



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:

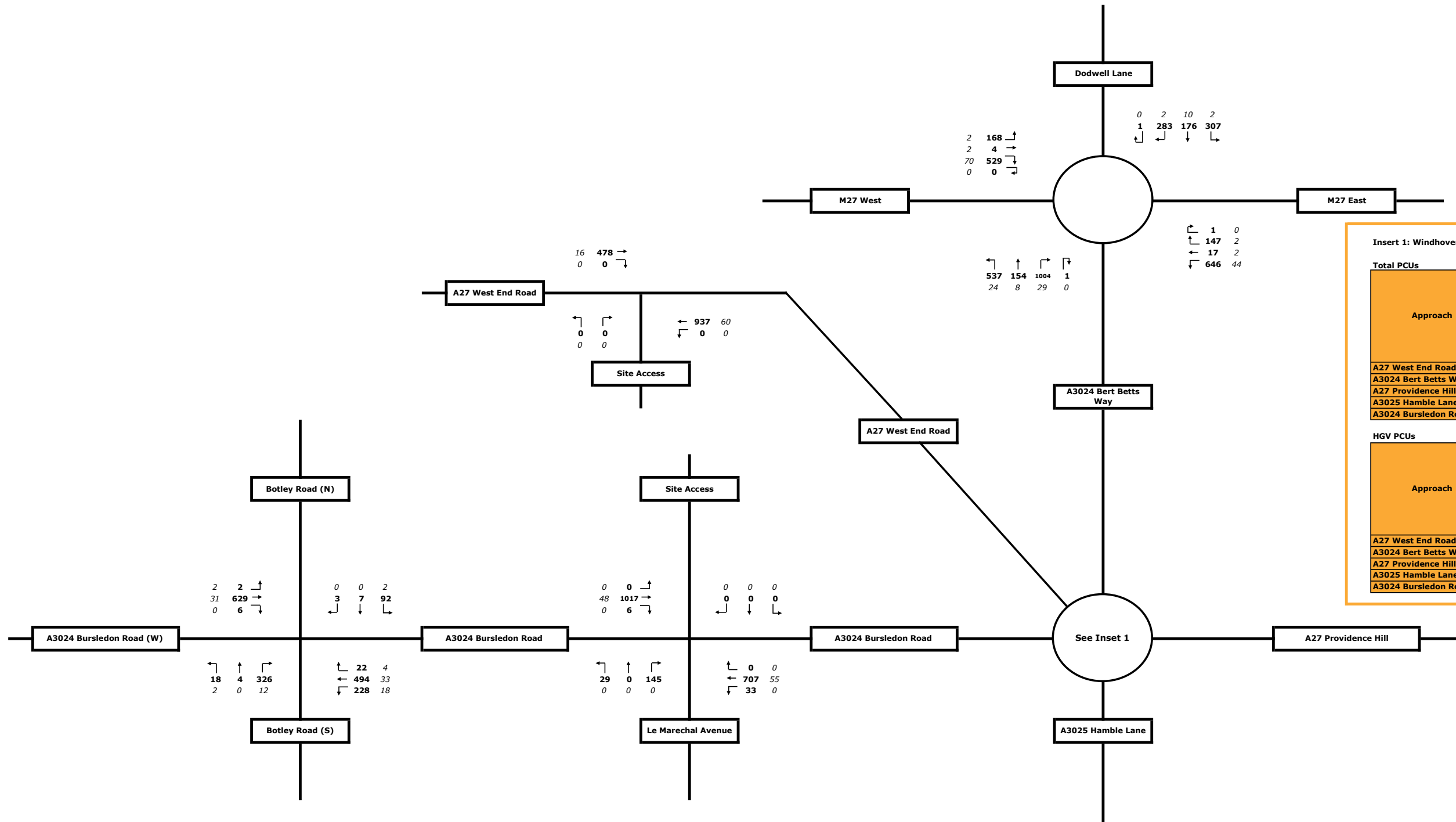
Date	Issue	Prepared by	Approved by
28/02/2025	d1.0	MF/LB	LH
06/06/2025	d1.1	MF/LB	LH
19/06/2025	v1.0	MF	LH
14/10/2025	v1.1	ATW/MF	LH
21/10/2025	v1.2	MF	LH
18/03/2026	V1.3	MF	LH



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

Appendix L

Traffic Flow Diagrams



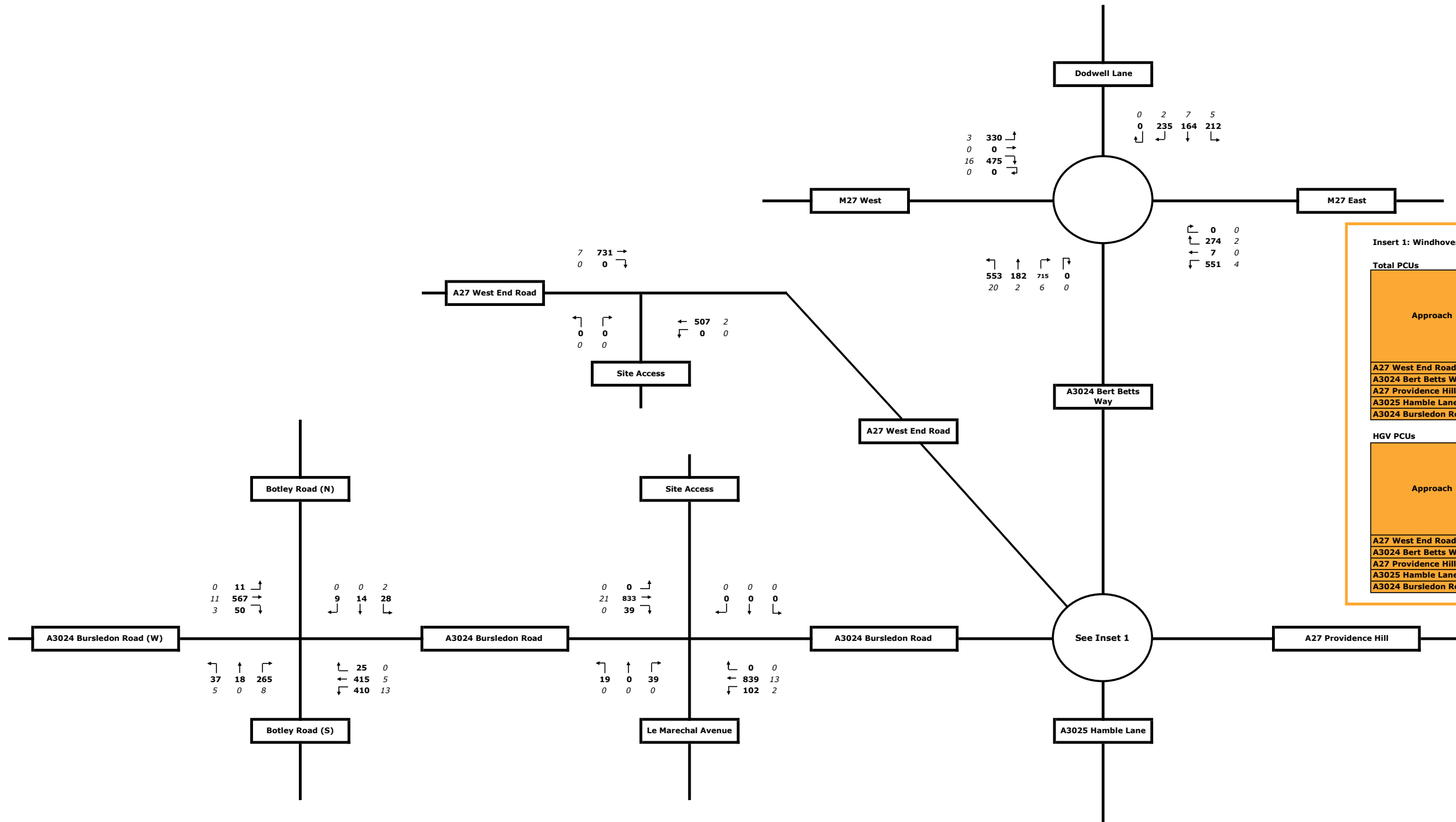
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	170	123	149	36
A3024 Bert Betts Way	29	0	140	673	497
A27 Providence Hill	329	112	0	63	167
A3025 Hamble Lane	389	708	80	0	65
A3024 Bursledon Road	190	702	209	50	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	2	5	3	4
A3024 Bert Betts Way	4	0	25	48	41
A27 Providence Hill	11	9	0	2	7
A3025 Hamble Lane	10	24	10	0	7
A3024 Bursledon Road	2	35	6	3	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

2025 Observed AM Traffic Flows



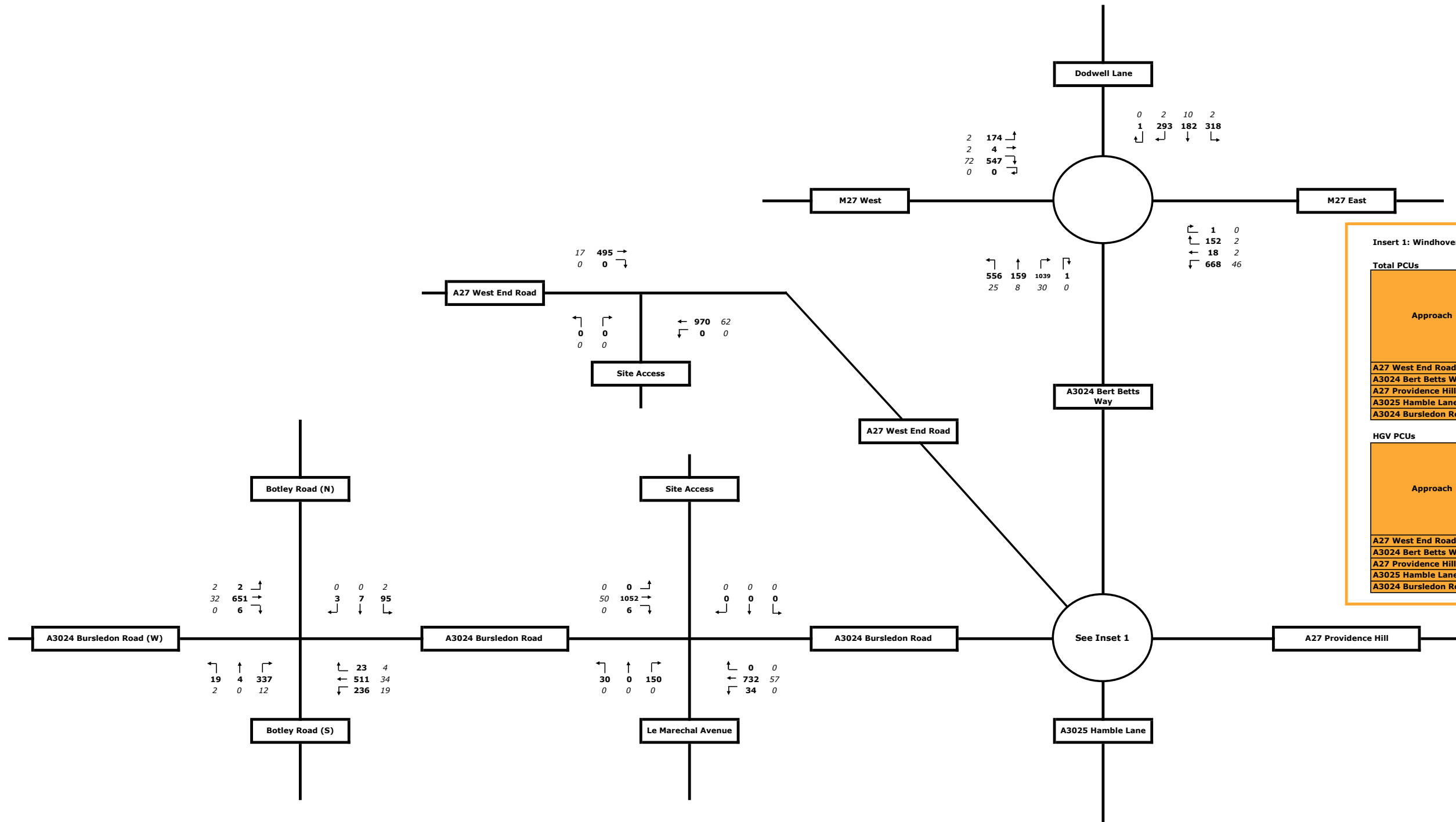
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	168	215	308	40
A3024 Bert Betts Way	35	0	85	462	615
A27 Providence Hill	211	76	0	26	174
A3025 Hamble Lane	171	666	137	2	109
A3024 Bursledon Road	90	545	183	56	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	5	0	2
A3024 Bert Betts Way	0	0	7	17	9
A27 Providence Hill	0	4	0	0	3
A3025 Hamble Lane	0	11	0	2	2
A3024 Bursledon Road	2	12	2	2	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

2024 Observed PM Traffic Flows



Insert 1: Windhover Roundabout

Total PCUs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	176	127	154	37
A3024 Bert Betts Way	30	0	145	696	514
A27 Providence Hill	340	116	0	65	173
A3025 Hamble Lane	402	733	83	0	67
A3024 Bursledon Road	197	726	216	52	0

HGV PCUs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	2	5	3	4
A3024 Bert Betts Way	4	0	26	50	42
A27 Providence Hill	11	9	0	2	7
A3025 Hamble Lane	10	25	10	0	7
A3024 Bursledon Road	2	36	6	3	0

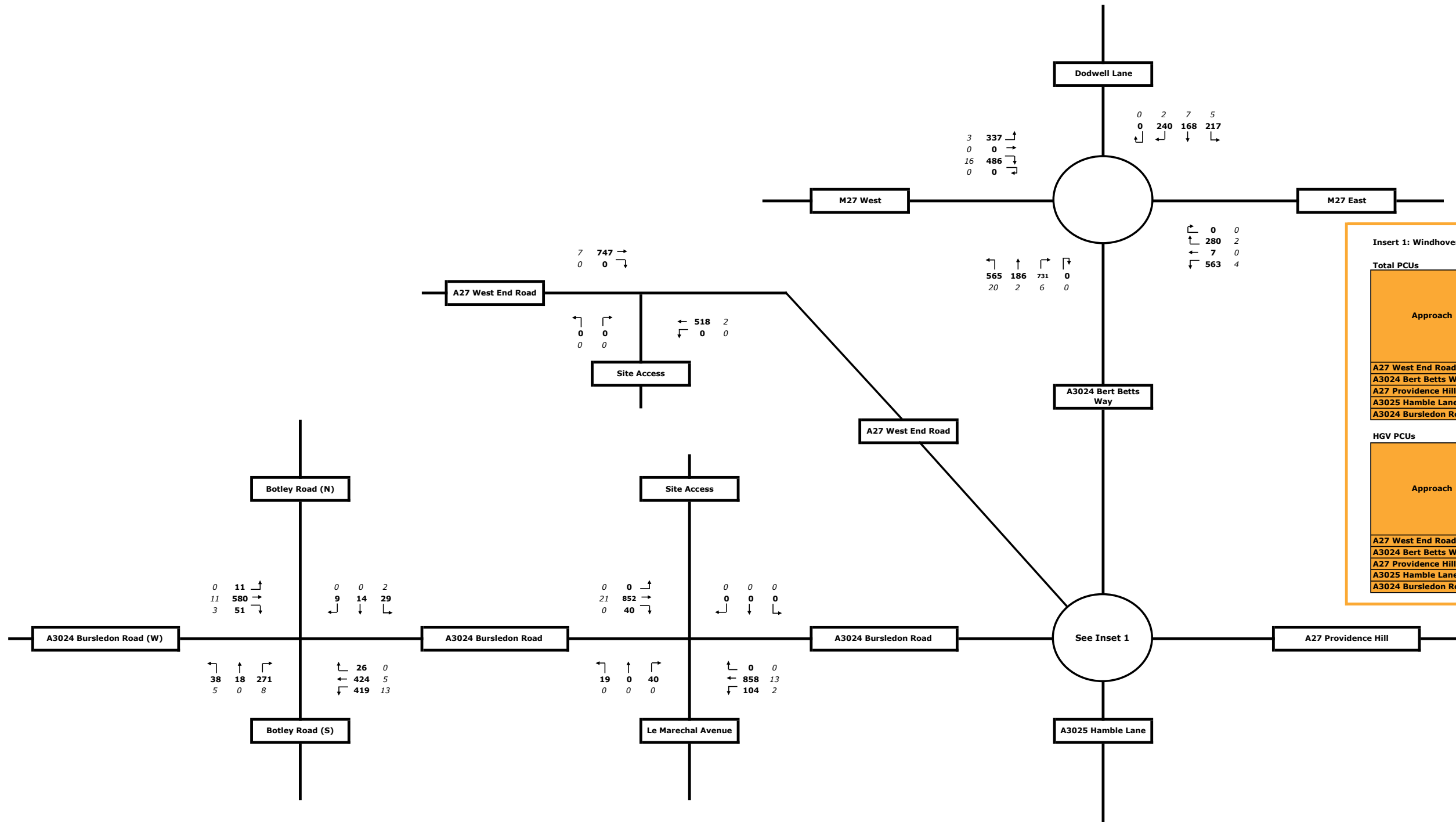
Key:

123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

2031 Uplifted AM Traffic Flows



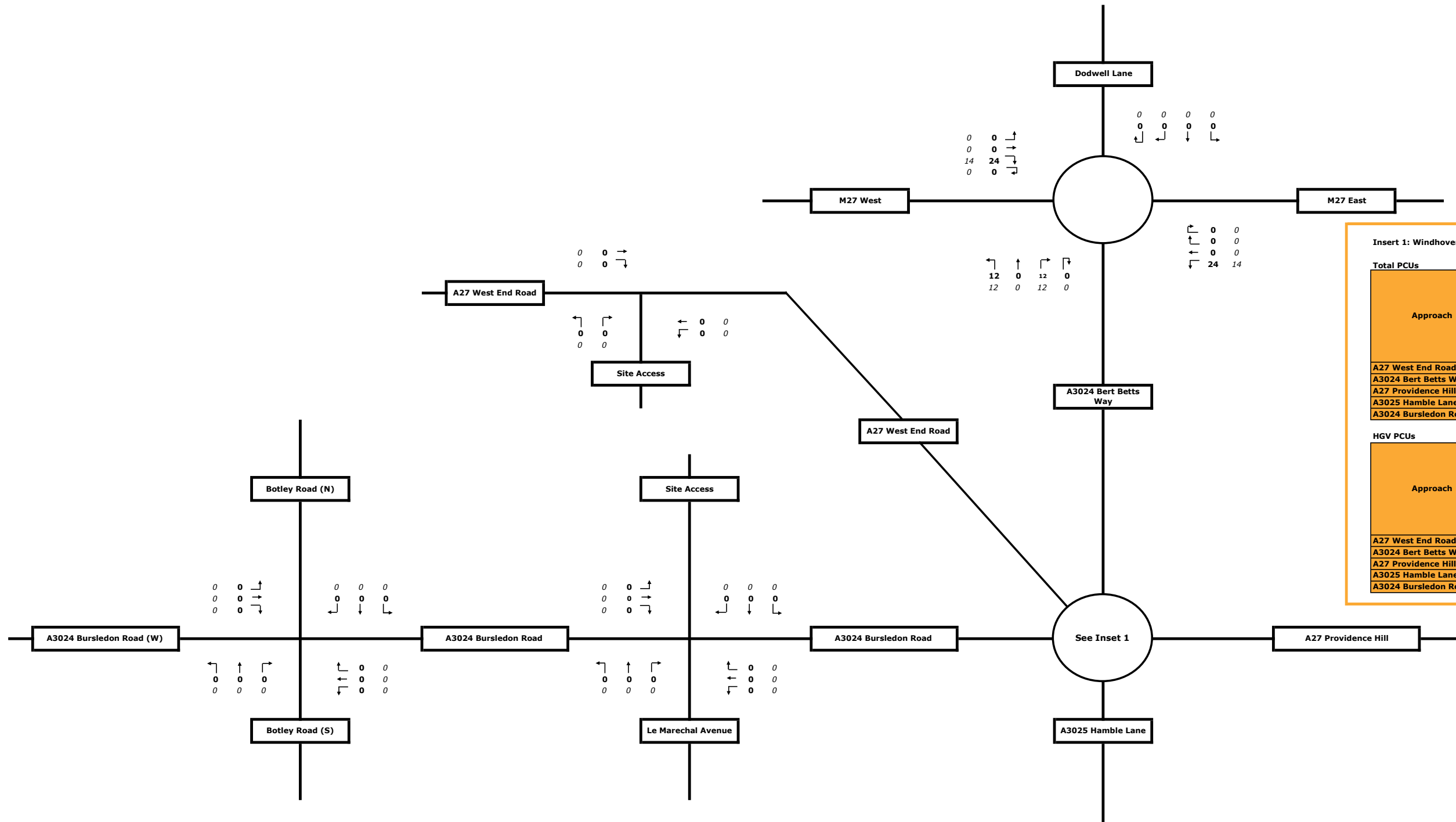
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	172	220	315	41
A3024 Bert Betts Way	36	0	87	472	629
A27 Providence Hill	216	78	0	27	178
A3025 Hamble Lane	175	681	140	2	111
A3024 Bursledon Road	92	557	187	57	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	5	0	2
A3024 Bert Betts Way	0	0	7	17	9
A27 Providence Hill	0	4	0	0	3
A3025 Hamble Lane	0	11	0	2	2
A3024 Bursledon Road	2	12	2	2	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

2031 Uplifted PM Traffic Flows



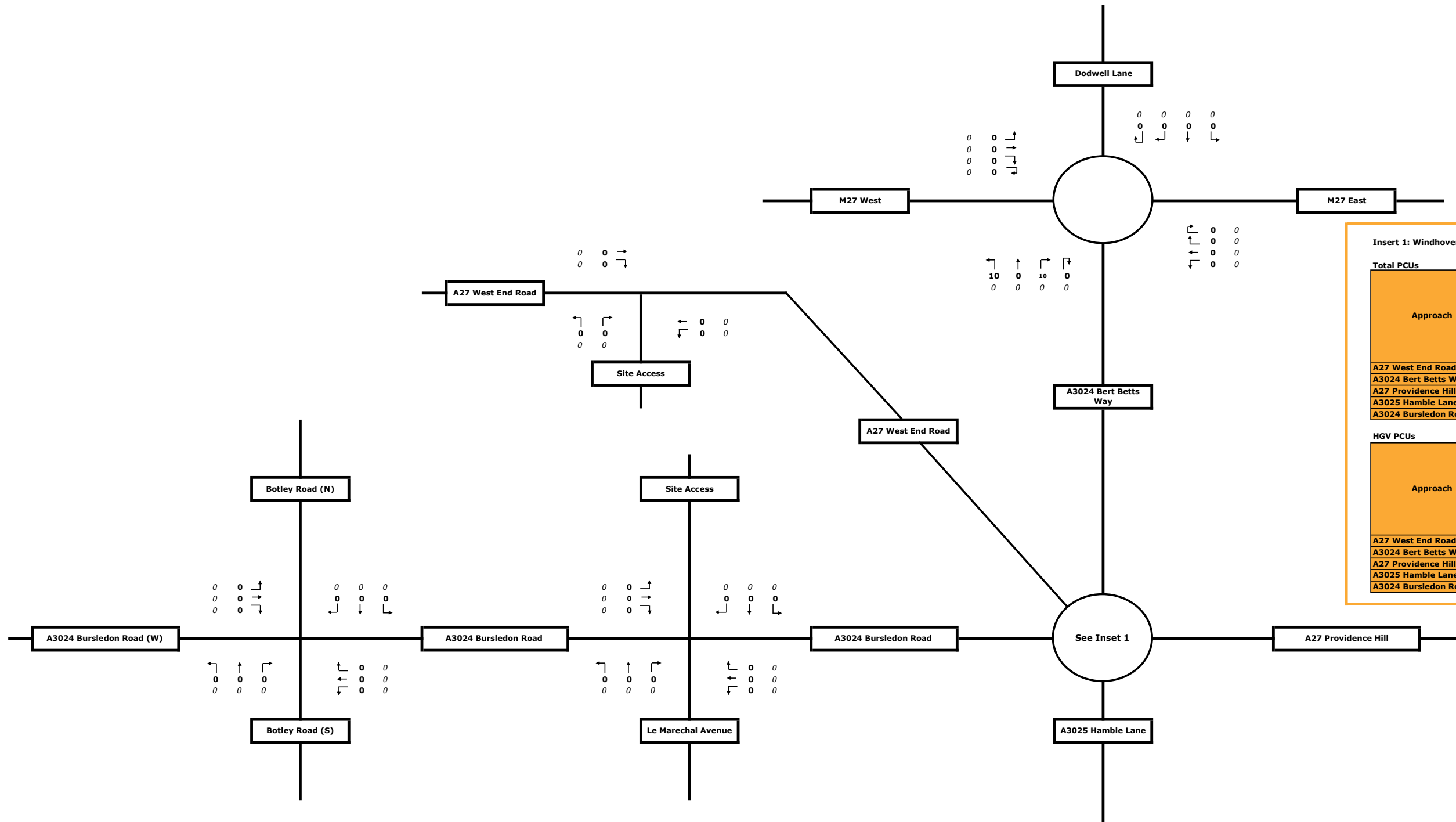
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	0	0	0
A3024 Bert Betts Way	0	0	0	48	0
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	24	0	0	0
A3024 Bursledon Road	0	0	0	0	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	0	0	0
A3024 Bert Betts Way	0	0	0	28	0
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	24	0	0	0
A3024 Bursledon Road	0	0	0	0	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

Hamble Airfield Quarry AM Traffic Flows



Insert 1: Windhover Roundabout

Total PCUs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	0	0	0
A3024 Bert Betts Way	0	0	0	0	0
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	20	0	0	0
A3024 Bursledon Road	0	0	0	0	0

HGV PCUs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	0	0	0
A3024 Bert Betts Way	0	0	0	0	0
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	0	0	0	0
A3024 Bursledon Road	0	0	0	0	0

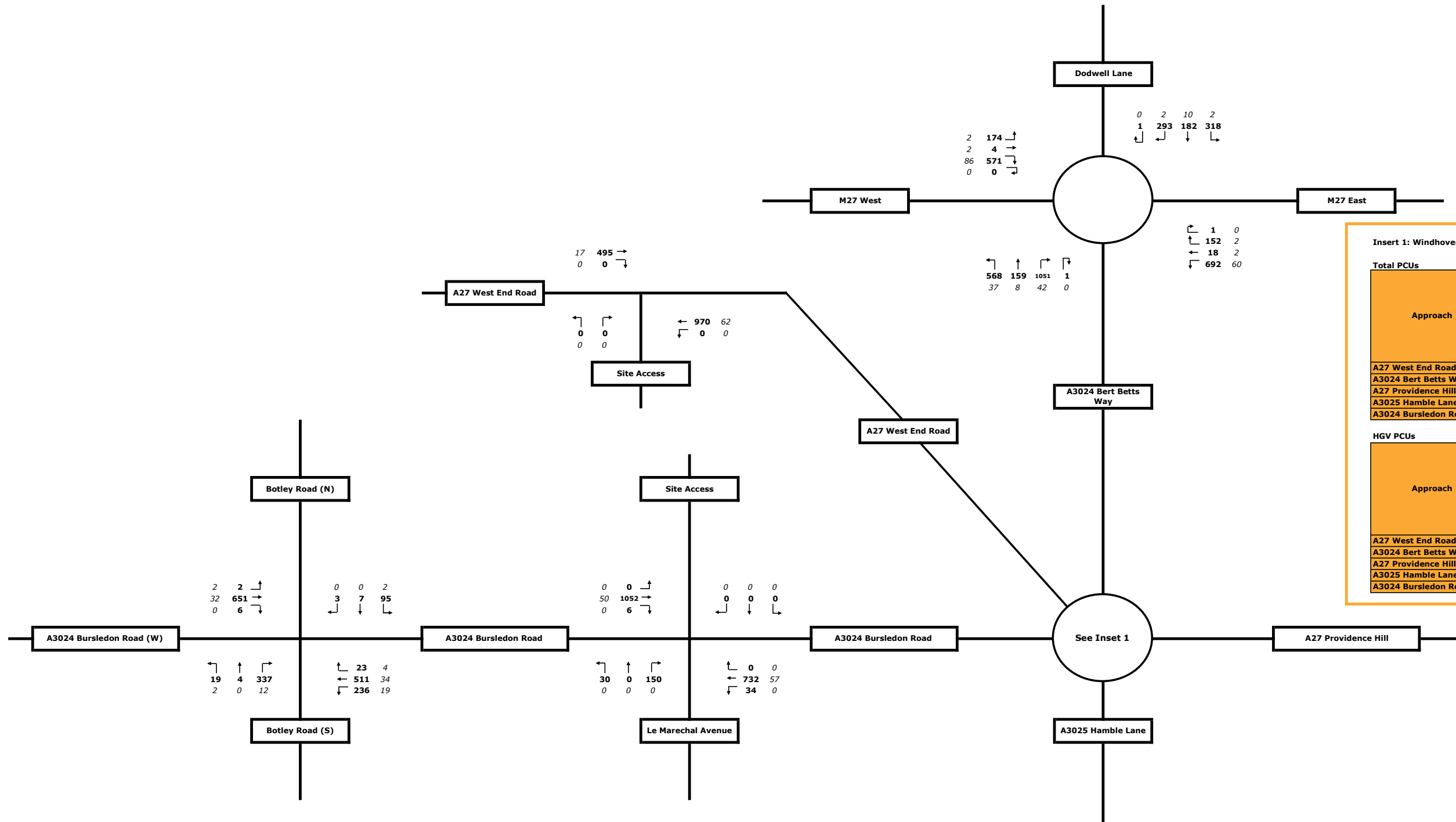
Key:

123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

Hamble Airfield Quarry PM Traffic Flows

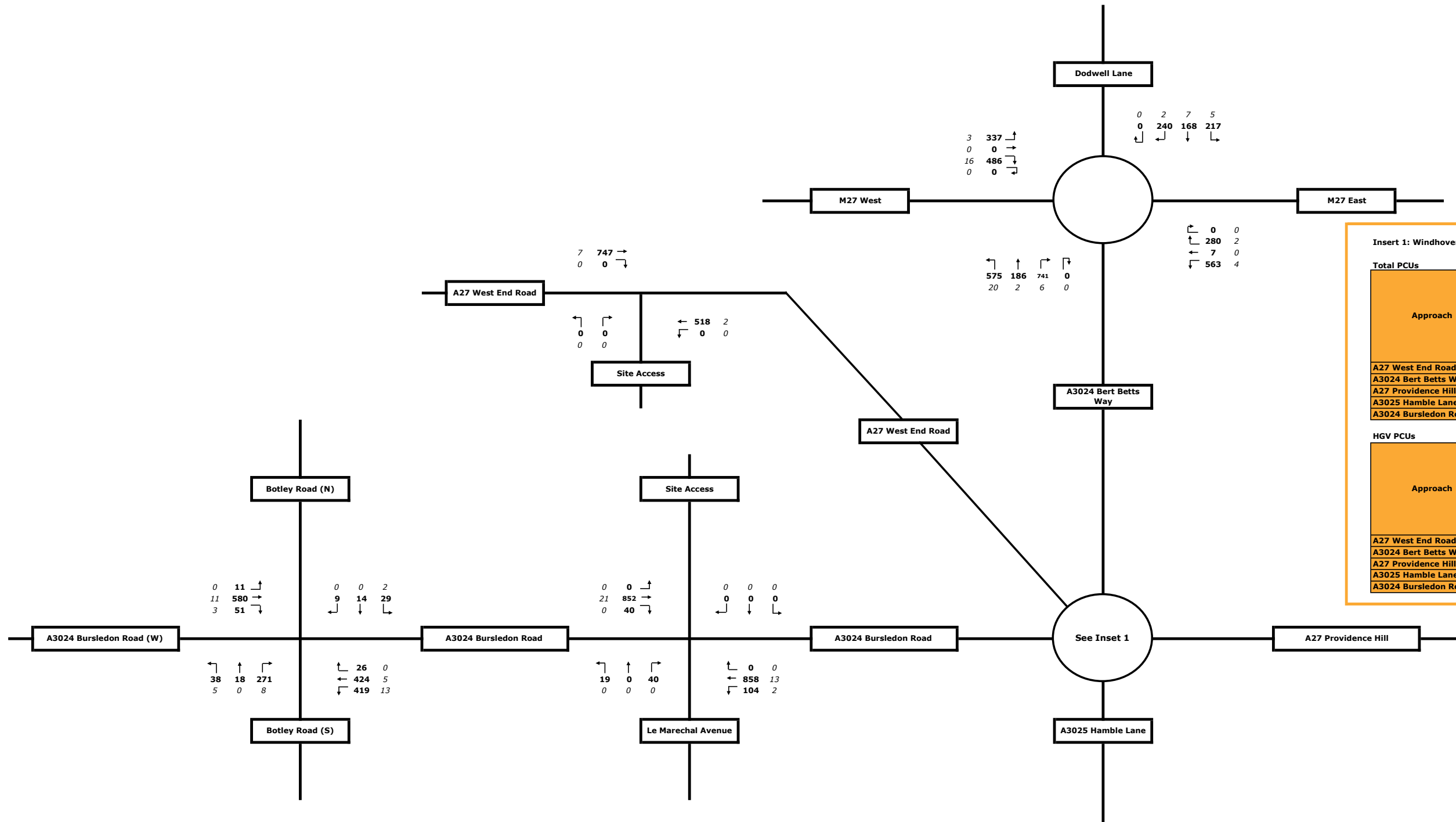


Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	176	127	154	37
A3024 Bert Betts Way	30	0	145	744	514
A27 Providence Hill	340	116	0	65	173
A3025 Hamble Lane	402	757	83	0	67
A3024 Bursledon Road	197	726	216	52	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	2	5	3	4
A3024 Bert Betts Way	4	0	26	78	42
A27 Providence Hill	11	9	0	2	7
A3025 Hamble Lane	10	49	10	0	7
A3024 Bursledon Road	2	36	6	3	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon
2031 Future Year Baseline AM Traffic Flows



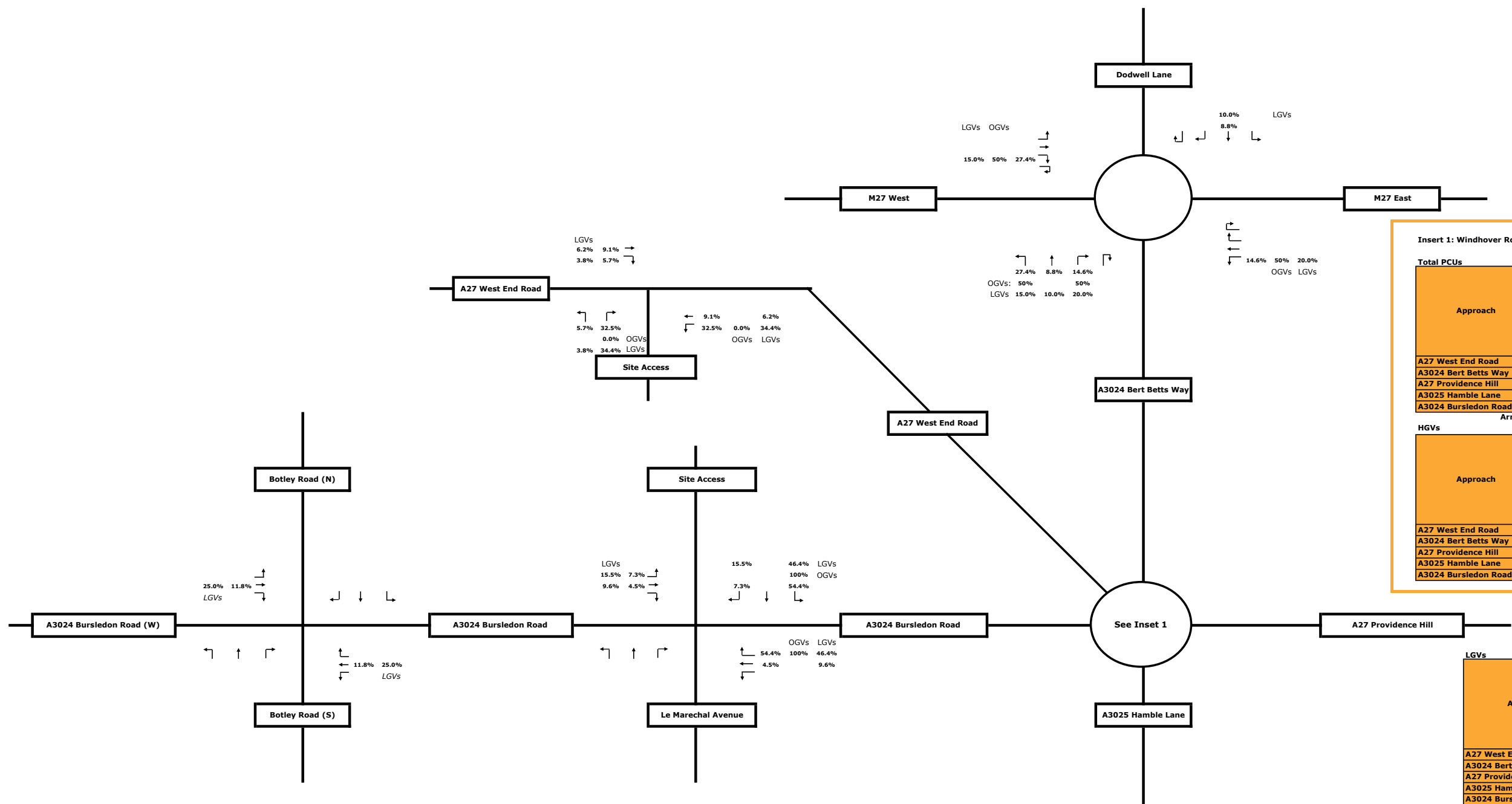
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	172	220	315	41
A3024 Bert Betts Way	36	0	87	472	629
A27 Providence Hill	216	78	0	27	178
A3025 Hamble Lane	175	701	140	2	111
A3024 Bursledon Road	92	557	187	57	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	5	0	2
A3024 Bert Betts Way	0	0	7	17	9
A27 Providence Hill	0	4	0	0	3
A3025 Hamble Lane	0	11	0	2	2
A3024 Bursledon Road	2	12	2	2	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

2031 Future Year Baseline PM Traffic Flows



Insert 1: Windhover Roundabout

Total PCUs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road	Arrivals
A27 West End Road		19.4%	3.3%	5.3%	4.5%	9.1%
A3024 Bert Betts Way	19.4%				31.4%	
A27 Providence Hill	3.3%				5.4%	
A3025 Hamble Lane	5.3%				8.5%	
A3024 Bursledon Road	9.1%	31.4%	5.4%	8.5%		
Arrivals	4.5%					

HGVs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road		0.0%			
A3024 Bert Betts Way	0.0%				100%
A27 Providence Hill					
A3025 Hamble Lane					
A3024 Bursledon Road		100%			

LGVs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road	Arrivals
A27 West End Road		17.2%	5.7%	1.9%	9.6%	6.2%
A3024 Bert Betts Way	17.2%				27.8%	
A27 Providence Hill	5.7%				9.3%	
A3025 Hamble Lane	1.9%				3.1%	
A3024 Bursledon Road	6.2%	27.8%	9.3%	3.1%		
Arrivals	9.6%					

Key:

