PRC for Signalled Lanes (%) 2.0 Total Delay for Signalled Lanes (pcuHr) 16.52 Cycle Time (s) 120 C3 PRC for Signalled Lanes (%) 24.6 Total Delay for Signalled Lanes (pcuHr) 10.13 Cycle Time (s) 67 C4 PRC for Signalled Lanes (%) 2.7 Total Delay for Signalled Lanes (pcuHr) 17.62 Cycle Time (s) 67 C5 PRC for Signalled Lanes (%) 16.3 Total Delay for Signalled Lanes (pcuHr) 13.57 Cycle Time (s) 67 C6 PRC for Signalled Lanes (%) 1.4 Total Delay for Signalled Lanes (pcuHr) 16.47 Cycle Time (s) 67 PRC Over All Lanes (%) 0.2 Total Delay Over All Lanes(pcuHr) 115.27														

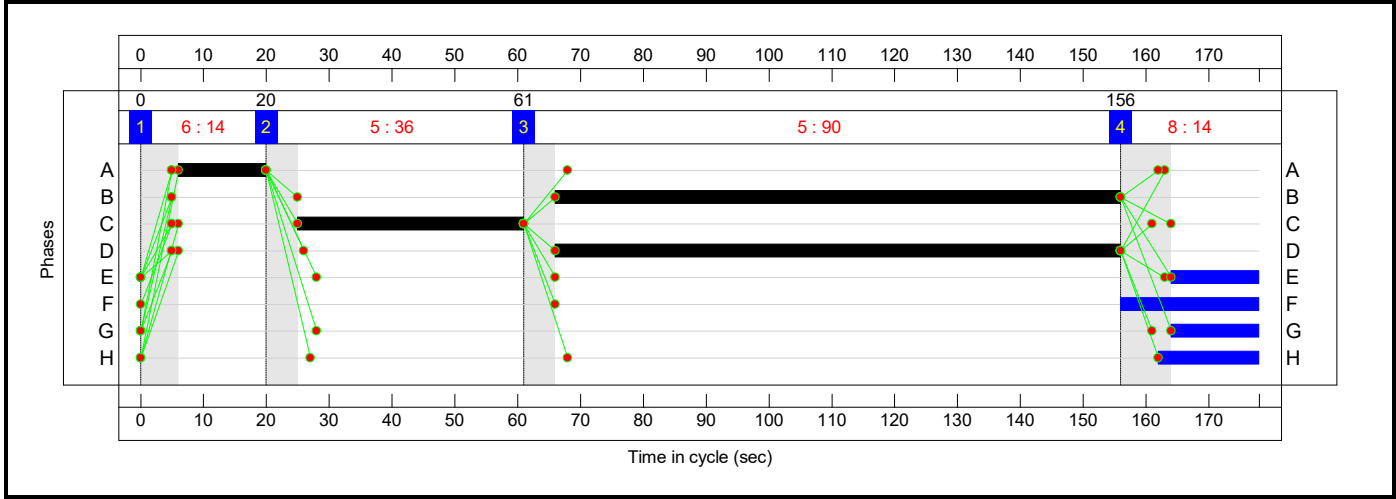
Stage Sequence Diagram**Stage Stream: 1****Stage Timings****Stage Stream: 1**

Stage	1	2	3	4
Duration	14	36	90	14
Change Point	0	20	61	156

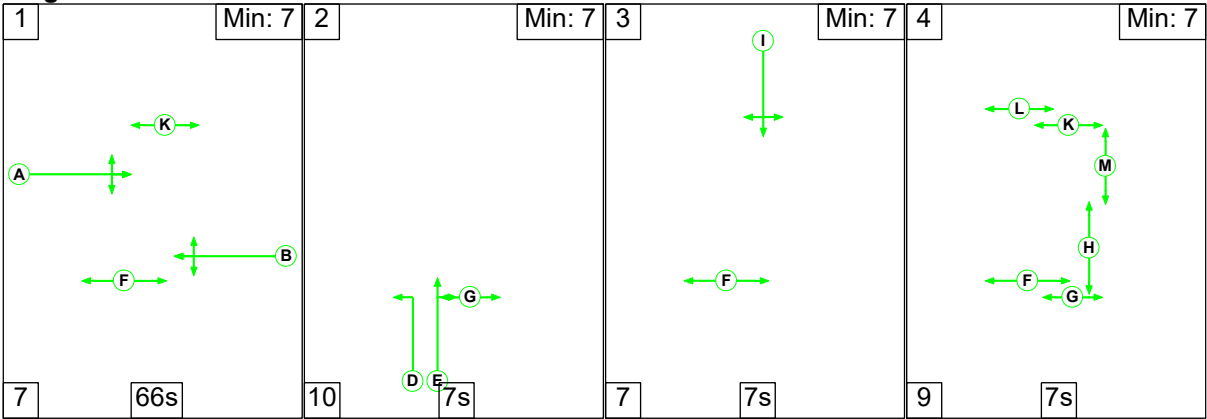
Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	Botley Road (N) Left Right Ahead	Traffic	1	14	6	20
B	A3024 Bursledon Road (E) Ahead Right Left	Traffic	1	90	66	156
C	Botley Road (S) Right Left Ahead	Traffic	1	36	25	61
D	A3024 Bursledon Road (W) Ahead Left Right	Traffic	1	90	66	156
E	Pedestrians across	Pedestrian	1	14	164	0
F	Pedestrians across	Pedestrian	1	22	156	0
G	Pedestrians across	Pedestrian	1	14	164	0
H	Pedestrians across	Pedestrian	1	16	162	0

Signal Timings Diagram



Controller :C2
Stage Sequence Diagram
Stage Stream: 1



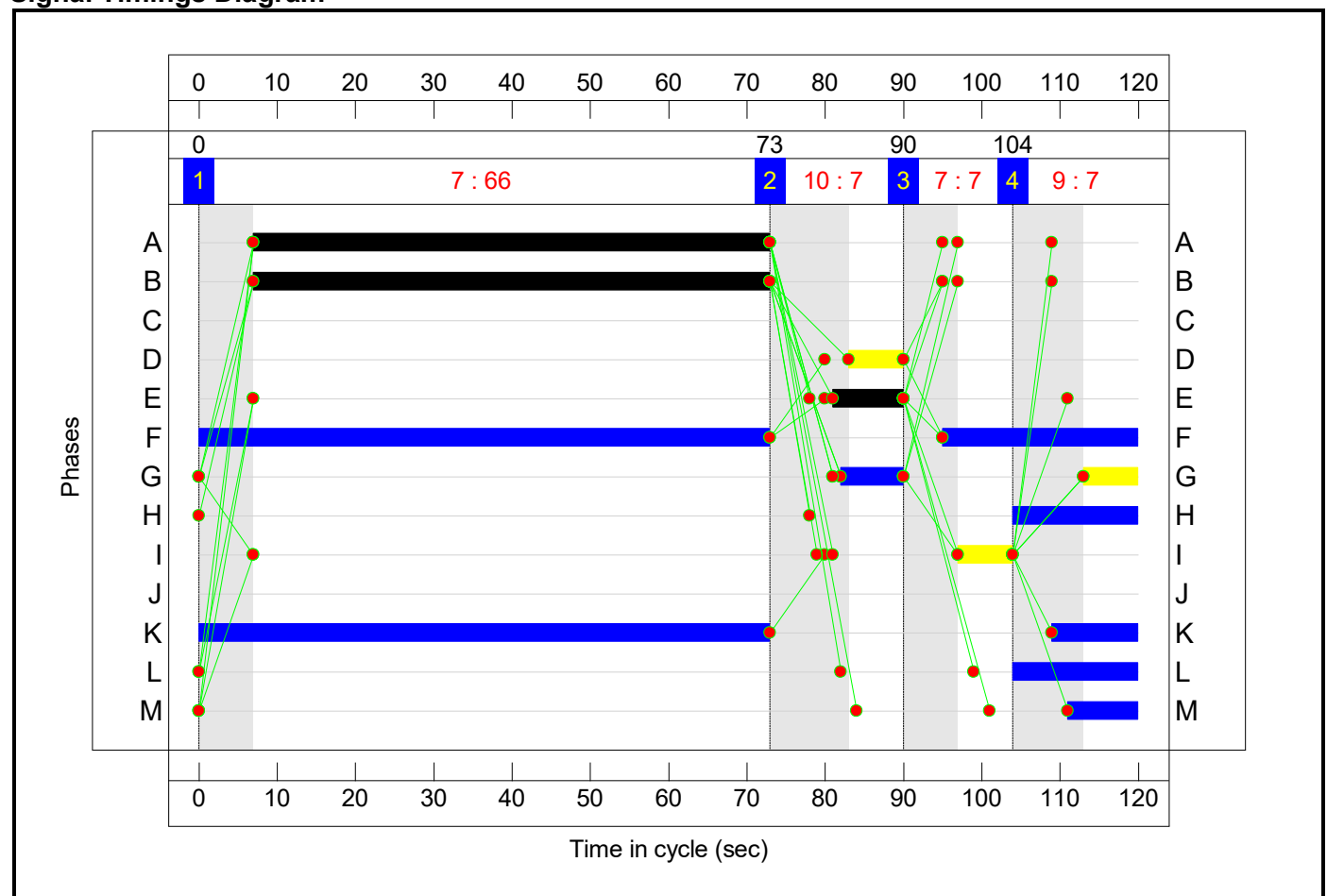
Stage Timings
Stage Stream: 1

Stage	1	2	3	4
Duration	66	7	7	7
Change Point	0	73	90	104

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1			Green Period 2		
				Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	A3024 Bursledon Road (W) Ahead Right Left	Traffic	1	66	7	73			
B	A3024 Bursledon Road (E) Ahead Left Right	Traffic	1	66	7	73			
C		Traffic	1						
D	Le Marechal Avenue Left	Traffic	1	7	83	90			
E	Le Marechal Avenue Right Ahead	Traffic	1	9	81	90			
F	Pedestrians across	Pedestrian	1	98	95	73			
G	Pedestrians across	Pedestrian	1	8	82	90	7	113	0
H	Pedestrians across	Pedestrian	1	16	104	0			
I	Site Access Left Right Ahead	Traffic	1	7	97	104			
J		Traffic	1						
K	Pedestrians across	Pedestrian	1	84	109	73			
L	Pedestrians across	Pedestrian	1	16	104	0			
M	Pedestrians across	Pedestrian	1	9	111	0			

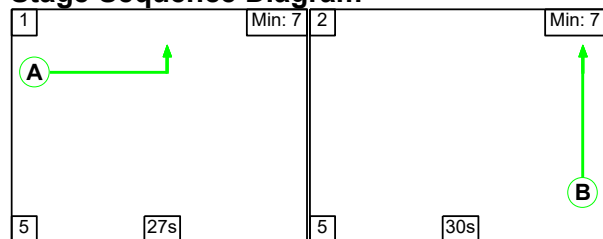
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



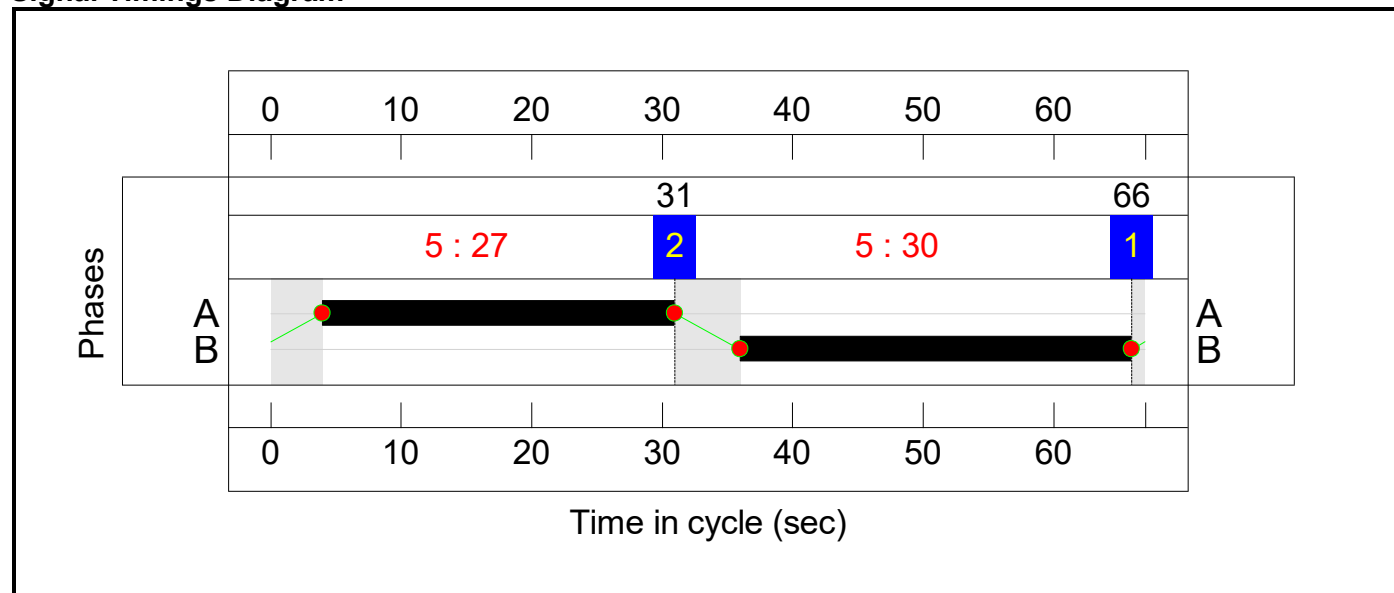
Stage Timings

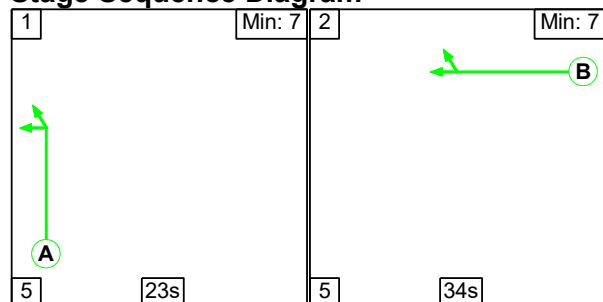
Stage	1	2
Duration	27	30
Change Point	66	31