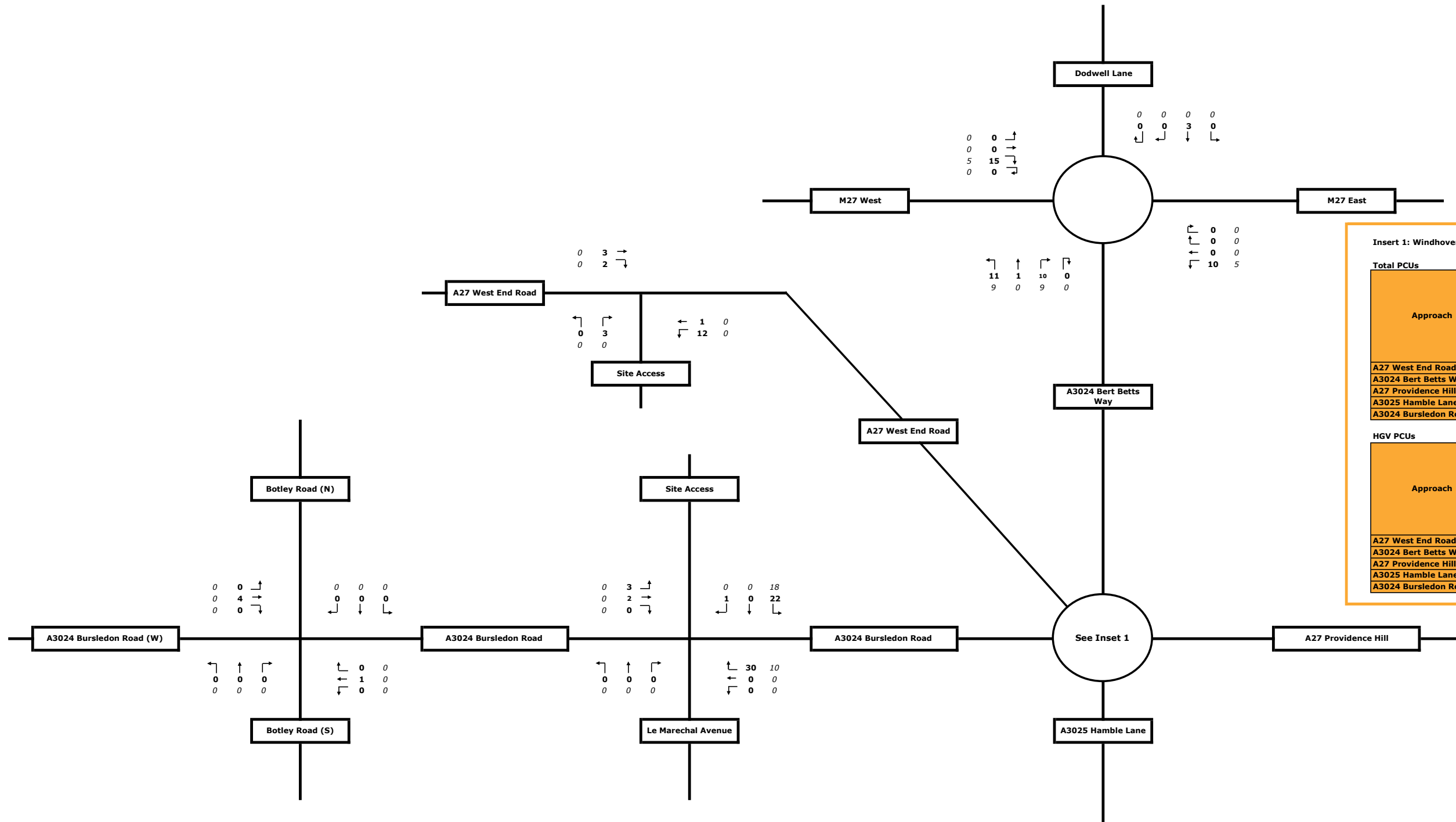
123 Total PCUs

10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

Development Distribution



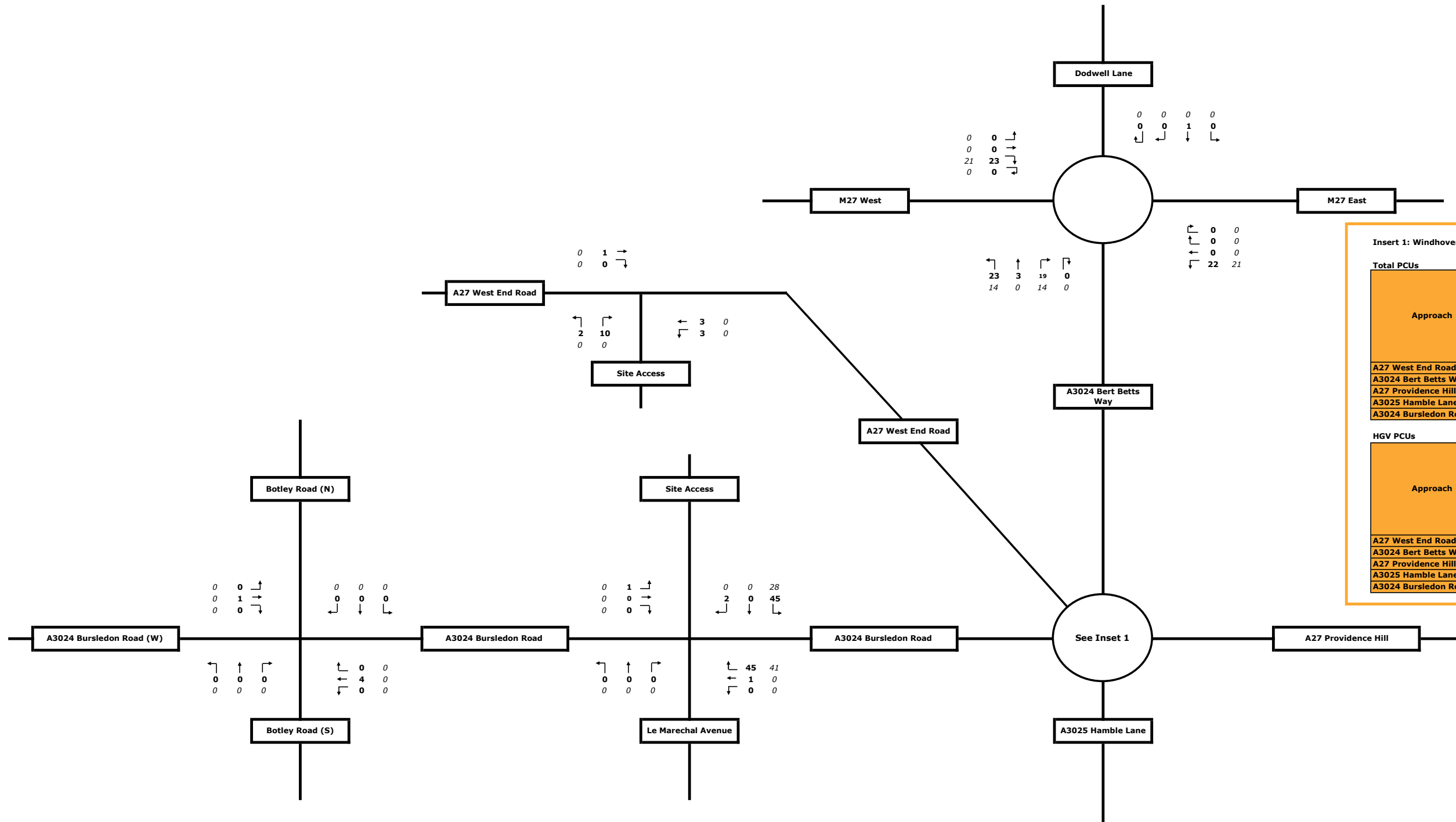
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	2	0	0	3
A3024 Bert Betts Way	7	0	0	0	22
A27 Providence Hill	1	0	0	0	2
A3025 Hamble Lane	2	0	0	0	3
A3024 Bursledon Road	3	21	0	1	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	0	0	0
A3024 Bert Betts Way	0	0	0	0	10
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	0	0	0	0
A3024 Bursledon Road	0	18	0	0	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

Proposed Development AM Traffic Flows



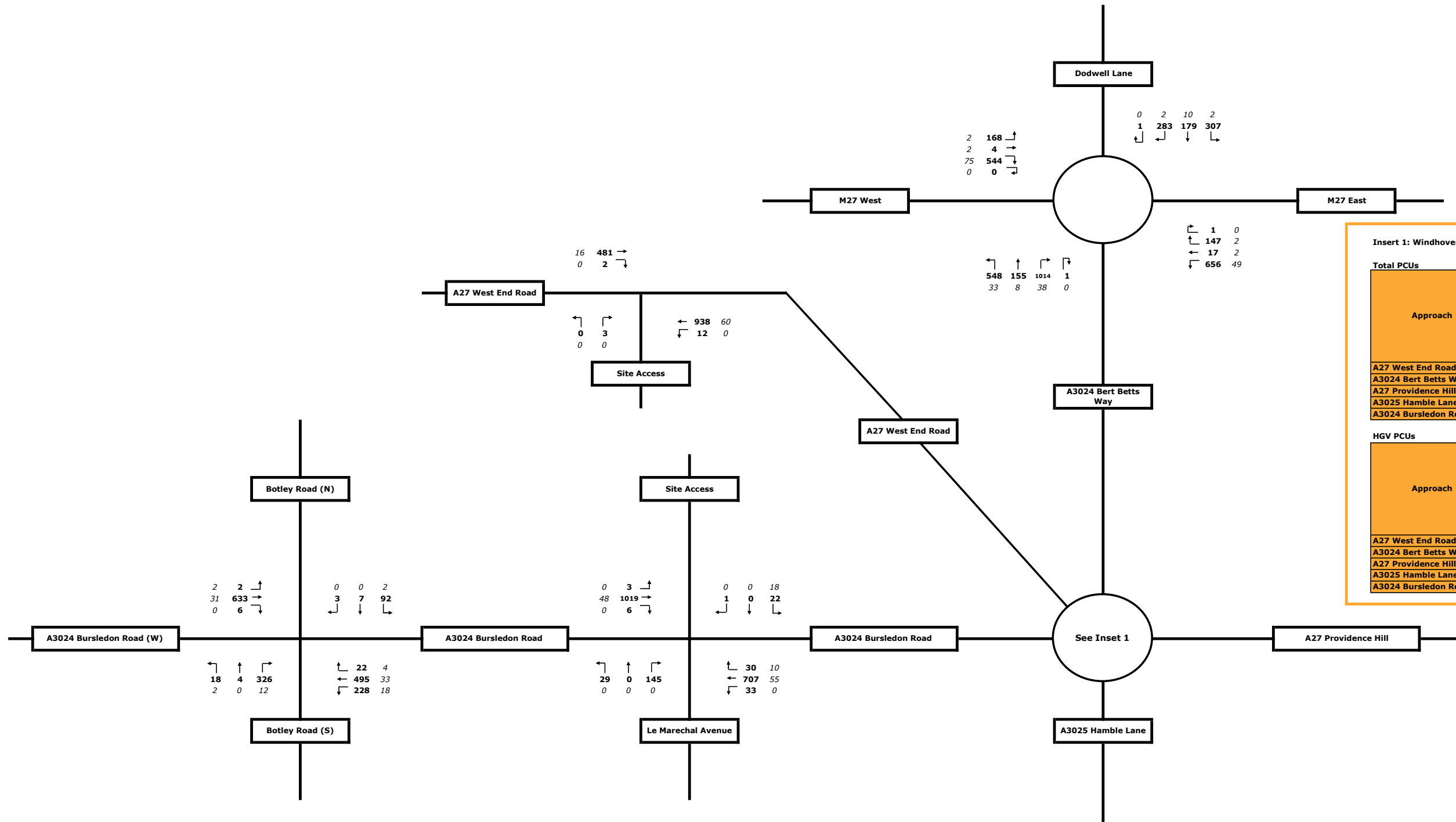
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	6	1	2	2
A3024 Bert Betts Way	2	0	0	0	44
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	0	0	0	1
A3024 Bursledon Road	3	38	2	3	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	0	0	0
A3024 Bert Betts Way	0	0	0	0	41
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	0	0	0	0
A3024 Bursledon Road	0	28	0	0	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

Proposed Development PM Traffic Flows



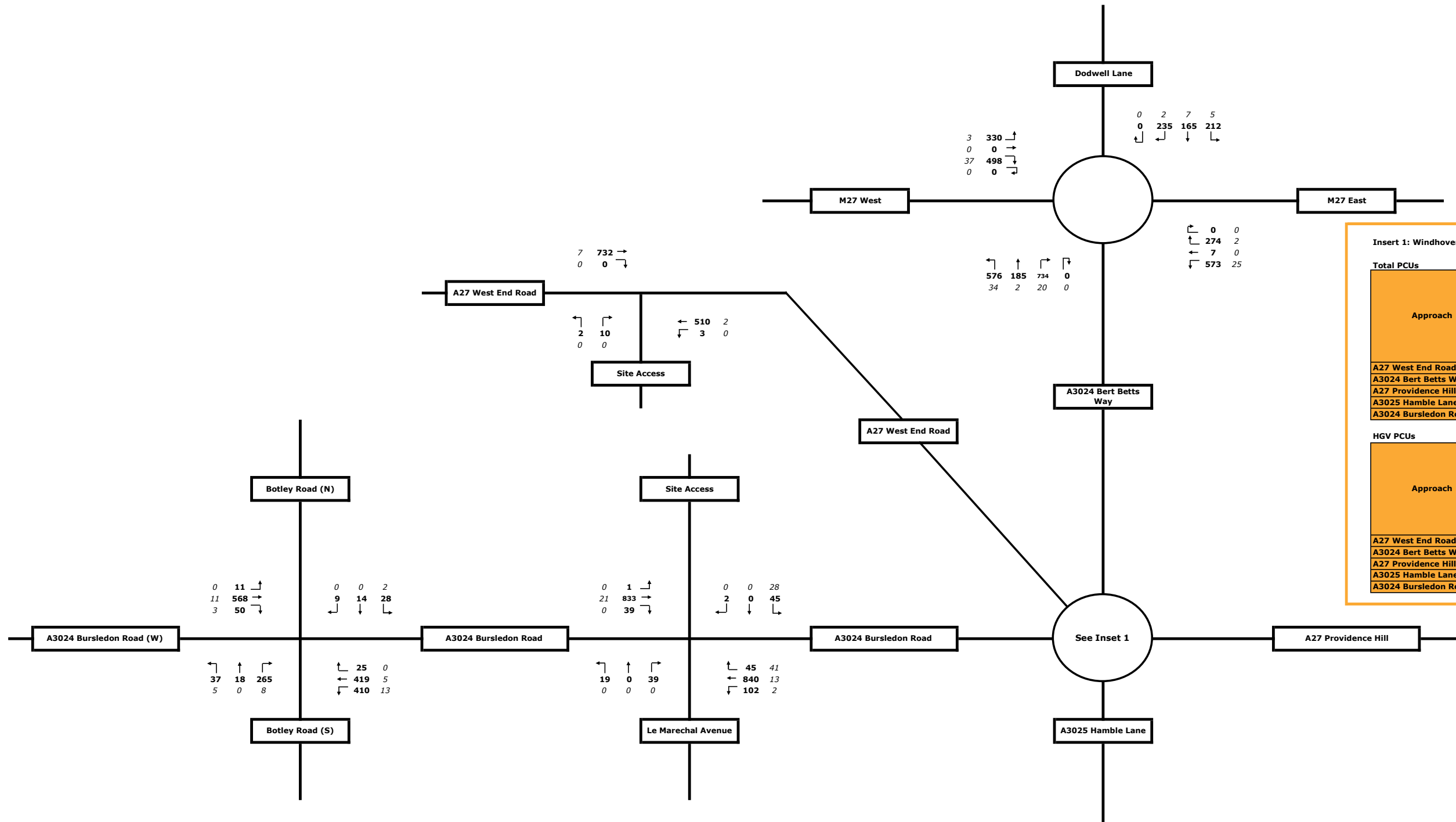
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	172	123	149	39
A3024 Bert Betts Way	36	0	140	673	519
A27 Providence Hill	330	112	0	63	169
A3025 Hamble Lane	391	708	80	0	68
A3024 Bursledon Road	193	723	209	51	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	2	5	3	4
A3024 Bert Betts Way	4	0	25	48	51
A27 Providence Hill	11	9	0	2	7
A3025 Hamble Lane	10	24	10	0	7
A3024 Bursledon Road	2	53	6	3	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

2025 with Development AM Traffic Flows



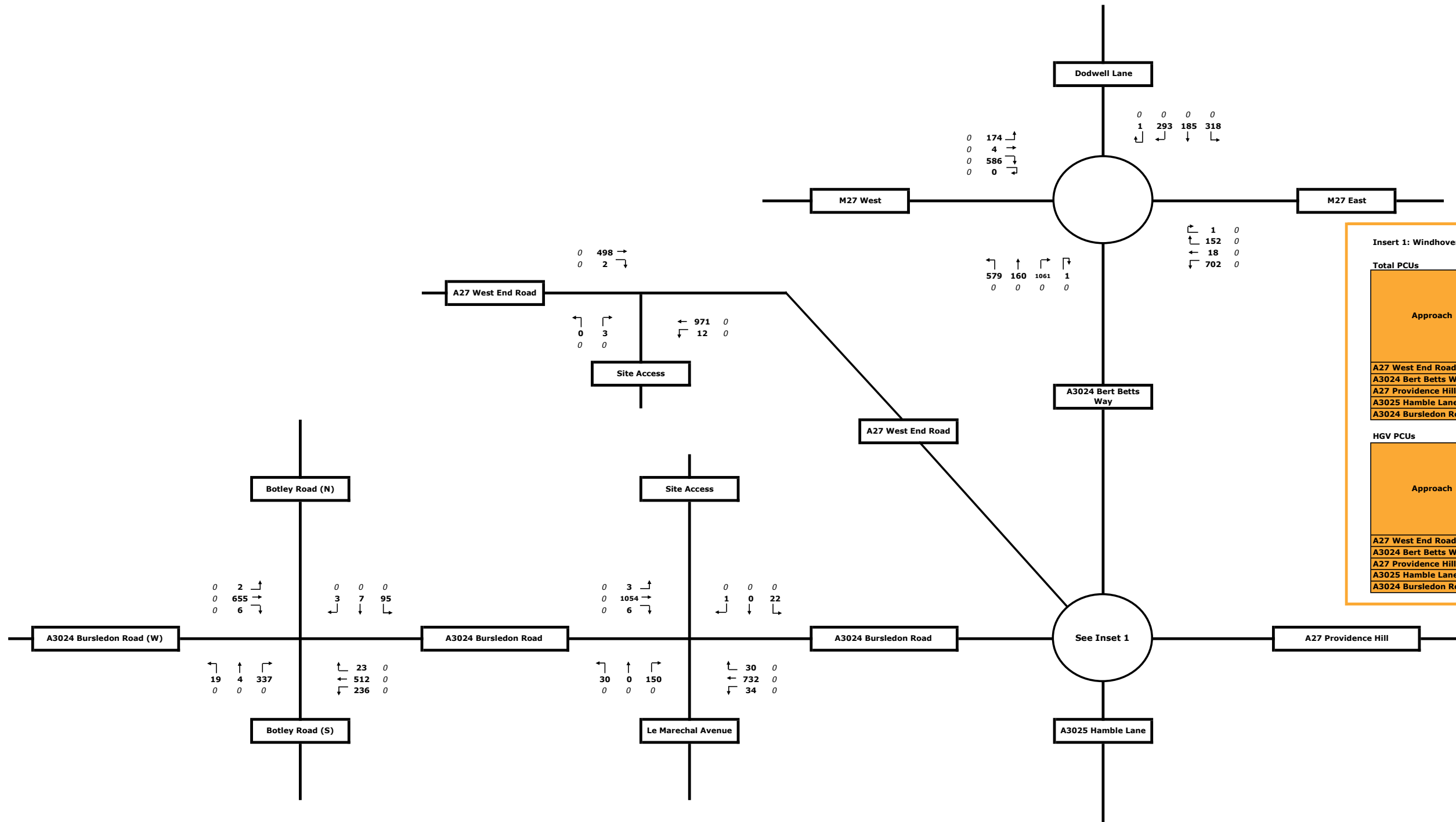
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	174	216	310	42
A3024 Bert Betts Way	37	0	85	462	659
A27 Providence Hill	211	76	0	26	174
A3025 Hamble Lane	171	666	137	2	110
A3024 Bursledon Road	93	583	185	59	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	5	0	2
A3024 Bert Betts Way	0	0	7	17	50
A27 Providence Hill	0	4	0	0	3
A3025 Hamble Lane	0	11	0	2	2
A3024 Bursledon Road	2	40	2	2	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

2024 with Development PM Traffic Flows



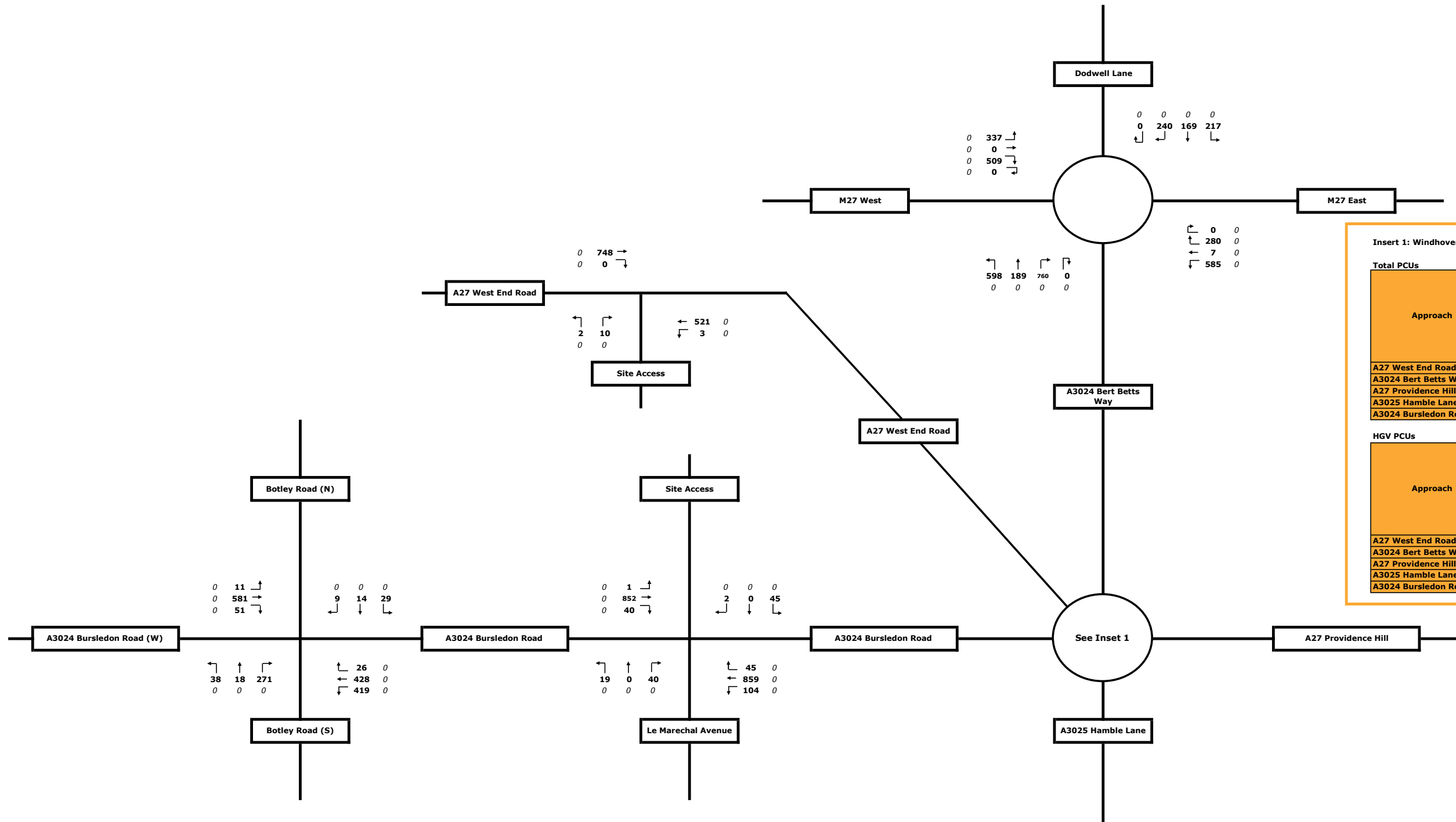
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	178	127	154	40
A3024 Bert Betts Way	37	0	145	744	536
A27 Providence Hill	341	116	0	65	175
A3025 Hamble Lane	404	757	83	0	70
A3024 Bursledon Road	200	747	216	53	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	0	0	0
A3024 Bert Betts Way	0	0	0	0	0
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	0	0	0	0
A3024 Bursledon Road	0	0	0	0	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

2031 with Development AM Traffic Flows



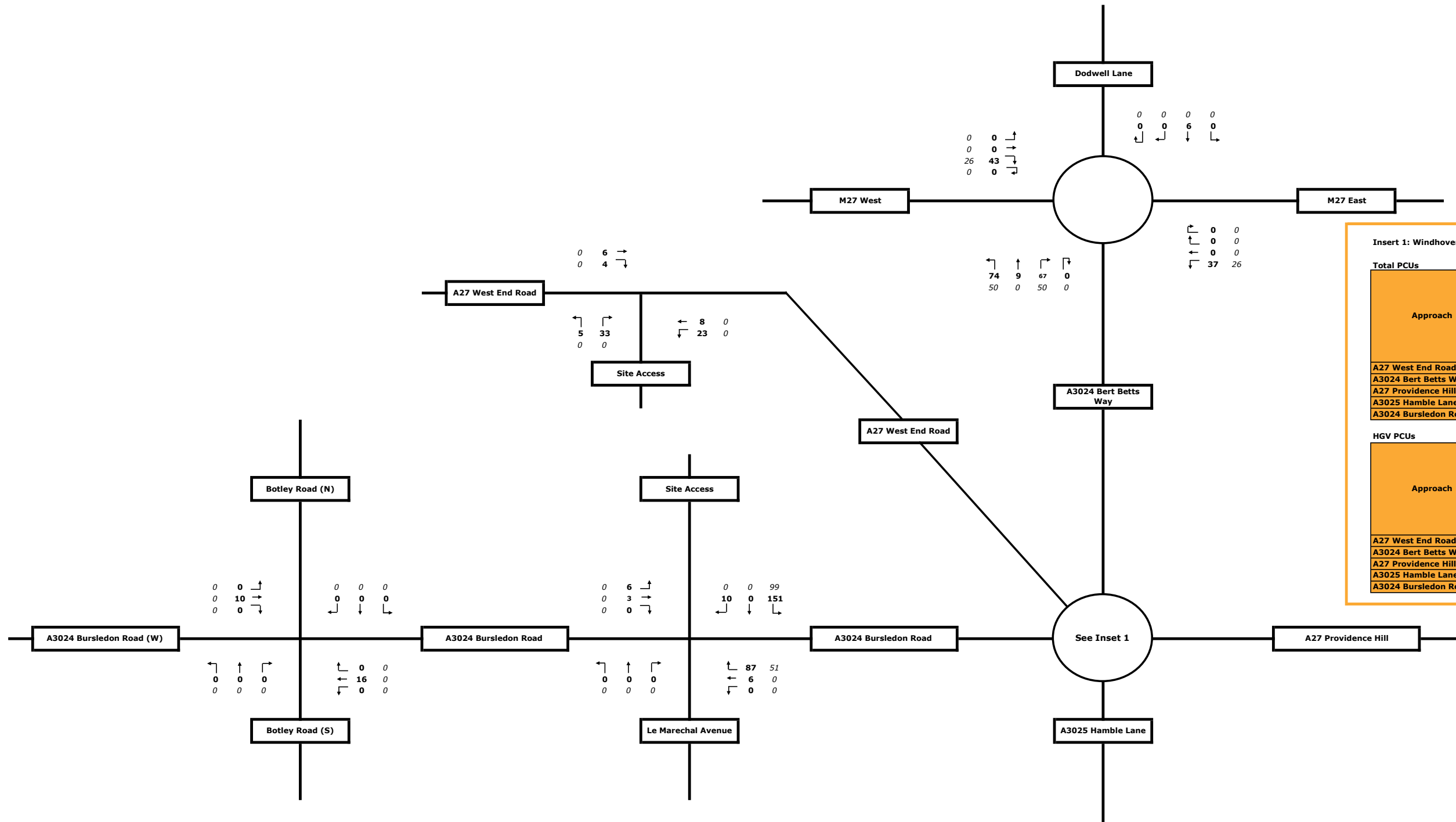
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	178	221	317	43
A3024 Bert Betts Way	38	0	87	472	673
A27 Providence Hill	216	78	0	27	178
A3025 Hamble Lane	175	701	140	2	112
A3024 Bursledon Road	95	595	189	60	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	0	0	0
A3024 Bert Betts Way	0	0	0	0	0
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	0	0	0	0
A3024 Bursledon Road	0	0	0	0	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

2031 with Development PM Traffic Flows

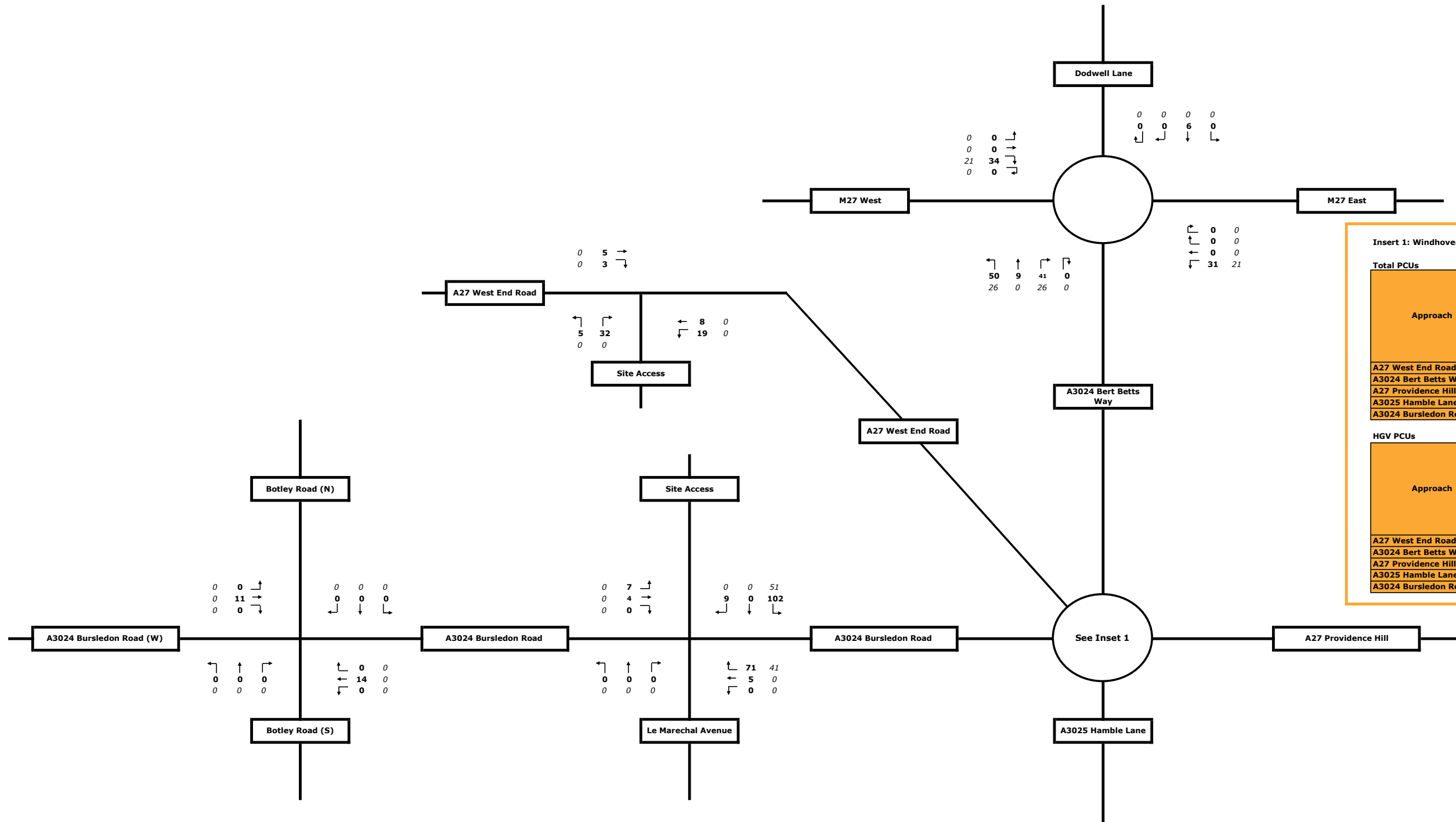


Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	19	2	10	11
A3024 Bert Betts Way	13	0	0	0	72
A27 Providence Hill	3	0	0	0	4
A3025 Hamble Lane	3	0	0	0	5
A3024 Bursledon Road	11	129	7	7	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	0	0	0
A3024 Bert Betts Way	0	0	0	0	51
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	0	0	0	0
A3024 Bursledon Road	0	99	0	0	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon
Proposed Development Sensitivity Test AM
Traffic Flows

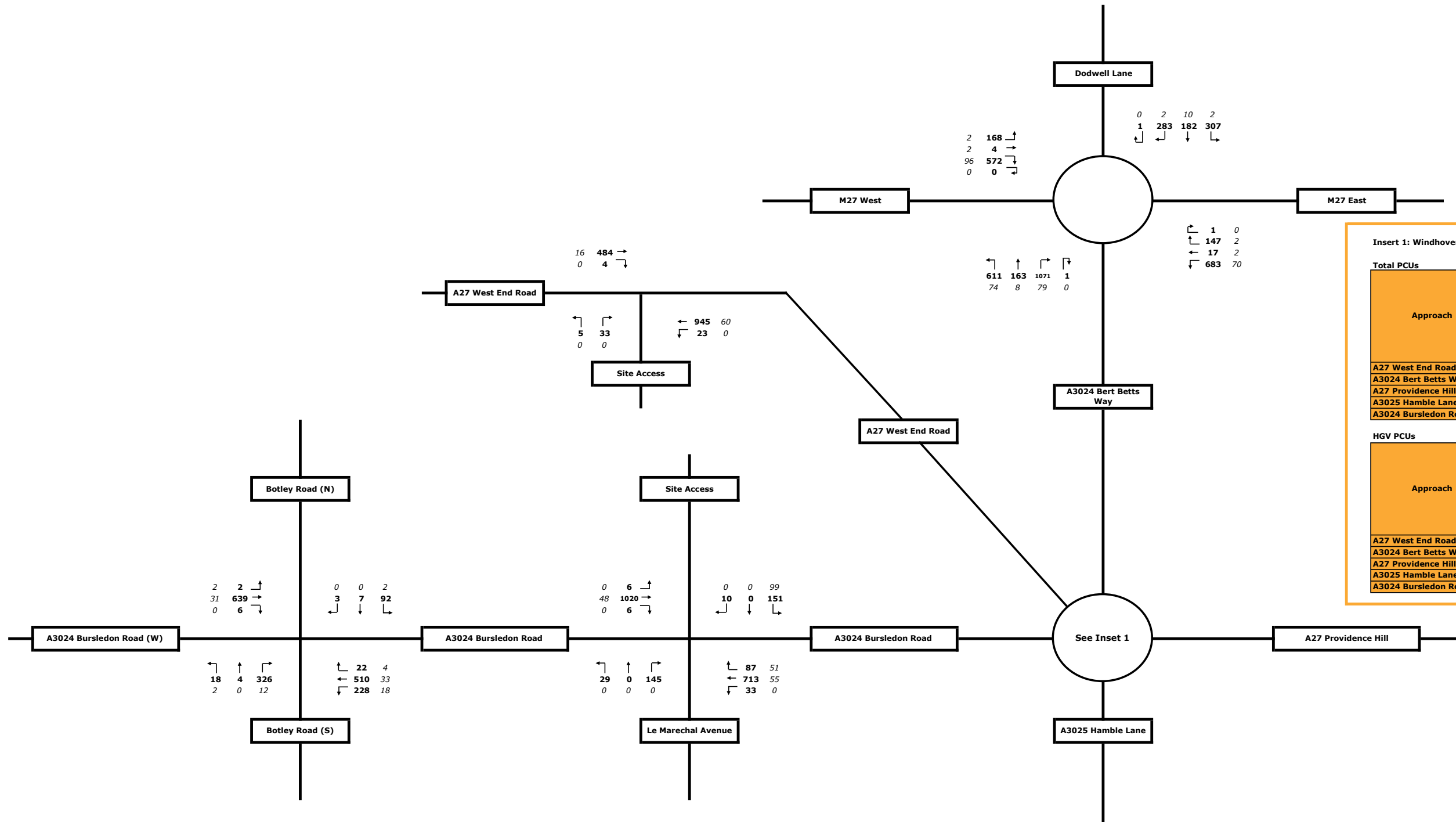


Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	18	3	7	9
A3024 Bert Betts Way	11	0	0	0	58
A27 Providence Hill	3	0	0	0	5
A3025 Hamble Lane	3	0	0	0	3
A3024 Bursledon Road	12	80	6	8	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	0	0	0
A3024 Bert Betts Way	0	0	0	0	41
A27 Providence Hill	0	0	0	0	0
A3025 Hamble Lane	0	0	0	0	0
A3024 Bursledon Road	0	51	0	0	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon
Proposed Development Sensitivity Test PM
Traffic Flows



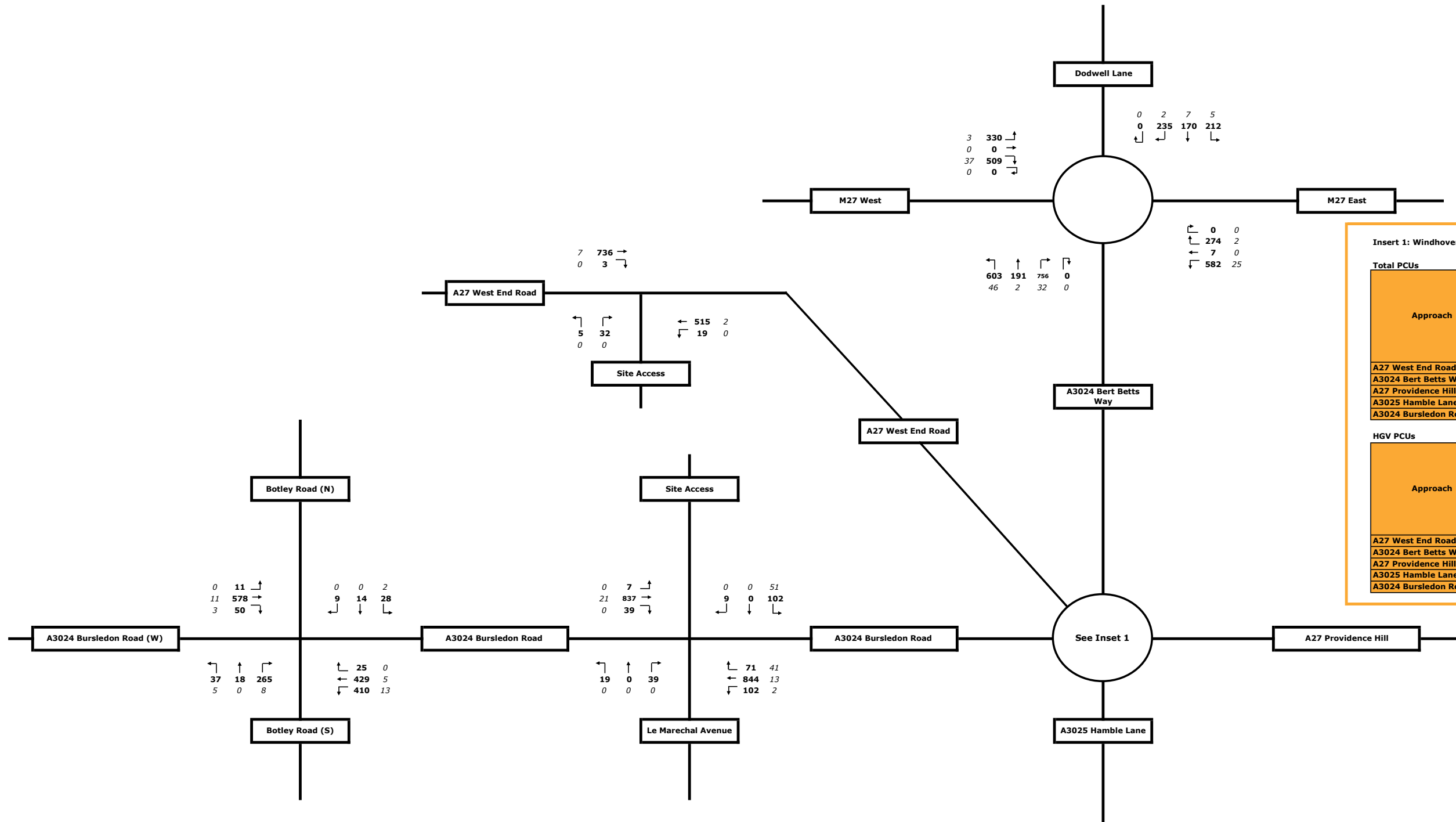
Insert 1: Windhover Roundabout

Total PCUs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	189	125	159	47
A3024 Bert Betts Way	42	0	140	673	569
A27 Providence Hill	332	112	0	63	171
A3025 Hamble Lane	392	708	80	0	70
A3024 Bursledon Road	201	831	216	57	0

HGV PCUs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	2	5	3	4
A3024 Bert Betts Way	4	0	25	48	92
A27 Providence Hill	11	9	0	2	7
A3025 Hamble Lane	10	24	10	0	7
A3024 Bursledon Road	2	134	6	3	0



Insert 1: Windhover Roundabout

Total PCUs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	186	218	315	49
A3024 Bert Betts Way	46	0	85	462	673
A27 Providence Hill	214	76	0	26	179
A3025 Hamble Lane	174	666	137	2	112
A3024 Bursledon Road	102	625	189	64	0

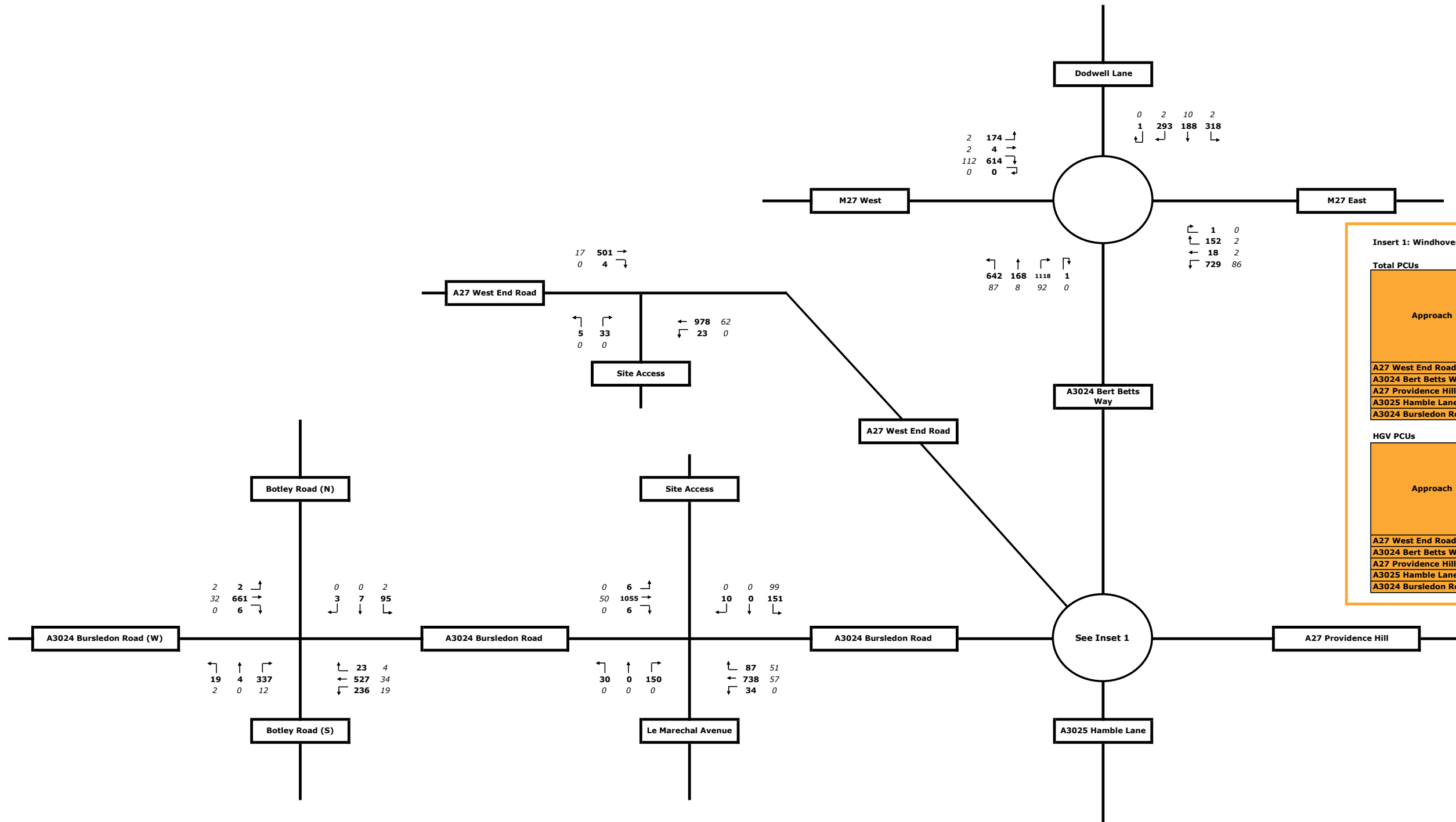
HGV PCUs

Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	5	0	2
A3024 Bert Betts Way	0	0	7	17	50
A27 Providence Hill	0	4	0	0	3
A3025 Hamble Lane	0	11	0	2	2
A3024 Bursledon Road	2	63	2	2	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon
2024 with Development (Sensitivity Test)
PM Traffic Flows



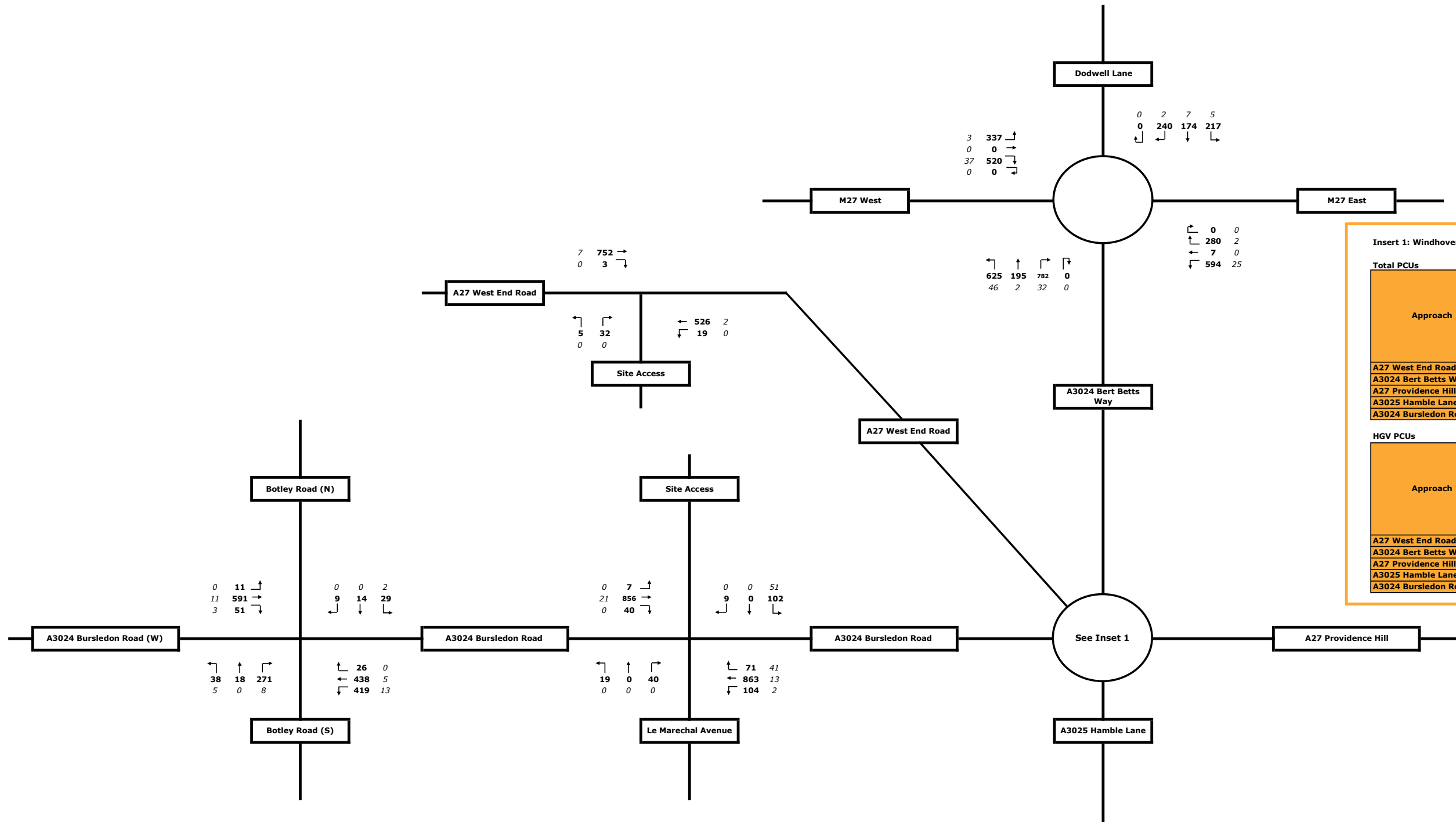
Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	195	129	164	48
A3024 Bert Betts Way	43	0	145	744	586
A27 Providence Hill	343	116	0	65	177
A3025 Hamble Lane	405	757	83	0	72
A3024 Bursledon Road	208	855	223	59	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	2	5	3	4
A3024 Bert Betts Way	4	0	26	78	93
A27 Providence Hill	11	9	0	2	7
A3025 Hamble Lane	10	49	10	0	7
A3024 Bursledon Road	2	135	6	3	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon

2031 with Development (Sensitivity Test)
AM Traffic Flows



Insert 1: Windhover Roundabout					
Total PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	190	223	322	50
A3024 Bert Betts Way	47	0	87	472	687
A27 Providence Hill	219	78	0	27	183
A3025 Hamble Lane	178	701	140	2	114
A3024 Bursledon Road	104	637	193	65	0
HGV PCUs					
Approach	A27 West End Road	A3024 Bert Betts Way	A27 Providence Hill	A3025 Hamble Lane	A3024 Bursledon Road
A27 West End Road	0	0	5	0	2
A3024 Bert Betts Way	0	0	7	17	50
A27 Providence Hill	0	4	0	0	3
A3025 Hamble Lane	0	11	0	2	2
A3024 Bursledon Road	2	63	2	2	0

Key:
123 Total PCUs
10 HGV PCUs

Notes:

Land at Windhover Roundabout, Bursledon
2031 with Development (Sensitivity Test)
PM Traffic Flows

Appendix M

Census Travel to Work Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 29 August 2023]

population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
method of travel to work Driving a car or van

		place of work				
usual residence	E02004724 : Eastleigh 013	Route				
Southampton	410	33/33/33 A27 West/A3024/ M27 West	E02004712 : Eastleigh 001	4	M27 West	
Eastleigh	362		E02004713 : Eastleigh 002	3	M27 West	
Fareham	144	50/50 M27 East/A27 East	E02004714 : Eastleigh 003	7	M27 West	
New Forest	63	M27 West	E02004715 : Eastleigh 004	5	M27 West	
Winchester	45	M27 West	E02004716 : Eastleigh 005	9	M27 West	
Portsmouth	35	M27 East	E02004717 : Eastleigh 006	2	M27 West	
Gosport	26	M27 East	E02004718 : Eastleigh 007	6	M27 West	
Test Valley	20	M27 West	E02004719 : Eastleigh 008	11	A27 West	
Havant	18	M27 East	E02004720 : Eastleigh 009	24	A27 West	
East Hampshire	5	M27 East	E02004721 : Eastleigh 010	24	Dodwell Lane	
Chichester	5	M27 East	E02004722 : Eastleigh 011	32	Dodwell Lane	
East Dorset	4	M27 West	E02004723 : Eastleigh 012	46	Dodwell Lane	
Wiltshire	3	M27 West	E02004724 : Eastleigh 013	115	75/25 A3095 S/A27 East	
Croydon	2	M27 East	E02004725 : Eastleigh 014	40	A3025 S	
Brighton and Hove	2	M27 East	E02004726 : Eastleigh 015	34	A3025 S	
Hart	2	M27 West		362		
Arun	2	M27 East				
Bournemouth	2	M27 West				
Blaby	1	M27 West			M27 East	169 14.6%
Bromley	1	M27 East			M27 West	318 27.4%
Medway	1	M27 East			A27 East	101 8.7%
Wycombe	1	M27 West			A27 West	172 14.8%
Basingstoke and Deane	1	M27 West			A3024	137 11.8%
Poole	1	M27 West			A3025	160 13.8%
Christchurch	1	M27 West			Dodwell La	102 8.8%
South Somerset	1	M27 West				1,159
	1,158					

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix N

Junctions 9 ARCADY Output – Windhover Roundabout

Junctions 9				
ARCADY 9 - Roundabout Module				
Version: 9.5.1.7462 © Copyright TRL Limited, 2019				
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: M02 - Windhover Roundabout Arcady Intercepts 2025-02-13.j9

Path: C:\Users\LucasBurgess\Documents\whburs

Report generation date: 10/03/2025 08:14:56

«Existing Junction Layout - 2025, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
Existing Junction Layout - 2025				
1 - A27 West End Road	0.0	0.00	0.00	A
2 - A3024 Bert Betts Way	0.0	0.00	0.00	A
3 - S27 Providence Hill	0.0	0.00	0.00	A
4 - A3025 Hamble Lane	0.0	0.00	0.00	A
5 - A3024 Bursledon Road	0.0	0.00	0.00	A

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

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	Windhover Roundabout
Location	
Site number	
Date	13/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\lburgess
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing Junction Layout	100.000

Existing Junction Layout - 2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A27 West End Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3 - S27 Providence Hill - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - A3024 Bursledon Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	0.00	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A27 West End Road	
2	A3024 Bert Betts Way	
3	S27 Providence Hill	
4	A3025 Hamble Lane	
5	A3024 Bursledon Road	

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 - A27 West End Road	3.40	7.37	52.5	41.0	54.2	14.5	
2 - A3024 Bert Betts Way	7.49	7.49	0.0	59.1	74.4	17.0	
3 - S27 Providence Hill	4.92	6.18	105.5	53.8	48.1	15.5	
4 - A3025 Hamble Lane	6.36	10.74	16.3	24.7	119.6	27.0	
5 - A3024 Bursledon Road	4.59	9.16	39.5	28.6	60.1	76.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A27 West End Road	0.694	2156
2 - A3024 Bert Betts Way	0.619	2445
3 - S27 Providence Hill	0.699	2009
4 - A3025 Hamble Lane	0.588	2692
5 - A3024 Bursledon Road	0.579	2049

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)
D1	2025	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A27 West End Road		✓	0	100.000
2 - A3024 Bert Betts Way		✓	0	100.000
3 - S27 Providence Hill		✓	0	100.000
4 - A3025 Hamble Lane		✓	0	100.000
5 - A3024 Bursledon Road		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A27 West End Road	2 - A3024 Bert Betts Way	3 - S27 Providence Hill	4 - A3025 Hamble Lane	5 - A3024 Bursledon Road
From	1 - A27 West End Road	0	0	0	0	0
	2 - A3024 Bert Betts Way	0	0	0	0	0
	3 - S27 Providence Hill	0	0	0	0	0
	4 - A3025 Hamble Lane	0	0	0	0	0
	5 - A3024 Bursledon Road	0	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - A27 West End Road	2 - A3024 Bert Betts Way	3 - S27 Providence Hill	4 - A3025 Hamble Lane	5 - A3024 Bursledon Road
From	1 - A27 West End Road	0	0	0	0	0
	2 - A3024 Bert Betts Way	0	0	0	0	0
	3 - S27 Providence Hill	0	0	0	0	0
	4 - A3025 Hamble Lane	0	0	0	0	0
	5 - A3024 Bursledon Road	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A27 West End Road	0.00	0.00	0.0	A
2 - A3024 Bert Betts Way	0.00	0.00	0.0	A
3 - S27 Providence Hill	0.00	0.00	0.0	A
4 - A3025 Hamble Lane	0.00	0.00	0.0	A
5 - A3024 Bursledon Road	0.00	0.00	0.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A27 West End Road	0	0	2156	0.000	0	0.0	0.000	A
2 - A3024 Bert Betts Way	0	0	2445	0.000	0	0.0	0.000	A
3 - S27 Providence Hill	0	0	2009	0.000	0	0.0	0.000	A
4 - A3025 Hamble Lane	0	0	2692	0.000	0	0.0	0.000	A
5 - A3024 Bursledon Road	0	0	2049	0.000	0	0.0	0.000	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A27 West End Road	0	0	2156	0.000	0	0.0	0.000	A
2 - A3024 Bert Betts Way	0	0	2445	0.000	0	0.0	0.000	A
3 - S27 Providence Hill	0	0	2009	0.000	0	0.0	0.000	A
4 - A3025 Hamble Lane	0	0	2692	0.000	0	0.0	0.000	A
5 - A3024 Bursledon Road	0	0	2049	0.000	0	0.0	0.000	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A27 West End Road	0	0	2156	0.000	0	0.0	0.000	A
2 - A3024 Bert Betts Way	0	0	2445	0.000	0	0.0	0.000	A
3 - S27 Providence Hill	0	0	2009	0.000	0	0.0	0.000	A
4 - A3025 Hamble Lane	0	0	2692	0.000	0	0.0	0.000	A
5 - A3024 Bursledon Road	0	0	2049	0.000	0	0.0	0.000	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A27 West End Road	0	0	2156	0.000	0	0.0	0.000	A
2 - A3024 Bert Betts Way	0	0	2445	0.000	0	0.0	0.000	A
3 - S27 Providence Hill	0	0	2009	0.000	0	0.0	0.000	A
4 - A3025 Hamble Lane	0	0	2692	0.000	0	0.0	0.000	A
5 - A3024 Bursledon Road	0	0	2049	0.000	0	0.0	0.000	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A27 West End Road	0	0	2156	0.000	0	0.0	0.000	A
2 - A3024 Bert Betts Way	0	0	2445	0.000	0	0.0	0.000	A
3 - S27 Providence Hill	0	0	2009	0.000	0	0.0	0.000	A
4 - A3025 Hamble Lane	0	0	2692	0.000	0	0.0	0.000	A
5 - A3024 Bursledon Road	0	0	2049	0.000	0	0.0	0.000	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A27 West End Road	0	0	2156	0.000	0	0.0	0.000	A
2 - A3024 Bert Betts Way	0	0	2445	0.000	0	0.0	0.000	A
3 - S27 Providence Hill	0	0	2009	0.000	0	0.0	0.000	A
4 - A3025 Hamble Lane	0	0	2692	0.000	0	0.0	0.000	A
5 - A3024 Bursledon Road	0	0	2049	0.000	0	0.0	0.000	A

Appendix O

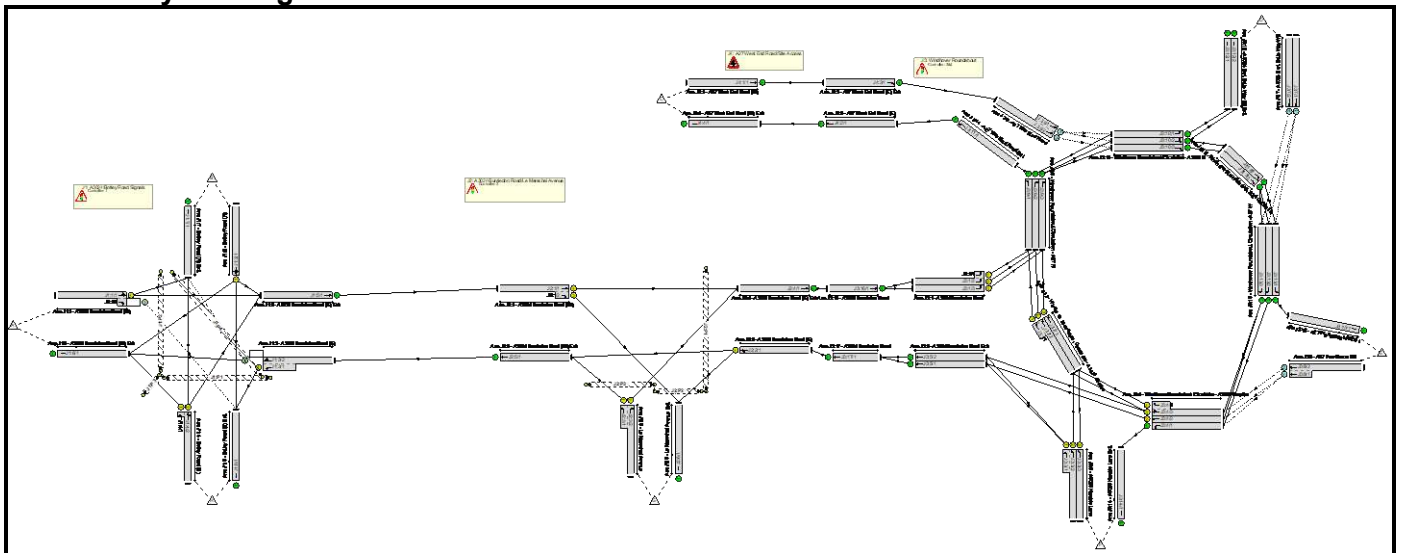
Linsig Output – A3024 Bursledon Road Corridor Baseline

Full Input Data And Results

User and Project Details

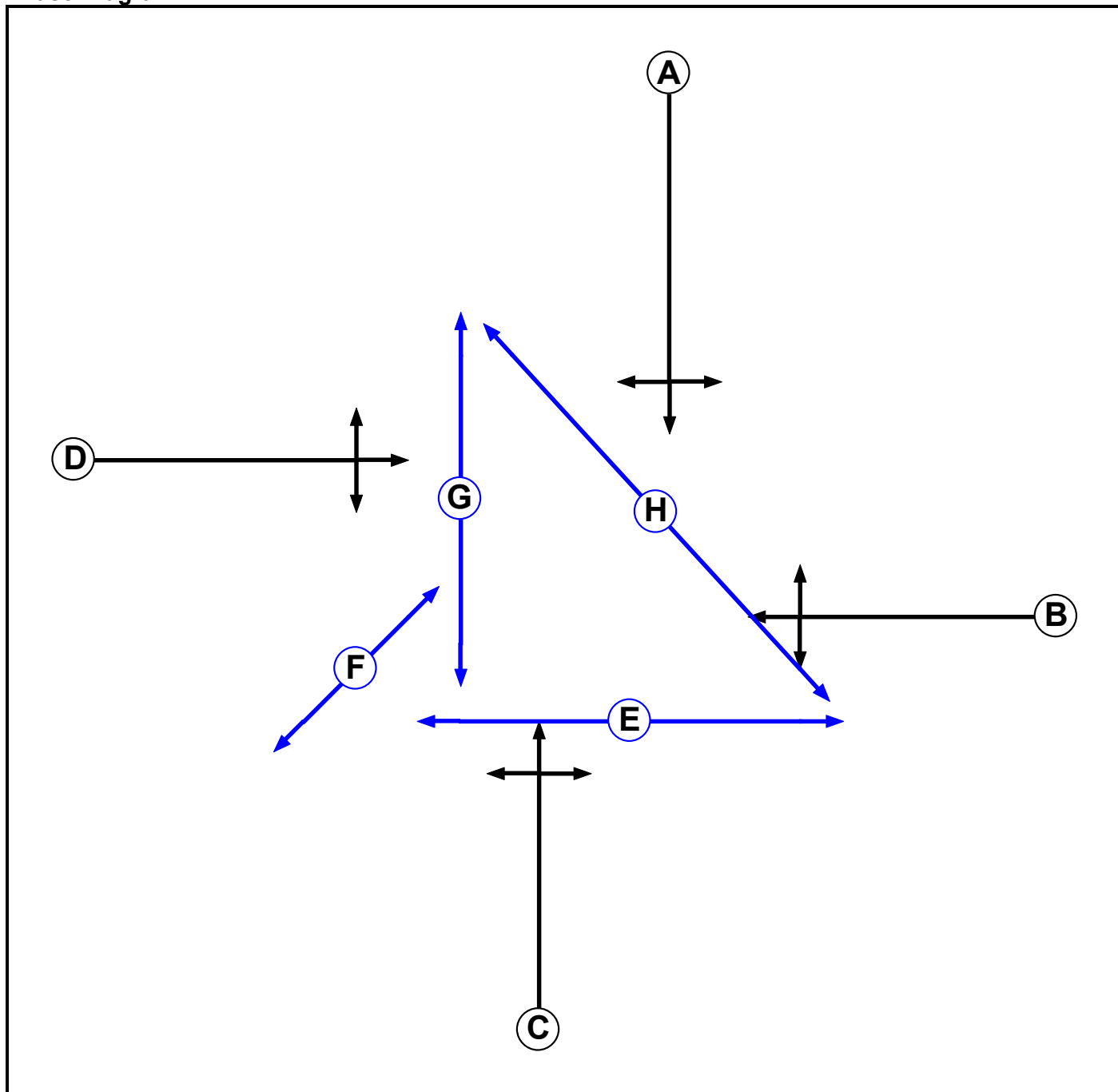
Project:	
Title:	
Location:	
Additional detail:	
File name:	M01a - whburs - Linked Linsig 2025 Baseline - AM Peak 2026-03-16.lsg3x
Author:	
Company:	
Address:	

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

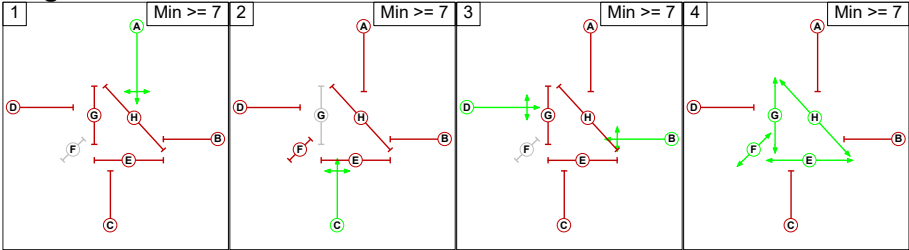
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

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

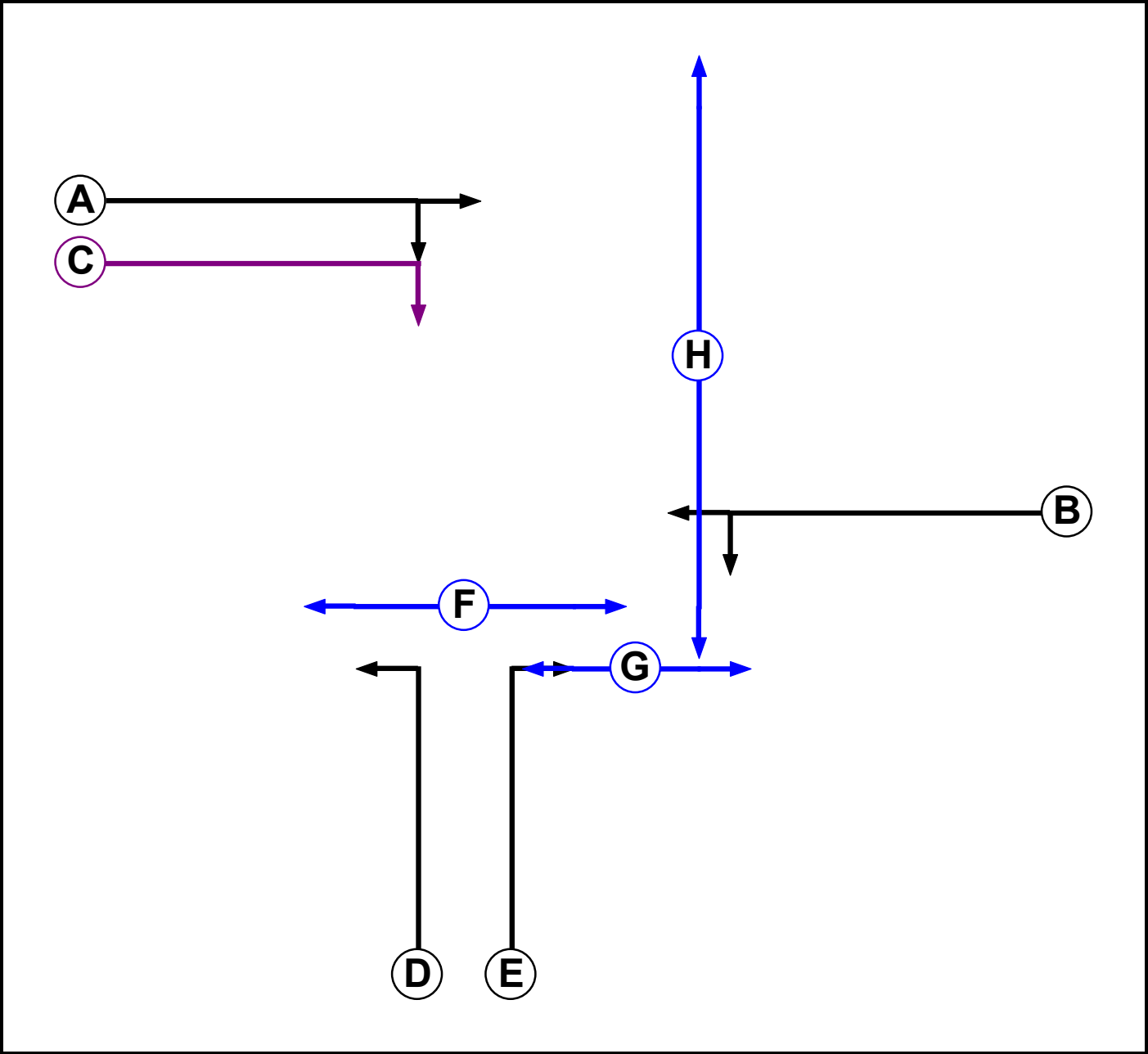
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

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



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	Ind. Arrow	1	A	4	4
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

Full Input Data And Results

Phase Intergreens Matrix

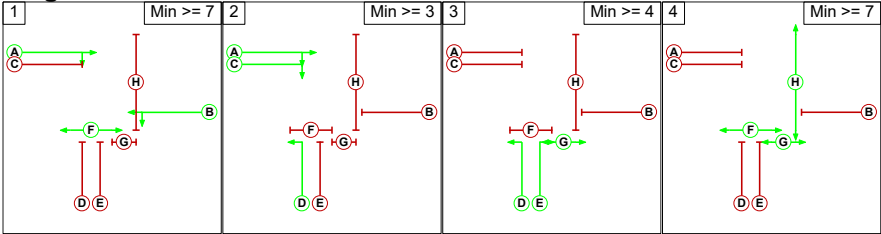
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	-	-	5	-	8	9
	B	-		6	7	5	-	7	5
	C	-	5		-	5	-	8	-
	D	-	5	-		-	5	-	-
	E	5	5	5	-		5	-	8
	F	-	-	-	5	5		-	-
	G	5	5	5	-	-	-		-
	H	5	5	-	-	5	-	-	

Phases in Stage

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

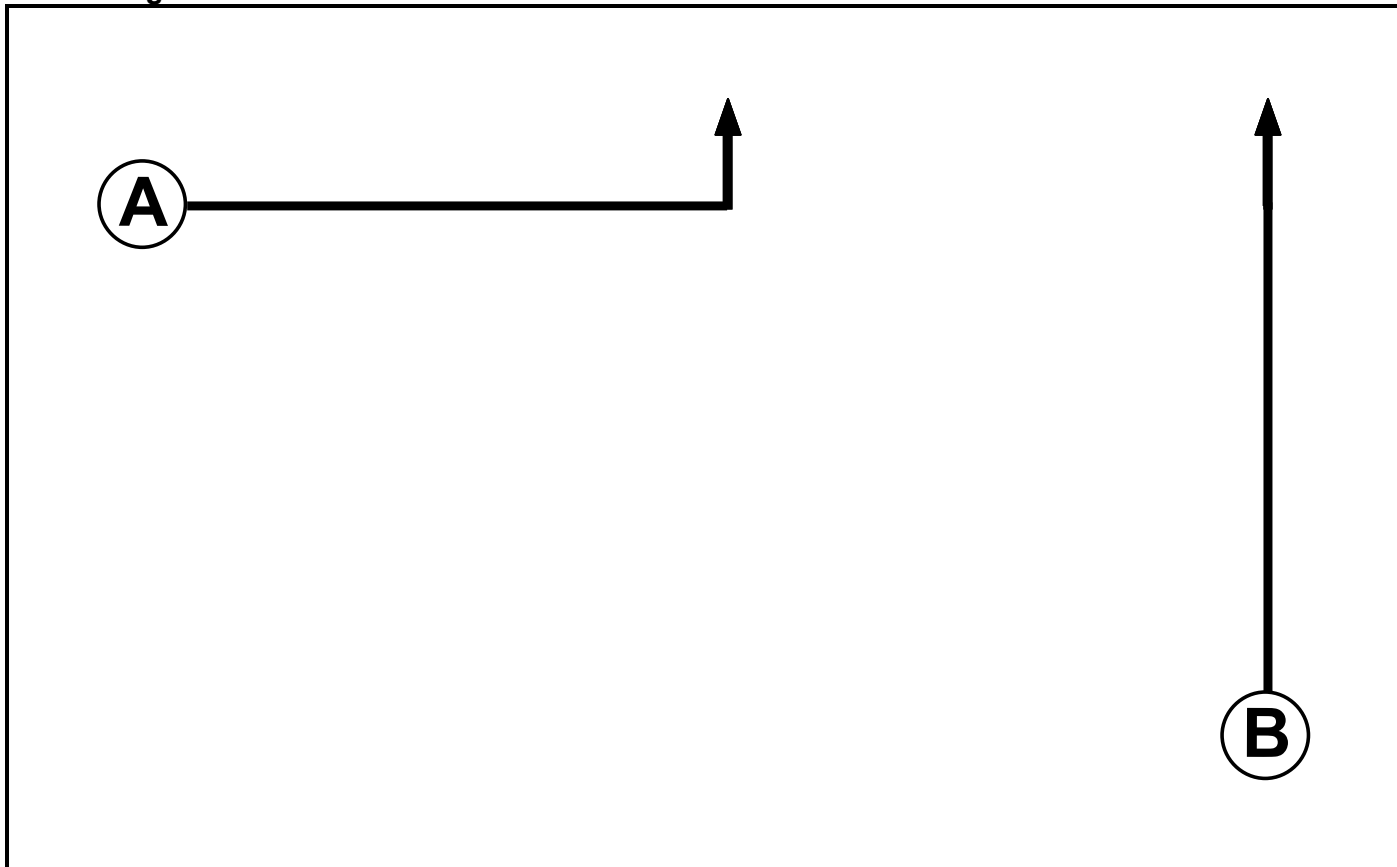
Stage Stream: 1

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

Full Input Data And Results

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

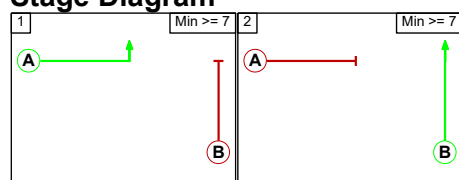
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Full Input Data And Results

Phase Delays

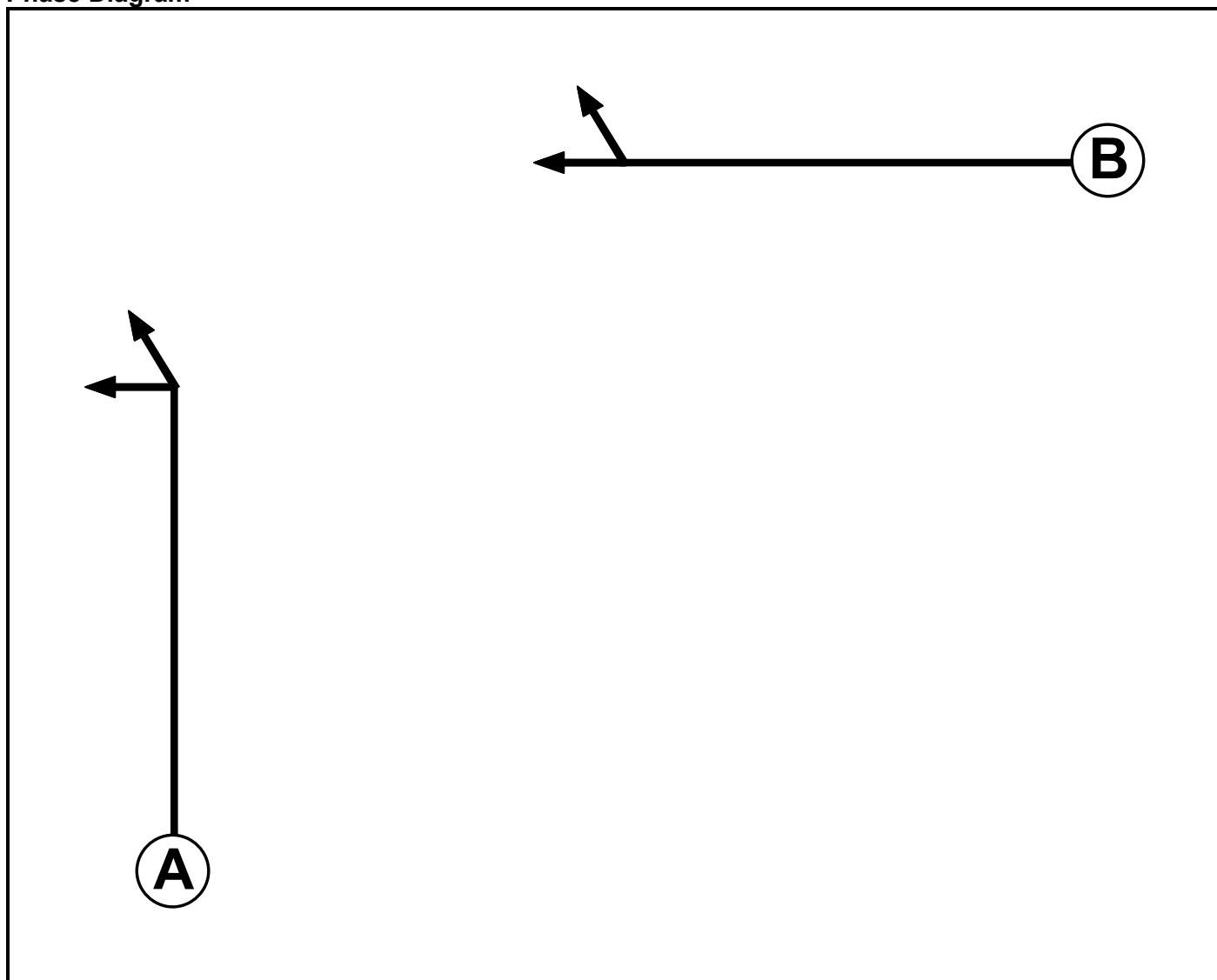
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

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

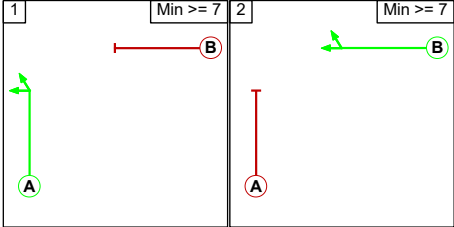
Phase Intergreens Matrix

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

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
There are no Opposed Lanes in this Junction

Full Input Data And Results

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)
J3:6/1 (A27 West End Road)	J3:10/1 (Ahead)	1078	0	J3:9/2	0.69	All	-	-	-	-	-
	J3:10/2 (Ahead)	1078	0	J3:9/2 J3:9/3	0.69 0.69	All To J3:10/2 (Right)					
J3:6/2 (A27 West End Road)	J3:10/3 (Ahead)	1078	0	J3:9/2	0.69	All	-	-	-	-	-
				J3:9/3	0.69	All					
J3:7/1 (A3024 Bert Betts Way WB)	J3:13/1 (Ahead)	1222	0	J3:18/1	0.62	All	-	-	-	-	-
	J3:13/2 (Ahead)	1222	0	J3:18/1	0.62	All					
				J3:18/2	0.62	All					
J3:7/2 (A3024 Bert Betts Way WB)	J3:13/3 (Ahead)	1222	0	J3:18/1	0.62	All	-	-	-	-	-
				J3:18/2	0.62	All					
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	0.55	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					

Junction: J4: A27 West End Road/Site Access

There are no Opposed Lanes in this Junction

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))	U	A C	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	1800	-	-	-	-	-
J2:3/1 (Le Marechal Avenue)	U	D	2	3	5.0	Geom	-	3.55	0.00	Y	Arm J2:5 Left	22.70
J2:3/2 (Le Marechal Avenue)	U	E	2	3	60.0	User	1846	-	-	-	-	-
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Geom	-	4.00	0.00	Y	Arm J3:16 Ahead	Inf
J2:5/1 (A3024 Bursledon Road (W) Exit)	U		2	3	46.0	Inf	-	-	-	-	-	-
J2:6/1 (Le Marechal Avenue Exit)	U		2	3	60.0	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	-	4.70	0.00	Y	Arm J3:17 Ahead	Inf
J3:5/2 (A3024 Bursledon Road Exit)	U		2	3	3.0	Geom	-	4.70	0.00	Y	Arm J3:17 Ahead	Inf
J3:6/1 (A27 West End Road)	O		2	3	5.0	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	64.10
J3:6/2 (A27 West End Road)	O		2	3	11.9	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	65.20
J3:7/1 (A3024 Bert Betts Way WB)	O		2	3	60.0	Geom	-	4.75	0.00	Y	Arm J3:13 Ahead	61.20
J3:7/2 (A3024 Bert Betts Way WB)	O		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	-	3.71	0.00	Y	Arm J3:11 Left	67.80
J3:9/2 (Windhover Roundabout Circulation - A27 N)	U		2	3	23.4	Geom	-	3.71	0.00	Y	Arm J3:10 Right	53.70
J3:9/3 (Windhover Roundabout Circulation - A27 N)	U		2	3	23.4	Geom	-	3.71	0.00	Y	Arm J3:10 Right	41.30
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:12 Left	67.40
J3:10/2 (Windhover Roundabout	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:12 Left	Inf

Full Input Data And Results

Circulation - A3024 N)											Arm J3:18 Ahead	Inf
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.87	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	18.7	Geom	-	4.10	0.00	Y	Arm J3:1 Ahead	Inf
J3:17/1 (A3024 Bursledon Road)	U		2	3	16.9	Geom	-	4.10	0.00	Y	Arm J2:2 Ahead	Inf
J3:18/1 (Windhover Roundabout A3024 Circulation)	U		2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	70.10
J3:18/2 (Windhover Roundabout A3024 Circulation)	U		2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	44.60

Full Input Data And Results

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))	U		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	3.6	Geom	-	3.40	0.00	Y	Arm J4:4 Ahead	Inf
J4:3/1 (A27 West End Road (E) Exit)	U		2	3	3.6	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	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Observed AM'	07:00	08:00	01:00	
4: '2031 Baseline AM'	07:00	08:00	01:00	F2+F3

Scenario 1: '2025 Demand Flows AM ' (FG1: '2025 Observed AM', Plan 1: 'AM Stage Sequences')

Traffic Flows, Desired

Desired Flow :

	Destination									
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	2	158	300	61	93	4	6	624
	B	3	0	25	49	10	15	0	7	109
	C	48	2	0	272	49	91	4	24	490
	D	259	13	175	0	250	479	20	126	1322
	E	121	5	101	186	0	186	8	55	662
	F	43	1	362	657	138	0	1	17	1219
	G	23	0	35	71	14	22	0	6	171
	H	18	4	81	157	31	49	1	0	341
	Tot.	515	27	937	1692	553	935	38	241	4938

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Demand Flows AM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	624(In) 618(Out)
J1:1/2 (short)	6
J1:2/1	109
J1:3/1 (short)	228
J1:3/2 (with short)	743(In) 515(Out)
J1:4/1 (short)	18
J1:4/2 (with short)	341(In) 323(Out)
J1:5/1	1034
J1:6/1	515
J1:7/1	27
J1:8/1	241
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	1034(In) 1029(Out)
J2:1/2 (short)	5
J2:2/1	747
J2:3/1 (short)	29
J2:3/2 (with short)	171(In) 142(Out)
J2:4/1	1171
J2:5/1	743
J2:6/1	38
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	299
J3:1/2 (with short)	632(In) 333(Out)
J3:1/3	539
J3:2/1 (short)	638
J3:2/2 (with short)	855(In) 217(Out)
J3:2/3	764
J3:3/1 (short)	62
J3:3/2 (with short)	620(In) 558(Out)
J3:3/3	599
J3:4/1	935

Full Input Data And Results

J3:4/2	499
J3:4/3 (with short)	648(In) 483(Out)
J3:4/4 (short)	165
J3:5/1	527
J3:5/2	220
J3:6/1 (short)	321
J3:6/2 (with short)	490(In) 169(Out)
J3:7/1	729
J3:7/2	593
J3:8/1 (short)	375
J3:8/2 (with short)	662(In) 287(Out)
J3:9/1	937
J3:9/2	550
J3:9/3	1303
J3:10/1	821
J3:10/2	1174
J3:10/3	348
J3:11/1	937
J3:12/1	821
J3:12/2	871
J3:13/1	553
J3:13/2	749
J3:13/3	671
J3:14/1	935
J3:15/1	553
J3:16/1	1171
J3:17/1	747
J3:18/1	303
J3:18/2	348
Junction: J4: A27 West End Road/Site Access	
J4:1/1	490
J4:2/1	937
J4:3/1	490
J4:4/1	937

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

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						1800	1800
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)	4.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	2015	2015
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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	61.5 %	1944	1944
				Arm J3:5 Ahead	35.00	38.5 %		
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)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
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)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	74.2 %	2002	2002
				Arm J3:18 Ahead	Inf	25.8 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
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)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
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

Full Input Data And Results

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	100.0 %	1943	1943
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1955	1955
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

Scenario 2: '2031 Baseline AM ' (FG4: '2031 Baseline AM', Plan 1: 'AM Stage Sequences')

Traffic Flows, Desired

Desired Flow :

	Destination									
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	2	163	310	63	96	4	6	644
	B	3	0	26	51	10	16	0	7	113
	C	50	2	0	281	51	94	4	25	507
	D	268	13	181	0	259	544	21	130	1416
	E	125	5	105	192	0	192	8	57	684
	F	44	1	375	704	143	0	1	18	1286
	G	24	0	36	73	14	23	0	6	176
	H	19	4	84	162	32	51	1	0	353
	Tot.	533	27	970	1773	572	1016	39	249	5179