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A3024 Bursledon Road Left	Traffic	27	4	31
B	Windhover Roundabout Circulation - A3024 Stopline Ahead	Traffic	30	36	66

Signal Timings Diagram

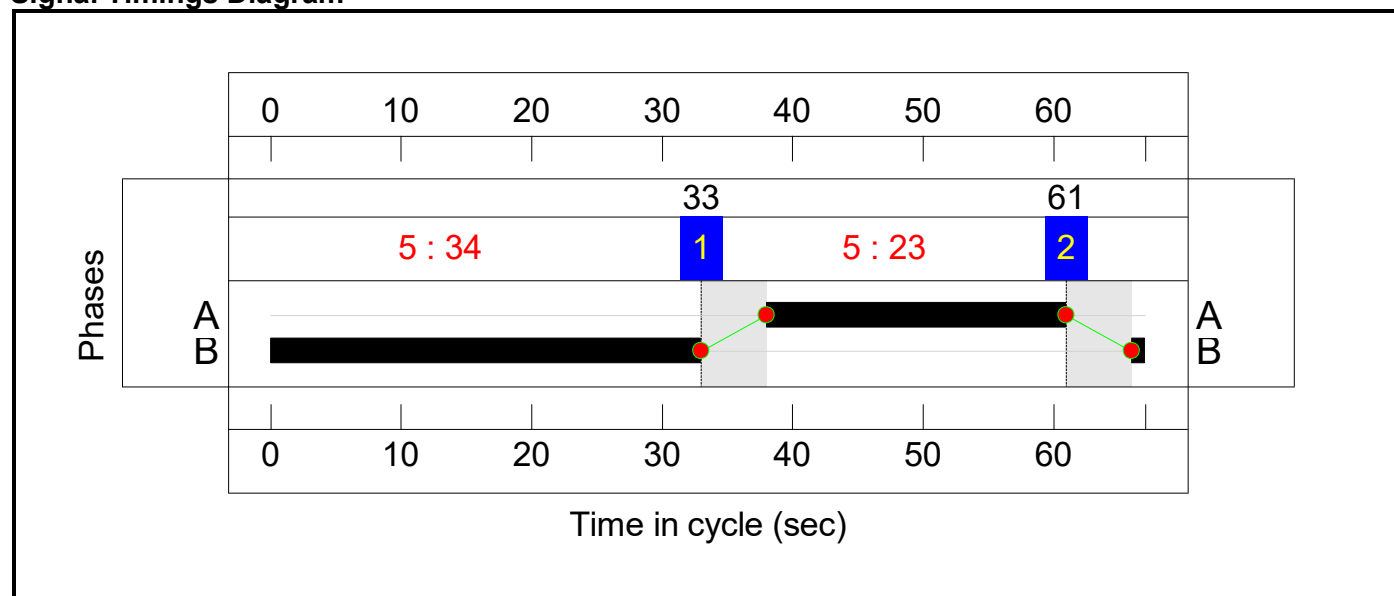


Controller :C4**Stage Sequence Diagram****Stage Timings**

Stage	1	2
Duration	23	34
Change Point	33	61

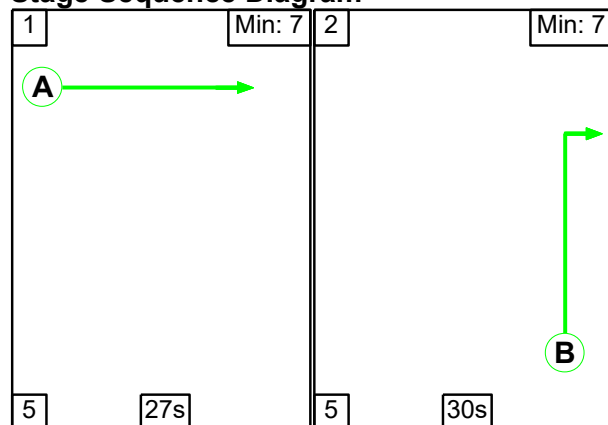
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A3025 Hamble Lane Ahead Left	Traffic	23	38	61
B	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	Traffic	34	66	33

Signal Timings Diagram

Controller : C5

Stage Sequence Diagram



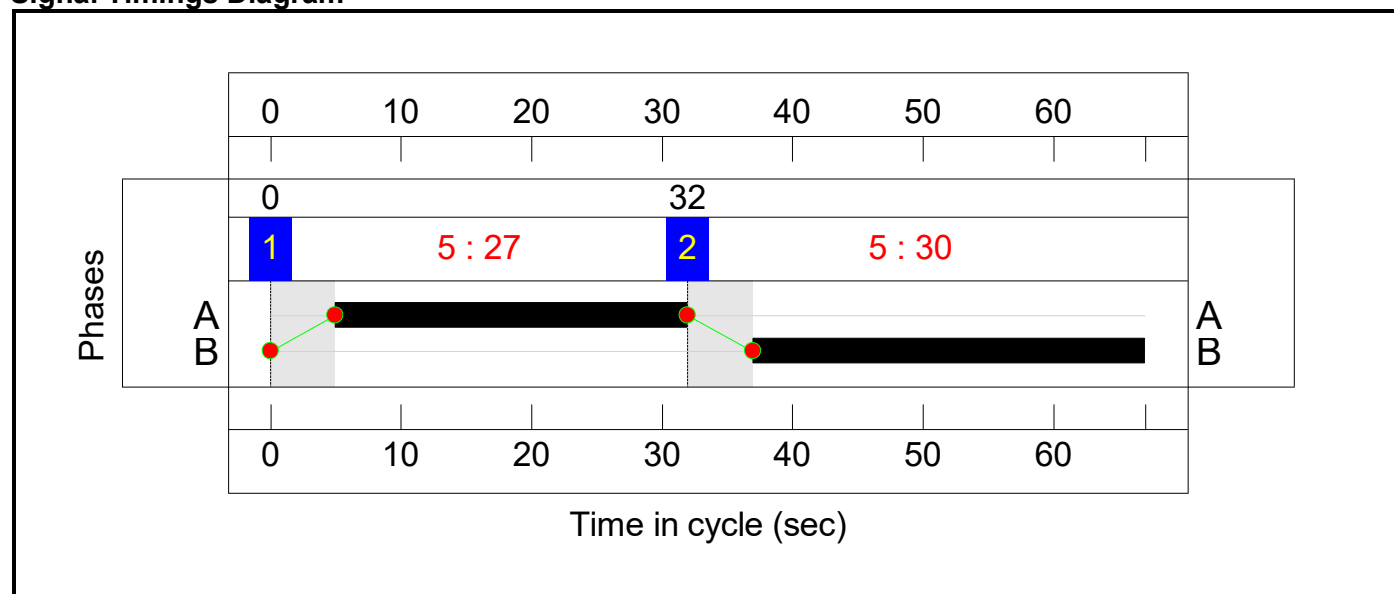
Stage Timings

Stage	1	2
Duration	27	30
Change Point	0	32

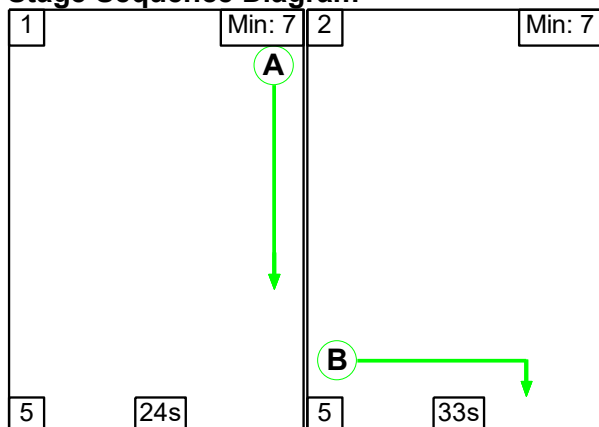
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A27 West End Road Ahead	Traffic	27	5	32
B	Windhover Roundabout Circulation - A27 N Right	Traffic	30	37	0

Signal Timings Diagram



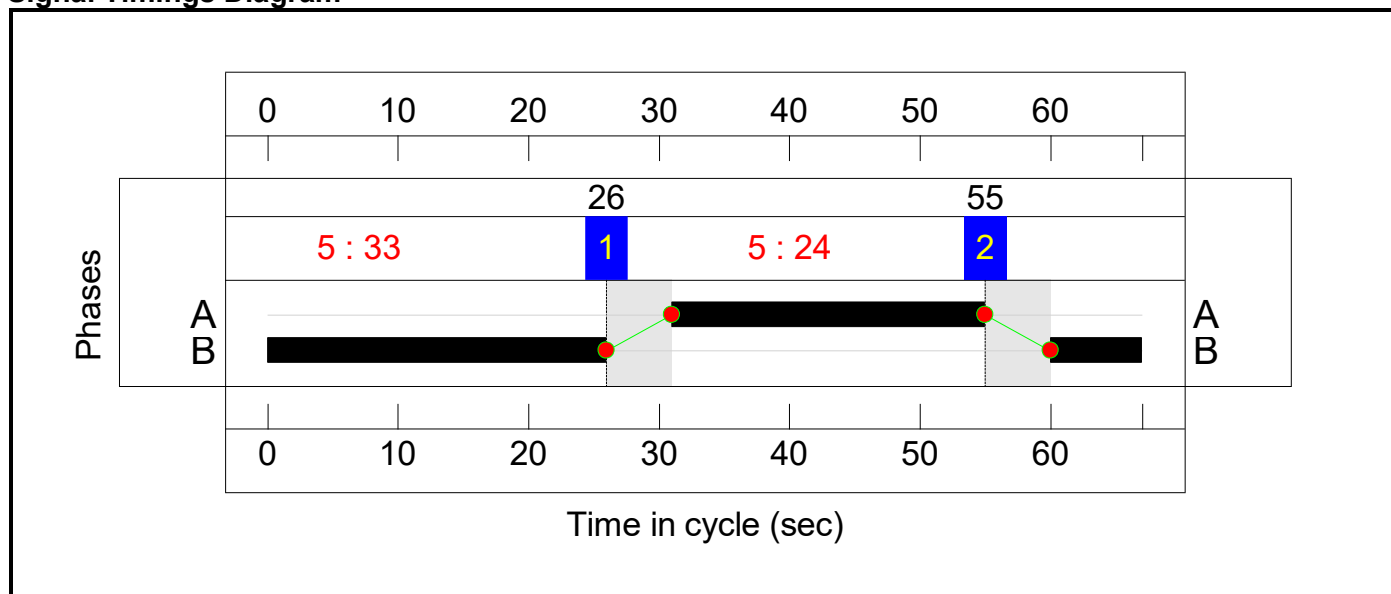
Controller :C6

Stage Sequence Diagram**Stage Timings**

Stage	1	2
Duration	24	33
Change Point	26	55

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A3024 Bert Betts Way WB Ahead	Traffic	24	31	55
B	Windhover Roundabout A3024 Circulation Right	Traffic	33	60	26

Signal Timings Diagram

Lane Green Times

Junction: J1: A3024/Botley Road Signals					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	A3024 Bursledon Road (W) Ahead Left	U	D	66	156
J1:1/2	A3024 Bursledon Road (W) Right	O	D	66	156
J1:2/1	Botley Road (N) Left Right Ahead	U	A	6	20
J1:3/1	A3024 Bursledon Road (E) Left	U	B	66	156
J1:3/2	A3024 Bursledon Road (E) Ahead Right	O	B	66	156
J1:4/1	Botley Road (S) Left	U	C	25	61
J1:4/2	Botley Road (S) Right Ahead	U	C	25	61

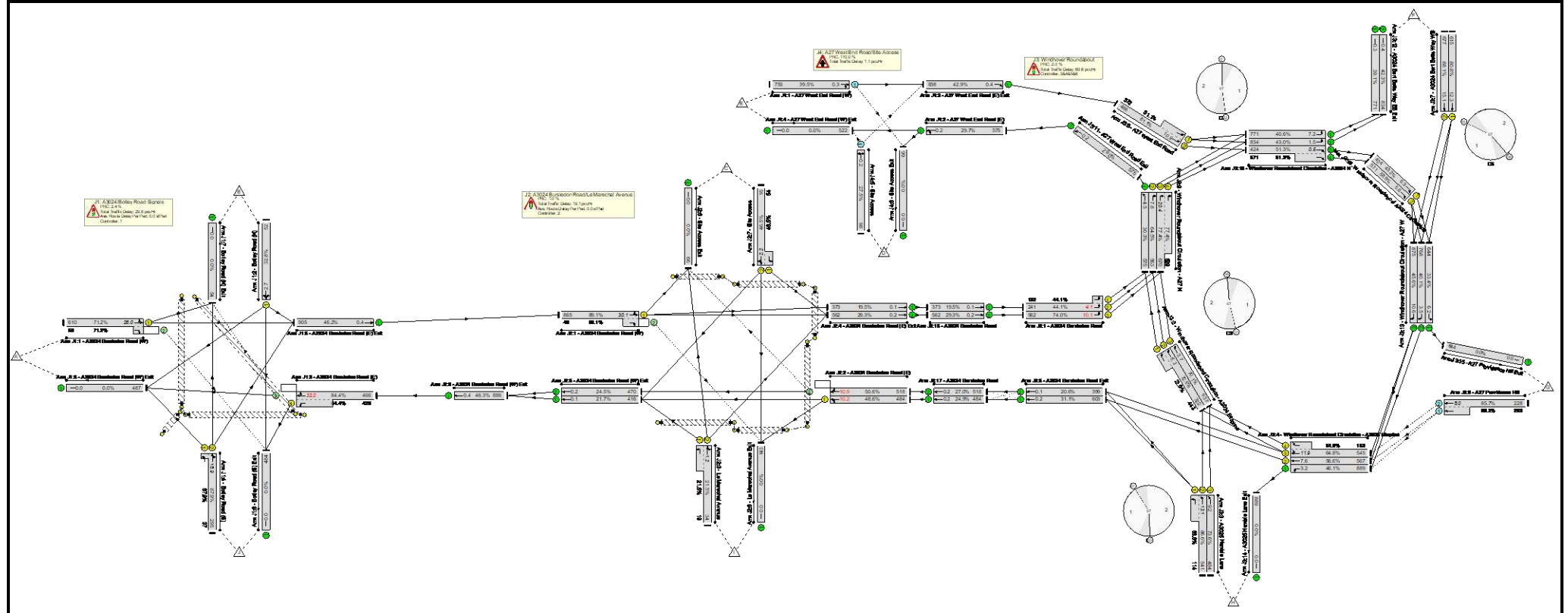
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	A3024 Bursledon Road (W) Ahead Left	U	A	7	73
J2:1/2	A3024 Bursledon Road (W) Right	O	A	7	73
J2:2/1	A3024 Bursledon Road (E) Ahead Left	U	B	7	73
J2:2/2	A3024 Bursledon Road (E) Ahead Right	O	B	7	73
J2:3/1	Le Marechal Avenue Left	U	D	83	90
J2:3/2	Le Marechal Avenue Right Ahead	U	E	81	90
J2:7/1	Site Access Left	U	I	97	104
J2:7/2	Site Access Right Ahead	U	I	97	104

Detailed Input Data And Results

Junction: J3: Windhover Roundabout					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A3024 Bursledon Road Left	U	A	4	31
J3:1/2	A3024 Bursledon Road Left	U	A	4	31
J3:1/3	A3024 Bursledon Road Left	U	A	4	31
J3:2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	B	36	66
J3:2/2	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	B	36	66
J3:2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	B	36	66
J3:3/1	A3025 Hamble Lane Left	U	A	38	61
J3:3/2	A3025 Hamble Lane Ahead	U	A	38	61
J3:3/3	A3025 Hamble Lane Ahead	U	A	38	61
J3:4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	B	66	33
J3:4/3	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	B	66	33
J3:4/4	Windhover Roundabout Circulation - A3025 Stopline Right	U	B	66	33
J3:6/1	A27 West End Road Ahead	U	A	5	32
J3:6/2	A27 West End Road Ahead	U	A	5	32
J3:7/1	A3024 Bert Betts Way WB Ahead	U	A	31	55
J3:7/2	A3024 Bert Betts Way WB Ahead	U	A	31	55
J3:9/2	Windhover Roundabout Circulation - A27 N Right	U	B	37	0
J3:9/3	Windhover Roundabout Circulation - A27 N Right	U	B	37	0
J3:9/4	Windhover Roundabout Circulation - A27 N Right	U	B	37	0
J3:18/1	Windhover Roundabout A3024 Circulation Right	U	B	60	26
J3:18/2	Windhover Roundabout A3024 Circulation Right	U	B	60	26

Junction: J4: A27 West End Road/Site Access					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	-	89.1%
J1: A3024/Botley Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	-	87.9%
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	90	-	-	660	1811:1761	857+70	71.2 : 71.2%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	14	-	-	52	1879	158	32.8%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	90	-	-	886	1805:1804	552+498	84.4 : 84.4%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	36	-	-	332	1804:1819	336+42	87.9 : 87.9%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	-	905	1960	1960	46.2%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	-	487	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	-	54	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	-	484	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	14	-	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	14	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	22	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	16	-	-	0	-	0	0.0%

Detailed Input Data And Results

J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	N/A	-	-		-	-	-	-	-	-	-	89.1%
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U+O	2:1	N/A	C2:A		1	66	-	-	905	1812:1811	970+45	89.1 : 89.1%
2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	66	-	-	484	1782	995	48.6%
2/2	A3024 Bursledon Road (E) Ahead Right	O	2:1	N/A	C2:B		1	66	-	-	518	1901	1024	50.6%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:E C2:D		1	9:7	-	-	53	1900:1848	158+88	21.5 : 21.5%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	-	373	1915	1915	19.5%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	-	562	1915	1915	29.3%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	-	416	1915	1915	21.7%
5/2	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	-	470	1915	1915	24.5%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	-	143	Inf	Inf	0.0%
7/2+7/1	Site Access Left Right Ahead	U	2:1	N/A	C2:I		1	7	-	-	70	1835:1741	34+116	46.5 : 46.5%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	-	66	Inf	Inf	0.0%
9/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	-	886	1915	1915	46.3%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:H		1	16	-	-	0	-	0	0.0%

Detailed Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		2	15	-	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:F		1	98	-	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	84	-	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	16	-	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	2:1	-	C2:M		1	9	-	-	0	-	0	0.0%
J3: Windhover Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	-	88.2%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	-	373	1918:1860	547+299	44.1 : 44.1%
1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	-	562	1818	760	74.0%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	-	765	1971:1960	443+610	72.6 : 72.6%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	-	637	1965	909	70.1%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	23	-	-	655	1925:1930	625+132	86.6 : 86.6%
3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	23	-	-	484	1835	657	73.6%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	-	889	1928	1928	46.1%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	34	-	-	567	1919	1002	56.6%

Detailed Input Data And Results

4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	34	-	-	698	1927:1898	842+236	64.8 : 64.8%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	-	603	1940	1940	31.1%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	-	399	1940	1940	20.6%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C5:A		1	27	-	-	838	1938:1938	574+458	81.1 : 81.1%
7/1	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C6:A		1	24	-	-	615	2040	761	80.8%
7/2	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C6:A		1	24	-	-	677	2060	769	88.1%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	-	511	1886:1884	266+321	85.7 : 88.2%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	-	575	1898	1898	30.3%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C5:B		1	30	-	-	563	1887	873	64.5%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C5:B		1	30	-	-	1199	1872:1940	866+684	77.4 : 77.4%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	-	771	1898	1898	40.6%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	-	834	1940	1940	43.0%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	-	995	1940:1940	827+1113	51.3 : 51.3%

Detailed Input Data And Results

11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	-	575	1985	1985	29.0%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	-	771	1972	1972	39.1%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	-	834	1972	1972	42.3%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	-	644	1929	1929	33.4%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	-	768	1917	1917	40.1%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	-	875	1919	1919	45.6%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	-	889	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	-	373	1915	1915	19.5%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	-	562	1915	1915	29.3%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	-	484	1940	1940	24.9%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	-	518	1915	1915	27.0%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C6:B		1	33	-	-	424	1933	981	43.2%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C6:B		1	33	-	-	571	1910	969	58.9%

Detailed Input Data And Results

J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	-	42.9%
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	-	753	1942	1908	39.5%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	-	575	1935	1935	29.7%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	-	838	1955	1955	42.9%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	-	522	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	-	98	1818	356	27.5%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	-	66	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network	-	-	963	324	1	73.7	44.7	1.1	119.5	-	-	-	-	
J1: A3024/Botley Road Signals	-	-	75	0	0	21.5	7.7	0.6	29.8	-	-	-	-	
1/1+1/2	660	660	50	0	0	6.1	1.2	0.4	7.8 (6.8+1.0)	42.4 (39.9:71.9)	24.8	1.2	26.0	
2/1	52	52	-	-	-	1.1	0.2	-	1.4	93.6	2.4	0.2	2.7	
3/2+3/1	886	886	25	0	0	8.0	2.6	0.1	10.7 (5.7+5.0)	43.6 (44.3:42.9)	29.6	2.6	32.2	
4/2+4/1	332	332	-	-	-	6.3	3.2	-	9.5 (8.4+1.1)	102.7 (102.7:102.7)	15.7	3.2	18.9	
5/1	905	905	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
6/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	88	0	0	12.1	6.4	0.5	19.1	-	-	-	-	
1/1+1/2	905	905	40	0	0	5.8	3.8	0.0	9.7 (9.2+0.5)	38.6 (38.5:42.2)	26.3	3.8	30.1	
2/1	484	484	-	-	-	2.2	0.5	-	2.6	19.6	9.7	0.5	10.2	
2/2	518	518	48	0	0	2.3	0.5	0.5	3.3	22.8	10.4	0.5	10.9	
3/2+3/1	53	53	-	-	-	0.8	0.1	-	0.9 (0.6+0.3)	61.2 (60.6:62.1)	1.1	0.1	1.2	

Detailed Input Data And Results

4/1	373	373	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
4/2	562	562	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
5/1	416	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
5/2	470	470	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
6/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	70	70	-	-	-	1.0	0.4	-	1.5 (0.3+1.1)	75.8 (74.9:76.1)	1.7	0.4	2.2	
8/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	886	886	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-	
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-	
J3: Windhover Roundabout	-	-	698	324	0	40.1	29.5	0.0	69.6	-	-	-	-	
1/2+1/1	373	373	-	-	-	1.4	0.4	-	1.7 (1.1+0.6)	16.9 (17.0:16.6)	3.7	0.4	4.1	
1/3	562	562	-	-	-	2.6	1.4	-	4.0	25.4	8.7	1.4	10.1	
2/2+2/1	765	765	-	-	-	1.8	1.3	-	3.1 (0.6+2.5)	14.6 (6.5:20.5)	5.0	1.3	6.3	
2/3	637	637	-	-	-	0.9	1.2	-	2.0	11.5	2.5	1.2	3.7	
3/2+3/1	655	655	-	-	-	3.5	3.0	-	6.5 (5.4+1.1)	35.8 (36.1:34.3)	10.0	3.0	13.1	
3/3	484	484	-	-	-	2.5	1.4	-	3.9	29.0	7.8	1.4	9.2	
4/1	889	889	-	-	-	0.0	0.4	-	0.4	1.8	2.8	0.4	3.2	
4/2	567	567	-	-	-	2.2	0.6	-	2.9	18.4	7.0	0.6	7.6	
4/3+4/4	698	698	-	-	-	3.7	0.9	-	4.6 (3.8+0.8)	23.6 (25.2:17.7)	11.0	0.9	11.9	
5/1	603	603	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	