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 Baseline AM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	644(In) 638(Out)
J1:1/2 (short)	6
J1:2/1	113
J1:3/1 (short)	236
J1:3/2 (with short)	768(In) 532(Out)
J1:4/1 (short)	19
J1:4/2 (with short)	353(In) 334(Out)
J1:5/1	1069
J1:6/1	533
J1:7/1	27
J1:8/1	249
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	1069(In) 1064(Out)
J2:1/2 (short)	5
J2:2/1	772
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	1210
J2:5/1	768
J2:6/1	39
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	309
J3:1/2 (with short)	649(In) 340(Out)
J3:1/3	561
J3:2/1 (short)	661
J3:2/2 (with short)	891(In) 230(Out)
J3:2/3	809
J3:3/1 (short)	64
J3:3/2 (with short)	654(In) 590(Out)
J3:3/3	632
J3:4/1	1016

Full Input Data And Results

J3:4/2	512
J3:4/3 (with short)	674(In) 497(Out)
J3:4/4 (short)	177
J3:5/1	542
J3:5/2	230
J3:6/1 (short)	332
J3:6/2 (with short)	507(In) 175(Out)
J3:7/1	803
J3:7/2	613
J3:8/1 (short)	387
J3:8/2 (with short)	684(In) 297(Out)
J3:9/1	970
J3:9/2	570
J3:9/3	1370
J3:10/1	851
J3:10/2	1235
J3:10/3	361
J3:11/1	970
J3:12/1	851
J3:12/2	922
J3:13/1	572
J3:13/2	824
J3:13/3	694
J3:14/1	1016
J3:15/1	572
J3:16/1	1210
J3:17/1	772
J3:18/1	313
J3:18/2	361
Junction: J4: A27 West End Road/Site Access	
J4:1/1	507
J4:2/1	970
J4:3/1	507
J4:4/1	970

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

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						1800	1800
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)	4.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	2015	2015
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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	60.6 %	1943	1943
				Arm J3:5 Ahead	35.00	39.4 %		
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)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
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)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	74.7 %	2002	2002
				Arm J3:18 Ahead	Inf	25.3 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
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)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
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

Full Input Data And Results

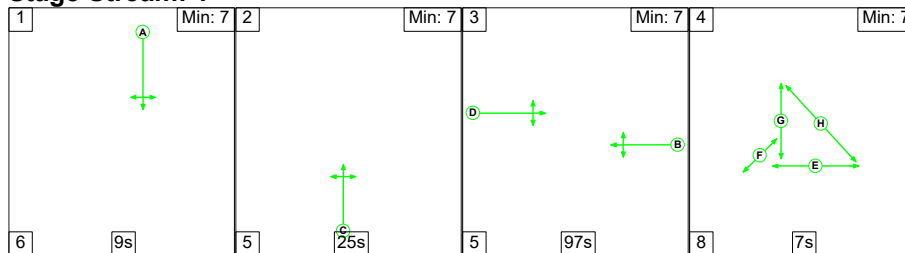
Junction: J4: A27 West End Road/Site Access								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1943	1943
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1955	1955
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

Scenario 1: '2025 Demand Flows AM ' (FG1: '2025 Observed AM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

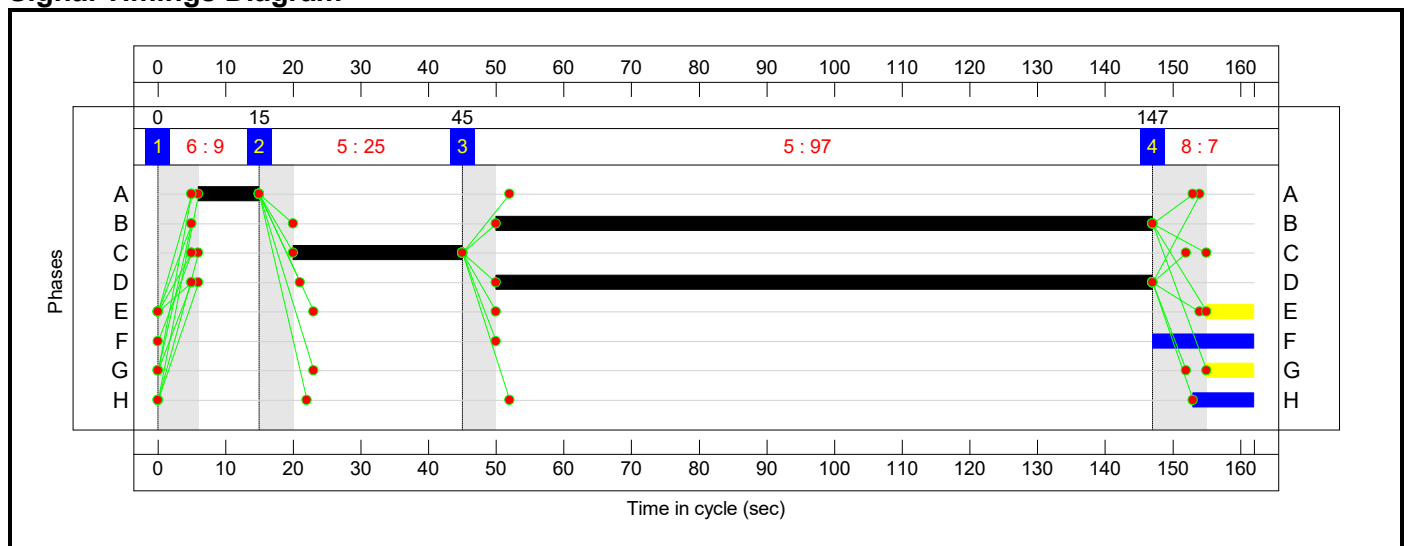


Stage Timings

Stage Stream: 1

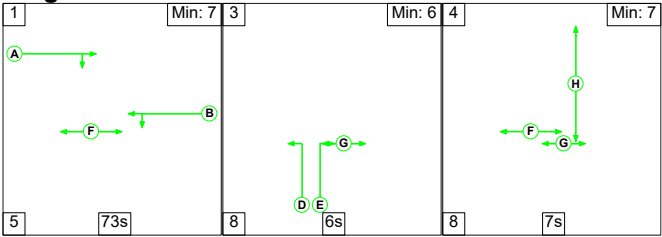
Stage	1	2	3	4
Duration	9	25	97	7
Change Point	0	15	45	147

Signal Timings Diagram



Full Input Data And Results

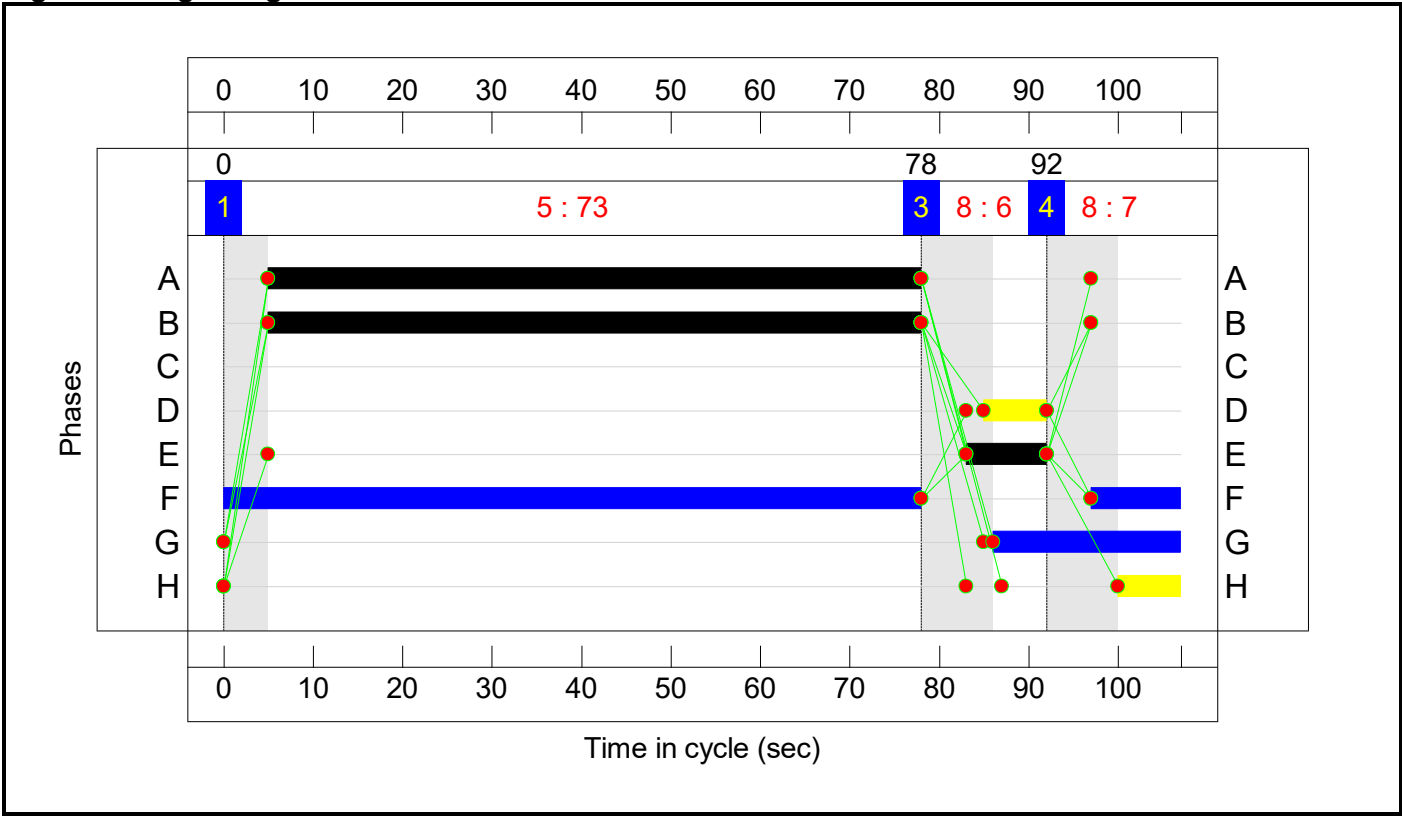
Controller :C2
Stage Sequence Diagram
Stage Stream: 1



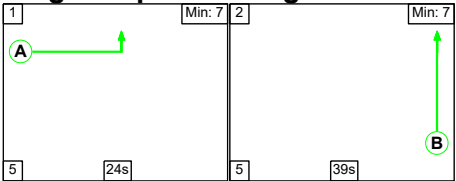
Stage Timings
Stage Stream: 1

Stage	1	3	4
Duration	73	6	7
Change Point	0	78	92

Signal Timings Diagram



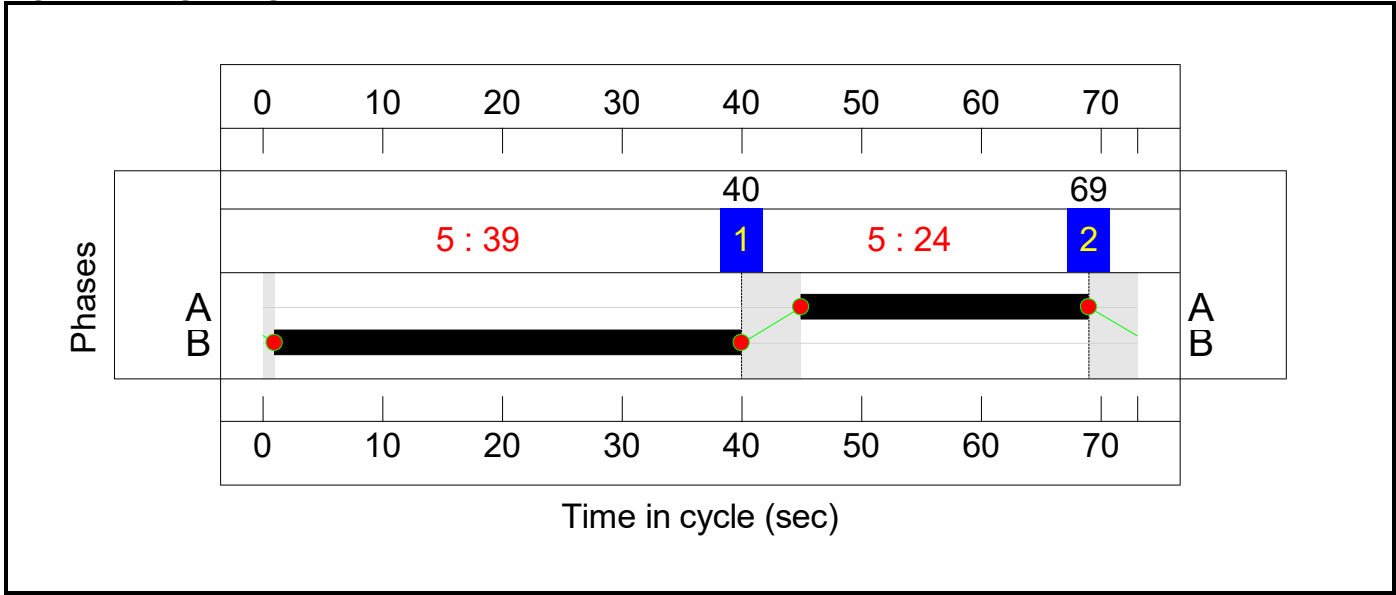
Controller :C3
Stage Sequence Diagram



Stage Timings

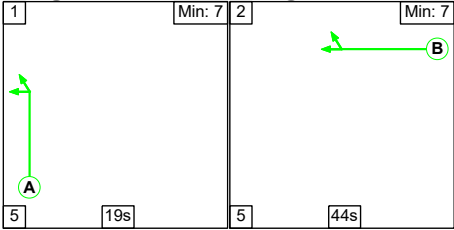
Stage	1	2
Duration	24	39
Change Point	40	69

Signal Timings Diagram



Controller :C4

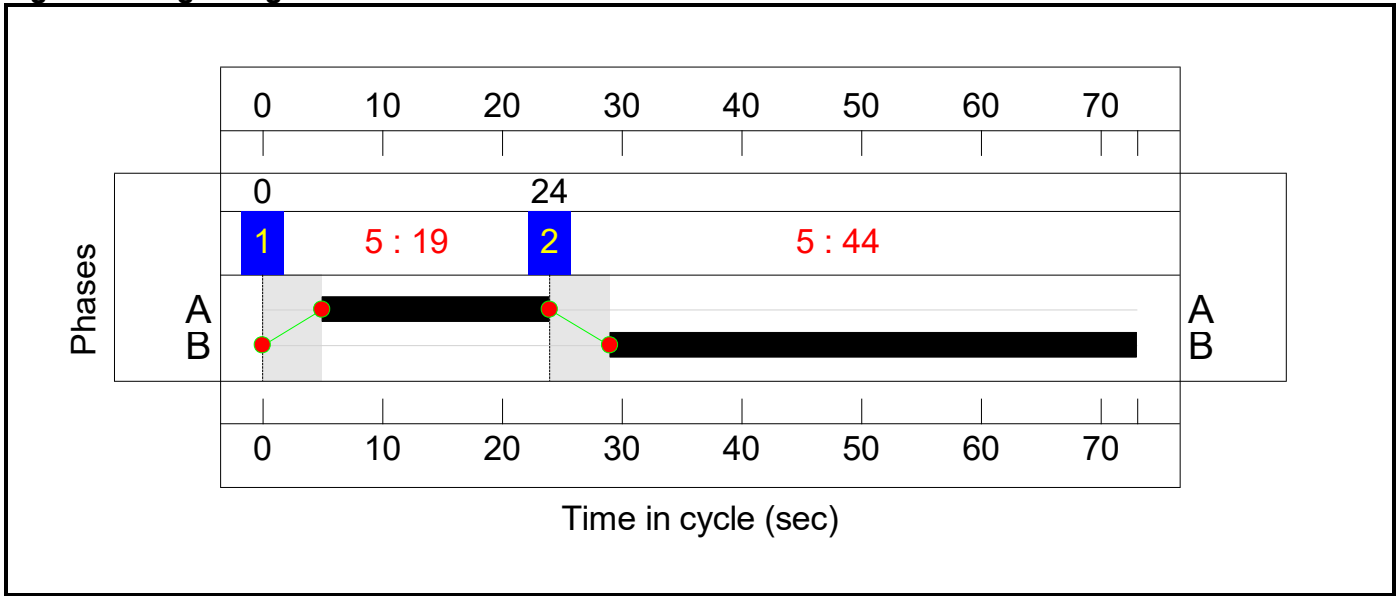
Stage Sequence Diagram



Stage Timings

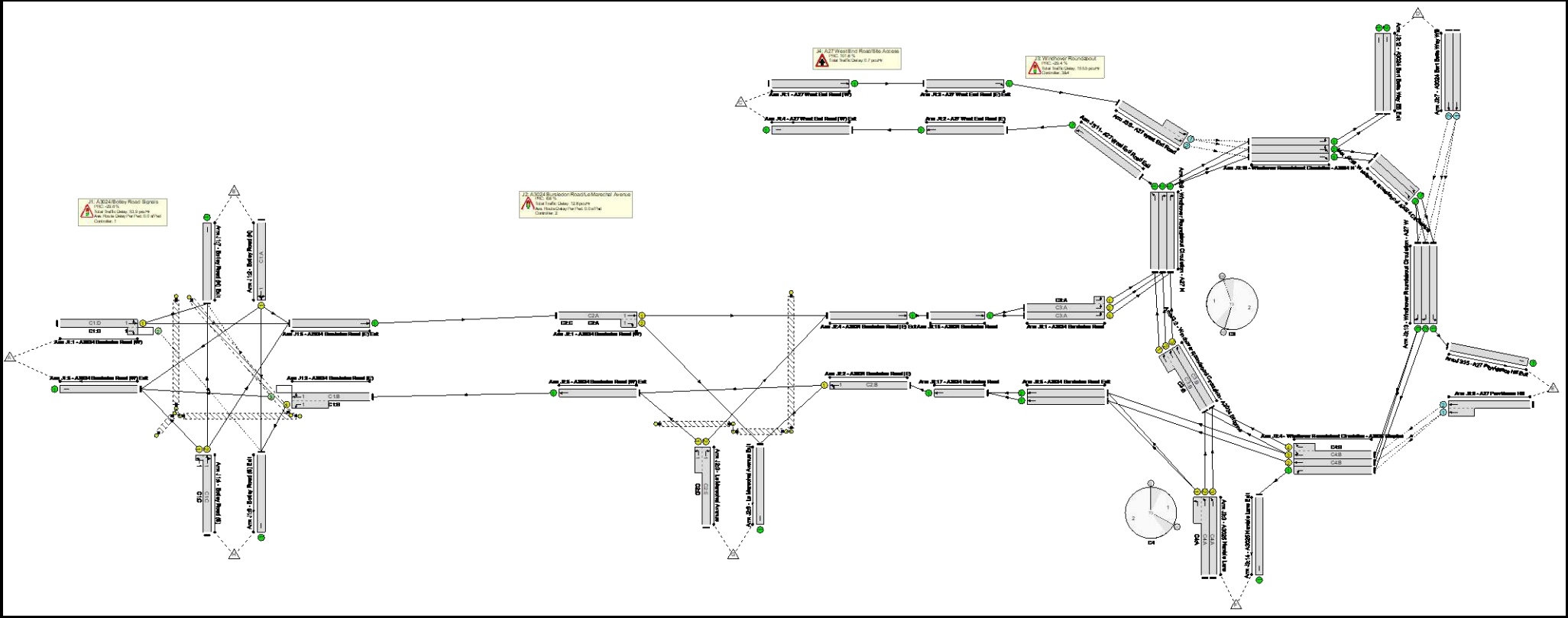
Stage	1	2
Duration	19	44
Change Point	0	24

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	-	-		-	-	-	-	-	-	116.8%
J1: A3024/Botley Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	116.8%
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	97	-	624	1782:1761	1068+10	57.8 : 57.8%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	9	-	109	1824	113	96.8%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	97	-	743	1799:1821	805+356	63.2 : 63.3%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	25	-	341	1812:1819	277+15	116.8 : 116.8%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1034	1960	1960	50.4%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	515	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	-		-	-	-	241	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	-	-		-	-	-	-	-	-	84.4%
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U	2:1	N/A	C2:A	C2:C	1	73	0	1034	1815:1811	1249+6	78.7 : 80.0%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	73	-	747	1800	1245	59.3%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:E C2:D		1	9:7	-	171	1846:1848	168+34	84.4 : 84.4%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1171	2015	2015	55.8%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	21	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:F		1	88	-	0	-	0	0.0%
J3: Windhover Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	116.5%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	24	-	632	1789:1860	375+337	85.9 : 85.4%
1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	24	-	539	1865	639	80.8%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	39	-	855	1971:1960	289+849	65.4 : 68.9%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	39	-	764	1965	1077	62.9%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	19	-	620	1880:1930	479+53	116.5 : 116.5%
3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	19	-	599	1879	515	116.4%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	935	1928	1928	48.1%

Full Input Data And Results

4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	44	-	499	1919	1183	42.2%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	44	-	648	1944:1898	947+323	50.8 : 50.3%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	527	2085	2085	25.1%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	220	2085	2085	10.3%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	490	1938:1938	193+366	87.7 : 87.7%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	729	2040	890	81.9%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	593	2060	837	70.8%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	662	1886:1884	283+370	101.4 : 101.4%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	937	1943	1943	44.9%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	550	1932	1932	26.4%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1303	1916	1916	62.4%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	821	1958	1958	39.9%
10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	1174	2002	2002	53.6%

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	348	2002	2002	17.0%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	937	1985	1985	44.0%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	821	1972	1972	39.6%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	871	1972	1972	40.3%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	553	1929	1929	27.4%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	749	1917	1917	38.7%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	671	1919	1919	35.0%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	1171	2025	2025	55.6%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	747	2025	2025	36.5%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	303	1933	1933	14.4%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	348	1910	1910	17.9%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	44.6%
1/1	A27 West End Road (W) Ahead	U	N/A	N/A	-		-	-	-	490	1943	1943	25.2%
2/1	A27 West End Road (E) Ahead	U	N/A	N/A	-		-	-	-	937	1955	1955	44.6%

Full Input Data And Results

3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	490	1955	1955	25.1%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	-	-	3240	378	0	27.3	128.3	0.0	155.5	-	-	-	-
1/2+1/1	609	609	-	-	-	3.5	2.8	-	6.4 (3.4+3.0)	37.6 (37.6:37.6)	9.4	2.8	12.2
1/3	516	516	-	-	-	3.1	2.0	-	5.2	36.0	9.5	2.0	11.5
2/2+2/1	774	774	-	-	-	0.8	1.1	-	1.8 (0.3+1.5)	8.5 (5.8:9.4)	2.7	1.1	3.8
2/3	678	678	-	-	-	0.3	0.8	-	1.2	6.3	2.1	0.8	3.0
3/2+3/1	620	532	-	-	-	7.6	47.2	-	54.8 (49.4+5.4)	318.3 (318.7:315.1)	14.7	47.2	61.9
3/3	599	515	-	-	-	7.4	45.4	-	52.8	317.6	13.9	45.4	59.3
4/1	928	928	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	499	499	-	-	-	0.9	0.4	-	1.3	9.3	4.9	0.4	5.3
4/3+4/4	644	644	-	-	-	1.2	0.5	-	1.7 (1.3+0.4)	9.6 (9.9:8.8)	5.7	0.5	6.2
5/1	523	523	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	215	215	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	490	490	980	0	0	1.4	3.2	-	4.7 (1.6+3.1)	34.5 (33.4:35.1)	6.0	3.2	9.2
7/1	729	729	729	0	0	0.1	2.2	-	2.3	11.2	4.5	2.2	6.7
7/2	593	593	593	0	0	0.0	1.2	-	1.2	7.6	3.1	1.2	4.3
8/2+8/1	662	658	938	378	0	0.7	15.3	-	16.1 (7.4+8.7)	87.3 (92.5:83.3)	14.0	15.3	29.4
9/1	873	873	-	-	-	0.0	0.4	-	0.4	1.7	2.8	0.4	3.2
9/2	511	511	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/3	1196	1196	-	-	-	0.0	0.8	-	0.8	2.5	1.7	0.8	2.5
10/1	782	782	-	-	-	0.0	0.3	-	0.3	1.5	2.2	0.3	2.5
10/2	1074	1074	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
10/3	341	341	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	873	873	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/1	782	782	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3

Full Input Data And Results

[illegible]

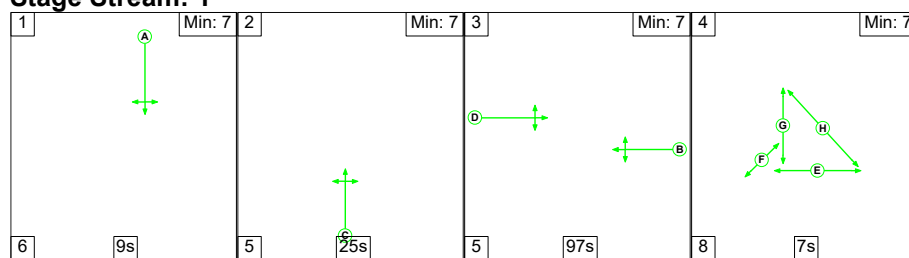
Full Input Data And Results

Scenario 2: '2031 Baseline AM ' (FG4: '2031 Baseline AM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

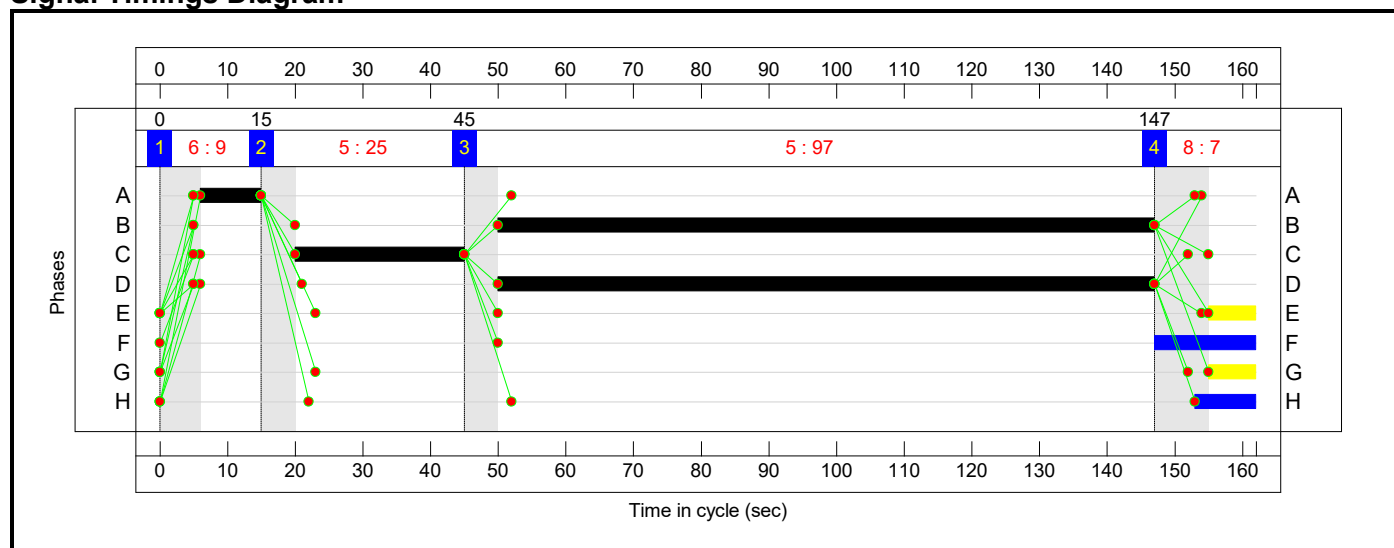


Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	9	25	97	7
Change Point	0	15	45	147

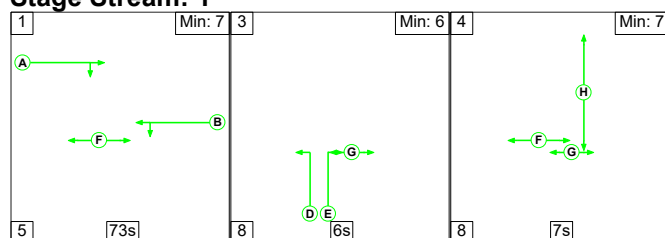
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

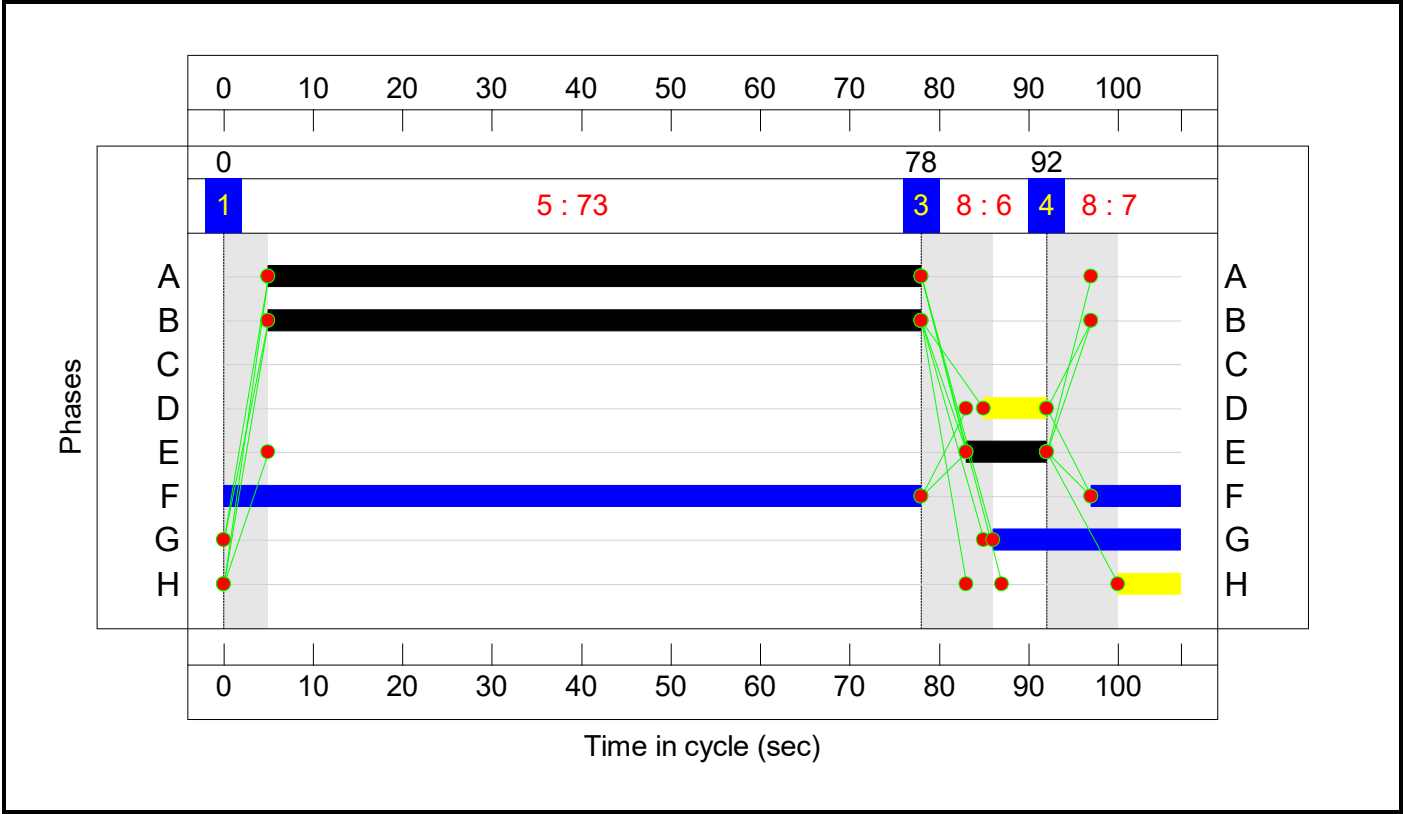


Stage Timings

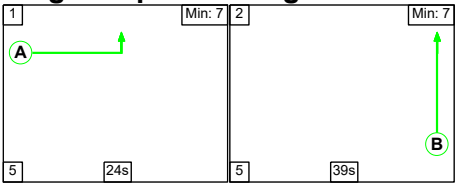
Stage Stream: 1

Stage	1	3	4
Duration	73	6	7
Change Point	0	78	92

Signal Timings Diagram



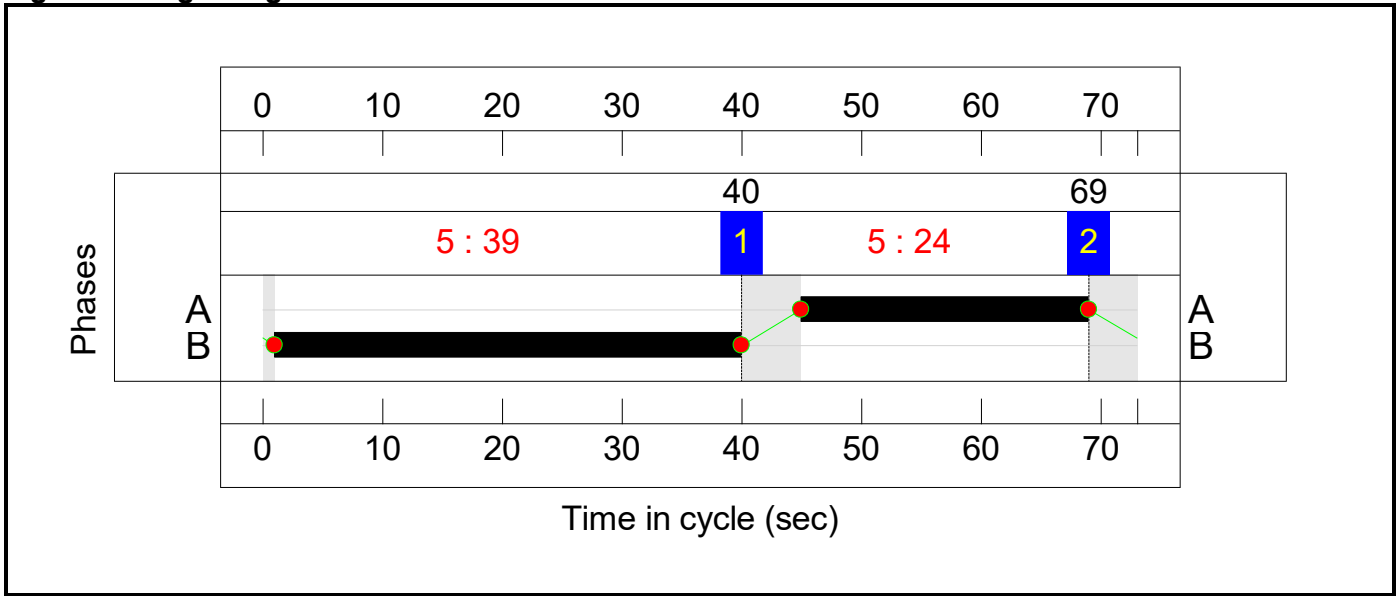
Controller :C3
Stage Sequence Diagram



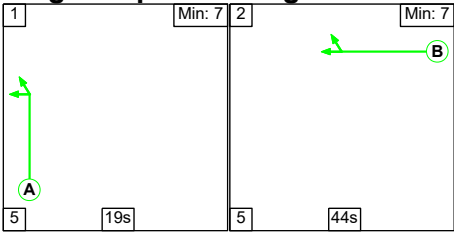
Stage Timings

Stage	1	2
Duration	24	39
Change Point	40	69

Signal Timings Diagram



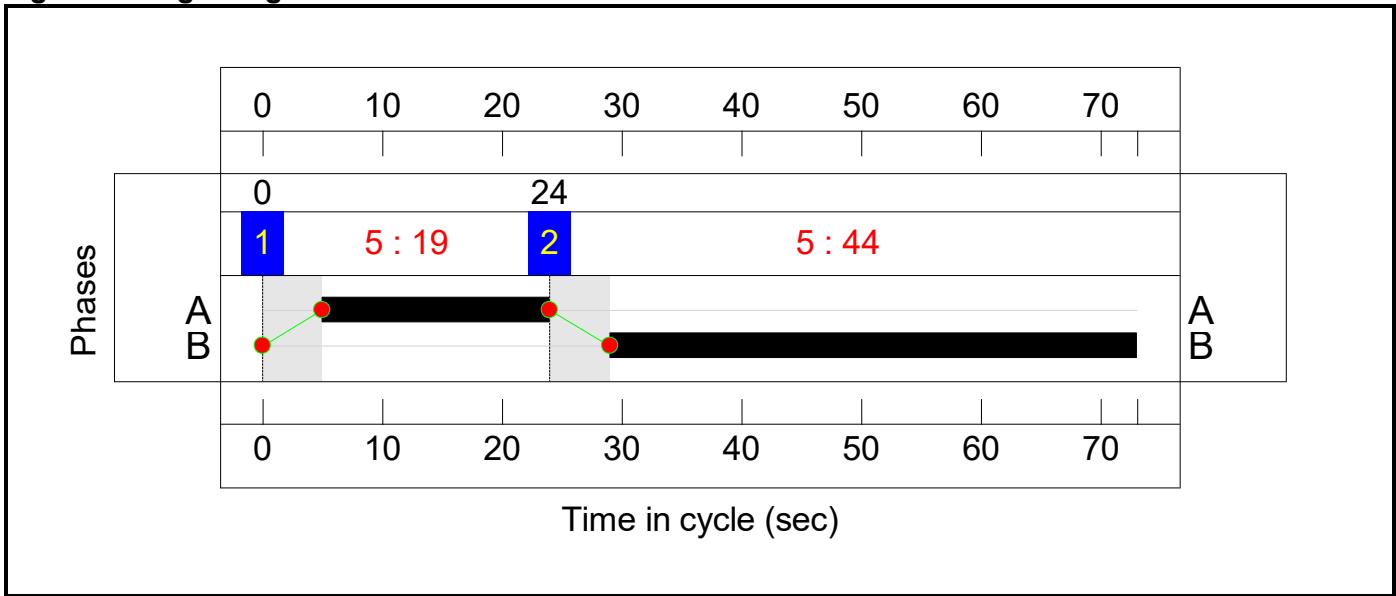
Controller :C4
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	19	44
Change Point	0	24

Signal Timings 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	-	-		-	-	-	-	-	-	123.0%
J1: A3024/Botley Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	120.9%
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	97	-	644	1782:1761	1069+10	59.7 : 59.7%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	9	-	113	1824	113	100.4%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	97	-	768	1799:1821	804+357	64.3 : 64.3%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	25	-	353	1812:1819	276+16	120.9 : 120.9%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1069	1960	1960	51.6%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	533	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	-	-		-	-	-	-	-	-	86.8%
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U	2:1	N/A	C2:A	C2:C	1	73	0	1069	1815:1811	1249+6	80.6 : 82.2%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	73	-	772	1800	1245	60.2%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:E C2:D		1	9:7	-	176	1846:1848	168+35	86.8 : 86.8%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1210	2015	2015	57.2%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	21	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:F		1	88	-	0	-	0	0.0%
J3: Windhover Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	123.0%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	24	-	649	1789:1860	373+339	87.4 : 86.8%
1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	24	-	561	1865	639	83.3%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	39	-	891	1971:1960	294+845	63.5 : 67.5%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	39	-	809	1965	1077	61.1%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	19	-	654	1880:1930	479+52	123.0 : 123.0%
3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	19	-	632	1879	515	122.8%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	1016	1928	1928	52.2%

Full Input Data And Results

4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	44	-	512	1919	1183	42.6%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	44	-	674	1943:1898	938+334	50.2 : 42.8%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	542	2085	2085	25.4%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	230	2085	2085	10.6%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	507	1938:1938	189+359	92.6 : 92.6%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	803	2040	881	91.2%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	613	2060	845	72.6%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	684	1886:1884	242+316	122.6 : 122.6%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	970	1943	1943	44.5%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	570	1932	1932	26.6%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1370	1916	1916	63.9%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	851	1958	1958	40.6%
10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	1235	2002	2002	54.7%

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	361	2002	2002	17.6%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	970	1985	1985	43.6%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	851	1972	1972	40.3%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	922	1972	1972	41.4%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	572	1929	1929	27.9%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	824	1917	1917	42.5%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	694	1919	1919	35.6%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	1210	2025	2025	56.9%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	772	2025	2025	37.0%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	313	1933	1933	14.4%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	361	1910	1910	18.4%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	44.2%
1/1	A27 West End Road (W) Ahead	U	N/A	N/A	-		-	-	-	507	1943	1943	26.1%
2/1	A27 West End Road (E) Ahead	U	N/A	N/A	-		-	-	-	970	1955	1955	44.2%

Full Input Data And Results

3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	507	1955	1955	25.9%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	-	-	3298	390	0	32.8	216.2	0.0	248.9	-	-	-	-
1/2+1/1	621	621	-	-	-	3.6	3.2	-	6.8 (3.6+3.2)	39.4 (39.4:39.4)	9.7	3.2	12.9
1/3	532	532	-	-	-	3.3	2.4	-	5.7	38.2	9.9	2.4	12.3
2/2+2/1	758	758	-	-	-	0.7	1.0	-	1.7 (0.3+1.4)	8.1 (5.2:9.0)	2.6	1.0	3.6
2/3	658	658	-	-	-	0.3	0.8	-	1.1	5.9	1.9	0.8	2.7
3/2+3/1	654	532	-	-	-	9.1	63.8	-	72.9 (65.8+7.1)	401.5 (401.8:398.5)	16.1	63.8	79.9
3/3	632	515	-	-	-	8.9	61.2	-	70.1	399.0	15.2	61.2	76.4
4/1	1007	1007	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
4/2	504	504	-	-	-	0.9	0.4	-	1.3	9.4	5.0	0.4	5.3
4/3+4/4	615	615	-	-	-	1.2	0.5	-	1.7 (1.3+0.4)	9.9 (10.2:8.9)	5.4	0.5	5.9
5/1	529	529	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	221	221	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	507	507	1014	0	0	1.7	5.0	-	6.7 (2.2+4.5)	47.7 (45.6:48.8)	6.4	5.0	11.4
7/1	803	803	803	0	0	0.2	4.6	-	4.8	21.7	6.7	4.6	11.3
7/2	613	613	613	0	0	0.1	1.3	-	1.4	8.2	3.9	1.3	5.2
8/2+8/1	684	629	868	390	0	2.7	65.7	-	68.4 (31.2+37.2)	359.9 (378.1:346.0)	14.5	65.7	80.2
9/1	865	865	-	-	-	0.0	0.4	-	0.4	1.7	2.7	0.4	3.1
9/2	513	513	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
9/3	1224	1224	-	-	-	0.0	0.9	-	0.9	2.6	1.8	0.9	2.7
10/1	794	794	-	-	-	0.0	0.3	-	0.4	1.6	3.3	0.3	3.6
10/2	1095	1095	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
10/3	352	352	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	865	865	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/1	794	794	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3

Full Input Data And Results

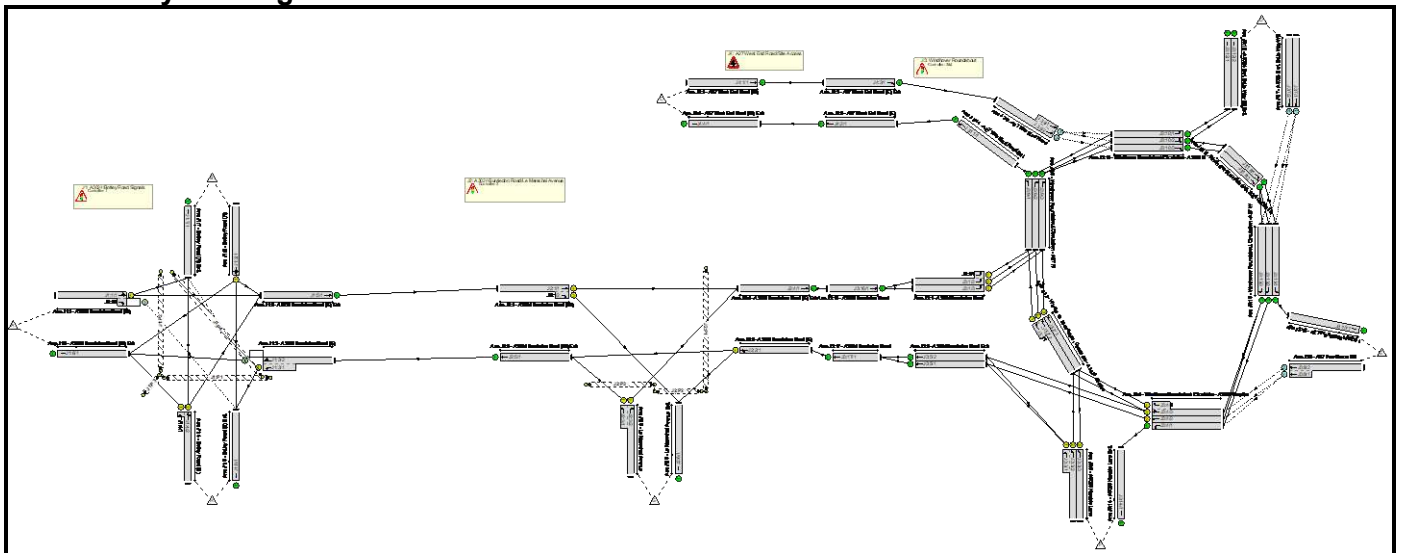
[illegible]

Full Input Data And Results

User and Project Details

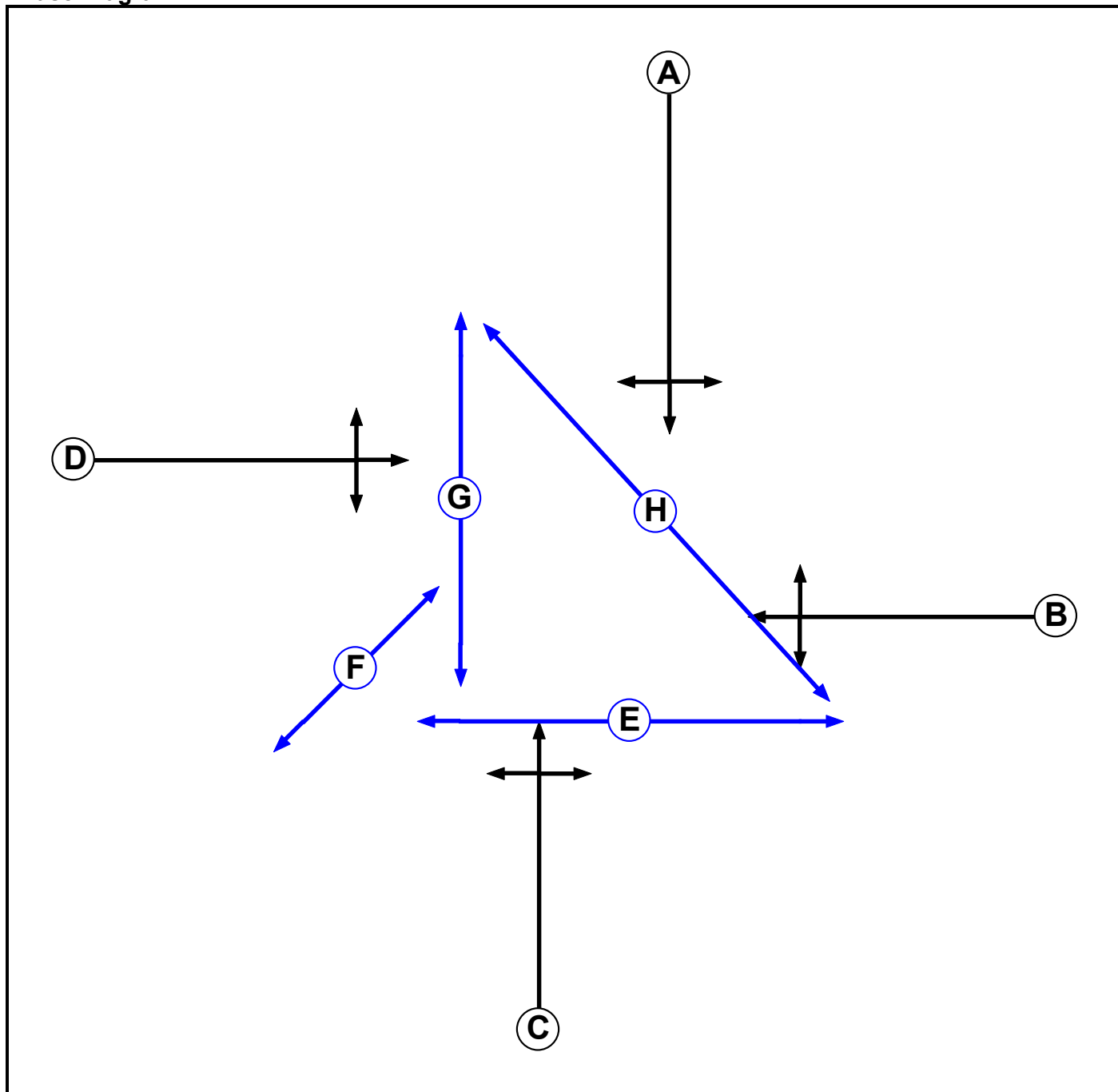
Project:	
Title:	
Location:	
Additional detail:	
File name:	M01b - whburs - Linked Linsig Baseline TA Output - PM Peak 2026-03-16.lsg3x
Author:	
Company:	
Address:	

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

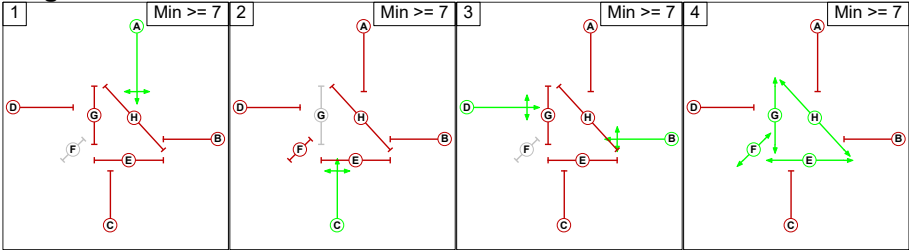
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

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

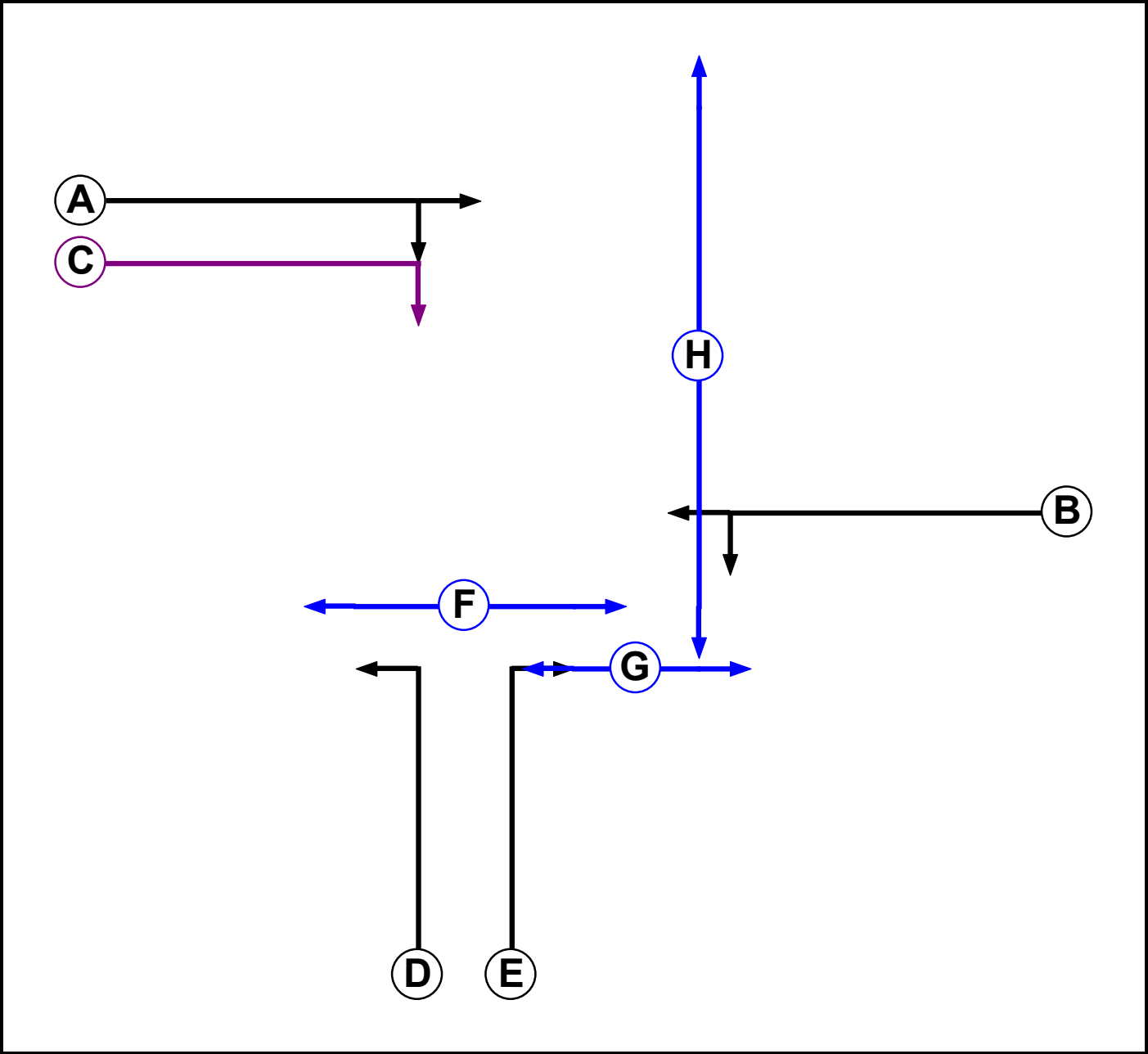
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

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



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	Ind. Arrow	1	A	4	4
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

Phase Intergreens Matrix

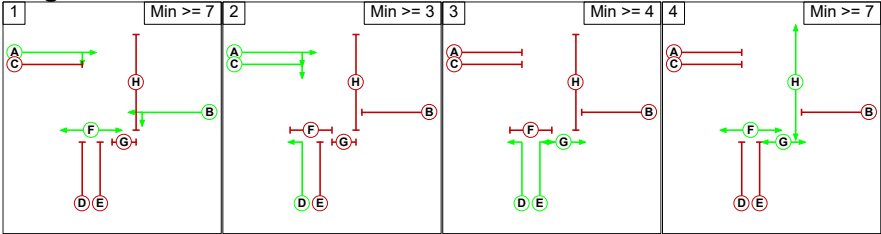
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	-	-	5	-	8	9
	B	-		6	7	5	-	7	5
	C	-	5		-	5	-	8	-
	D	-	5	-		-	5	-	-
	E	5	5	5	-		5	-	8
	F	-	-	-	5	5		-	-
	G	5	5	5	-	-	-		-
	H	5	5	-	-	5	-	-	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

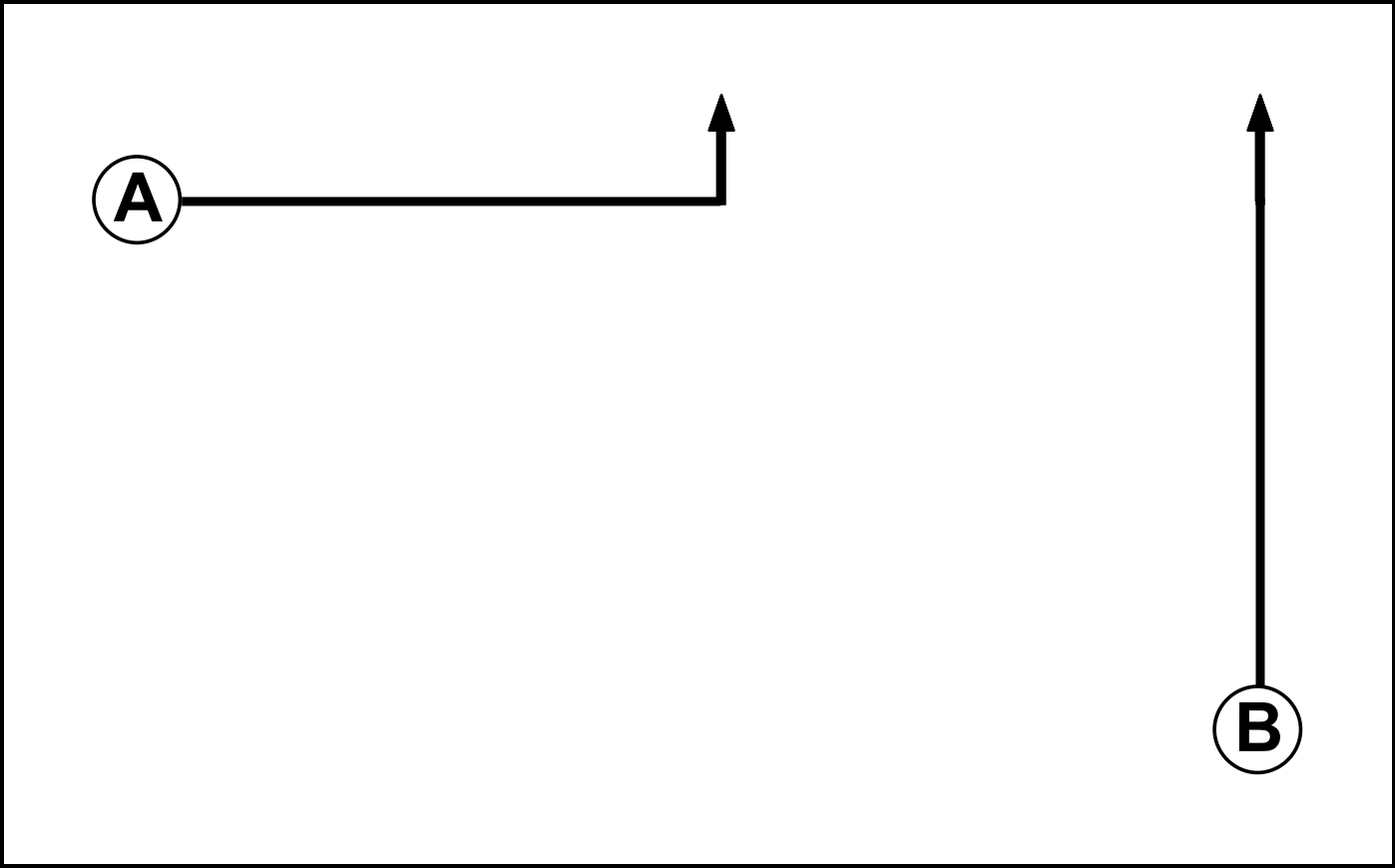
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

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

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

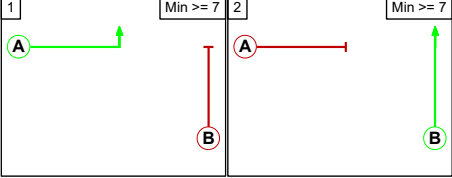
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



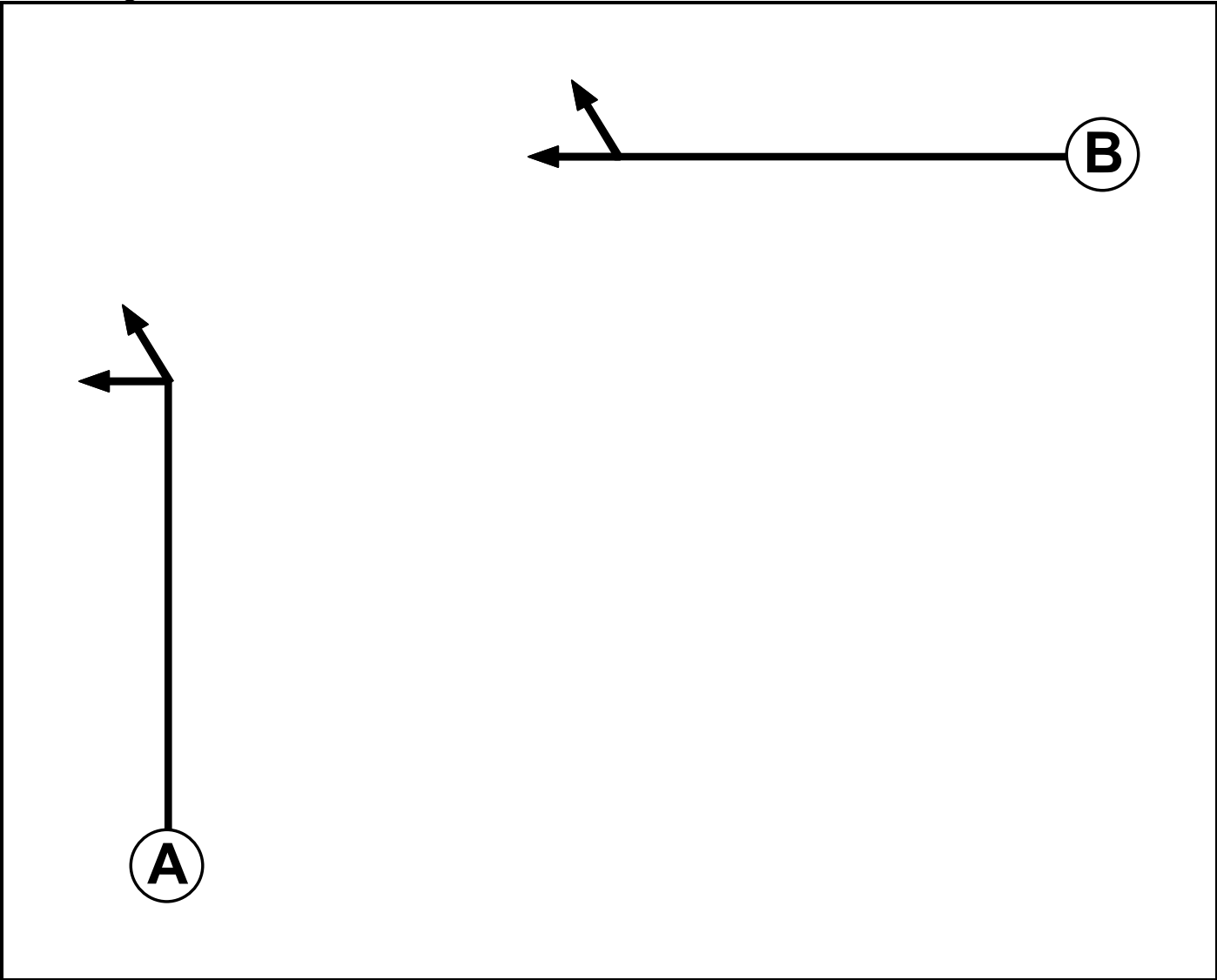
Phase Delays

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

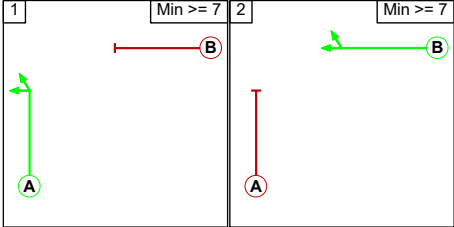
Phase Intergreens Matrix

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

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
There are no Opposed Lanes in this Junction

Full Input Data And Results

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)
J3:6/1 (A27 West End Road)	J3:10/1 (Ahead)	1078	0	J3:9/2	0.66	All	-	-	-	-	-
	J3:10/2 (Ahead)	1078	0	J3:9/2 J3:9/3	0.66 0.66	All To J3:10/2 (Right)					
J3:6/2 (A27 West End Road)	J3:10/3 (Ahead)	1078	0	J3:9/2	0.66	All	-	-	-	-	-
				J3:9/3	0.66	All					
J3:7/1 (A3024 Bert Betts Way WB)	J3:13/1 (Ahead)	1222	0	J3:18/1	1.07	All	-	-	-	-	-
	J3:13/2 (Ahead)	1222	0	J3:18/1	1.07	All					
				J3:18/2	1.07	To J3:13/2 (Right)					
J3:7/2 (A3024 Bert Betts Way WB)	J3:13/3 (Ahead)	1222	0	J3:18/1	0.87	All	-	-	-	-	-
				J3:18/2	0.87	All					
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					

Junction: J4: A27 West End Road/Site Access

There are no Opposed Lanes in this Junction

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
J1:3/1 (A3024 Bursledon Road (E))	U	B	2	3	7.0	User	1804	-	-	-	Arm J1:8 Ahead	Inf
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	-	-	-	-	-	-

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	1812	-	-	-	-	-
J2:1/2 (A3024 Bursledon Road (W))	U	A C	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	-	-	-	-	-
J2:3/1 (Le Marechal Avenue)	U	D	2	3	5.0	Geom	-	3.55	0.00	Y	Arm J2:5 Left	22.70
J2:3/2 (Le Marechal Avenue)	U	E	2	3	60.0	User	1900	-	-	-	-	-
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Geom	-	4.00	0.00	Y	Arm J3:16 Ahead	Inf
J2:5/1 (A3024 Bursledon Road (W) Exit)	U		2	3	46.0	Inf	-	-	-	-	-	-
J2:6/1 (Le Marechal Avenue Exit)	U		2	3	60.0	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	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

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	-	4.70	0.00	Y	Arm J3:17 Ahead	Inf
J3:5/2 (A3024 Bursledon Road Exit)	U		2	3	3.0	Geom	-	4.70	0.00	Y	Arm J3:17 Ahead	Inf
J3:6/1 (A27 West End Road)	O		2	3	5.0	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	64.10
J3:6/2 (A27 West End Road)	O		2	3	11.9	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	65.20
J3:7/1 (A3024 Bert Betts Way WB)	O		2	3	60.0	Geom	-	4.75	0.00	Y	Arm J3:13 Ahead	61.20
J3:7/2 (A3024 Bert Betts Way WB)	O		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	-	3.71	0.00	Y	Arm J3:11 Left	67.80
J3:9/2 (Windhover Roundabout Circulation - A27 N)	U		2	3	23.4	Geom	-	3.71	0.00	Y	Arm J3:10 Right	53.70
J3:9/3 (Windhover Roundabout Circulation - A27 N)	U		2	3	23.4	Geom	-	3.71	0.00	Y	Arm J3:10 Right	41.30
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:12 Left	67.40
J3:10/2 (Windhover Roundabout	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:12 Left	Inf

Full Input Data And Results

Circulation - A3024 N)											Arm J3:18 Ahead	Inf
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.87	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	18.7	Geom	-	4.10	0.00	Y	Arm J3:1 Ahead	Inf
J3:17/1 (A3024 Bursledon Road)	U		2	3	16.9	Geom	-	4.10	0.00	Y	Arm J2:2 Ahead	Inf
J3:18/1 (Windhover Roundabout A3024 Circulation)	U		2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	70.10
J3:18/2 (Windhover Roundabout A3024 Circulation)	U		2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	44.60

Full Input Data And Results

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))	U		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	3.6	Geom	-	3.40	0.00	Y	Arm J4:4 Ahead	Inf
J4:3/1 (A27 West End Road (E) Exit)	U		2	3	3.6	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	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Observed PM '	17:00	18:00	01:00	
4: '2031 Baseline PM'	17:00	18:00	01:00	F2+F3

Scenario 1: '2024 Demand Flows PM' (FG1: '2024 Observed PM ', Plan 1: 'PM Stage Sequences')

Traffic Flows, Desired

Desired Flow :

	Destination									
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	11	82	258	81	121	30	49	632
	B	9	0	4	14	4	7	0	14	52
	C	75	5	0	304	96	154	21	74	729
	D	205	13	119	0	211	390	56	203	1197
	E	77	5	51	152	0	113	17	76	491
	F	49	2	208	585	184	0	8	48	1084
	G	9	0	5	19	6	9	0	9	57
	H	37	18	38	124	39	59	8	0	323
	Tot.	461	54	507	1456	621	853	140	473	4565

Traffic Lane Flows

Lane	Scenario 1: 2024 Demand Flows PM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	632(In) 583(Out)
J1:1/2 (short)	49
J1:2/1	52
J1:3/1 (short)	410
J1:3/2 (with short)	850(In) 440(Out)
J1:4/1 (short)	37
J1:4/2 (with short)	323(In) 286(Out)
J1:5/1	869
J1:6/1	461
J1:7/1	54
J1:8/1	473
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	869(In) 831(Out)
J2:1/2 (short)	38
J2:2/1	934
J2:3/1 (short)	18
J2:3/2 (with short)	57(In) 39(Out)
J2:4/1	870
J2:5/1	850
J2:6/1	140
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	129
J3:1/2 (with short)	467(In) 338(Out)
J3:1/3	403
J3:2/1 (short)	378
J3:2/2 (with short)	658(In) 280(Out)
J3:2/3	641
J3:3/1 (short)	107
J3:3/2 (with short)	595(In) 488(Out)
J3:3/3	489
J3:4/1	853

Full Input Data And Results

J3:4/2	577
J3:4/3 (with short)	572(In) 420(Out)
J3:4/4 (short)	152
J3:5/1	624
J3:5/2	310
J3:6/1 (short)	400
J3:6/2 (with short)	729(In) 329(Out)
J3:7/1	601
J3:7/2	596
J3:8/1 (short)	278
J3:8/2 (with short)	491(In) 213(Out)
J3:9/1	507
J3:9/2	618
J3:9/3	1044
J3:10/1	886
J3:10/2	980
J3:10/3	525
J3:11/1	507
J3:12/1	886
J3:12/2	570
J3:13/1	621
J3:13/2	740
J3:13/3	771
J3:14/1	853
J3:15/1	621
J3:16/1	870
J3:17/1	934
J3:18/1	410
J3:18/2	525
Junction: J4: A27 West End Road/Site Access	
J4:1/1	729
J4:2/1	507
J4:3/1	729
J4:4/1	507

Full Input Data And Results

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 Arm J1:6 Right Arm J1:8 Ahead	12.10 41.90 Inf	55.8 % 17.3 % 26.9 %	1879	1879
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

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
J2:3/1 (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)	4.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	2015	2015
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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						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	40.5 %	1927	1927
				Arm J3:5 Ahead	35.00	59.5 %		
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)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
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)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	58.2 %	2002	2002
				Arm J3:18 Ahead	Inf	41.8 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
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)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
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

Full Input Data And Results

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	100.0 %	1943	1943
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1955	1955
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

Scenario 2: '2031 Baseline PM' (FG4: '2031 Baseline PM', Plan 1: 'PM Stage Sequences')

Traffic Flows, Desired

Desired Flow :

	Destination									
		A	B	C	D	E	F	G	H	Tot.
Origin	A	0	11	84	264	83	124	31	50	647
	B	9	0	4	14	4	7	0	14	52
	C	77	5	0	311	98	157	21	76	745
	D	210	13	122	0	216	399	57	208	1225
	E	79	5	52	155	0	116	17	78	502
	F	50	2	213	618	188	0	8	49	1128
	G	9	0	5	19	6	9	0	9	57
	H	38	18	39	127	40	60	8	0	330
	Tot.	472	54	519	1508	635	872	142	484	4686

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 Baseline PM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	647(In) 597(Out)
J1:1/2 (short)	50
J1:2/1	52
J1:3/1 (short)	420
J1:3/2 (with short)	870(In) 450(Out)
J1:4/1 (short)	38
J1:4/2 (with short)	330(In) 292(Out)
J1:5/1	889
J1:6/1	472
J1:7/1	54
J1:8/1	484
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	889(In) 850(Out)
J2:1/2 (short)	39
J2:2/1	955
J2:3/1 (short)	18
J2:3/2 (with short)	57(In) 39(Out)
J2:4/1	889
J2:5/1	870
J2:6/1	142
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	132
J3:1/2 (with short)	477(In) 345(Out)
J3:1/3	412
J3:2/1 (short)	387
J3:2/2 (with short)	690(In) 303(Out)
J3:2/3	658
J3:3/1 (short)	109
J3:3/2 (with short)	615(In) 506(Out)
J3:3/3	513
J3:4/1	872

Full Input Data And Results

J3:4/2	547
J3:4/3 (with short)	628(In) 483(Out)
J3:4/4 (short)	145
J3:5/1	593
J3:5/2	362
J3:6/1 (short)	409
J3:6/2 (with short)	745(In) 336(Out)
J3:7/1	615
J3:7/2	610
J3:8/1 (short)	295
J3:8/2 (with short)	502(In) 207(Out)
J3:9/1	519
J3:9/2	648
J3:9/3	1070
J3:10/1	927
J3:10/2	1000
J3:10/3	536
J3:11/1	519
J3:12/1	927
J3:12/2	581
J3:13/1	635
J3:13/2	756
J3:13/3	789
J3:14/1	872
J3:15/1	635
J3:16/1	889
J3:17/1	955
J3:18/1	419
J3:18/2	536
Junction: J4: A27 West End Road/Site Access	
J4:1/1	745
J4:2/1	519
J4:3/1	745
J4:4/1	519

Full Input Data And Results

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 Arm J1:6 Right Arm J1:8 Ahead	12.10 41.90 Inf	55.8 % 17.3 % 26.9 %	1879	1879
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

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
J2:3/1 (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)	4.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	2015	2015
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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						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	38.1 %	1925	1925
				Arm J3:5 Ahead	35.00	61.9 %		
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)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
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)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	58.1 %	2002	2002
				Arm J3:18 Ahead	Inf	41.9 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
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)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
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

Full Input Data And Results

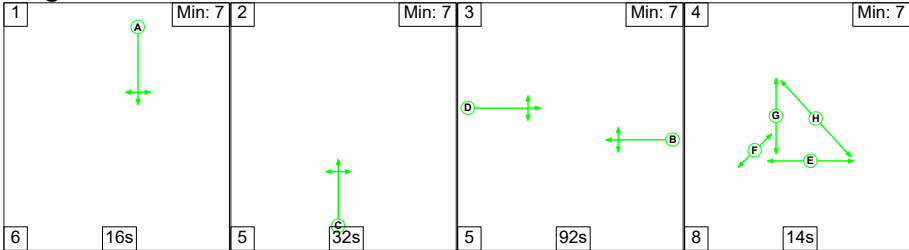
Junction: J4: A27 West End Road/Site Access								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1943	1943
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1955	1955
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

Scenario 1: '2024 Demand Flows PM' (FG1: '2024 Observed PM ', Plan 1: 'PM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

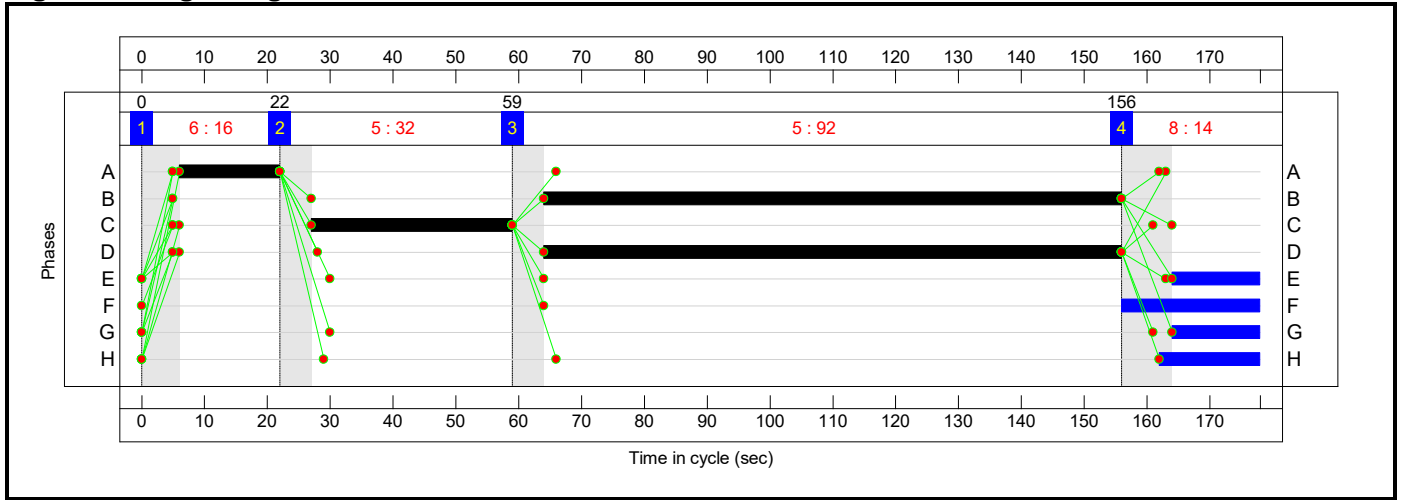


Stage Timings

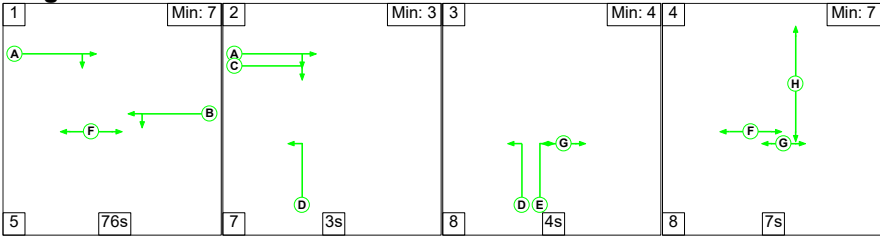
Stage Stream: 1

Stage	1	2	3	4
Duration	16	32	92	14
Change Point	0	22	59	156

Signal Timings Diagram



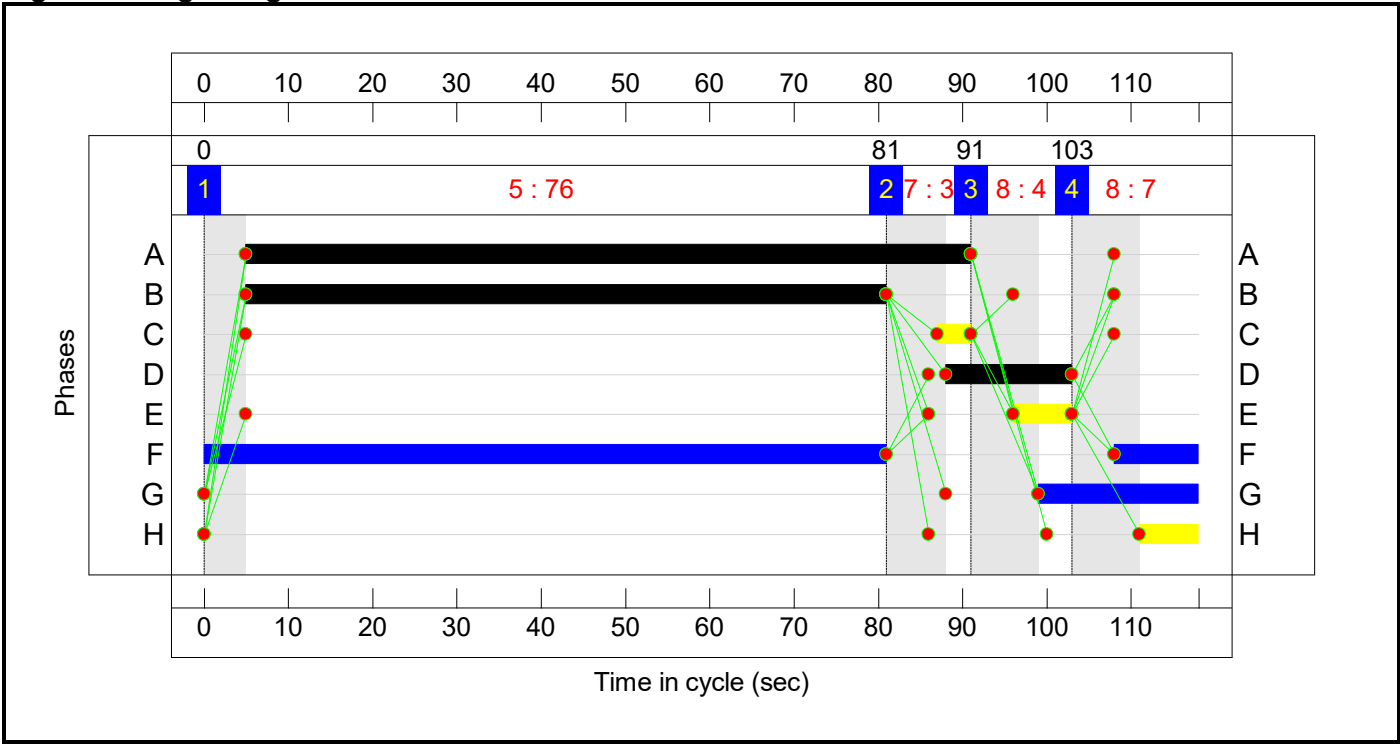
Controller :C2
Stage Sequence Diagram
Stage Stream: 1



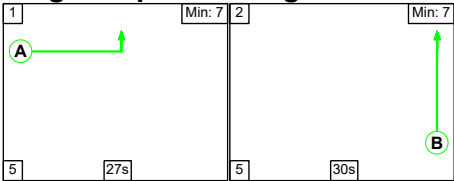
Stage Timings
Stage Stream: 1

Stage	1	2	3	4
Duration	76	3	4	7
Change Point	0	81	91	103

Signal Timings Diagram



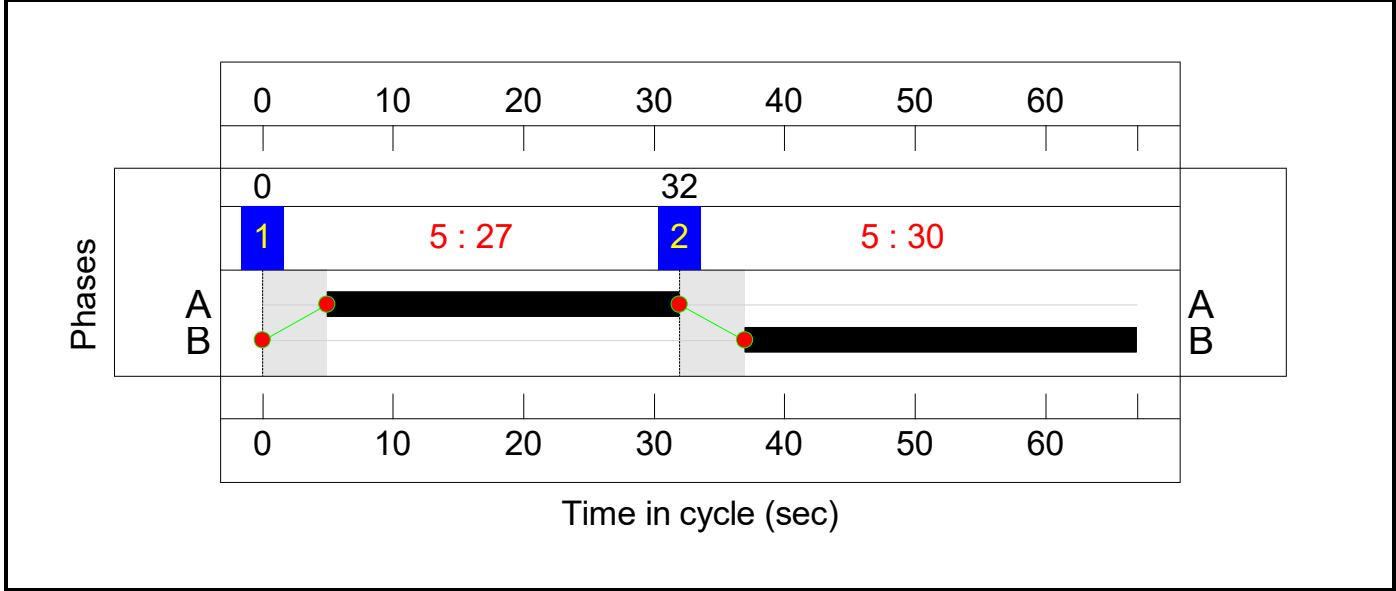
Controller :C3
Stage Sequence Diagram



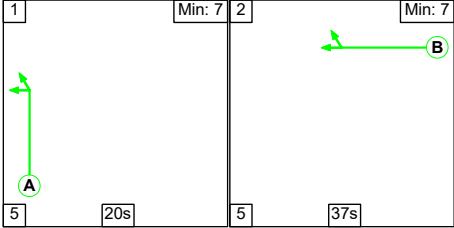
Stage Timings

Stage	1	2
Duration	27	30
Change Point	0	32

Signal Timings Diagram



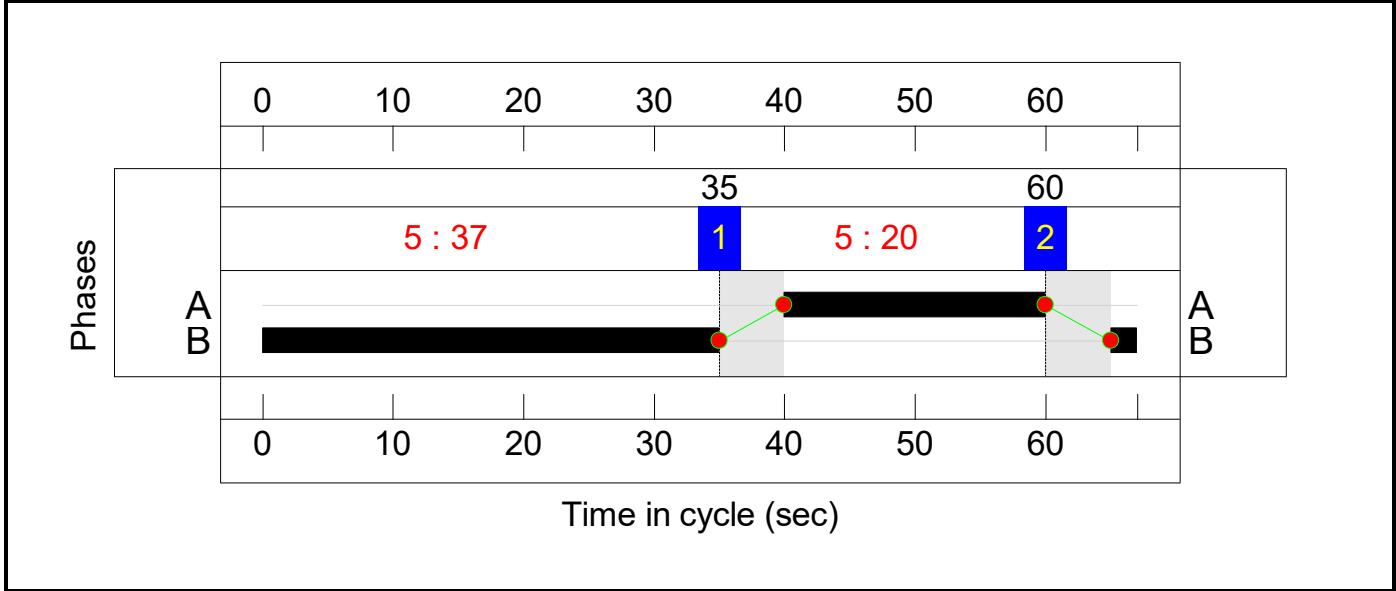
Controller : C4
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	20	37
Change Point	35	60