Detailed Input Data And Results

5/2	399	399	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
6/2+6/1	838	838	-	-	-	3.5	2.1	-	5.6 (3.1+2.4)	24.0 (24.2:23.7)	8.8	2.1	10.9	
7/1	615	615	-	-	-	3.2	2.0	-	5.3	30.8	10.2	2.0	12.3	
7/2	677	677	-	-	-	3.7	3.4	-	7.1	37.9	11.7	3.4	15.1	
8/2+8/1	511	511	698	324	0	2.1	3.1	-	5.3 (2.4+2.9)	37.0 (37.8:36.4)	4.9	3.1	8.0	
9/1	575	575	-	-	-	0.0	0.2	-	0.2	1.4	4.3	0.2	4.5	
9/2	563	563	-	-	-	1.7	0.9	-	2.6	16.5	6.9	0.9	7.8	
9/3+9/4	1199	1199	-	-	-	4.8	1.7	-	6.5 (3.5+3.0)	19.6 (18.9:20.4)	18.7	1.7	20.4	
10/1	771	771	-	-	-	0.0	0.3	-	0.4	1.6	6.9	0.3	7.2	
10/2	834	834	-	-	-	0.0	0.4	-	0.4	1.6	1.1	0.4	1.5	
10/3+10/4	995	995	-	-	-	0.0	0.5	-	0.5 (0.2+0.3)	1.9 (1.9:1.9)	0.0	0.5	0.5	
11/1	575	575	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
12/1	771	771	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
12/2	834	834	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
13/1	644	644	-	-	-	0.0	0.3	-	0.3	1.5	6.0	0.3	6.2	
13/2	768	768	-	-	-	0.0	0.3	-	0.3	1.6	3.2	0.3	3.5	
13/3	875	875	-	-	-	0.1	0.4	-	0.5	2.0	10.2	0.4	10.6	
14/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	373	373	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
16/2	562	562	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
17/1	484	484	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
17/2	518	518	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
18/1	424	424	-	-	-	1.2	0.4	-	1.6	13.4	6.0	0.4	6.3	
18/2	571	571	-	-	-	1.3	0.7	-	2.0	12.9	4.9	0.7	5.6	

Detailed Input Data And Results

J4: A27 West End Road/Site Access	-	-	103	0	0	0.0	1.1	0.0	1.1	-	-	-	-	
1/1	753	753	5	0	0	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
2/1	575	575	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
3/1	838	838	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
4/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	98	98	98	0	0	0.0	0.2	-	0.2	7.0	0.0	0.2	0.2	
6/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 Stream: 1 PRC for Signalled Lanes (%): 2.4 Total Delay for Signalled Lanes (pcuHr): 29.33 Cycle Time (s): 178 C2 Stream: 1 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 18.00 Cycle Time (s): 120 C3 PRC for Signalled Lanes (%): 21.7 Total Delay for Signalled Lanes (pcuHr): 10.86 Cycle Time (s): 67 C4 PRC for Signalled Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 17.88 Cycle Time (s): 67 C5 PRC for Signalled Lanes (%): 10.9 Total Delay for Signalled Lanes (pcuHr): 14.68 Cycle Time (s): 67 C6 PRC for Signalled Lanes (%): 2.2 Total Delay for Signalled Lanes (pcuHr): 16.01 Cycle Time (s): 67 PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 119.54														

Appendix R

Junctions 9 ARCADY Output – M27 Junction 8 Roundabout

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: M03 - M27 J8 Roundabout 2026+03-17.j9

Path: C:\Users\mfitzgerald\Downloads\OneDrive_1_17-03-2026

Report generation date: 18/03/2026 09:59:33

-
- »2025 Baseline, AM
 - »2024 Baseline, PM
 - »2031 Baseline, AM
 - »2031 Baseline, PM
 - »2025 with Development (Warehousing), AM
 - »2024 with Development (Warehousing), PM
 - »2025 with Development (PDC), AM
 - »2024 with Development (PDC), PM
 - »2031 with Development (Warehousing), AM
 - »2031 with Development (Warehousing), PM
 - »2031 with Development (PDC) , AM
 - »2031 with Development (PDC), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 Baseline									
1 - M27 West	D1	1.2	6.36	0.55	A					
2 - Dodwell Lane		5.9	27.15	0.87	D					
3 - M27 East		1.6	6.76	0.61	A					
4 - A3024 Bert Betts Way		2.9	5.85	0.75	A					
	2024 Baseline									
1 - M27 West						D2	1.4	5.78	0.58	A
2 - Dodwell Lane							1.0	5.77	0.51	A
3 - M27 East							1.4	5.47	0.58	A
4 - A3024 Bert Betts Way							2.0	4.58	0.67	A
	2031 Baseline									
1 - M27 West	D7	1.5	7.38	0.60	A	D8	1.5	6.16	0.60	A
2 - Dodwell Lane		10.2	45.89	0.93	E		1.1	5.73	0.52	A
3 - M27 East		2.0	8.23	0.67	A		1.5	5.89	0.60	A
4 - A3024 Bert Betts Way		3.5	6.96	0.78	A		2.2	5.01	0.69	A
	2025 with Development (Warehousing)									
1 - M27 West	D13	1.3	6.73	0.57	A					
2 - Dodwell Lane		7.6	35.20	0.90	E					
3 - M27 East		1.7	7.23	0.63	A					
4 - A3024 Bert Betts Way		3.0	6.14	0.76	A					
	2024 with Development (Warehousing)									
1 - M27 West						D14	1.5	6.34	0.61	A
2 - Dodwell Lane							1.1	6.28	0.53	A
3 - M27 East							1.5	6.01	0.61	A
4 - A3024 Bert Betts Way							2.2	4.94	0.69	A
	2025 with Development (PDC)									
1 - M27 West	D15	1.6	7.94	0.62	A					
2 - Dodwell Lane		13.6	60.92	0.97	F					
3 - M27 East		1.9	8.08	0.66	A					
4 - A3024 Bert Betts Way		4.1	8.02	0.81	A					
	2024 with Development (PDC)									
1 - M27 West						D16	1.7	6.82	0.63	A
2 - Dodwell Lane							1.2	6.78	0.56	A
3 - M27 East							1.6	6.28	0.62	A
4 - A3024 Bert Betts Way							2.4	5.41	0.71	A
	2031 with Development (Warehousing)									
1 - M27 West	D17	1.6	7.86	0.62	A	D18	1.7	6.78	0.63	A
2 - Dodwell Lane		14.5	62.68	0.97	F		1.1	6.16	0.54	A
3 - M27 East		2.2	8.86	0.69	A		1.7	6.50	0.63	A
4 - A3024 Bert Betts Way		3.8	7.31	0.79	A		2.5	5.44	0.71	A
	2031 with Development (PDC)									
1 - M27 West	D19	2.0	9.67	0.67	A	D20	1.8	7.30	0.65	A
2 - Dodwell Lane		37.0	139.75	1.07	F		1.2	6.57	0.55	A
3 - M27 East		2.4	9.57	0.71	A		1.8	6.79	0.64	A
4 - A3024 Bert Betts Way		5.1	9.57	0.84	A		2.8	6.01	0.74	A

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

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

File summary

File Description

Title	M27 Junction 8 Roundabout
Location	
Site number	
Date	17/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\Iburgess
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025 Baseline	AM	ONE HOUR	06:45	08:15	15	✓		
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2031 Uplifted	AM	ONE HOUR	06:45	08:15	15		Simple	D1*1.0347
D4	2031 Uplifted	PM	ONE HOUR	16:45	18:15	15		Simple	D2*1.0224
D5	Hamble Airfield Quarry	AM	ONE HOUR	06:45	08:15	15			
D6	Hamble Airfield Quarry	PM	ONE HOUR	16:45	18:15	15			
D7	2031 Baseline	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D3+D5
D8	2031 Baseline	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6
D9	Proposed Development (Warehousing)	AM	ONE HOUR	06:45	08:15	15			
D10	Proposed Development (Warehousing)	PM	ONE HOUR	16:45	18:15	15			
D11	Proposed Development (PDC)	AM	ONE HOUR	06:45	08:15	15			
D12	Proposed Development (PDC)	PM	ONE HOUR	16:45	18:15	15			
D13	2025 with Development (Warehousing)	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D1+D9
D14	2024 with Development (Warehousing)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D10
D15	2025 with Development (PDC)	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D1+D11
D16	2024 with Development (PDC)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D12
D17	2031 with Development (Warehousing)	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D7+D9
D18	2031 with Development (Warehousing)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10
D19	2031 with Development (PDC)	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D7+D11
D20	2031 with Development (PDC)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D12

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	10.24	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	M27 West	
2	Dodwell Lane	
3	M27 East	
4	A3024 Bert Betts Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - M27 West	7.21	7.21	0.0	53.3	95.2	7.5	
2 - Dodwell Lane	4.60	7.07	39.1	48.0	65.0	2.0	
3 - M27 East	6.28	6.28	0.0	119.2	82.0	10.0	
4 - A3024 Bert Betts Way	7.39	7.39	0.0	57.0	66.4	2.5	

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1440	113.80
2 - Dodwell Lane	1694	55.40
3 - M27 East	1090	109.70
4 - A3024 Bert Betts Way	494	52.49

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - M27 West	0.916	2713
2 - Dodwell Lane	0.976	2627
3 - M27 East	0.951	2492
4 - A3024 Bert Betts Way	1.342	3167

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Baseline	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	701	100.000
2 - Dodwell Lane		ONE HOUR	✓	767	100.000
3 - M27 East		ONE HOUR	✓	811	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1696	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	168	4	529
	2 - Dodwell Lane	283	1	307	176
	3 - M27 East	17	147	1	646
	4 - A3024 Bert Betts Way	537	154	1004	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	1	50	13
	2 - Dodwell Lane	1	0	1	6
	3 - M27 East	12	1	0	7
	4 - A3024 Bert Betts Way	5	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.55	6.36	1.2	A	585	877
2 - Dodwell Lane	0.87	27.15	5.9	D	689	1034
3 - M27 East	0.61	6.76	1.6	A	702	1054
4 - A3024 Bert Betts Way	0.75	5.85	2.9	A	1499	2249

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	480	120	953	1648	0.291	478	605	0.0	0.4	3.072	A
2 - Dodwell Lane	566	141	1086	1468	0.385	563	345	0.0	0.6	3.967	A
3 - M27 East	576	144	687	1686	0.342	574	962	0.0	0.5	3.234	A
4 - A3024 Bert Betts Way	1230	308	332	2616	0.470	1227	929	0.0	0.9	2.585	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	573	143	1140	1488	0.385	572	724	0.4	0.6	3.926	A
2 - Dodwell Lane	675	169	1300	1252	0.540	673	413	0.6	1.2	6.201	A
3 - M27 East	688	172	822	1555	0.443	687	1151	0.5	0.8	4.142	A
4 - A3024 Bert Betts Way	1469	367	397	2531	0.580	1467	1112	0.9	1.4	3.379	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	702	175	1394	1271	0.552	699	880	0.6	1.2	6.270	A
2 - Dodwell Lane	827	207	1589	958	0.864	810	504	1.2	5.3	22.350	C
3 - M27 East	843	211	997	1385	0.609	840	1402	0.8	1.5	6.572	A
4 - A3024 Bert Betts Way	1799	450	481	2421	0.743	1793	1356	1.4	2.8	5.682	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	702	175	1398	1267	0.554	701	887	1.2	1.2	6.364	A
2 - Dodwell Lane	827	207	1594	953	0.868	825	506	5.3	5.9	27.151	D
3 - M27 East	843	211	1008	1375	0.613	843	1411	1.5	1.6	6.757	A
4 - A3024 Bert Betts Way	1799	450	487	2413	0.745	1799	1363	2.8	2.9	5.853	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	573	143	1146	1483	0.386	575	734	1.2	0.6	3.975	A
2 - Dodwell Lane	675	169	1307	1244	0.543	694	415	5.9	1.2	6.759	A
3 - M27 East	688	172	837	1541	0.446	691	1164	1.6	0.8	4.249	A
4 - A3024 Bert Betts Way	1469	367	406	2519	0.583	1475	1122	2.9	1.4	3.467	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	480	120	958	1645	0.292	481	609	0.6	0.4	3.094	A
2 - Dodwell Lane	566	141	1092	1463	0.387	568	347	1.2	0.6	4.033	A
3 - M27 East	576	144	692	1681	0.343	577	968	0.8	0.5	3.264	A
4 - A3024 Bert Betts Way	1230	308	335	2613	0.471	1232	935	1.4	0.9	2.611	A

2024 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	5.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1289	113.80
2 - Dodwell Lane	1310	55.40
3 - M27 East	962	109.70
4 - A3024 Bert Betts Way	568	52.49

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	805	100.000
2 - Dodwell Lane		ONE HOUR	✓	611	100.000
3 - M27 East		ONE HOUR	✓	832	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1450	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	330	0	475
	2 - Dodwell Lane	235	0	212	164
	3 - M27 East	7	274	0	551
	4 - A3024 Bert Betts Way	553	182	715	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	1	0	3
	2 - Dodwell Lane	1	0	2	4
	3 - M27 East	0	1	0	1
	4 - A3024 Bert Betts Way	4	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.58	5.78	1.4	A	722	1083
2 - Dodwell Lane	0.51	5.77	1.0	A	548	823
3 - M27 East	0.58	5.47	1.4	A	756	1134
4 - A3024 Bert Betts Way	0.67	4.58	2.0	A	1305	1957