Signal Timings 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	-	-		-	-	-	-	-	-	112.5%
J1: A3024/Botley Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	95.8%
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	632	1811:1761	874+73	66.7 : 66.7%
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	92	-	850	1805:1804	556+518	71.1 : 71.3%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	323	1804:1819	299+39	95.8 : 95.8%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	869	1960	1960	44.3%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	461	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	-		-	-	-	473	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%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	N/A	-	-		-	-	-	-	-	-	72.1%
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U	2:1	N/A	C2:A	C2:C	1	86	4	869	1812:1811	1281+59	64.9 : 64.9%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	76	-	934	1782	1163	72.1%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:E C2:D		1	7:15	-	57	1900:1848	129+59	30.3 : 30.3%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	870	2015	2015	43.2%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	19	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:F		1	91	-	0	-	0	0.0%
J3: Windhover Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	112.5%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	467	1918:1860	600+229	56.3 : 56.3%
1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	403	1818	760	53.0%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	658	1971:1960	449+607	62.3 : 53.3%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	641	1965	909	54.9%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	20	-	595	1925:1930	552+121	88.5 : 88.5%
3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	20	-	489	1835	575	85.0%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	853	1928	1928	43.1%

Full Input Data And Results

4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	37	-	577	1919	1088	47.1%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	37	-	572	1927:1898	867+314	38.5 : 3.3%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	624	2085	2085	26.8%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	310	2085	2085	13.4%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	729	1938:1938	328+408	100.4 : 98.1%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	601	2040	568	105.8%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	596	2060	561	106.3%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	491	1886:1884	189+338	112.5 : 82.3%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	507	1943	1943	23.3%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	618	1932	1932	32.0%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1044	1916	1916	54.5%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	886	1958	1958	45.3%
10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	980	2002	2002	48.3%

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	525	2002	2002	26.2%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	507	1985	1985	22.8%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	886	1972	1972	44.9%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	570	1972	1972	28.7%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	621	1929	1929	31.1%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	740	1917	1917	37.5%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	771	1919	1919	35.3%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	870	2025	2025	43.0%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	934	2025	2025	41.4%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	410	1933	1933	20.7%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	525	1910	1910	27.4%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	37.5%
1/1	A27 West End Road (W) Ahead	U	N/A	N/A	-		-	-	-	729	1943	1943	37.5%
2/1	A27 West End Road (E) Ahead	U	N/A	N/A	-		-	-	-	507	1955	1955	23.1%

Full Input Data And Results

3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	729	1955	1955	37.3%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	-	-	3189	330	0	22.2	91.0	0.0	113.2	-	-	-	-
1/2+1/1	467	467	-	-	-	1.8	0.6	-	2.5 (1.8+0.7)	19.1 (19.2:18.9)	5.7	0.6	6.4
1/3	403	403	-	-	-	1.6	0.6	-	2.2	19.6	5.6	0.6	6.2
2/2+2/1	603	603	-	-	-	0.9	0.7	-	1.6 (0.3+1.3)	9.5 (4.0:14.3)	2.2	0.7	2.8
2/3	499	499	-	-	-	0.0	0.6	-	0.6	4.6	0.1	0.6	0.7
3/2+3/1	595	595	-	-	-	3.5	3.5	-	7.0 (5.8+1.2)	42.2 (42.6:40.6)	9.3	3.5	12.8
3/3	489	489	-	-	-	2.9	2.7	-	5.6	41.2	8.4	2.7	11.1
4/1	831	831	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/2	512	512	-	-	-	1.3	0.4	-	1.7	12.0	6.6	0.4	7.1
4/3+4/4	344	344	-	-	-	1.0	0.2	-	1.2 (1.2+0.1)	12.8 (12.5:21.4)	3.8	0.2	4.0
5/1	559	559	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	279	279	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	729	728	1456	0	0	2.0	12.6	-	14.6 (7.0+7.6)	72.1 (76.1:68.7)	14.0	12.6	26.5
7/1	601	568	568	0	0	2.5	23.0	-	25.4	152.4	31.4	23.0	54.3
7/2	596	561	561	0	0	2.4	23.8	-	26.3	158.6	31.6	23.8	55.4
8/2+8/1	491	467	605	330	0	2.1	17.1	-	19.2 (15.6+3.6)	140.6 (264.0:46.1)	11.6	17.1	28.7
9/1	452	452	-	-	-	0.0	0.2	-	0.2	1.2	2.2	0.2	2.4
9/2	618	618	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/3	1044	1044	-	-	-	0.0	0.6	-	0.6	2.1	1.7	0.6	2.2
10/1	886	886	-	-	-	0.0	0.4	-	0.4	1.7	3.9	0.4	4.3
10/2	967	967	-	-	-	0.0	0.5	-	0.5	1.7	1.7	0.5	2.1
10/3	524	524	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/1	452	452	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
12/1	886	886	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

Full Input Data And Results

12/2		566	566	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1		600	600	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
13/2		718	718	-	-	-	0.0	0.3	-	0.3	1.5	0.5	0.3	0.8
13/3		677	677	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
14/1		831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1		600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1		870	870	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
17/1		838	838	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
18/1		400	400	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/2		524	524	-	-	-	0.0	0.2	-	0.2	1.3	0.5	0.2	0.7
J4: A27 West End Road/Site Access		-	-	0	0	0	0.0	0.7	0.0	0.7	-	-	-	-
1/1		729	729	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1		452	452	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1		729	729	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1		452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -6.4 Total Delay for Signalled Lanes (pcuHr): 27.61 Cycle Time (s): 178 C2 Stream: 1 PRC for Signalled Lanes (%): 24.9 Total Delay for Signalled Lanes (pcuHr): 8.20 Cycle Time (s): 118 C3 PRC for Signalled Lanes (%): 44.5 Total Delay for Signalled Lanes (pcuHr): 6.91 Cycle Time (s): 67 C4 PRC for Signalled Lanes (%): 1.7 Total Delay for Signalled Lanes (pcuHr): 15.50 Cycle Time (s): 67 PRC Over All Lanes (%): -25.0 Total Delay Over All Lanes(pcuHr): 150.51														

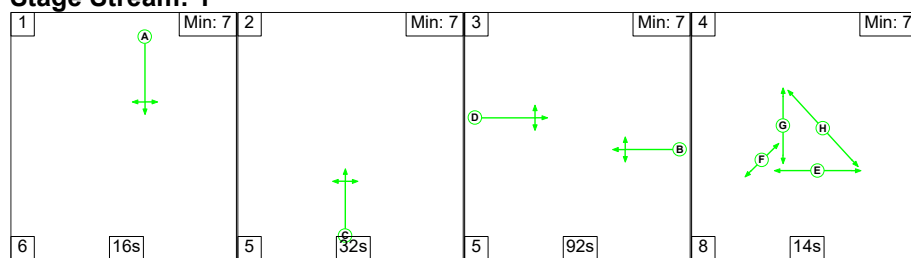
Full Input Data And Results

Scenario 2: '2031 Baseline PM' (FG4: '2031 Baseline PM', Plan 1: 'PM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

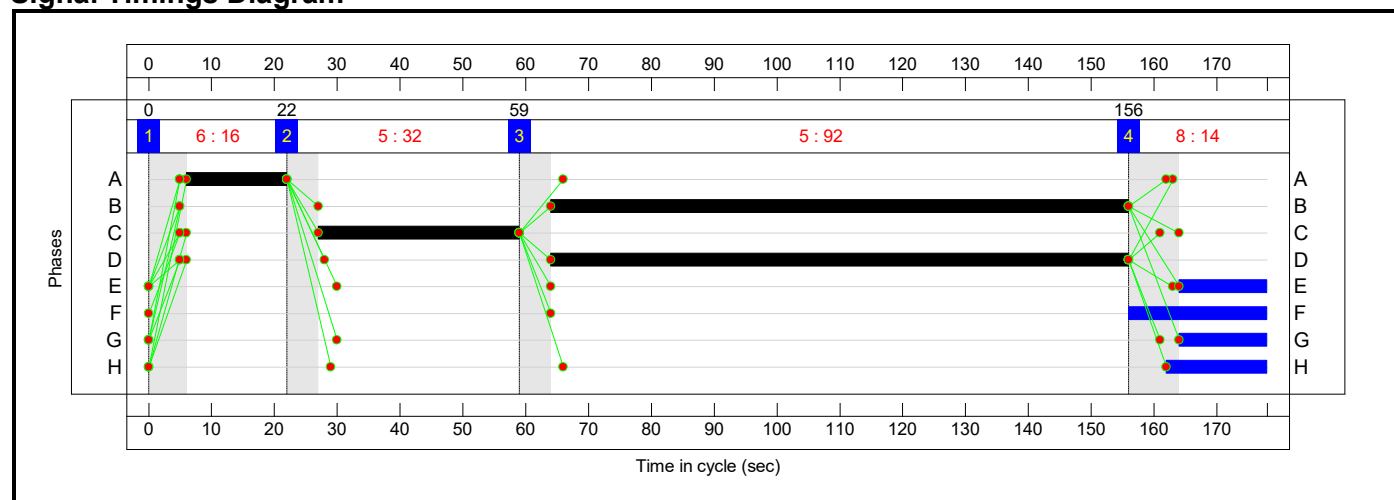


Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	16	32	92	14
Change Point	0	22	59	156

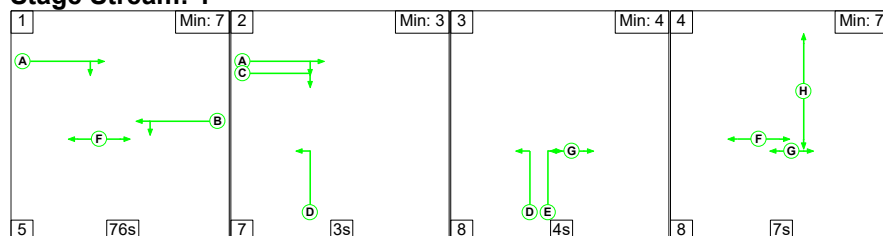
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

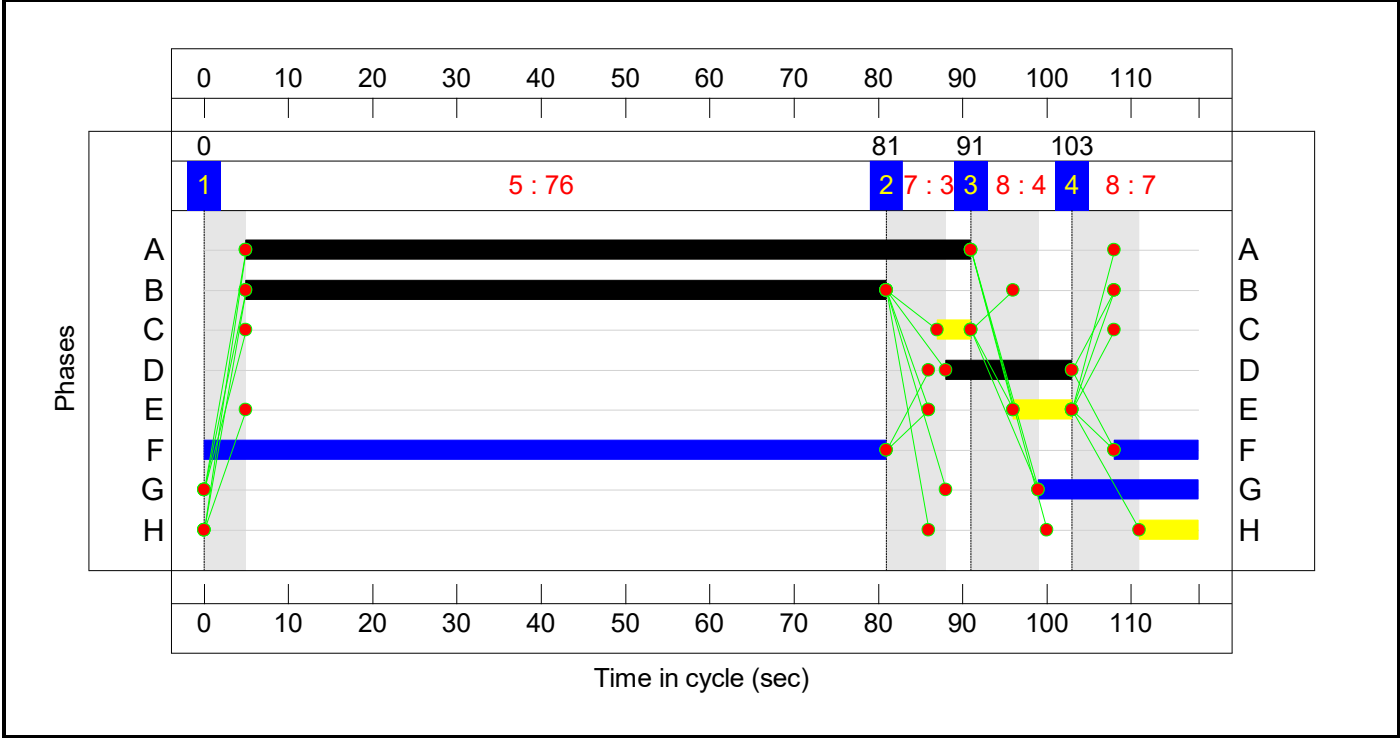


Stage Timings

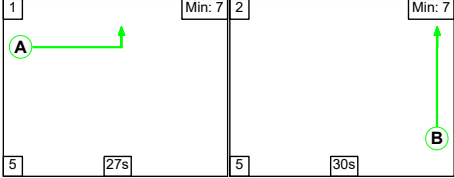
Stage Stream: 1

Stage	1	2	3	4
Duration	76	3	4	7
Change Point	0	81	91	103

Signal Timings Diagram



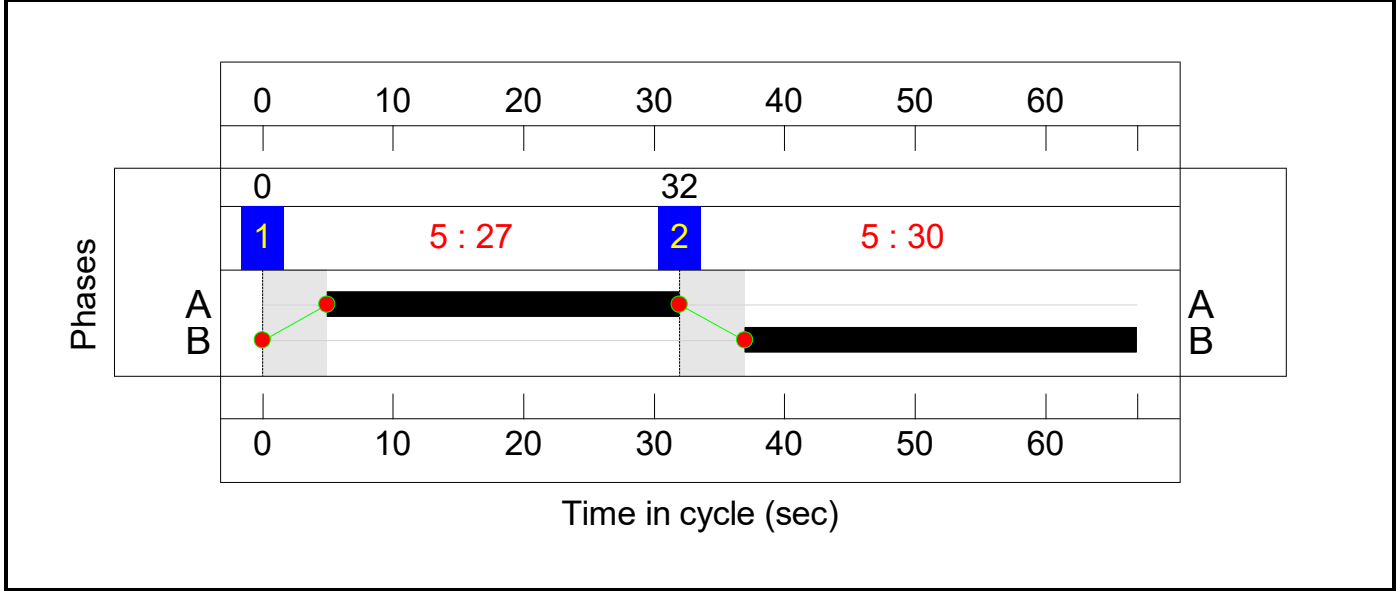
Controller :C3
Stage Sequence Diagram



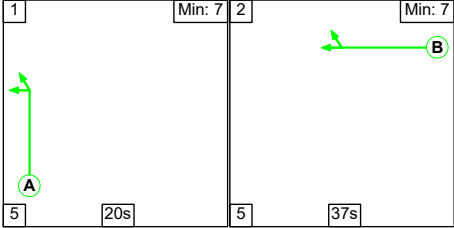
Stage Timings

Stage	1	2
Duration	27	30
Change Point	0	32

Signal Timings Diagram



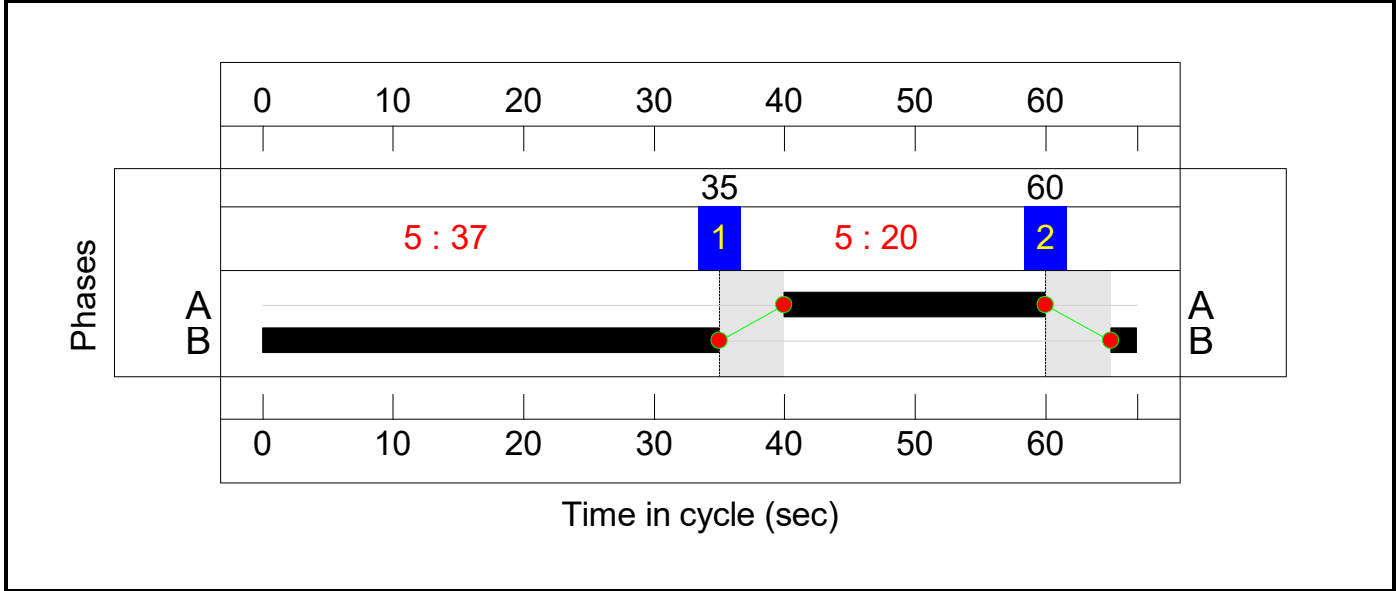
Controller : C4
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	20	37
Change Point	35	60

Signal Timings 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	-	-		-	-	-	-	-	-	112.4%
J1: A3024/Botley Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	647	1811:1761	874+73	68.3 : 68.3%
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	92	-	870	1805:1804	556+519	72.6 : 72.6%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	330	1804:1819	298+39	97.8 : 97.8%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	889	1960	1960	45.4%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	472	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%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	N/A	-	-		-	-	-	-	-	-	73.4%
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U	2:1	N/A	C2:A	C2:C	1	86	4	889	1812:1811	1281+59	66.4 : 66.4%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	76	-	955	1782	1163	73.4%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:E C2:D		1	7:15	-	57	1900:1848	129+59	30.3 : 30.3%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	889	2015	2015	44.1%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:H		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	19	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:F		1	91	-	0	-	0	0.0%
J3: Windhover Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	112.4%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	477	1918:1860	600+230	57.5 : 57.5%
1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	412	1818	760	54.2%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	690	1971:1960	467+597	62.8 : 55.5%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	658	1965	909	57.4%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	20	-	615	1925:1930	552+119	91.6 : 91.6%
3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	20	-	513	1835	575	89.2%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	872	1928	1928	43.2%

Full Input Data And Results

4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	37	-	547	1919	1088	43.4%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	37	-	628	1925:1898	898+269	43.4 : 3.2%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	593	2085	2085	24.9%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	362	2085	2085	16.0%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	745	1938:1938	316+396	106.4 : 103.4%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	615	2040	570	107.8%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	610	2060	576	105.9%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	502	1886:1884	184+345	112.4 : 85.4%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	519	1943	1943	23.8%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	648	1932	1932	33.1%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1070	1916	1916	55.8%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	927	1958	1958	46.4%
10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	1000	2002	2002	48.6%

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	536	2002	2002	25.8%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	519	1985	1985	23.3%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	927	1972	1972	46.1%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	581	1972	1972	29.1%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	635	1929	1929	31.1%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	756	1917	1917	37.4%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	789	1919	1919	35.4%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	889	2025	2025	43.9%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	955	2025	2025	42.1%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	419	1933	1933	20.7%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	536	1910	1910	27.0%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	38.3%
1/1	A27 West End Road (W) Ahead	U	N/A	N/A	-		-	-	-	745	1943	1943	38.3%
2/1	A27 West End Road (E) Ahead	U	N/A	N/A	-		-	-	-	519	1955	1955	23.7%

Full Input Data And Results

3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	745	1955	1955	38.1%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	-	-	3170	358	0	24.3	110.5	0.0	134.8	-	-	-	-
1/2+1/1	477	477	-	-	-	1.9	0.7	-	2.6 (1.9+0.7)	19.4 (19.5:19.1)	5.9	0.7	6.5
1/3	412	412	-	-	-	1.7	0.6	-	2.3	19.8	5.7	0.6	6.3
2/2+2/1	625	625	-	-	-	1.0	0.7	-	1.7 (0.3+1.3)	9.6 (4.1:14.4)	2.2	0.7	2.9
2/3	522	522	-	-	-	0.0	0.7	-	0.7	4.8	0.1	0.7	0.8
3/2+3/1	615	615	-	-	-	3.6	4.7	-	8.3 (6.9+1.4)	48.6 (49.0:47.0)	9.9	4.7	14.5
3/3	513	513	-	-	-	3.1	3.7	-	6.8	47.8	9.0	3.7	12.7
4/1	834	834	-	-	-	0.0	0.4	-	0.4	1.6	1.6	0.4	2.0
4/2	473	473	-	-	-	1.1	0.4	-	1.5	11.4	5.9	0.4	6.3
4/3+4/4	399	399	-	-	-	1.2	0.3	-	1.5 (1.4+0.1)	13.4 (13.1:25.4)	4.6	0.3	4.9
5/1	519	519	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
5/2	334	334	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	745	711	1423	0	0	3.2	24.4	-	27.6 (15.1+12.5)	133.6 (161.8:110.4)	17.4	24.4	41.8
7/1	615	570	570	0	0	3.0	27.8	-	30.8	180.5	32.1	27.8	59.9
7/2	610	576	576	0	0	2.5	23.5	-	25.9	153.0	32.4	23.5	55.8
8/2+8/1	502	479	600	358	0	2.0	17.7	-	19.7 (15.5+4.2)	141.0 (269.0:51.2)	11.3	17.7	29.0
9/1	463	463	-	-	-	0.0	0.2	-	0.2	1.2	2.2	0.2	2.4
9/2	639	639	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/3	1070	1070	-	-	-	0.0	0.6	-	0.6	2.1	1.6	0.6	2.3
10/1	908	908	-	-	-	0.0	0.4	-	0.5	1.8	3.9	0.4	4.3
10/2	974	974	-	-	-	0.0	0.5	-	0.5	1.8	1.1	0.5	1.6
10/3	516	516	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/1	463	463	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/1	908	908	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

Full Input Data And Results

12/2	575	575	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	600	600	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
13/2	718	718	-	-	-	0.0	0.3	-	0.3	1.5	1.6	0.3	1.9
13/3	680	680	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	889	889	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
17/1	853	853	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
18/1	399	399	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/2	516	516	-	-	-	0.0	0.2	-	0.2	1.3	0.5	0.2	0.7
J4: A27 West End Road/Site Access	-	-	0	0	0	0.0	0.8	0.0	0.8	-	-	-	-
1/1	745	745	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1	463	463	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	745	745	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 29.67 Cycle Time (s): 178 C2 Stream: 1 PRC for Signalled Lanes (%): 22.7 Total Delay for Signalled Lanes (pcuHr): 8.54 Cycle Time (s): 118 C3 PRC for Signalled Lanes (%): 43.3 Total Delay for Signalled Lanes (pcuHr): 7.20 Cycle Time (s): 67 C4 PRC for Signalled Lanes (%): -1.8 Total Delay for Signalled Lanes (pcuHr): 18.10 Cycle Time (s): 67 PRC Over All Lanes (%): -24.9 Total Delay Over All Lanes(pcuHr): 174.58													

Appendix P

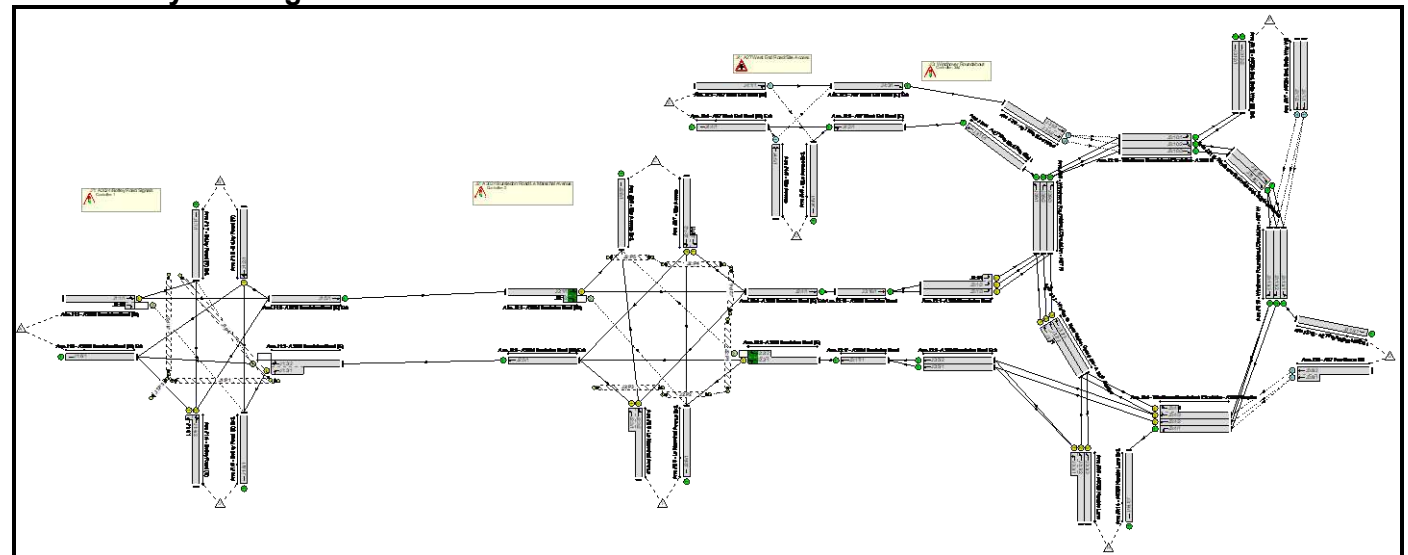
Linsig Output – A3024 Bursledon Road Corridor with Development

Full Input Data And Results

User and Project Details

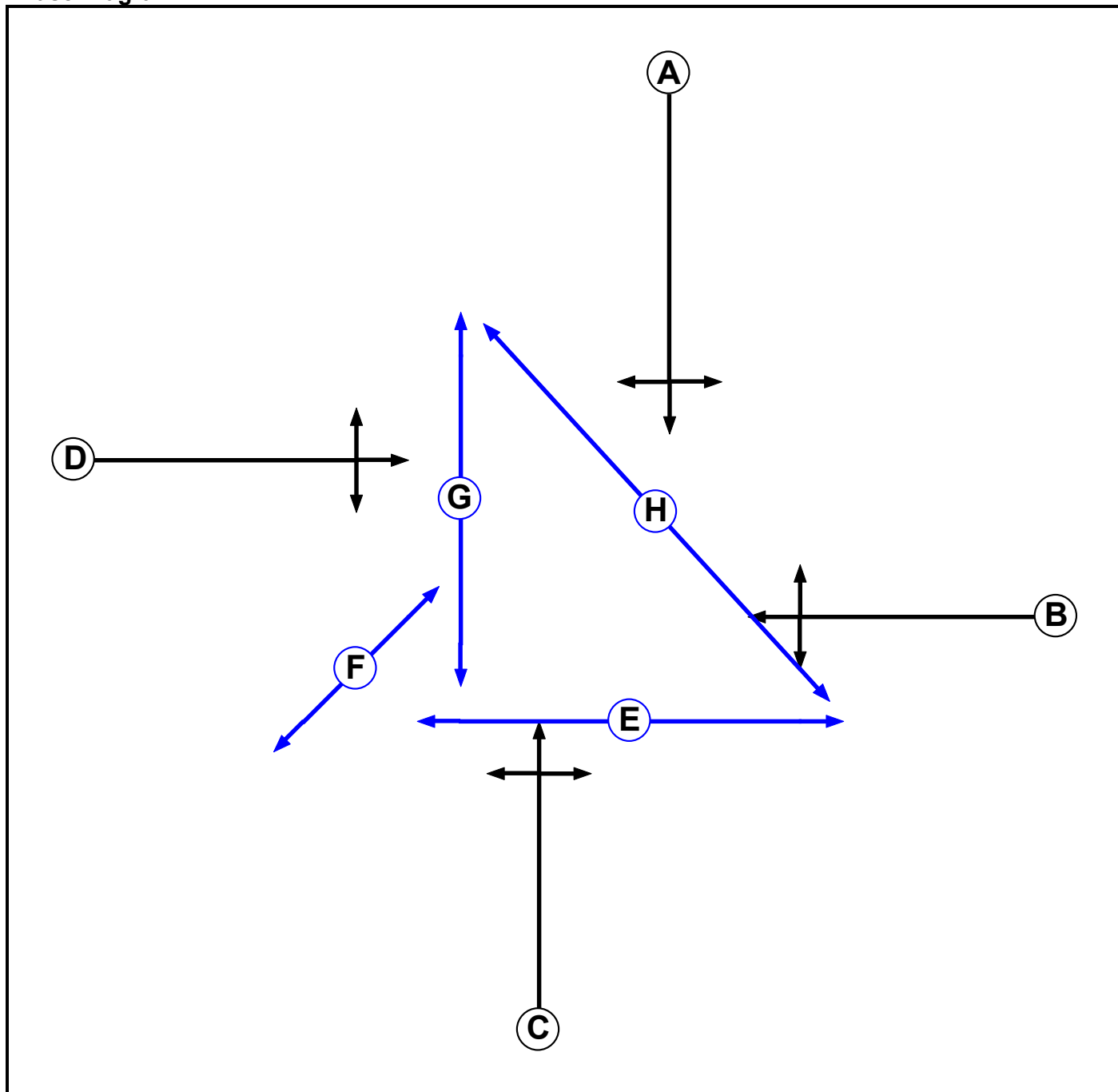
Project:	
Title:	
Location:	
Additional detail:	
File name:	M01c - whburs - Linked Linsig 2025 with Development TA Output - AM Peak 2026-03-16.lsg3x
Author:	
Company:	
Address:	

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

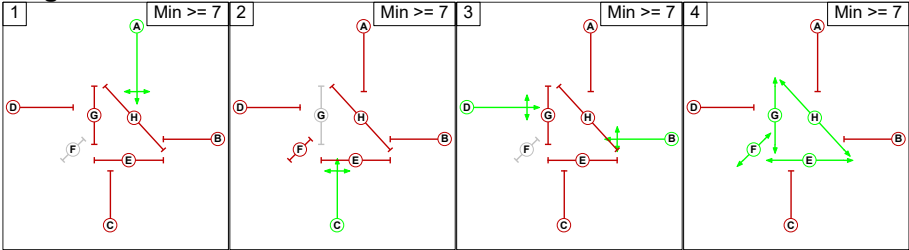
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

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					

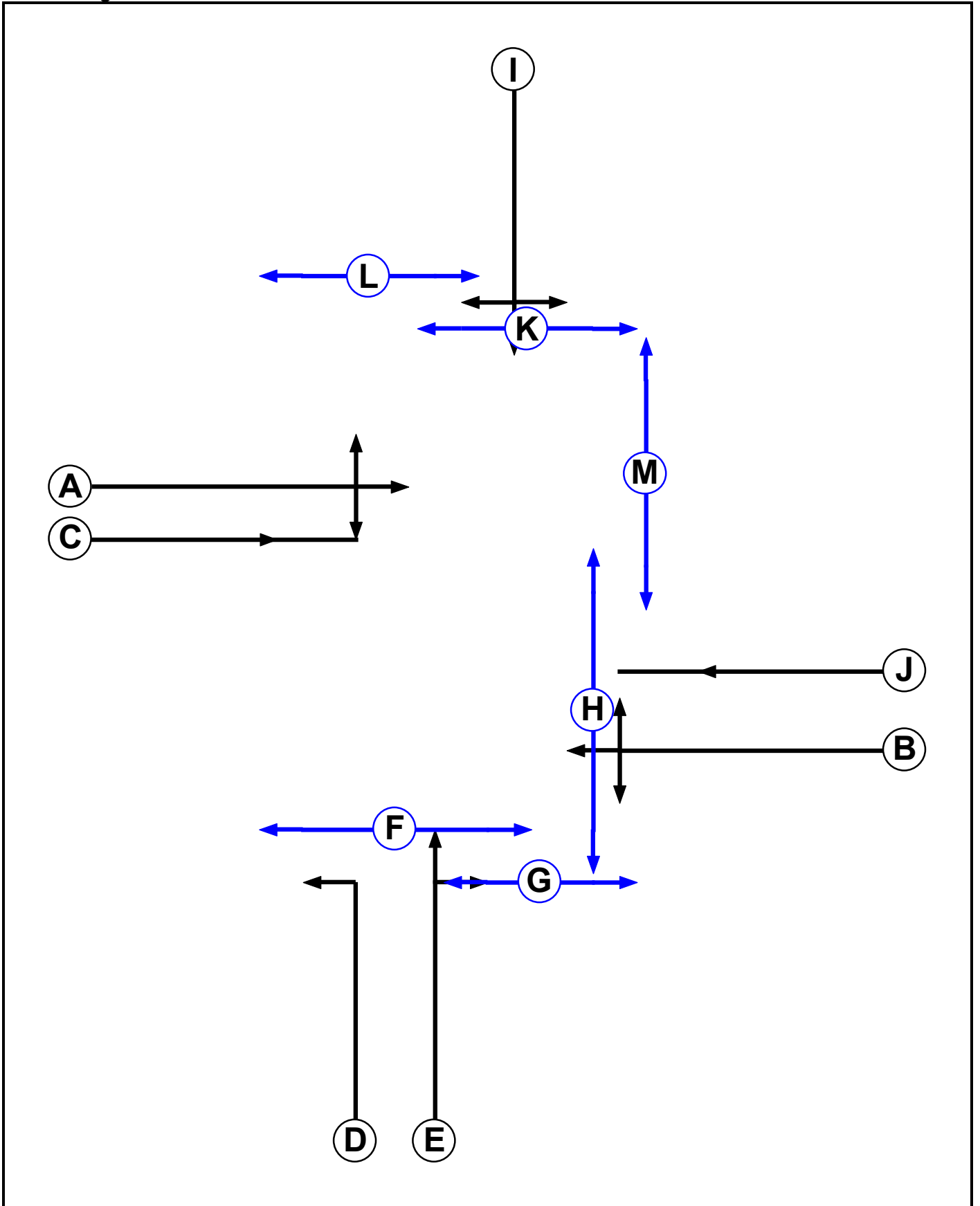
Prohibited Stage Change

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	-	-	-

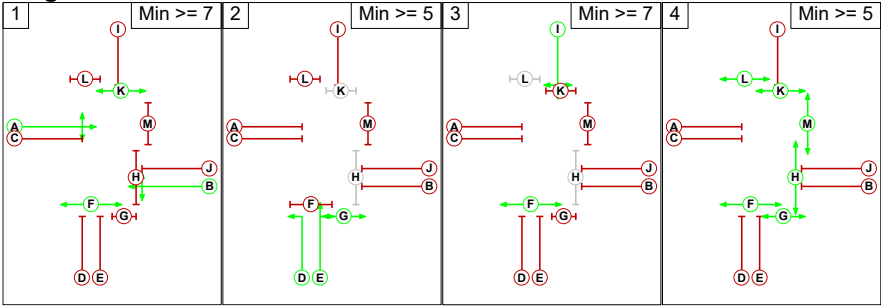
Phases in Stage

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

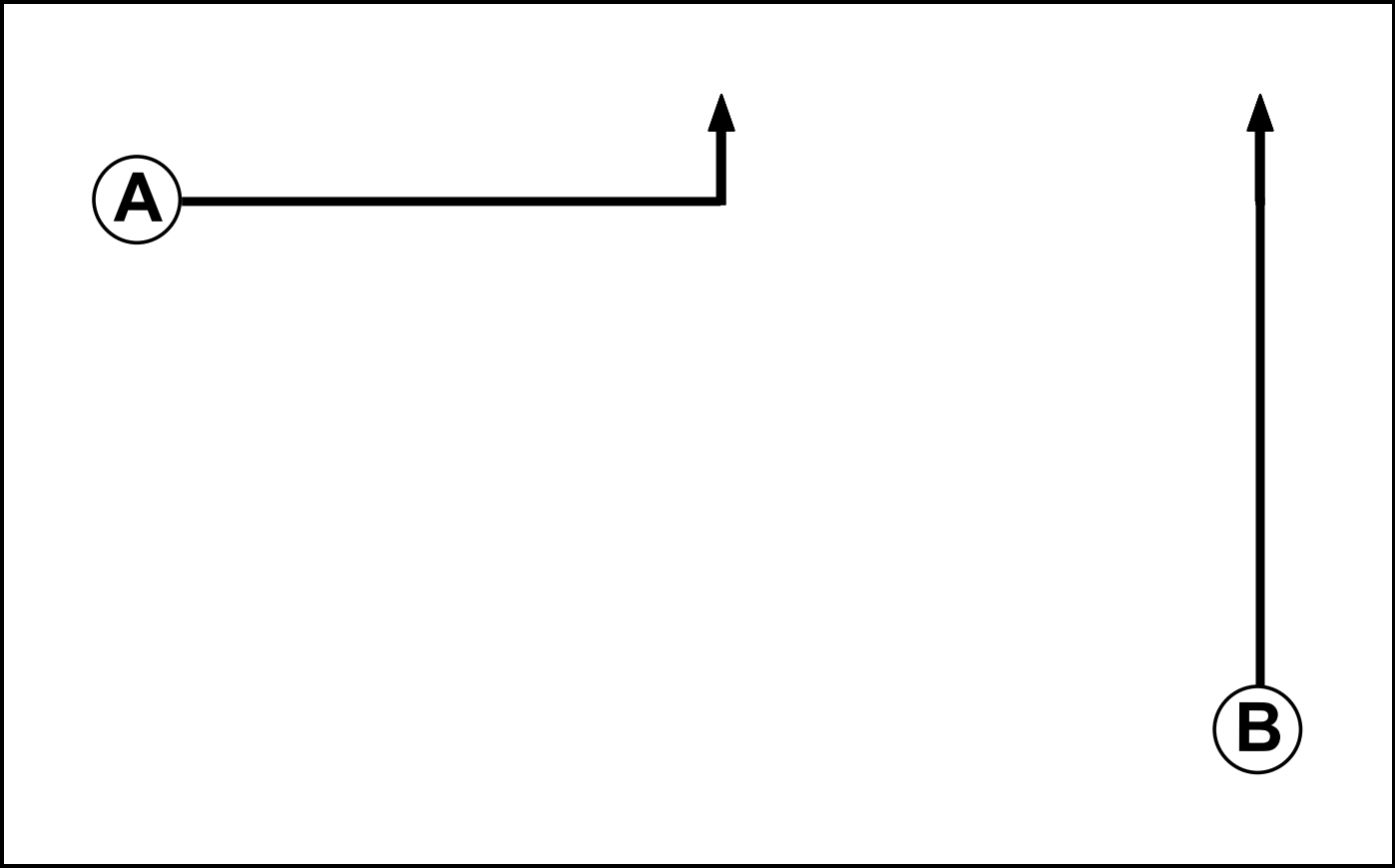
Term.	Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined						

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

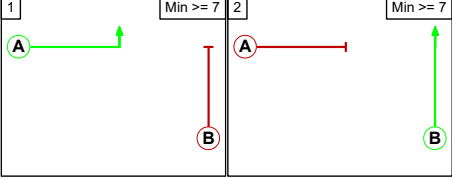
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Full Input Data And Results

Phase Delays

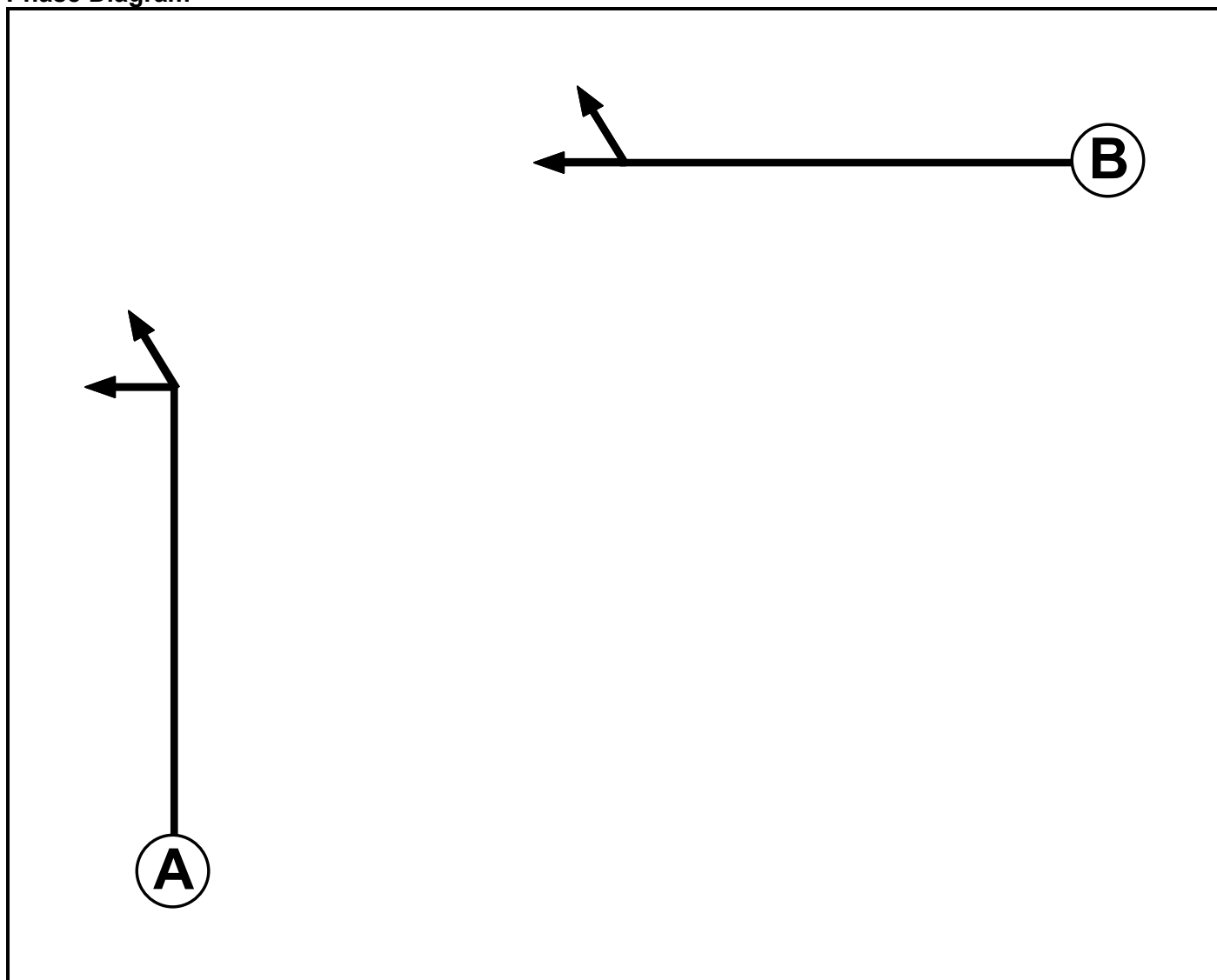
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

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

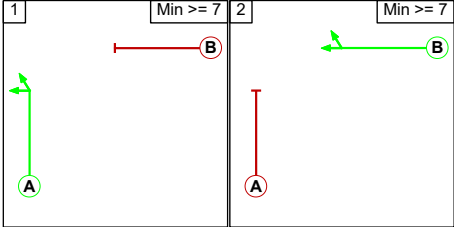
Phase Intergreens Matrix

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

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	2.00	-	0.50	2	2.00

Full Input Data And Results

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)
J3:6/1 (A27 West End Road)	J3:10/1 (Ahead)	1078	0	J3:9/2	0.69	All	-	-	-	-	-
	J3:10/2 (Ahead)	1078	0	J3:9/2 J3:9/3	0.69 0.69	All To J3:10/2 (Right)					
J3:6/2 (A27 West End Road)	J3:10/3 (Ahead)	1078	0	J3:9/2	0.69	All	-	-	-	-	-
				J3:9/3	0.69	All					
J3:7/1 (A3024 Bert Betts Way WB)	J3:13/1 (Ahead)	1222	0	J3:18/1	0.62	All	-	-	-	-	-
	J3:13/2 (Ahead)	1222	0	J3:18/1	0.62	All					
				J3:18/2	0.62	All					
J3:7/2 (A3024 Bert Betts Way WB)	J3:13/3 (Ahead)	1222	0	J3:18/1	0.62	All	-	-	-	-	-
				J3:18/2	0.62	All					
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	1800	-	-	-	-	-
J2:2/2 (A3024 Bursledon Road (E))	O	B	2	3	5.0	Geom	-	3.25	0.00	Y	Arm J2:8 Right	18.60
J2:3/1 (Le Marechal Avenue)	U	D	2	3	5.0	Geom	-	3.55	0.00	Y	Arm J2:5 Left	22.70
J2:3/2 (Le Marechal Avenue)	U	E	2	3	60.0	User	1846	-	-	-	-	-
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Geom	-	4.00	0.00	Y	Arm J3:16 Ahead	Inf
J2:5/1 (A3024 Bursledon Road (W) Exit)	U		2	3	46.0	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
J2:8/1 (Site Access Exit)	U		2	3	60.0	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	-	4.70	0.00	Y	Arm J3:17 Ahead	Inf
J3:5/2 (A3024 Bursledon Road Exit)	U		2	3	3.0	Geom	-	4.70	0.00	Y	Arm J3:17 Ahead	Inf
J3:6/1 (A27 West End Road)	O		2	3	5.0	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	64.10
J3:6/2 (A27 West End Road)	O		2	3	11.9	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	65.20
J3:7/1 (A3024 Bert Betts Way WB)	O		2	3	60.0	Geom	-	4.75	0.00	Y	Arm J3:13 Ahead	61.20
J3:7/2 (A3024 Bert Betts Way WB)	O		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	-	3.71	0.00	Y	Arm J3:11 Left	67.80
J3:9/2 (Windhover Roundabout Circulation - A27 N)	U		2	3	23.4	Geom	-	3.71	0.00	Y	Arm J3:10 Right	53.70
J3:9/3 (Windhover Roundabout Circulation - A27 N)	U		2	3	23.4	Geom	-	3.71	0.00	Y	Arm J3:10 Right	41.30
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:12 Left	67.40
J3:10/2 (Windhover Roundabout	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:12 Left	Inf

Full Input Data And Results

Circulation - A3024 N)											Arm J3:18 Ahead	Inf
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.87	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	-	4.10	0.00	Y	Arm J3:1 Ahead	Inf
J3:17/1 (A3024 Bursledon Road)	U		2	3	14.5	Geom	-	4.10	0.00	Y	Arm J2:2 Ahead	Inf
J3:18/1 (Windhover Roundabout A3024 Circulation)	U		2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	70.10
J3:18/2 (Windhover Roundabout A3024 Circulation)	U		2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	44.60

Full Input Data And Results

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	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Baseline 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 3: '2031 + Warehousing AM' (FG9: '2031 + Warehousing AM', Plan 1: 'AM Stage Sequences')

Traffic Flows, Desired

Desired Flow :

		Destination										
Origin		A	B	C	D	E	F	G	H	I	J	Tot.
	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 3: 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 (with short)	817(In) 773(Out)
J2:2/2 (short)	44
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	1256
J2:5/1	770
J2:6/1	39
J2:7/1 (short)	44
J2:7/2 (with short)	45(In) 1(Out)
J2:8/1	47
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	312
J3:1/2 (with short)	684(In) 372(Out)
J3:1/3	572
J3:2/1 (short)	674
J3:2/2 (with short)	915(In) 241(Out)

Full Input Data And Results

J3:2/3	798
J3:3/1 (short)	68
J3:3/2 (with short)	655(In) 587(Out)
J3:3/3	637
J3:4/1	1018
J3:4/2	531
J3:4/3 (with short)	707(In) 546(Out)
J3:4/4 (short)	161
J3:5/1	560
J3:5/2	257
J3:6/1 (short)	335
J3:6/2 (with short)	516(In) 181(Out)
J3:7/1	803
J3:7/2	656
J3:8/1 (short)	389
J3:8/2 (with short)	688(In) 299(Out)
J3:9/1	986
J3:9/2	613
J3:9/3	1370
J3:10/1	894
J3:10/2	1237
J3:10/3	368
J3:11/1	986
J3:12/1	894
J3:12/2	923
J3:13/1	573
J3:13/2	826
J3:13/3	742
J3:14/1	1018
J3:15/1	573
J3:16/1	1256
J3:17/1	817
J3:18/1	314
J3:18/2	368
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

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)	This lane uses a directly entered Saturation Flow						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

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						1800	1800
J2:2/2 (A3024 Bursledon Road (E))	3.25	0.00	Y	Arm J2:8 Right	18.60	100.0 %	1795	1795
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)	4.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	2015	2015
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
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

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	60.1 %	1943	1943
				Arm J3:5 Ahead	35.00	39.9 %		
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)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
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)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	74.6 %	2002	2002
				Arm J3:18 Ahead	Inf	25.4 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
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)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
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

Full Input Data And Results

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 4: '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 4: 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 (with short)	865(In) 778(Out)
J2:2/2 (short)	87
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	1364
J2:5/1	784
J2:6/1	39
J2:7/1 (short)	151
J2:7/2 (with short)	161(In) 10(Out)
J2:8/1	93
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
J3:2/2 (with short)	931(In) 251(Out)

Full Input Data And Results

J3:2/3	788
J3:3/1 (short)	69
J3:3/2 (with short)	660(In) 591(Out)
J3:3/3	634
J3:4/1	1033
J3:4/2	578
J3:4/3 (with short)	712(In) 558(Out)
J3:4/4 (short)	154
J3:5/1	606
J3:5/2	259
J3:6/1 (short)	353
J3:6/2 (with short)	550(In) 197(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	651
J3:9/3	1432
J3:10/1	949
J3:10/2	1294
J3:10/3	390
J3:11/1	1000
J3:12/1	949
J3:12/2	972
J3:13/1	581
J3:13/2	841
J3:13/3	791
J3:14/1	1033
J3:15/1	581
J3:16/1	1364
J3:17/1	865
J3:18/1	322
J3:18/2	390
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

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)	This lane uses a directly entered Saturation Flow						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

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						1800	1800
J2:2/2 (A3024 Bursledon Road (E))	3.25	0.00	Y	Arm J2:8 Right	18.60	100.0 %	1795	1795
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)	4.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	2015	2015
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
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

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	60.9 %	1943	1943
				Arm J3:5 Ahead	35.00	39.1 %		
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)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
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)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	75.1 %	2002	2002
				Arm J3:18 Ahead	Inf	24.9 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
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)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
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

Full Input Data And Results

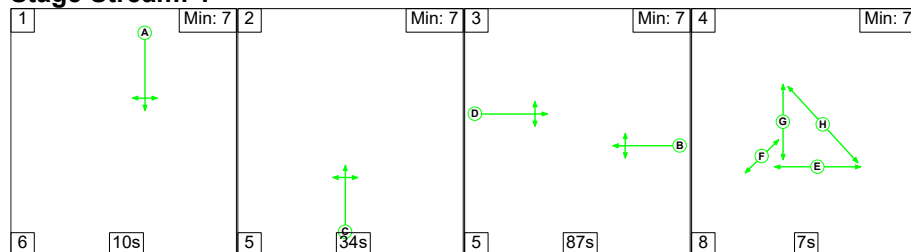
Junction: J4: A27 West End Road/Site Access								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.2 %	1941	1941
				Arm J4:6 Right	13.20	0.8 %		
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 3: '2031 + Warehousing AM' (FG9: '2031 + Warehousing AM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

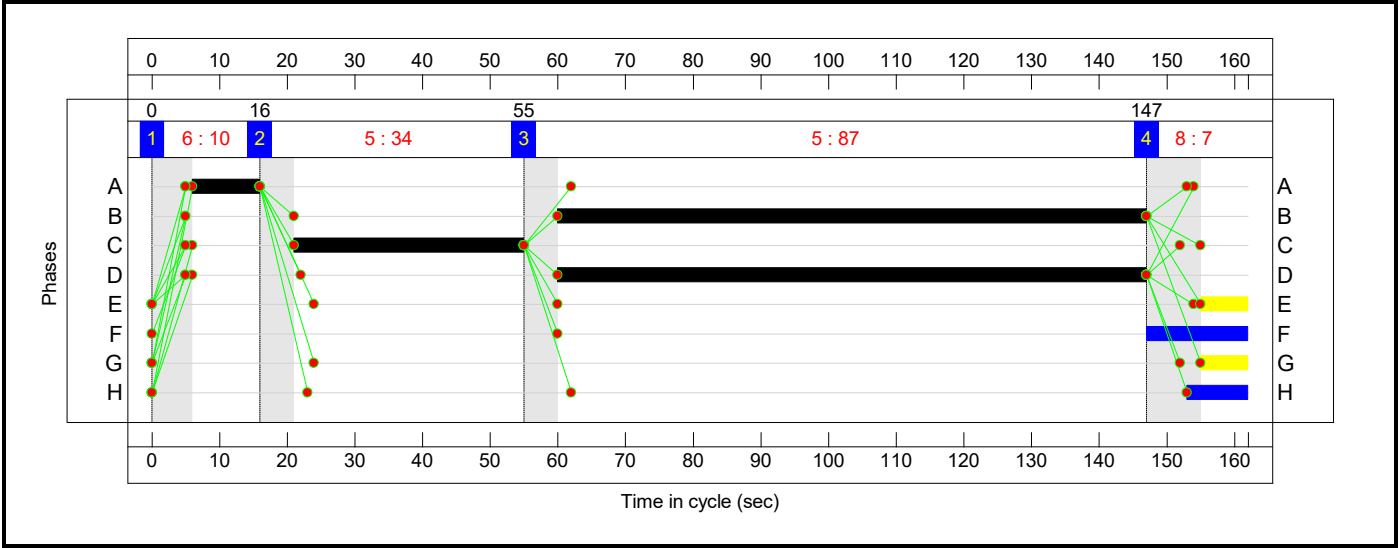


Stage Timings

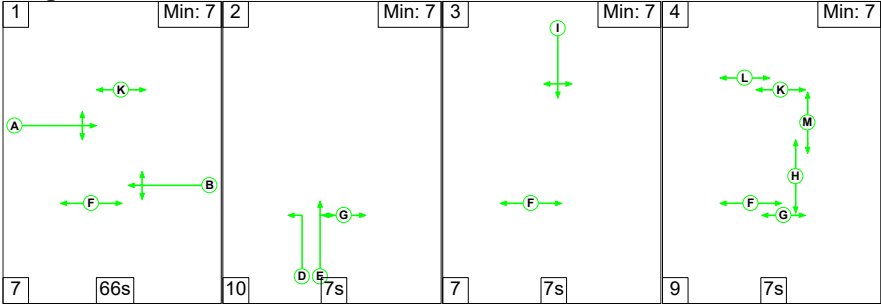
Stage Stream: 1

Stage	1	2	3	4
Duration	10	34	87	7
Change Point	0	16	55	147

Signal Timings Diagram



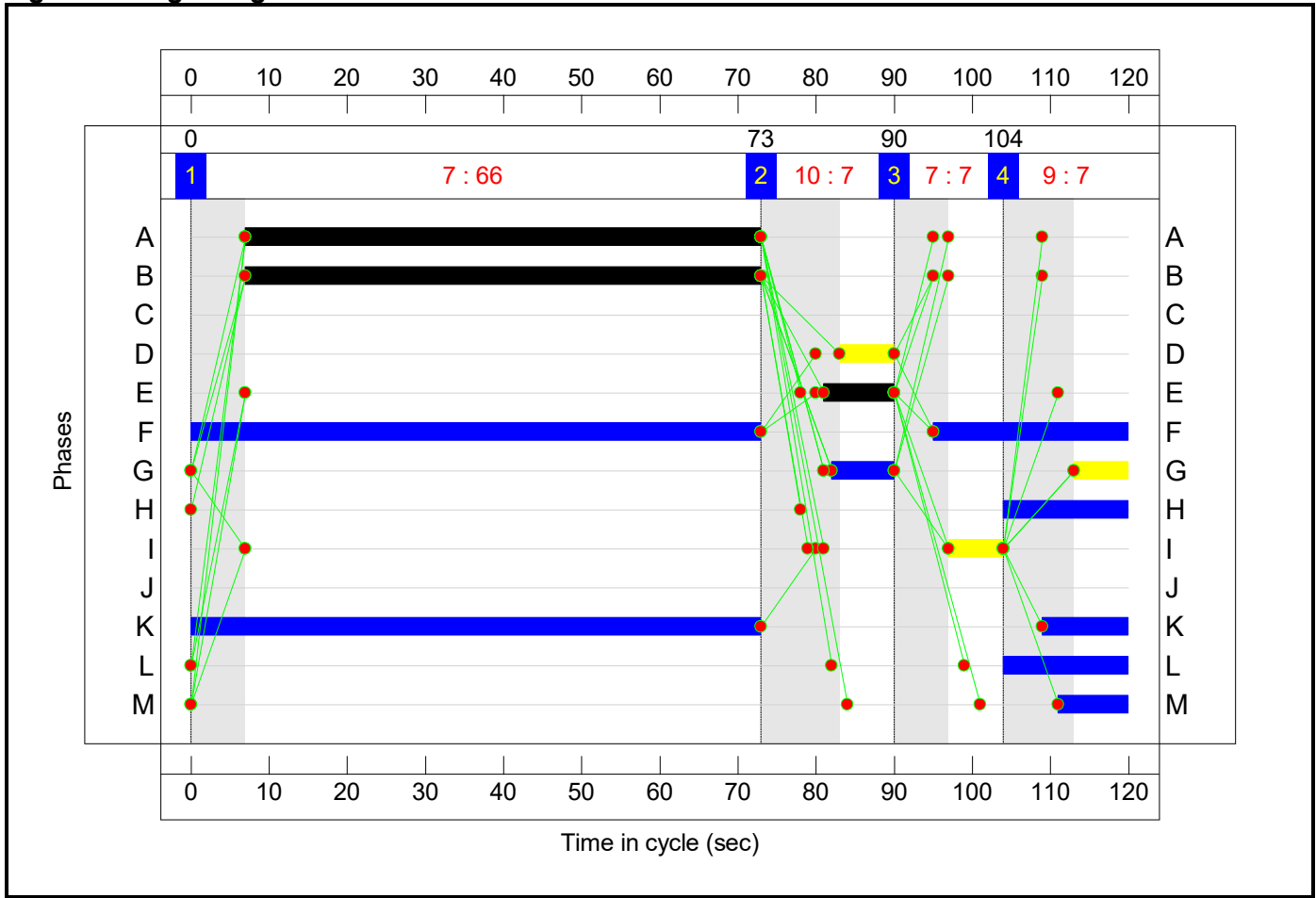
Controller :C2
Stage Sequence Diagram
Stage Stream: 1



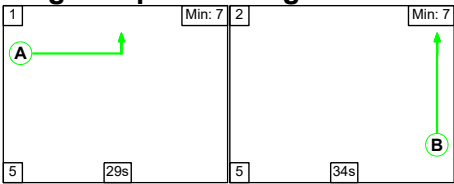
Stage Timings
Stage Stream: 1

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

Signal Timings Diagram



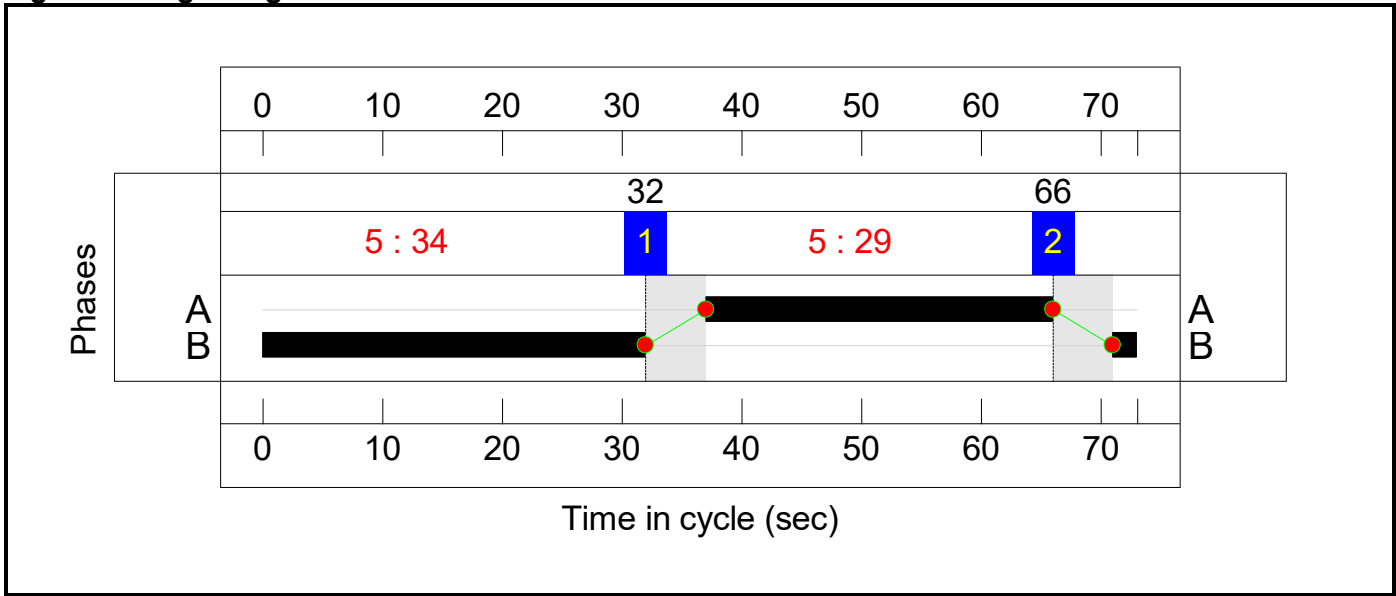
Controller :C3
Stage Sequence Diagram



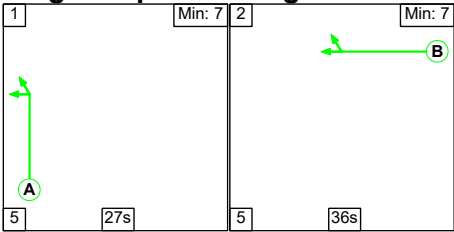
Stage Timings

Stage	1	2
Duration	29	34
Change Point	32	66

Signal Timings Diagram



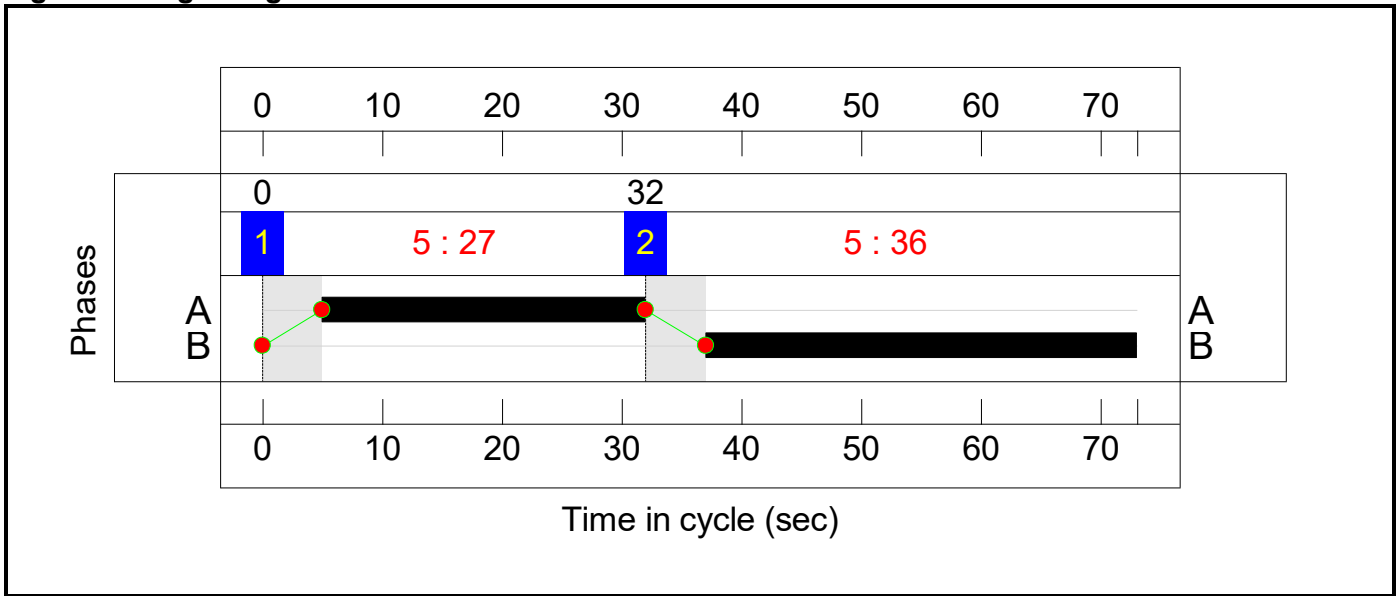
Controller :C4
Stage Sequence Diagram



Stage Timings

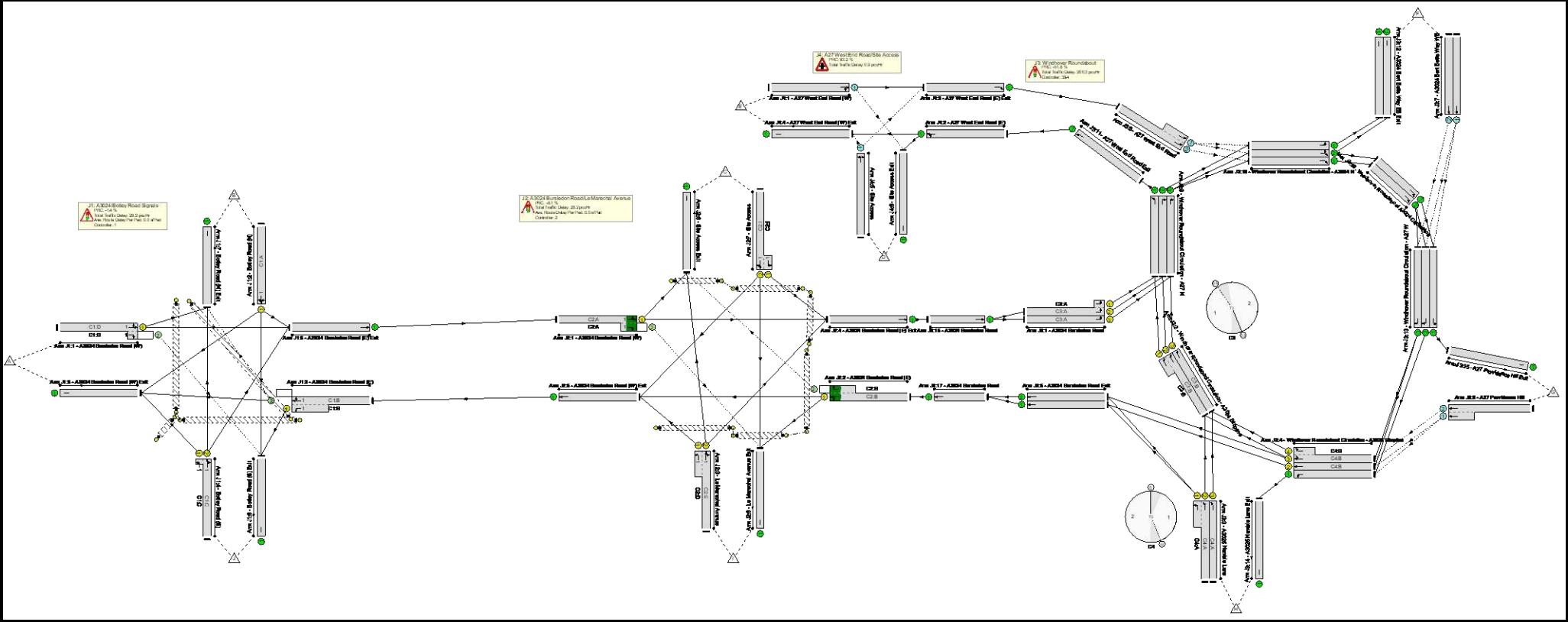
Stage	1	2
Duration	27	36
Change Point	0	32

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	-	-		-	-	-	-	-	-	136.6%
J1: A3024/Botley Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	87	-	649	1782:1761	960+9	67.0 : 67.0%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	10	-	113	1824	124	91.2%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	87	-	770	1799:1821	728+322	70.6 : 70.4%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	34	-	353	1812:1819	372+21	89.9 : 89.9%
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+2/2	A3024 Bursledon Road (E) Ahead Left Right	U+O	2:1	N/A	C2:B		1	66	-	817	1800:1795	1072+61	69.1 : 69.6%
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	-		-	-	-	1256	2015	2015	62.3%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
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%
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	-	-		-	-	-	-	-	-	136.6%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	29	-	684	1789:1860	451+379	82.4 : 82.4%
1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	29	-	572	1865	766	74.6%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	34	-	915	1971:1960	265+742	87.9 : 87.2%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	34	-	798	1965	942	80.4%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	27	-	655	1880:1930	663+77	88.5 : 88.5%

Full Input Data And Results

3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	27	-	637	1879	721	88.4%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	1018	1928	1928	51.5%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	36	-	531	1919	973	52.5%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	36	-	707	1943:1898	811+239	61.4 : 50.2%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	560	2085	2085	25.9%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	257	2085	2085	11.7%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	516	1938:1938	132+245	136.6 : 136.6%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	803	2040	879	91.4%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	656	2060	851	77.1%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	688	1886:1884	243+316	123.0 : 123.0%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	986	1943	1943	49.3%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	613	1932	1932	31.3%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1370	1916	1916	71.5%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	894	1958	1958	41.4%

Full Input Data And Results

10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	1237	2002	2002	61.1%
10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	368	2002	2002	16.1%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	986	1985	1985	48.3%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	894	1972	1972	41.1%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	923	1972	1972	46.8%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	573	1929	1929	29.0%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	826	1917	1917	41.8%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	742	1919	1919	36.9%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
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	-		-	-	-	1256	2025	2025	62.0%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	817	2025	2025	38.7%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	314	1933	1933	15.6%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	368	1910	1910	16.8%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	49.1%

Full Input Data And Results

1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	514	1942	1901	27.0%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	986	1952	1952	49.1%
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	315	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	-	-	3150	394	22	62.2	194.7	0.7	257.6	-	-	-	-
J1: A3024/Botley Road Signals	-	-	26	0	0	18.3	9.8	0.1	28.2	-	-	-	-
1/1+1/2	649	649	6	0	0	4.8	1.0	0.0	5.8 (5.7+0.1)	32.3 (32.1:48.7)	20.9	1.0	21.9
2/1	113	113	-	-	-	2.4	3.3	-	5.6	178.7	5.0	3.3	8.3
3/2+3/1	740	740	20	0	0	5.1	1.2	0.1	6.4 (4.5+1.9)	30.9 (31.5:29.6)	20.6	1.2	21.7
4/2+4/1	353	353	-	-	-	6.1	3.7	-	9.8 (9.3+0.5)	99.9 (99.9:99.9)	15.3	3.7	19.1
5/1	1074	1074	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	239	239	-	-	-	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	22	12.7	15.0	0.5	28.2	-	-	-	-
1/1+1/2	1074	1074	5	0	0	6.2	7.2	0.0	13.4 (13.3+0.1)	44.9 (44.9:54.4)	32.8	7.2	40.0
2/1+2/2	784	784	21	0	22	3.2	1.1	0.5	4.8 (4.1+0.7)	22.1 (19.7:63.3)	16.7	1.1	17.8
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	1256	1256	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
5/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

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	45	45	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	-	-	3089	394	0	31.3	169.1	0.0	200.3	-	-	-	-
1/2+1/1	684	684	-	-	-	3.4	2.3	-	5.6 (3.1+2.6)	29.7 (29.7:29.6)	10.3	2.3	12.6
1/3	572	572	-	-	-	2.9	1.4	-	4.4	27.4	9.9	1.4	11.3
2/2+2/1	880	880	-	-	-	2.6	3.3	-	5.9 (1.2+4.7)	24.0 (18.3:26.0)	6.4	3.3	9.7
2/3	757	757	-	-	-	1.6	2.0	-	3.6	17.0	3.7	2.0	5.7
3/2+3/1	655	655	-	-	-	3.7	3.6	-	7.3 (6.6+0.7)	40.0 (40.2:38.2)	11.6	3.6	15.2
3/3	637	637	-	-	-	3.7	3.5	-	7.2	40.8	12.0	3.5	15.5
4/1	994	994	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
4/2	511	511	-	-	-	1.7	0.6	-	2.3	16.0	7.1	0.6	7.6
4/3+4/4	618	618	-	-	-	2.3	0.7	-	3.0 (2.4+0.6)	17.3 (17.2:17.5)	8.4	0.7	9.1
5/1	540	540	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	244	244	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	516	380	760	0	0	6.2	71.0	-	77.2 (26.2+51.0)	538.4 (520.7:548.0)	18.2	71.0	89.1
7/1	803	803	803	0	0	0.4	4.7	-	5.1	22.8	8.7	4.7	13.4
7/2	656	656	656	0	0	0.1	1.7	-	1.8	9.8	4.7	1.7	6.4
8/2+8/1	688	632	870	394	0	2.7	67.0	-	69.7 (31.8+37.9)	364.5 (382.4:350.8)	14.6	67.0	81.6
9/1	959	959	-	-	-	0.0	0.5	-	0.5	1.9	6.0	0.5	6.4

Full Input Data And Results

9/2	605	605	-	-	-	0.0	0.2	-	0.2	1.4	0.6	0.2	0.8
9/3	1370	1370	-	-	-	0.0	1.2	-	1.3	3.4	4.6	1.2	5.8
10/1	811	811	-	-	-	0.0	0.4	-	0.4	1.7	4.0	0.4	4.3
10/2	1223	1223	-	-	-	0.0	0.8	-	0.8	2.3	0.0	0.8	0.8
10/3	322	322	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	959	959	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/1	811	811	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	922	922	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
13/1	560	560	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	802	802	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/3	709	709	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/1	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	1256	1256	-	-	-	0.0	0.8	-	0.8	2.3	0.0	0.8	0.8
17/1	784	784	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
18/1	301	301	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/2	322	322	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
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	959	959	-	-	-	0.0	0.5	-	0.5	1.8	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	945	945	-	-	-	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	5.8	0.0	0.0	0.0
6/1	17	17	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		-1.4	Total Delay for Signalled Lanes (pcuHr):		27.58	Cycle Time (s):		162	
			C2	Stream: 1 PRC for Signalled Lanes (%):		-8.1	Total Delay for Signalled Lanes (pcuHr):		27.38	Cycle Time (s):		120	
			C3	PRC for Signalled Lanes (%):		2.4	Total Delay for Signalled Lanes (pcuHr):		19.43	Cycle Time (s):		73	
			C4	PRC for Signalled Lanes (%):		1.7	Total Delay for Signalled Lanes (pcuHr):		19.75	Cycle Time (s):		73	
				PRC Over All Lanes (%):		-51.8	Total Delay Over All Lanes(pcuHr):		257.59				

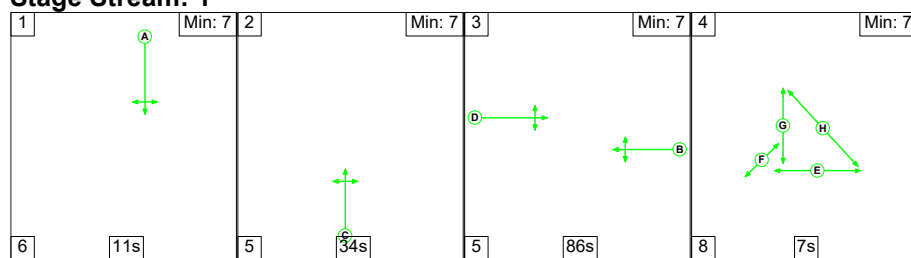
Full Input Data And Results

Scenario 4: '2031 + PDC Development AM' (FG10: '2031 + PDC Development AM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

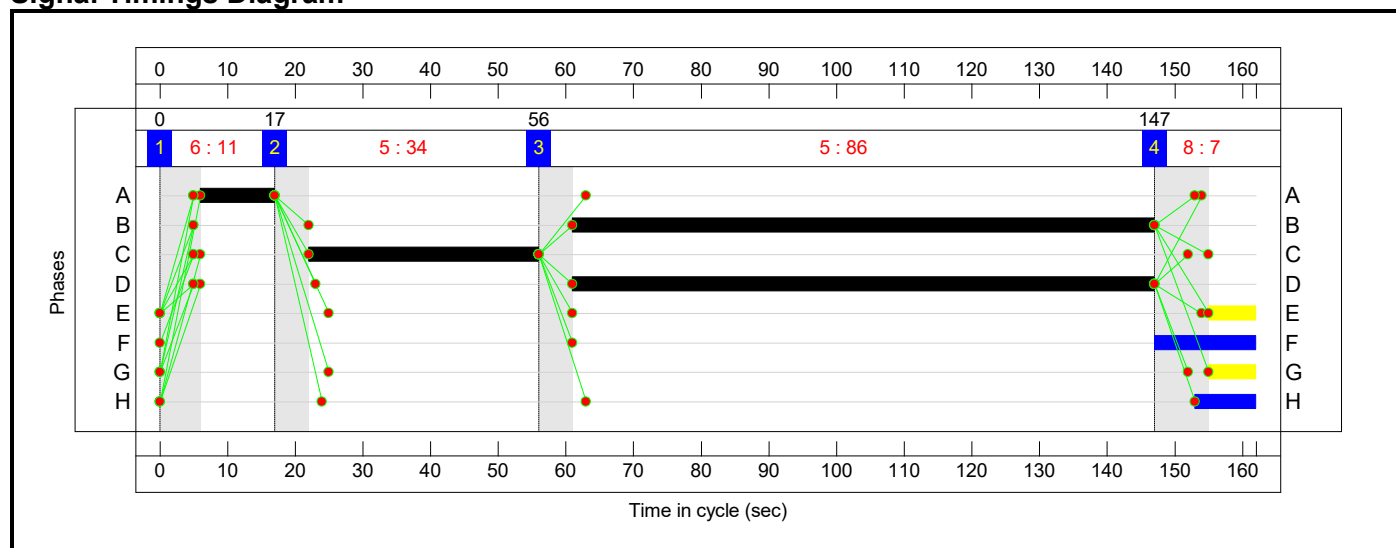


Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	11	34	86	7
Change Point	0	17	56	147

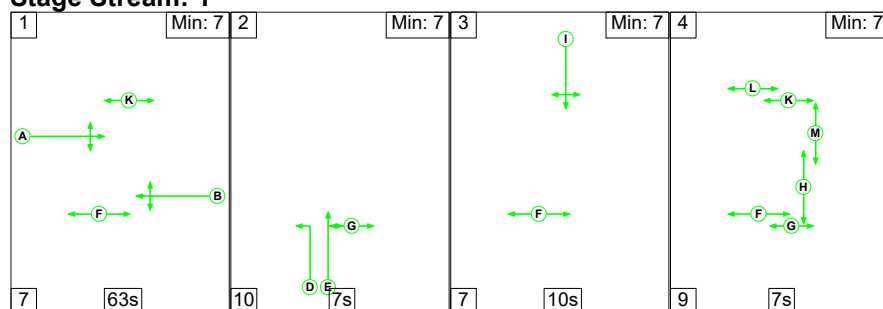
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