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	592	148	870	1869	0.317	590	581	0.0	0.5	2.811	A
2 - Dodwell Lane	450	112	877	1719	0.262	448	584	0.0	0.4	2.831	A
3 - M27 East	620	155	638	1862	0.333	618	687	0.0	0.5	2.890	A
4 - A3024 Bert Betts Way	1070	268	383	2587	0.414	1068	873	0.0	0.7	2.366	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	707	177	1041	1710	0.414	706	695	0.5	0.7	3.584	A
2 - Dodwell Lane	537	134	1049	1535	0.350	537	699	0.4	0.5	3.603	A
3 - M27 East	741	185	763	1737	0.426	740	822	0.5	0.7	3.606	A
4 - A3024 Bert Betts Way	1278	320	459	2488	0.514	1277	1044	0.7	1.0	2.970	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	866	217	1273	1492	0.580	863	849	0.7	1.4	5.703	A
2 - Dodwell Lane	658	164	1282	1285	0.512	656	854	0.5	1.0	5.702	A
3 - M27 East	907	227	933	1568	0.579	905	1005	0.7	1.4	5.409	A
4 - A3024 Bert Betts Way	1566	391	561	2354	0.665	1562	1277	1.0	2.0	4.522	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	866	217	1276	1489	0.582	866	852	1.4	1.4	5.776	A
2 - Dodwell Lane	658	164	1286	1282	0.513	658	857	1.0	1.0	5.770	A
3 - M27 East	907	227	936	1565	0.580	907	1008	1.4	1.4	5.470	A
4 - A3024 Bert Betts Way	1566	391	563	2352	0.666	1565	1280	2.0	2.0	4.575	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	707	177	1045	1706	0.415	710	697	1.4	0.7	3.626	A
2 - Dodwell Lane	537	134	1053	1530	0.351	539	702	1.0	0.5	3.638	A
3 - M27 East	741	185	767	1733	0.427	743	825	1.4	0.8	3.646	A
4 - A3024 Bert Betts Way	1278	320	461	2485	0.514	1282	1049	2.0	1.1	2.999	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	592	148	874	1866	0.317	593	583	0.7	0.5	2.829	A
2 - Dodwell Lane	450	112	880	1715	0.262	451	587	0.5	0.4	2.848	A
3 - M27 East	620	155	641	1859	0.334	621	690	0.8	0.5	2.913	A
4 - A3024 Bert Betts Way	1070	268	385	2584	0.414	1072	877	1.1	0.7	2.382	A

2031 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	14.72	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[\[same as above\]](#)

Roundabout Geometry

[\[same as above\]](#)

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1580	113.80
2 - Dodwell Lane	1900	55.40
3 - M27 East	1201	109.70
4 - A3024 Bert Betts Way	512	52.49

Slope / Intercept / Capacity

[\[same as above\]](#)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2031 Baseline	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D3+D5

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	742	100.000
2 - Dodwell Lane		ONE HOUR	✓	794	100.000
3 - M27 East		ONE HOUR	✓	856	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1767	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	174	4	564
	2 - Dodwell Lane	293	1	318	182
	3 - M27 East	18	152	1	685
	4 - A3024 Bert Betts Way	562	159	1045	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	1	50	14
	2 - Dodwell Lane	1	0	1	6
	3 - M27 East	12	1	0	8
	4 - A3024 Bert Betts Way	6	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.60	7.38	1.5	A	616	924
2 - Dodwell Lane	0.93	45.89	10.2	E	713	1070
3 - M27 East	0.67	8.23	2.0	A	738	1107
4 - A3024 Bert Betts Way	0.78	6.96	3.5	A	1557	2335

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	505	126	988	1607	0.314	504	628	0.0	0.5	3.255	A
2 - Dodwell Lane	585	146	1135	1428	0.410	582	357	0.0	0.7	4.243	A
3 - M27 East	605	151	720	1636	0.370	603	998	0.0	0.6	3.477	A
4 - A3024 Bert Betts Way	1277	319	344	2590	0.493	1273	979	0.0	1.0	2.726	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	603	151	1182	1447	0.417	602	751	0.5	0.7	4.255	A
2 - Dodwell Lane	699	175	1358	1213	0.576	696	427	0.7	1.3	6.933	A
3 - M27 East	723	181	861	1503	0.481	722	1193	0.6	0.9	4.599	A
4 - A3024 Bert Betts Way	1525	381	411	2503	0.609	1523	1172	1.0	1.5	3.665	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	739	185	1444	1231	0.600	736	910	0.7	1.5	7.227	A
2 - Dodwell Lane	856	214	1659	922	0.928	828	521	1.3	8.3	31.938	D
3 - M27 East	885	221	1038	1335	0.663	881	1448	0.9	1.9	7.870	A
4 - A3024 Bert Betts Way	1868	467	493	2395	0.780	1860	1426	1.5	3.4	6.641	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	739	185	1450	1226	0.603	739	919	1.5	1.5	7.382	A
2 - Dodwell Lane	856	214	1665	916	0.935	848	523	8.3	10.2	45.886	E
3 - M27 East	885	221	1053	1322	0.670	885	1461	1.9	2.0	8.235	A
4 - A3024 Bert Betts Way	1868	467	502	2384	0.783	1867	1436	3.4	3.5	6.956	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	603	151	1190	1441	0.419	607	769	1.5	0.7	4.332	A
2 - Dodwell Lane	699	175	1367	1204	0.580	734	430	10.2	1.4	8.225	A
3 - M27 East	723	181	886	1480	0.488	727	1214	2.0	1.0	4.807	A
4 - A3024 Bert Betts Way	1525	381	426	2483	0.614	1533	1187	3.5	1.6	3.822	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	505	126	994	1603	0.315	506	633	0.7	0.5	3.284	A
2 - Dodwell Lane	585	146	1141	1422	0.411	588	359	1.4	0.7	4.328	A
3 - M27 East	605	151	725	1631	0.371	607	1004	1.0	0.6	3.521	A
4 - A3024 Bert Betts Way	1277	319	346	2586	0.494	1280	986	1.6	1.0	2.762	A

2031 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	5.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[\[same as above\]](#)

Roundabout Geometry

[\[same as above\]](#)

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1580	113.80
2 - Dodwell Lane	1900	55.40
3 - M27 East	1201	109.70
4 - A3024 Bert Betts Way	512	52.49

Slope / Intercept / Capacity

[\[same as above\]](#)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2031 Baseline	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	823	100.000
2 - Dodwell Lane		ONE HOUR	✓	625	100.000
3 - M27 East		ONE HOUR	✓	851	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1502	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	337	0	486
	2 - Dodwell Lane	240	0	217	168
	3 - M27 East	7	280	0	563
	4 - A3024 Bert Betts Way	575	186	741	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	1	0	3
	2 - Dodwell Lane	1	0	2	4
	3 - M27 East	0	1	0	1
	4 - A3024 Bert Betts Way	4	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.60	6.16	1.5	A	738	1107
2 - Dodwell Lane	0.52	5.73	1.1	A	561	841
3 - M27 East	0.60	5.89	1.5	A	773	1159
4 - A3024 Bert Betts Way	0.69	5.01	2.2	A	1352	2029

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	605	151	897	1835	0.330	603	601	0.0	0.5	2.917	A
2 - Dodwell Lane	460	115	904	1690	0.272	458	597	0.0	0.4	2.919	A
3 - M27 East	634	159	652	1826	0.347	632	710	0.0	0.5	3.009	A
4 - A3024 Bert Betts Way	1110	277	392	2583	0.429	1107	892	0.0	0.7	2.432	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	723	181	1073	1682	0.430	722	719	0.5	0.7	3.748	A
2 - Dodwell Lane	549	137	1081	1526	0.360	549	714	0.4	0.6	3.680	A
3 - M27 East	757	189	780	1705	0.444	756	849	0.5	0.8	3.789	A
4 - A3024 Bert Betts Way	1325	331	469	2481	0.534	1323	1067	0.7	1.1	3.104	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	885	221	1313	1473	0.601	882	879	0.7	1.5	6.067	A
2 - Dodwell Lane	673	168	1322	1305	0.516	671	873	0.6	1.1	5.662	A
3 - M27 East	927	232	954	1541	0.602	925	1038	0.8	1.5	5.812	A
4 - A3024 Bert Betts Way	1623	406	573	2343	0.693	1618	1305	1.1	2.2	4.938	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	885	221	1316	1470	0.602	885	882	1.5	1.5	6.157	A
2 - Dodwell Lane	673	168	1325	1301	0.517	673	876	1.1	1.1	5.727	A
3 - M27 East	927	232	957	1539	0.603	927	1041	1.5	1.5	5.889	A
4 - A3024 Bert Betts Way	1623	406	575	2341	0.693	1623	1309	2.2	2.2	5.010	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	723	181	1078	1677	0.431	726	722	1.5	0.8	3.794	A
2 - Dodwell Lane	549	137	1086	1522	0.361	551	718	1.1	0.6	3.716	A
3 - M27 East	757	189	784	1701	0.445	760	853	1.5	0.8	3.833	A
4 - A3024 Bert Betts Way	1325	331	471	2478	0.535	1329	1073	2.2	1.2	3.146	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	605	151	901	1832	0.331	606	604	0.8	0.5	2.942	A
2 - Dodwell Lane	460	115	908	1686	0.273	461	600	0.6	0.4	2.941	A
3 - M27 East	634	159	656	1823	0.348	635	713	0.8	0.5	3.034	A
4 - A3024 Bert Betts Way	1110	277	394	2581	0.430	1111	897	1.2	0.8	2.451	A

2025 with Development (Warehousing), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	12.02	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1440	113.80
2 - Dodwell Lane	1694	55.40
3 - M27 East	1090	109.70
4 - A3024 Bert Betts Way	494	52.49

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2025 with Development (Warehousing)	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D1+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	719	100.000
2 - Dodwell Lane		ONE HOUR	✓	771	100.000
3 - M27 East		ONE HOUR	✓	823	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1721	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	168	4	547
	2 - Dodwell Lane	283	1	307	180
	3 - M27 East	17	147	1	658
	4 - A3024 Bert Betts Way	550	155	1015	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	1	50	13
	2 - Dodwell Lane	1	0	1	6
	3 - M27 East	12	1	0	7
	4 - A3024 Bert Betts Way	6	5	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.57	6.73	1.3	A	598	896
2 - Dodwell Lane	0.90	35.20	7.6	E	693	1039
3 - M27 East	0.63	7.23	1.7	A	710	1065
4 - A3024 Bert Betts Way	0.76	6.14	3.0	A	1513	2269

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	490	123	959	1635	0.300	489	611	0.0	0.4	3.136	A
2 - Dodwell Lane	569	142	1102	1448	0.393	566	346	0.0	0.6	4.072	A
3 - M27 East	583	146	701	1665	0.350	580	967	0.0	0.5	3.313	A
4 - A3024 Bert Betts Way	1241	310	332	2601	0.477	1238	949	0.0	0.9	2.634	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	585	146	1146	1474	0.397	585	731	0.4	0.7	4.042	A
2 - Dodwell Lane	679	170	1318	1227	0.553	677	413	0.6	1.2	6.514	A
3 - M27 East	696	174	838	1532	0.454	695	1156	0.5	0.8	4.293	A
4 - A3024 Bert Betts Way	1482	371	397	2516	0.589	1480	1135	0.9	1.4	3.465	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	717	179	1401	1256	0.571	714	887	0.7	1.3	6.619	A
2 - Dodwell Lane	831	208	1610	928	0.896	810	505	1.2	6.6	26.862	D
3 - M27 East	852	213	1014	1361	0.626	849	1406	0.8	1.6	6.987	A
4 - A3024 Bert Betts Way	1815	454	479	2410	0.753	1809	1384	1.4	3.0	5.931	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	717	179	1406	1252	0.573	717	895	1.3	1.3	6.729	A
2 - Dodwell Lane	831	208	1616	922	0.902	827	507	6.6	7.6	35.196	E
3 - M27 East	852	213	1026	1349	0.632	852	1417	1.6	1.7	7.234	A
4 - A3024 Bert Betts Way	1815	454	486	2400	0.756	1815	1392	3.0	3.0	6.140	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	585	146	1153	1468	0.399	588	744	1.3	0.7	4.101	A
2 - Dodwell Lane	679	170	1325	1219	0.557	704	416	7.6	1.3	7.330	A
3 - M27 East	696	174	857	1514	0.460	699	1172	1.7	0.9	4.435	A
4 - A3024 Bert Betts Way	1482	371	408	2502	0.592	1488	1148	3.0	1.5	3.575	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	490	123	963	1631	0.301	491	615	0.7	0.4	3.162	A
2 - Dodwell Lane	569	142	1107	1442	0.394	571	347	1.3	0.7	4.146	A
3 - M27 East	583	146	706	1660	0.351	584	972	0.9	0.5	3.351	A
4 - A3024 Bert Betts Way	1241	310	335	2598	0.478	1243	955	1.5	0.9	2.661	A

2024 with Development (Warehousing), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	5.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1289	113.80
2 - Dodwell Lane	1310	55.40
3 - M27 East	962	109.70
4 - A3024 Bert Betts Way	568	52.49

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2024 with Development (Warehousing)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	829	100.000
2 - Dodwell Lane		ONE HOUR	✓	612	100.000
3 - M27 East		ONE HOUR	✓	855	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1496	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	330	0	499
	2 - Dodwell Lane	235	0	212	165
	3 - M27 East	7	274	0	574
	4 - A3024 Bert Betts Way	577	185	734	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	1	0	6
	2 - Dodwell Lane	1	0	2	4
	3 - M27 East	0	1	0	3
	4 - A3024 Bert Betts Way	5	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.61	6.34	1.5	A	733	1100
2 - Dodwell Lane	0.53	6.28	1.1	A	549	824
3 - M27 East	0.61	6.01	1.5	A	767	1151
4 - A3024 Bert Betts Way	0.69	4.94	2.2	A	1331	1997

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	602	150	881	1830	0.329	600	592	0.0	0.5	2.921	A
2 - Dodwell Lane	451	113	894	1685	0.267	449	586	0.0	0.4	2.910	A
3 - M27 East	629	157	648	1820	0.346	627	695	0.0	0.5	3.012	A
4 - A3024 Bert Betts Way	1092	273	383	2559	0.427	1089	892	0.0	0.7	2.445	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	719	180	1054	1669	0.431	718	708	0.5	0.8	3.780	A
2 - Dodwell Lane	538	135	1070	1495	0.360	537	701	0.4	0.6	3.755	A
3 - M27 East	751	188	776	1694	0.444	750	831	0.5	0.8	3.813	A
4 - A3024 Bert Betts Way	1304	326	459	2461	0.530	1303	1067	0.7	1.1	3.104	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	880	220	1288	1451	0.607	877	866	0.8	1.5	6.243	A
2 - Dodwell Lane	659	165	1308	1236	0.533	657	857	0.6	1.1	6.190	A
3 - M27 East	920	230	948	1522	0.605	917	1017	0.8	1.5	5.925	A
4 - A3024 Bert Betts Way	1598	399	561	2329	0.686	1593	1305	1.1	2.1	4.868	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	880	220	1292	1447	0.608	880	868	1.5	1.5	6.342	A
2 - Dodwell Lane	659	165	1312	1232	0.535	659	860	1.1	1.1	6.281	A
3 - M27 East	920	230	951	1519	0.606	920	1020	1.5	1.5	6.010	A
4 - A3024 Bert Betts Way	1598	399	563	2327	0.687	1598	1309	2.1	2.2	4.935	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	719	180	1058	1665	0.432	722	711	1.5	0.8	3.829	A
2 - Dodwell Lane	538	135	1075	1489	0.361	540	705	1.1	0.6	3.802	A
3 - M27 East	751	188	780	1689	0.445	754	835	1.5	0.8	3.863	A
4 - A3024 Bert Betts Way	1304	326	461	2458	0.531	1309	1073	2.2	1.1	3.142	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	602	150	885	1826	0.330	603	595	0.8	0.5	2.944	A
2 - Dodwell Lane	451	113	898	1681	0.268	451	589	0.6	0.4	2.929	A
3 - M27 East	629	157	652	1817	0.346	630	698	0.8	0.5	3.036	A
4 - A3024 Bert Betts Way	1092	273	385	2556	0.427	1094	897	1.1	0.7	2.464	A

2025 with Development (PDC), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	17.73	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1524	113.80
2 - Dodwell Lane	1816	55.40
3 - M27 East	1144	109.70
4 - A3024 Bert Betts Way	494	52.49

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2025 with Development (PDC)	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D1+D11

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	744	100.000
2 - Dodwell Lane		ONE HOUR	✓	773	100.000
3 - M27 East		ONE HOUR	✓	848	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1846	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
From	1 - M27 West	0	168	4	572
	2 - Dodwell Lane	283	1	307	182
	3 - M27 East	17	147	1	683
	4 - A3024 Bert Betts Way	611	163	1071	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
From	1 - M27 West	0	1	50	16
	2 - Dodwell Lane	1	0	1	6
	3 - M27 East	12	1	0	9
	4 - A3024 Bert Betts Way	10	5	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.62	7.94	1.6	A	609	914
2 - Dodwell Lane	0.97	60.92	13.6	F	695	1042
3 - M27 East	0.66	8.08	1.9	A	722	1084
4 - A3024 Bert Betts Way	0.81	8.02	4.1	A	1583	2375

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	500	125	988	1572	0.318	498	638	0.0	0.5	3.346	A
2 - Dodwell Lane	570	143	1135	1399	0.407	567	351	0.0	0.7	4.314	A
3 - M27 East	593	148	712	1622	0.365	590	991	0.0	0.6	3.481	A
4 - A3024 Bert Betts Way	1299	325	332	2538	0.512	1295	970	0.0	1.0	2.886	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	597	149	1182	1409	0.424	596	763	0.5	0.7	4.421	A
2 - Dodwell Lane	681	170	1358	1174	0.580	678	420	0.7	1.4	7.213	A
3 - M27 East	708	177	851	1489	0.475	706	1185	0.6	0.9	4.590	A
4 - A3024 Bert Betts Way	1551	388	397	2455	0.632	1548	1160	1.0	1.7	3.958	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	731	183	1443	1189	0.615	728	921	0.7	1.6	7.744	A
2 - Dodwell Lane	834	208	1658	871	0.957	798	513	1.4	10.2	38.530	E
3 - M27 East	867	217	1021	1326	0.654	863	1435	0.9	1.8	7.719	A
4 - A3024 Bert Betts Way	1899	475	474	2358	0.806	1890	1411	1.7	4.0	7.561	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	731	183	1450	1184	0.618	731	932	1.6	1.6	7.944	A
2 - Dodwell Lane	834	208	1665	864	0.965	820	516	10.2	13.6	60.916	F
3 - M27 East	867	217	1037	1311	0.661	866	1448	1.8	1.9	8.081	A
4 - A3024 Bert Betts Way	1899	475	483	2346	0.810	1899	1421	4.0	4.1	8.021	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	597	149	1191	1401	0.426	600	786	1.6	0.7	4.512	A
2 - Dodwell Lane	681	170	1368	1164	0.585	729	424	13.6	1.4	9.221	A
3 - M27 East	708	177	885	1459	0.485	712	1212	1.9	1.0	4.843	A
4 - A3024 Bert Betts Way	1551	388	417	2430	0.638	1560	1179	4.1	1.8	4.183	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	500	125	994	1567	0.319	501	643	0.7	0.5	3.381	A
2 - Dodwell Lane	570	143	1141	1393	0.409	573	354	1.4	0.7	4.407	A
3 - M27 East	593	148	717	1617	0.367	594	997	1.0	0.6	3.523	A
4 - A3024 Bert Betts Way	1299	325	335	2534	0.513	1302	977	1.8	1.1	2.929	A

2024 with Development (PDC), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	6.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1289	113.80
2 - Dodwell Lane	1310	55.40
3 - M27 East	962	109.70
4 - A3024 Bert Betts Way	568	52.49

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2024 with Development (PDC)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D12

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	839	100.000
2 - Dodwell Lane		ONE HOUR	✓	617	100.000
3 - M27 East		ONE HOUR	✓	863	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1550	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	330	0	509
	2 - Dodwell Lane	235	0	212	170
	3 - M27 East	7	274	0	582
	4 - A3024 Bert Betts Way	603	191	756	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	1	0	6
	2 - Dodwell Lane	1	0	2	4
	3 - M27 East	0	1	0	3
	4 - A3024 Bert Betts Way	6	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.63	6.82	1.7	A	741	1112
2 - Dodwell Lane	0.56	6.78	1.2	A	554	831
3 - M27 East	0.62	6.28	1.6	A	773	1159
4 - A3024 Bert Betts Way	0.71	5.41	2.4	A	1366	2049

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	608	152	896	1807	0.336	606	605	0.0	0.5	2.991	A
2 - Dodwell Lane	454	114	911	1660	0.274	453	591	0.0	0.4	2.977	A
3 - M27 East	634	159	658	1806	0.351	632	706	0.0	0.5	3.060	A
4 - A3024 Bert Betts Way	1121	280	383	2534	0.442	1118	907	0.0	0.8	2.537	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	726	181	1072	1643	0.442	725	724	0.5	0.8	3.915	A
2 - Dodwell Lane	543	136	1090	1465	0.370	542	707	0.4	0.6	3.896	A
3 - M27 East	757	189	787	1678	0.451	756	844	0.5	0.8	3.900	A
4 - A3024 Bert Betts Way	1339	335	459	2438	0.549	1337	1085	0.8	1.2	3.267	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	889	222	1310	1420	0.626	886	885	0.8	1.6	6.692	A
2 - Dodwell Lane	665	166	1332	1200	0.554	662	864	0.6	1.2	6.658	A
3 - M27 East	927	232	962	1504	0.617	924	1032	0.8	1.6	6.176	A
4 - A3024 Bert Betts Way	1639	410	561	2307	0.711	1635	1326	1.2	2.4	5.317	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	889	222	1314	1417	0.628	889	888	1.6	1.7	6.820	A
2 - Dodwell Lane	665	166	1336	1195	0.556	665	867	1.2	1.2	6.778	A
3 - M27 East	927	232	966	1501	0.618	927	1035	1.6	1.6	6.276	A
4 - A3024 Bert Betts Way	1639	410	563	2304	0.711	1639	1330	2.4	2.4	5.411	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	726	181	1077	1638	0.443	729	728	1.7	0.8	3.975	A
2 - Dodwell Lane	543	136	1096	1459	0.372	545	711	1.2	0.6	3.953	A
3 - M27 East	757	189	792	1673	0.453	760	849	1.6	0.8	3.956	A
4 - A3024 Bert Betts Way	1339	335	461	2434	0.550	1343	1091	2.4	1.2	3.316	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	608	152	900	1804	0.337	609	608	0.8	0.5	3.016	A
2 - Dodwell Lane	454	114	915	1656	0.274	455	594	0.6	0.4	3.002	A
3 - M27 East	634	159	662	1803	0.352	635	709	0.8	0.5	3.087	A
4 - A3024 Bert Betts Way	1121	280	385	2531	0.443	1123	912	1.2	0.8	2.560	A

2031 with Development (Warehousing), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	18.20	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1580	113.80
2 - Dodwell Lane	1900	55.40
3 - M27 East	1201	109.70
4 - A3024 Bert Betts Way	512	52.49

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D17	2031 with Development (Warehousing)	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D7+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	760	100.000
2 - Dodwell Lane		ONE HOUR	✓	798	100.000
3 - M27 East		ONE HOUR	✓	868	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1792	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
From	1 - M27 West	0	174	4	582
	2 - Dodwell Lane	293	1	318	186
	3 - M27 East	18	152	1	697
	4 - A3024 Bert Betts Way	575	160	1056	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
From	1 - M27 West	0	1	50	14
	2 - Dodwell Lane	1	0	1	6
	3 - M27 East	12	1	0	8
	4 - A3024 Bert Betts Way	6	5	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.62	7.86	1.6	A	629	943
2 - Dodwell Lane	0.97	62.68	14.5	F	717	1075
3 - M27 East	0.69	8.86	2.2	A	746	1118
4 - A3024 Bert Betts Way	0.79	7.31	3.8	A	1570	2355

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	516	129	994	1595	0.323	514	634	0.0	0.5	3.324	A
2 - Dodwell Lane	588	147	1150	1409	0.418	585	357	0.0	0.7	4.358	A
3 - M27 East	612	153	733	1616	0.378	609	1002	0.0	0.6	3.565	A
4 - A3024 Bert Betts Way	1288	322	343	2576	0.500	1284	999	0.0	1.0	2.779	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	616	154	1188	1434	0.430	615	758	0.5	0.7	4.389	A
2 - Dodwell Lane	702	176	1376	1189	0.590	700	428	0.7	1.4	7.305	A
3 - M27 East	730	183	877	1481	0.493	729	1198	0.6	1.0	4.780	A
4 - A3024 Bert Betts Way	1538	385	411	2489	0.618	1536	1195	1.0	1.6	3.767	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	755	189	1451	1217	0.620	751	914	0.7	1.6	7.674	A
2 - Dodwell Lane	860	215	1680	894	0.963	823	522	1.4	10.8	39.192	E
3 - M27 East	895	224	1052	1315	0.681	890	1451	1.0	2.1	8.397	A
4 - A3024 Bert Betts Way	1884	471	490	2387	0.789	1876	1453	1.6	3.6	6.940	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	755	189	1457	1212	0.623	754	925	1.6	1.6	7.862	A
2 - Dodwell Lane	860	215	1687	887	0.970	845	524	10.8	14.5	62.677	F
3 - M27 East	895	224	1068	1300	0.688	894	1465	2.1	2.2	8.860	A
4 - A3024 Bert Betts Way	1884	471	499	2375	0.793	1884	1463	3.6	3.8	7.313	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	616	154	1197	1427	0.432	620	782	1.6	0.8	4.475	A
2 - Dodwell Lane	702	176	1386	1180	0.595	754	431	14.5	1.5	9.504	A
3 - M27 East	730	183	913	1448	0.504	735	1227	2.2	1.0	5.079	A
4 - A3024 Bert Betts Way	1538	385	432	2461	0.625	1547	1216	3.8	1.7	3.972	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	516	129	999	1591	0.324	517	639	0.8	0.5	3.358	A
2 - Dodwell Lane	588	147	1157	1403	0.419	591	360	1.5	0.7	4.453	A
3 - M27 East	612	153	739	1611	0.380	613	1009	1.0	0.6	3.613	A
4 - A3024 Bert Betts Way	1288	322	347	2572	0.501	1291	1006	1.7	1.0	2.817	A

2031 with Development (Warehousing), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	6.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1580	113.80
2 - Dodwell Lane	1900	55.40
3 - M27 East	1201	109.70
4 - A3024 Bert Betts Way	512	52.49

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D18	2031 with Development (Warehousing)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	847	100.000
2 - Dodwell Lane		ONE HOUR	✓	626	100.000
3 - M27 East		ONE HOUR	✓	874	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1548	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	337	0	510
	2 - Dodwell Lane	240	0	217	169
	3 - M27 East	7	280	0	586
	4 - A3024 Bert Betts Way	599	189	760	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
	1 - M27 West	0	1	0	6
	2 - Dodwell Lane	1	0	2	4
	3 - M27 East	0	1	0	3
	4 - A3024 Bert Betts Way	5	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.63	6.78	1.7	A	750	1124
2 - Dodwell Lane	0.54	6.16	1.1	A	562	842
3 - M27 East	0.63	6.50	1.7	A	784	1176
4 - A3024 Bert Betts Way	0.71	5.44	2.5	A	1379	2069

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	615	154	908	1798	0.342	613	612	0.0	0.5	3.034	A
2 - Dodwell Lane	461	115	921	1661	0.277	459	599	0.0	0.4	2.992	A
3 - M27 East	643	161	663	1787	0.360	641	718	0.0	0.6	3.137	A
4 - A3024 Bert Betts Way	1131	283	392	2556	0.443	1128	912	0.0	0.8	2.516	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	734	184	1086	1643	0.447	733	733	0.5	0.8	3.951	A
2 - Dodwell Lane	550	138	1102	1492	0.369	549	717	0.4	0.6	3.816	A
3 - M27 East	768	192	793	1664	0.462	767	859	0.6	0.9	4.008	A
4 - A3024 Bert Betts Way	1351	338	469	2455	0.550	1349	1091	0.8	1.2	3.251	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	899	225	1327	1434	0.627	896	896	0.8	1.7	6.654	A
2 - Dodwell Lane	674	168	1347	1262	0.534	672	876	0.6	1.1	6.072	A
3 - M27 East	941	235	969	1498	0.628	937	1050	0.9	1.7	6.387	A
4 - A3024 Bert Betts Way	1655	414	573	2319	0.714	1650	1333	1.2	2.4	5.343	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	899	225	1331	1430	0.629	899	898	1.7	1.7	6.780	A
2 - Dodwell Lane	674	168	1351	1258	0.535	674	879	1.1	1.1	6.157	A
3 - M27 East	941	235	972	1495	0.629	941	1053	1.7	1.7	6.495	A
4 - A3024 Bert Betts Way	1655	414	575	2316	0.714	1655	1338	2.4	2.5	5.440	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	734	184	1091	1638	0.448	738	736	1.7	0.8	4.012	A
2 - Dodwell Lane	550	138	1108	1486	0.370	552	721	1.1	0.6	3.865	A
3 - M27 East	768	192	797	1660	0.463	771	863	1.7	0.9	4.067	A
4 - A3024 Bert Betts Way	1351	338	472	2452	0.551	1356	1097	2.5	1.2	3.301	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	615	154	912	1794	0.343	616	615	0.8	0.5	3.058	A
2 - Dodwell Lane	461	115	926	1657	0.278	462	602	0.6	0.4	3.016	A
3 - M27 East	643	161	666	1783	0.361	644	721	0.9	0.6	3.165	A
4 - A3024 Bert Betts Way	1131	283	394	2553	0.443	1133	916	1.2	0.8	2.537	A

2031 with Development (PDC) , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	33.27	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1580	113.80
2 - Dodwell Lane	1900	55.40
3 - M27 East	1201	109.70
4 - A3024 Bert Betts Way	512	52.49

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D19	2031 with Development (PDC)	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D7+D11

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	785	100.000
2 - Dodwell Lane		ONE HOUR	✓	800	100.000
3 - M27 East		ONE HOUR	✓	893	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1917	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
From	1 - M27 West	0	174	4	607
	2 - Dodwell Lane	293	1	318	188
	3 - M27 East	18	152	1	722
	4 - A3024 Bert Betts Way	636	168	1112	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
From	1 - M27 West	0	1	50	16
	2 - Dodwell Lane	1	0	1	6
	3 - M27 East	12	1	0	10
	4 - A3024 Bert Betts Way	10	5	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.67	9.67	2.0	A	641	961
2 - Dodwell Lane	1.07	139.75	37.0	F	719	1078
3 - M27 East	0.71	9.57	2.4	A	758	1137
4 - A3024 Bert Betts Way	0.84	9.57	5.1	A	1641	2461

Main Results for each time segment

06:45 - 07:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	526	131	1024	1536	0.342	524	661	0.0	0.5	3.549	A
2 - Dodwell Lane	590	147	1184	1354	0.436	587	363	0.0	0.8	4.672	A
3 - M27 East	622	155	744	1580	0.394	619	1026	0.0	0.6	3.739	A
4 - A3024 Bert Betts Way	1346	337	343	2516	0.535	1341	1020	0.0	1.1	3.054	A

07:00 - 07:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	628	157	1224	1370	0.458	626	790	0.5	0.8	4.835	A
2 - Dodwell Lane	704	176	1416	1124	0.626	701	435	0.8	1.6	8.431	A
3 - M27 East	742	186	890	1443	0.515	741	1227	0.6	1.0	5.118	A
4 - A3024 Bert Betts Way	1607	402	410	2431	0.661	1604	1220	1.1	1.9	4.335	A

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	769	192	1493	1147	0.670	764	938	0.8	2.0	9.294	A
2 - Dodwell Lane	862	216	1727	816	1.057	784	530	1.6	21.2	67.002	F
3 - M27 East	909	227	1043	1296	0.702	904	1468	1.0	2.3	9.088	A
4 - A3024 Bert Betts Way	1968	492	475	2350	0.838	1957	1473	1.9	4.9	8.896	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	769	192	1501	1140	0.674	768	947	2.0	2.0	9.669	A
2 - Dodwell Lane	862	216	1737	806	1.070	799	533	21.2	37.0	139.749	F
3 - M27 East	909	227	1055	1285	0.708	909	1480	2.3	2.4	9.566	A
4 - A3024 Bert Betts Way	1968	492	481	2342	0.841	1968	1483	4.9	5.1	9.566	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	628	157	1235	1360	0.461	632	849	2.0	0.9	4.975	A
2 - Dodwell Lane	704	176	1429	1111	0.634	845	439	37.0	1.8	22.686	C
3 - M27 East	742	186	981	1362	0.545	747	1293	2.4	1.2	5.898	A
4 - A3024 Bert Betts Way	1607	402	465	2362	0.680	1619	1262	5.1	2.2	4.919	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	526	131	1030	1530	0.344	527	667	0.9	0.5	3.595	A
2 - Dodwell Lane	590	147	1191	1346	0.438	594	366	1.8	0.8	4.807	A
3 - M27 East	622	155	751	1573	0.395	624	1034	1.2	0.7	3.799	A
4 - A3024 Bert Betts Way	1346	337	347	2511	0.536	1350	1028	2.2	1.2	3.111	A

2031 with Development (PDC), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Dodwell Lane - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Demand Set Relationship	D7 - 2031 Baseline, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Large Roundabout		1, 2, 3, 4	6.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Large Roundabout Data

Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1 - M27 West	1580	113.80
2 - Dodwell Lane	1900	55.40
3 - M27 East	1201	109.70
4 - A3024 Bert Betts Way	512	52.49

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D20	2031 with Development (PDC)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D12

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - M27 West		ONE HOUR	✓	857	100.000
2 - Dodwell Lane		ONE HOUR	✓	631	100.000
3 - M27 East		ONE HOUR	✓	882	100.000
4 - A3024 Bert Betts Way		ONE HOUR	✓	1602	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
From	1 - M27 West	0	337	0	520
	2 - Dodwell Lane	240	0	217	174
	3 - M27 East	7	280	0	594
	4 - A3024 Bert Betts Way	625	195	782	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1 - M27 West	2 - Dodwell Lane	3 - M27 East	4 - A3024 Bert Betts Way
From	1 - M27 West	0	1	0	6
	2 - Dodwell Lane	1	0	2	4
	3 - M27 East	0	1	0	3
	4 - A3024 Bert Betts Way	6	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - M27 West	0.65	7.30	1.8	A	757	1136
2 - Dodwell Lane	0.55	6.57	1.2	A	566	849
3 - M27 East	0.64	6.79	1.8	A	790	1185
4 - A3024 Bert Betts Way	0.74	6.01	2.8	A	1414	2121

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	621	155	923	1777	0.350	619	626	0.0	0.5	3.105	A
2 - Dodwell Lane	464	116	938	1639	0.283	463	604	0.0	0.4	3.056	A
3 - M27 East	648	162	672	1774	0.365	646	729	0.0	0.6	3.185	A
4 - A3024 Bert Betts Way	1160	290	392	2532	0.458	1157	926	0.0	0.8	2.610	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	742	185	1104	1619	0.458	741	748	0.5	0.8	4.092	A
2 - Dodwell Lane	555	139	1122	1466	0.378	554	722	0.4	0.6	3.943	A
3 - M27 East	774	193	804	1649	0.469	773	872	0.6	0.9	4.101	A
4 - A3024 Bert Betts Way	1385	346	469	2432	0.569	1383	1108	0.8	1.3	3.425	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	909	227	1349	1405	0.646	905	915	0.8	1.8	7.136	A
2 - Dodwell Lane	679	170	1371	1231	0.552	677	883	0.6	1.2	6.463	A
3 - M27 East	948	237	983	1481	0.640	944	1065	0.9	1.7	6.668	A
4 - A3024 Bert Betts Way	1696	424	573	2297	0.738	1691	1354	1.3	2.8	5.879	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	909	227	1354	1401	0.648	908	918	1.8	1.8	7.296	A
2 - Dodwell Lane	679	170	1376	1227	0.554	679	886	1.2	1.2	6.572	A
3 - M27 East	948	237	987	1477	0.642	948	1069	1.7	1.8	6.795	A
4 - A3024 Bert Betts Way	1696	424	575	2295	0.739	1696	1359	2.8	2.8	6.013	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	742	185	1110	1614	0.460	746	753	1.8	0.9	4.165	A
2 - Dodwell Lane	555	139	1129	1460	0.380	557	727	1.2	0.6	4.000	A
3 - M27 East	774	193	810	1644	0.471	777	876	1.8	0.9	4.168	A
4 - A3024 Bert Betts Way	1385	346	472	2429	0.570	1391	1115	2.8	1.3	3.489	A

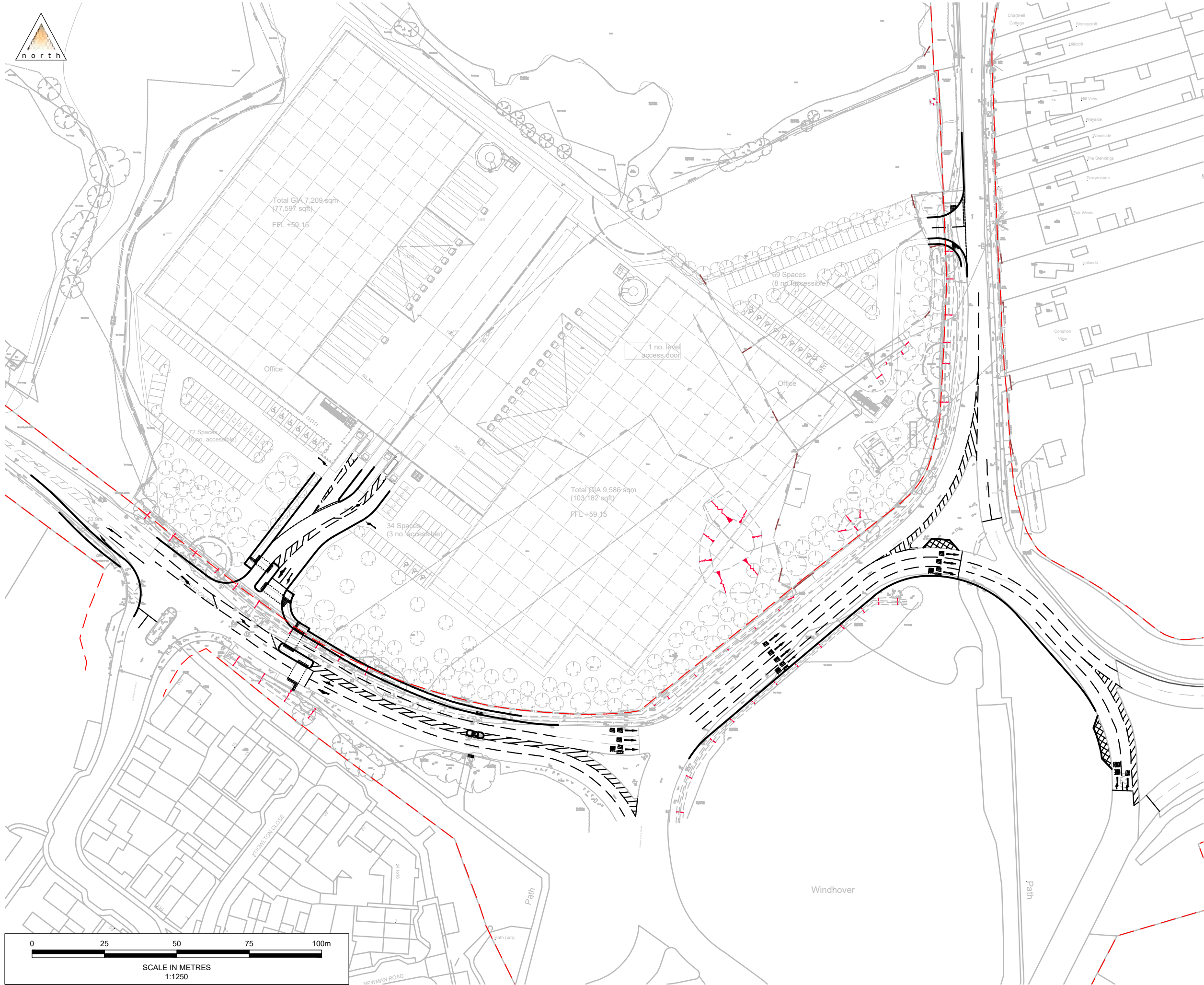
18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - M27 West	621	155	927	1773	0.350	622	629	0.9	0.5	3.134	A
2 - Dodwell Lane	464	116	943	1635	0.284	465	607	0.6	0.4	3.079	A
3 - M27 East	648	162	676	1770	0.366	649	732	0.9	0.6	3.214	A
4 - A3024 Bert Betts Way	1160	290	394	2530	0.459	1162	931	1.3	0.9	2.637	A

Appendix S

Highway Mitigation Drawings

C:\Users\mfitzgerald\Motion\StaffSite - Whburs 1803014\Drawings\1803014 01D-06C.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on survey information supplied by the client, and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

D	Updated per RSA1 Comments	MF	JNR	JNR	12/06/2025
C	Updated Site Layout	MF	JNR	JNR	22/05/2025
B	Updated Site Layout	MF	JNR	JNR	04/04/2025
A	Updated Site Access	MF	PB	PB	10/03/2025
-	First Issue	MF	JNR	JNR	26/02/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Wates Developments Ltd

Project:
Cranbury Site, Bursledon Road,
Bursledon

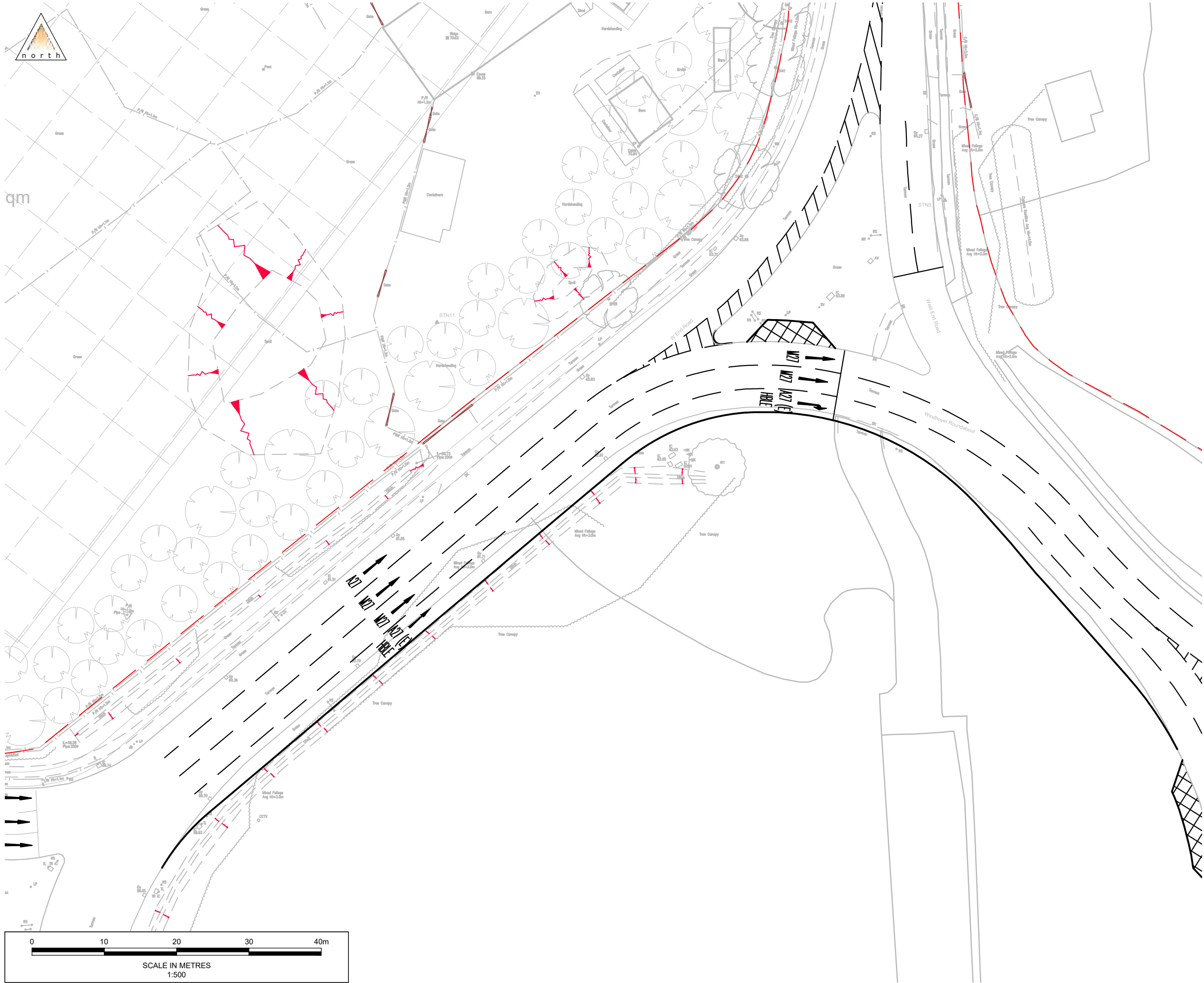
Title:
Highway Works Overview

Scale: 1:1250 (@ A3)

Drawing:
1803014-01

Revision:
D

C:\Users\mfitzgerald\Motion\StaffSite - Whburs 1803014\Drawings\1803014 01C-06B.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on survey information supplied by the client, and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

C	Updated per RSA1 Comments	MF	JNR	JNR	12/06/2025
B	Updated Site Layout	MF	JNR	JNR	22/05/2025
A	Updated Site Layout	MF	JNR	JNR	04/04/2025
-	First Issue	MF	JNR	JNR	26/02/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Wates Developments Ltd

Project:

Cranbury Site, Bursledon Road, Bursledon

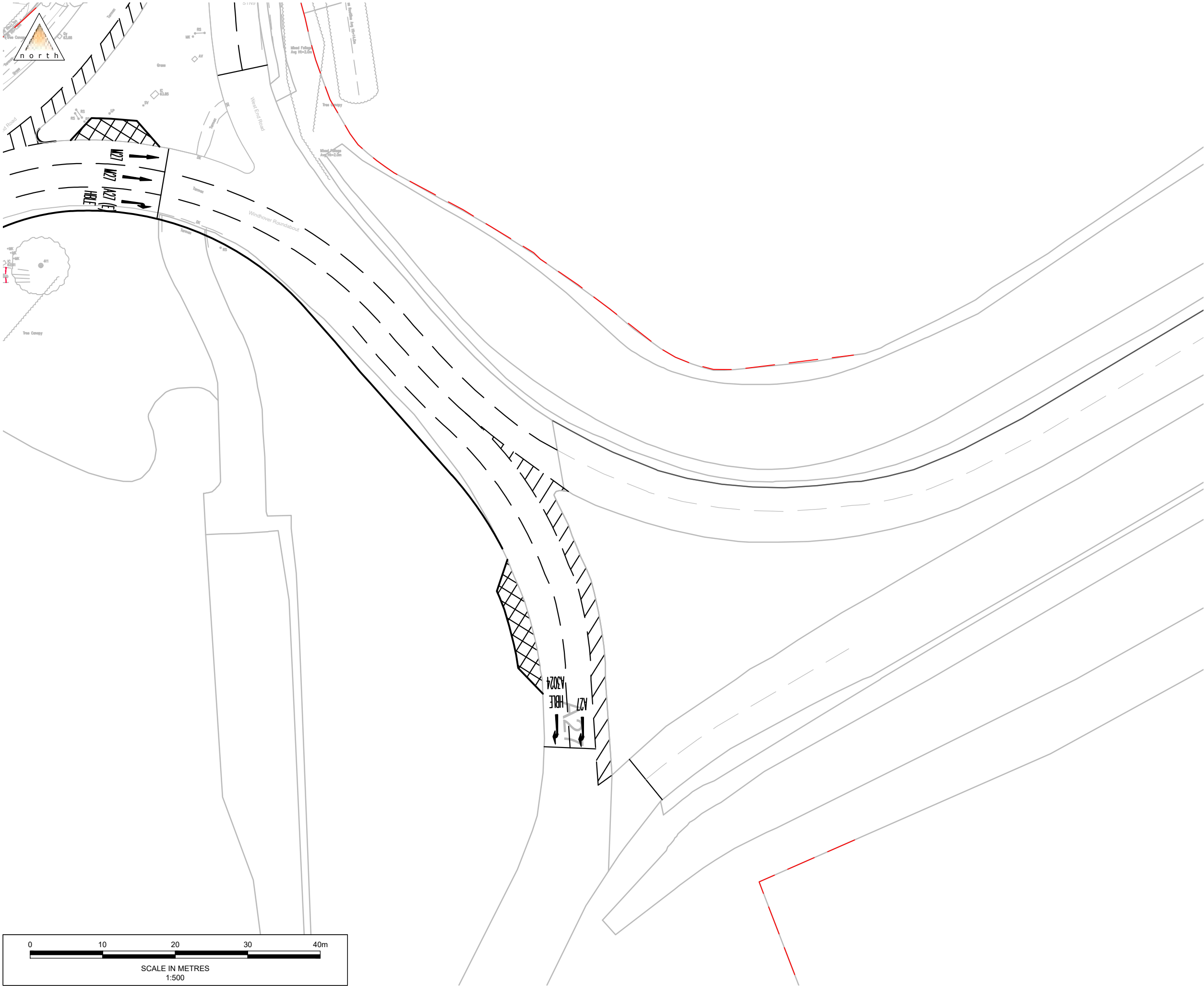
Title:

Windhover Roundabout Mitigation A27 West End Road Signalisation

Scale: 1:500 (@ A3)

Drawing: 1803014-05 Revision: C

C:\Users\mfitzgerald\Motion\StaffSite - Whburs 1803014\Drawings\1803014 01C-06B.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on survey information supplied by the client, and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

C	Updated per RSA1 Comments	MF	JNR	JNR	12/06/2025
B	Updated Site Layout	MF	JNR	JNR	22/05/2025
A	Added Highway Boundary	MF	JNR	JNR	04/04/2025
-	First Issue	MF	JNR	JNR	26/02/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Wates Developments Ltd

Project:
Cranbury Site, Bursledon Road, Bursledon

Title:
Windhover Roundabout Mitigation A3024 Bert Betts Way Signalisation

Scale: 1:500 (@ A3)

Drawing:
1803014-06

Revision:
C