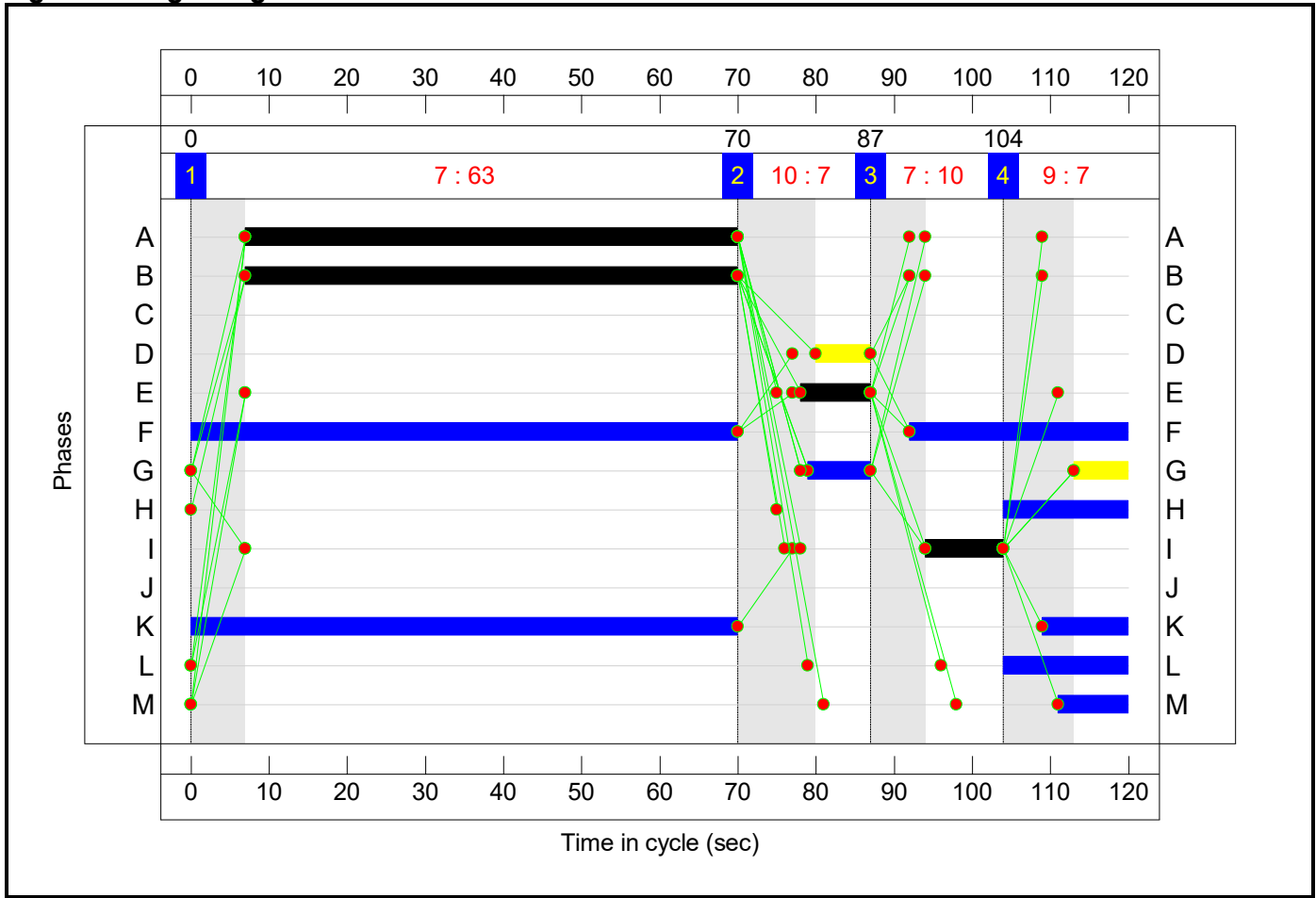


Stage Timings

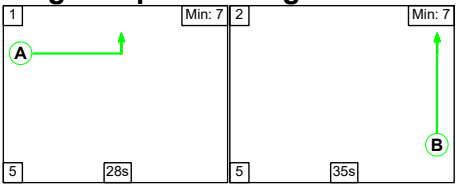
Stage Stream: 1

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

Signal Timings Diagram



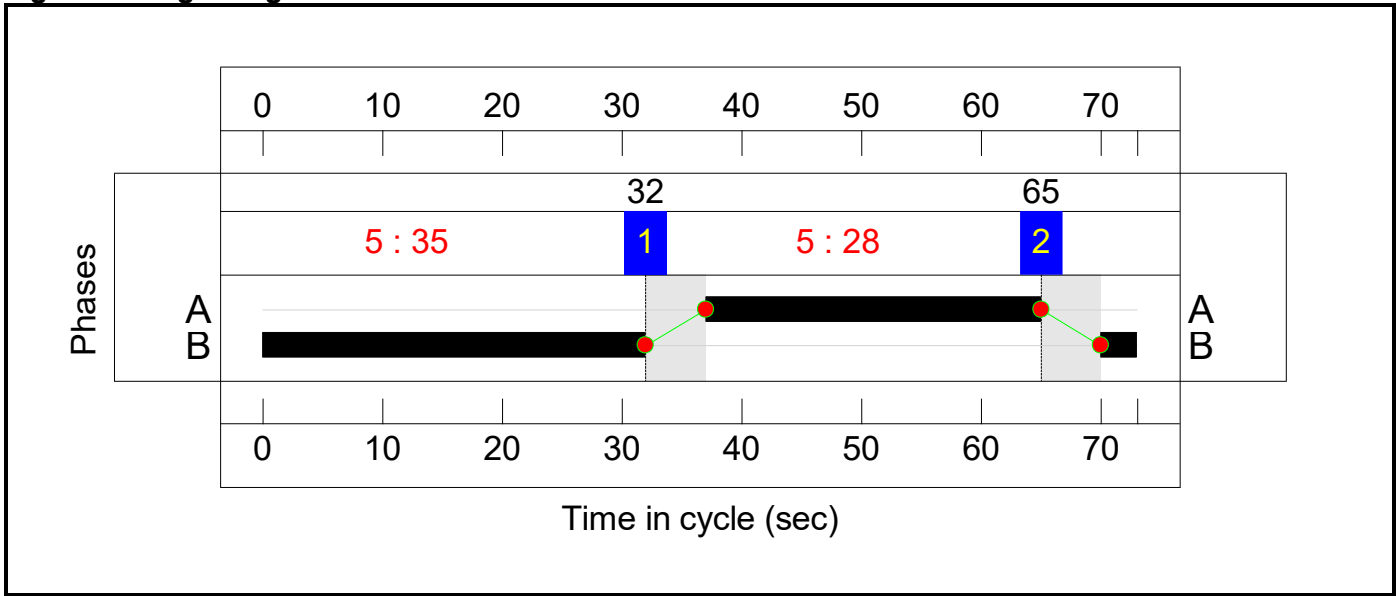
Controller :C3
Stage Sequence Diagram



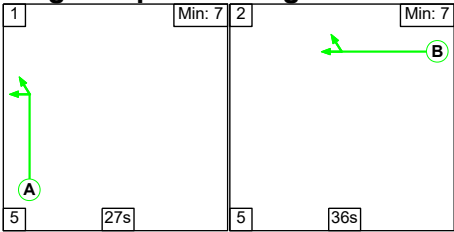
Stage Timings

Stage	1	2
Duration	28	35
Change Point	32	65

Signal Timings Diagram



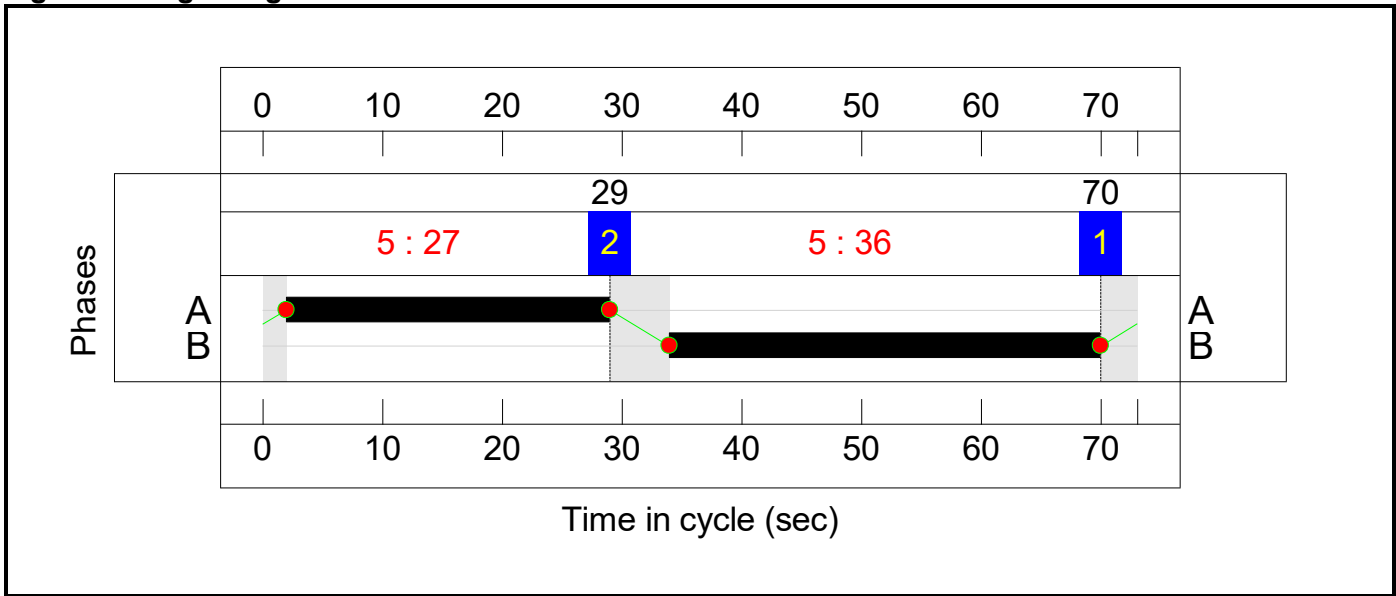
Controller :C4
Stage Sequence Diagram



Stage Timings

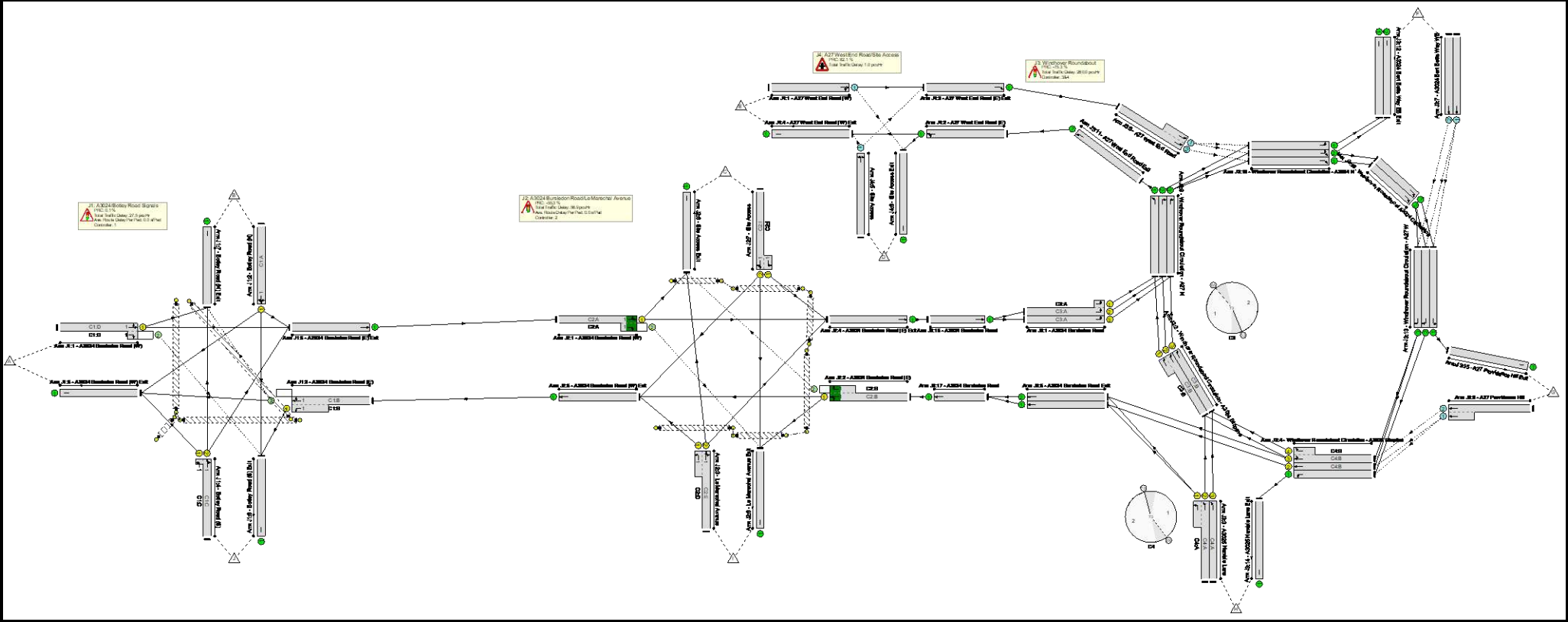
Stage	1	2
Duration	27	36
Change Point	70	29

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	-	-		-	-	-	-	-	-	157.8%
J1: A3024/Botley Road Signals	-	-	N/A	-	-		-	-	-	-	-	-	89.9%
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	86	-	653	1782:1761	949+9	68.2 : 68.2%
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	86	-	784	1799:1821	724+312	71.5 : 71.5%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	34	-	353	1812:1819	372+21	89.9 : 89.9%
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	-	-		-	-	-	-	-	-	139.8%
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+2/2	A3024 Bursledon Road (E) Ahead Left Right	U+O	2:1	N/A	C2:B		1	63	-	865	1800:1795	984+60	74.4 : 139.8%
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	-		-	-	-	1364	2015	2015	67.7%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
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	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%
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	-	-		-	-	-	-	-	-	157.8%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	28	-	720	1789:1860	445+356	89.9 : 89.9%
1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	28	-	644	1865	741	86.9%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	35	-	931	1971:1960	279+756	85.4 : 85.1%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	35	-	788	1965	969	76.0%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	27	-	660	1880:1930	663+77	89.2 : 89.2%

Full Input Data And Results

3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	27	-	634	1879	721	88.0%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	1033	1928	1928	52.2%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	36	-	578	1919	973	55.1%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	36	-	712	1943:1898	820+226	61.4 : 45.4%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	606	2085	2085	27.0%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	259	2085	2085	12.1%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	550	1938:1938	125+224	157.8 : 157.8%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	803	2040	864	92.9%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	698	2060	858	81.4%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	691	1886:1884	227+295	132.4 : 132.4%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	1000	1943	1943	49.6%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	651	1932	1932	33.0%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1432	1916	1916	74.7%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	949	1958	1958	42.2%

Full Input Data And Results

10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	1294	2002	2002	63.5%
10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	390	2002	2002	17.0%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	1000	1985	1985	48.6%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	949	1972	1972	41.9%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	972	1972	1972	49.2%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	581	1929	1929	29.0%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	841	1917	1917	42.5%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	791	1919	1919	38.7%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	1033	Inf	Inf	0.0%
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	-		-	-	-	1364	2025	2025	67.4%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	865	2025	2025	40.3%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	322	1933	1933	15.5%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	390	1910	1910	17.8%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	49.4%

Full Input Data And Results

1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	517	1941	1887	27.4%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	1000	1951	1951	49.4%
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	309	13.6%
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	-	-	3160	398	57	71.3	272.8	1.3	345.3	-	-	-	-
J1: A3024/Botley Road Signals	-	-	26	0	0	18.6	8.8	0.1	27.5	-	-	-	-
1/1+1/2	653	653	6	0	0	5.0	1.1	0.0	6.1 (6.0+0.1)	33.4 (33.2:48.9)	21.4	1.1	22.4
2/1	113	113	-	-	-	2.3	2.1	-	4.5	142.2	5.0	2.1	7.1
3/2+3/1	741	741	20	0	0	5.2	1.2	0.1	6.6 (4.7+1.9)	32.0 (32.6:30.7)	21.1	1.2	22.3
4/2+4/1	353	353	-	-	-	6.1	3.7	-	9.8 (9.3+0.5)	99.9 (99.9:99.9)	15.3	3.7	19.1
5/1	1078	1078	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	236	236	-	-	-	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	57	17.0	38.7	1.1	56.9	-	-	-	-
1/1+1/2	1078	1078	5	0	0	7.1	14.0	0.0	21.1 (21.0+0.1)	70.4 (70.3:81.2)	35.3	14.0	49.3
2/1+2/2	816	793	3	0	57	4.8	13.7	1.1	19.7 (5.0+14.7)	86.7 (24.6:629.0)	18.7	13.7	32.4
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	1364	1364	-	-	-	0.0	1.0	-	1.0	2.8	0.0	1.0	1.0
5/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

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	66	66	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	-	-	3080	398	0	35.7	224.4	0.0	260.0	-	-	-	-
1/2+1/1	720	720	-	-	-	3.9	4.1	-	7.9 (4.4+3.5)	39.5 (39.6:39.5)	11.8	4.1	15.9
1/3	644	644	-	-	-	3.6	3.1	-	6.7	37.7	12.0	3.1	15.1
2/2+2/1	882	882	-	-	-	2.3	2.8	-	5.1 (1.0+4.1)	20.8 (14.8:23.0)	6.6	2.8	9.4
2/3	737	737	-	-	-	1.0	1.6	-	2.6	12.7	2.6	1.6	4.1
3/2+3/1	660	660	-	-	-	3.8	3.8	-	7.5 (6.8+0.8)	41.1 (41.3:39.3)	11.9	3.8	15.6
3/3	634	634	-	-	-	3.7	3.4	-	7.1	40.2	11.8	3.4	15.2
4/1	1007	1007	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
4/2	536	536	-	-	-	1.8	0.6	-	2.4	16.5	7.8	0.6	8.4
4/3+4/4	606	606	-	-	-	2.2	0.7	-	2.9 (2.4+0.5)	17.1 (17.3:16.2)	8.5	0.7	9.2
5/1	564	564	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	253	253	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	550	371	742	0	0	8.9	102.0	-	110.9 (39.0+72.0)	726.2 (712.4:733.9)	17.2	102.0	119.3
7/1	803	803	803	0	0	0.6	5.6	-	6.2	27.6	11.4	5.6	16.9
7/2	698	698	698	0	0	0.2	2.1	-	2.3	11.8	6.0	2.1	8.1
8/2+8/1	691	618	837	398	0	3.6	86.6	-	90.2 (41.1+49.0)	469.7 (493.4:451.5)	17.8	86.6	104.4
9/1	964	964	-	-	-	0.0	0.5	-	0.5	1.9	5.5	0.5	5.9

Full Input Data And Results

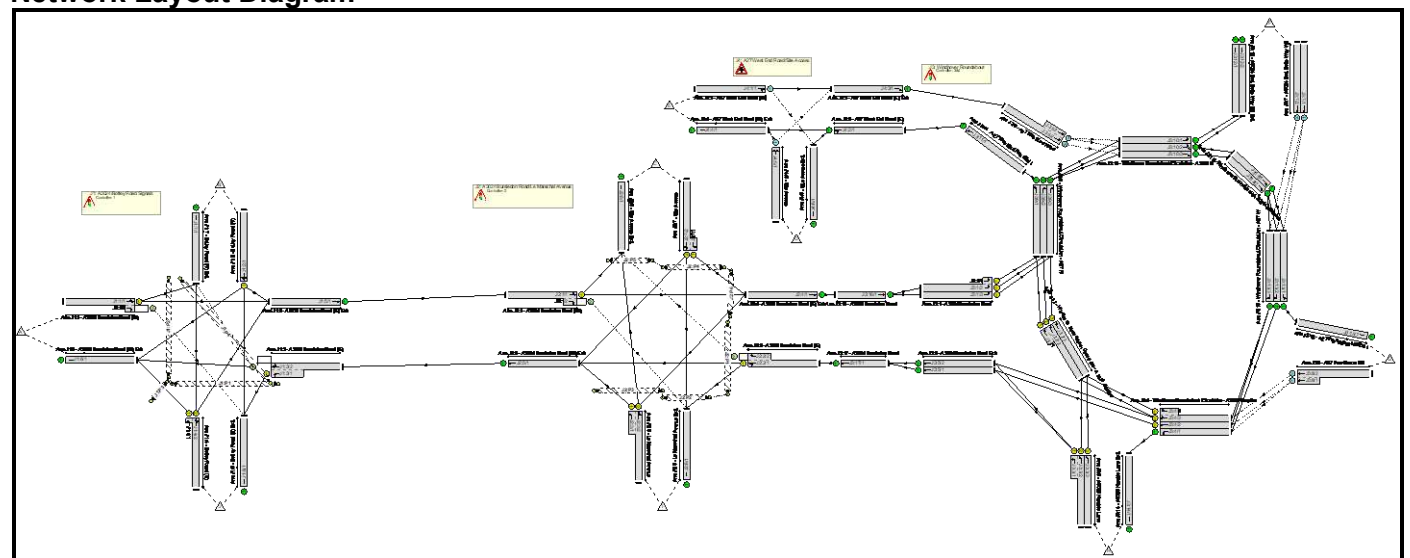
9/2	638	638	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/3	1432	1432	-	-	-	0.0	1.5	-	1.5	3.8	3.9	1.5	5.3
10/1	827	827	-	-	-	0.0	0.4	-	0.4	1.7	4.4	0.4	4.7
10/2	1271	1271	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
10/3	340	340	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	964	964	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/1	827	827	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	971	971	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
13/1	559	559	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	815	815	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/3	742	742	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/1	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	1364	1364	-	-	-	0.0	1.0	-	1.0	2.7	0.0	1.0	1.0
17/1	816	816	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
18/1	300	300	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/2	340	340	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
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	964	964	-	-	-	0.0	0.5	-	0.5	1.8	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	948	948	-	-	-	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	6.7	0.0	0.1	0.1
6/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):		0.1	Total Delay for Signalled Lanes (pcuHr):		26.89	Cycle Time (s): 162			
			C2	Stream: 1 PRC for Signalled Lanes (%):		-55.3	Total Delay for Signalled Lanes (pcuHr):		55.81	Cycle Time (s): 120			
			C3	PRC for Signalled Lanes (%):		0.1	Total Delay for Signalled Lanes (pcuHr):		22.36	Cycle Time (s): 73			
			C4	PRC for Signalled Lanes (%):		0.9	Total Delay for Signalled Lanes (pcuHr):		19.94	Cycle Time (s): 73			
				PRC Over All Lanes (%):		-75.3	Total Delay Over All Lanes(pcuHr):		345.33				

Full Input Data And Results

User and Project Details

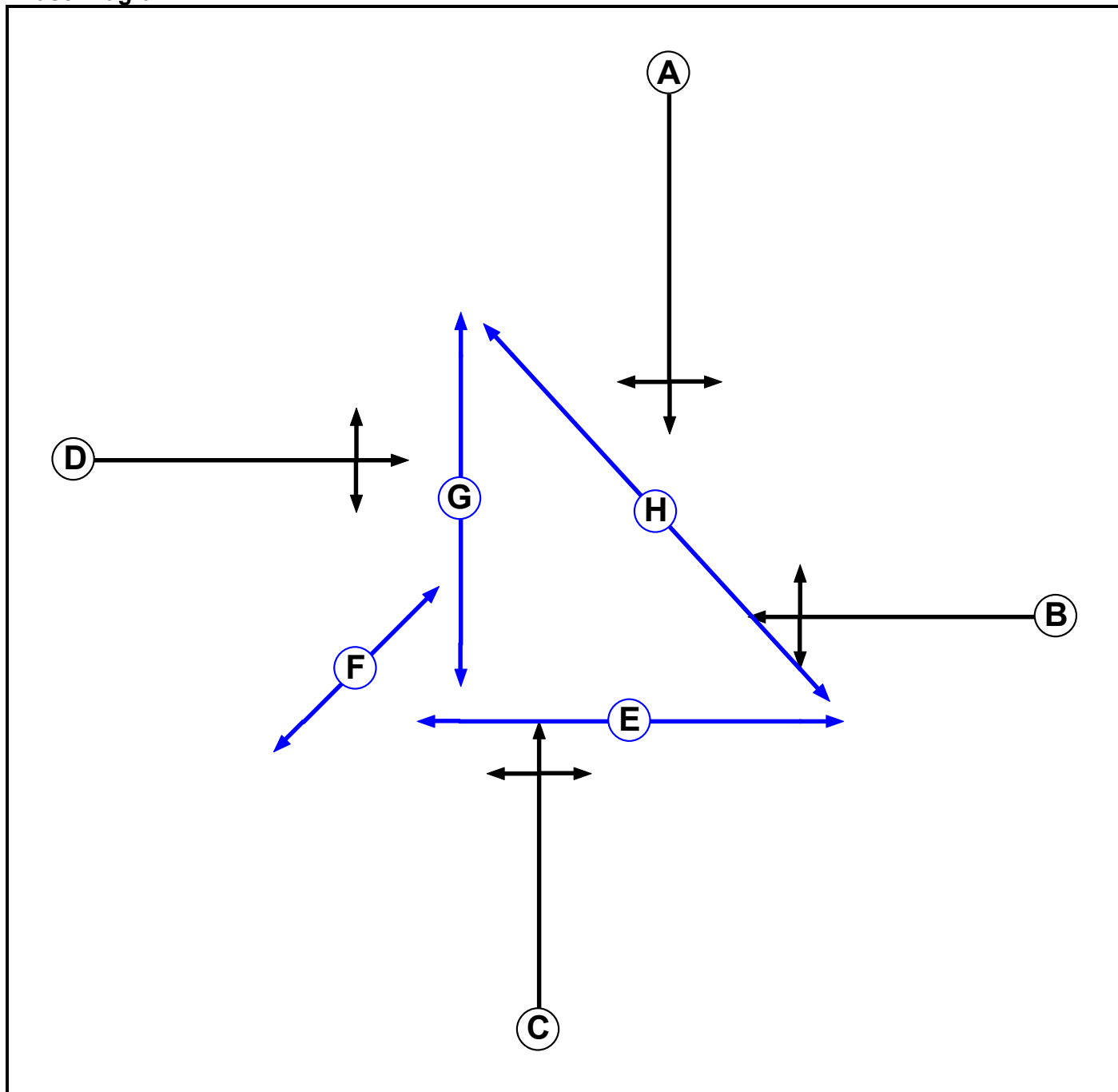
Project:	
Title:	
Location:	
Additional detail:	
File name:	M01d - whburs - Linked Linsig with Development TA Output - PM Peak 2026-03-16.lsg3x
Author:	
Company:	
Address:	

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

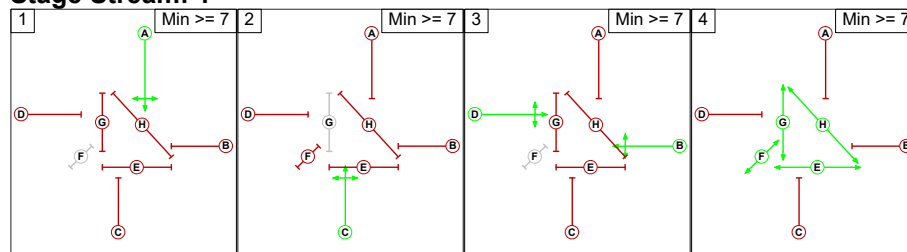
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

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					

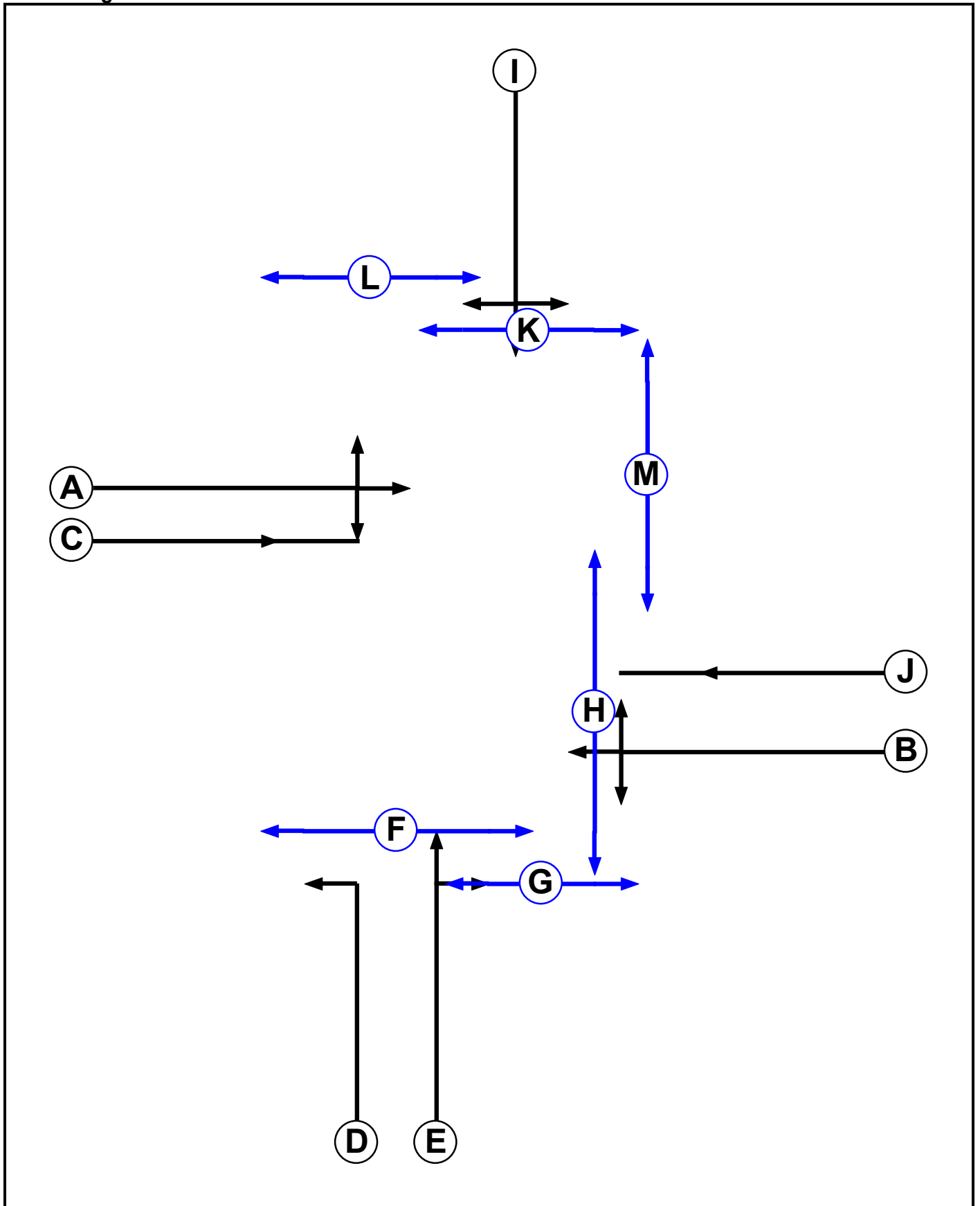
Prohibited Stage Change

Stage Stream: 1

	To Stage				
From 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

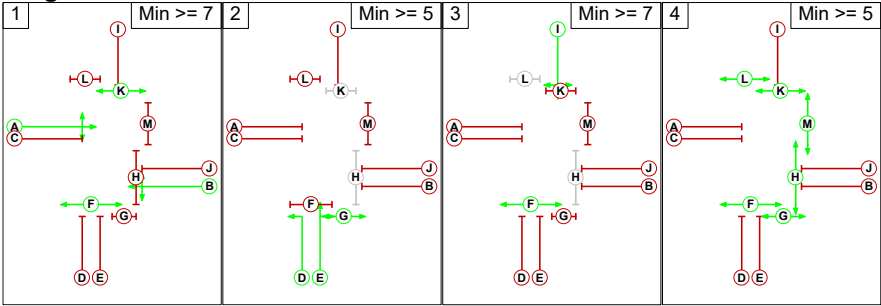
	Starting Phase												
	A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A	-	-	-	5	-	8	-	8	6	-	9	11
	B	-	-	9	10	8	-	9	5	6	-	-	-
	C	-	5	-	-	5	-	8	-	5	-	-	-
	D	-	5	-	-	-	5	-	-	-	-	-	-
	E	5	5	5	-	-	5	-	-	7	5	-	9
	F	-	-	-	7	7	-	-	-	-	-	-	-
	G	7	7	7	-	-	-	-	7	-	-	-	-
	H	-	7	-	-	-	-	-	-	7	-	-	-
	I	5	5	7	-	7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



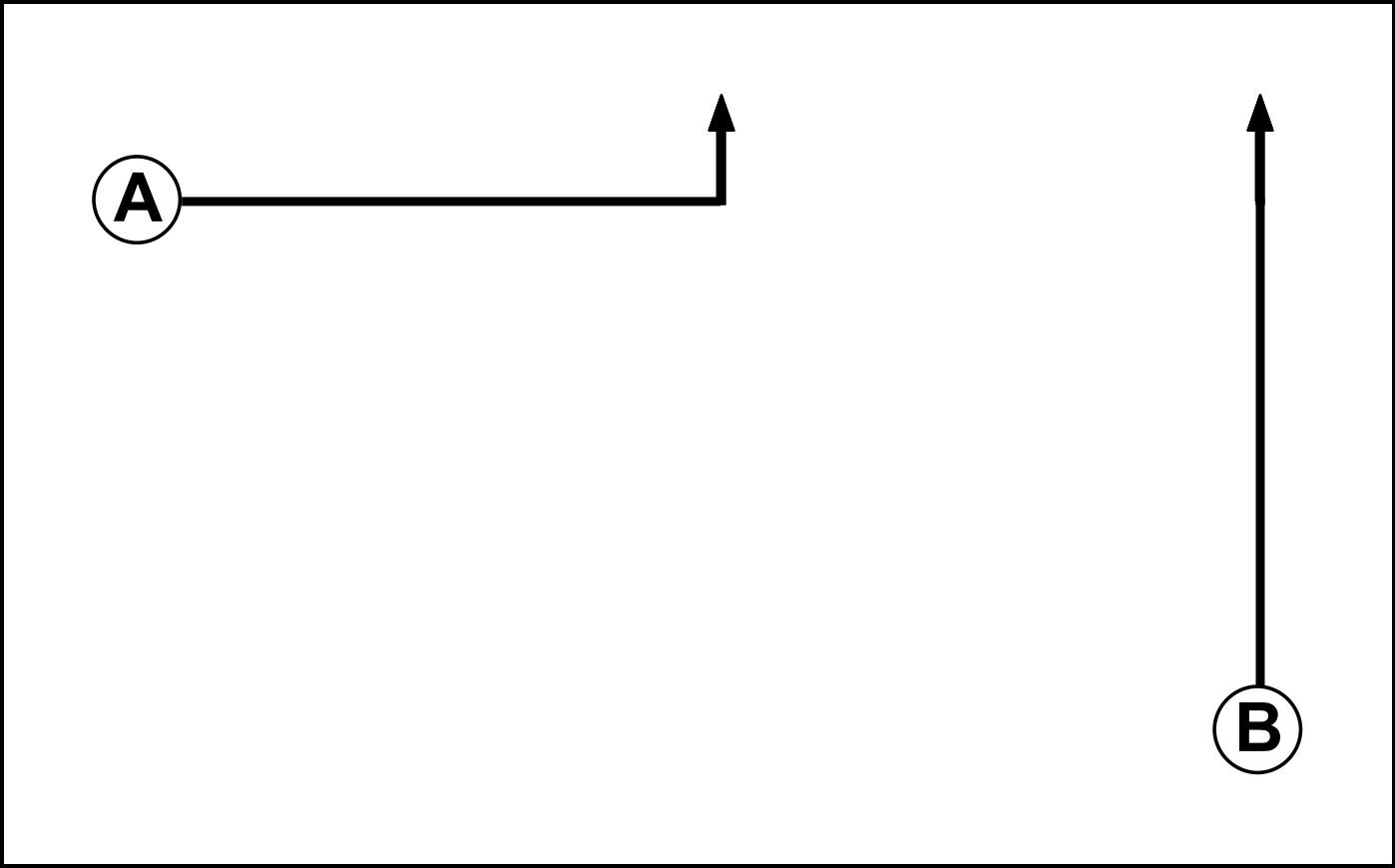
Phase Delays
Stage Stream: 1

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

Prohibited Stage Change
Stage Stream: 1

From Stage	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

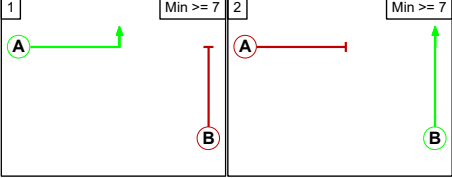
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



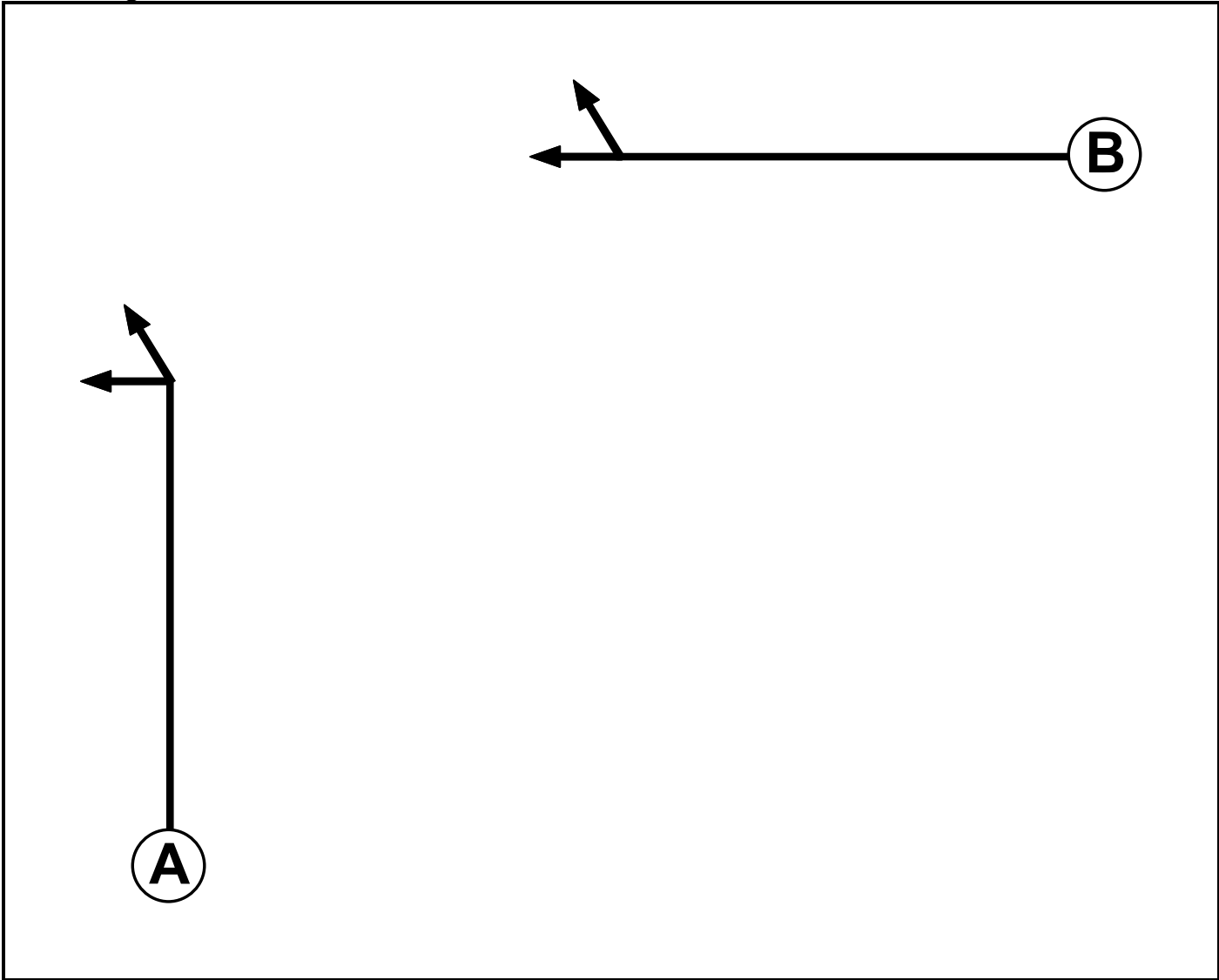
Phase Delays

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

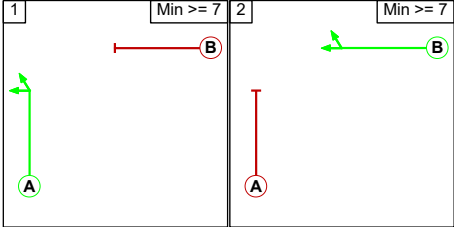
Phase Intergreens Matrix

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

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	2.00	-	0.50	2	2.00

Full Input Data And Results

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)
J3:6/1 (A27 West End Road)	J3:10/1 (Ahead)	1078	0	J3:9/2	0.66	All	-	-	-	-	-
	J3:10/2 (Ahead)	1078	0	J3:9/2 J3:9/3	0.66 0.66	All To J3:10/2 (Right)					
J3:6/2 (A27 West End Road)	J3:10/3 (Ahead)	1078	0	J3:9/2	0.66	All	-	-	-	-	-
				J3:9/3	0.66	All					
J3:7/1 (A3024 Bert Betts Way WB)	J3:13/1 (Ahead)	1222	0	J3:18/1	1.07	All	-	-	-	-	-
	J3:13/2 (Ahead)	1222	0	J3:18/1	1.07	All					
				J3:18/2	1.07	All					
J3:7/2 (A3024 Bert Betts Way WB)	J3:13/3 (Ahead)	1222	0	J3:18/1	0.87	All	-	-	-	-	-
				J3:18/2	0.87	All					
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					

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	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
J1:3/1 (A3024 Bursledon Road (E))	U	B	2	3	7.0	User	1804	-	-	-	Arm J1:8 Ahead	Inf
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	-	-	-	-	-	-

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	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	5.0	Geom	-	3.25	0.00	Y	Arm J2:8 Right	18.60
J2:3/1 (Le Marechal Avenue)	U	D	2	3	5.0	Geom	-	3.55	0.00	Y	Arm J2:5 Left	22.70
J2:3/2 (Le Marechal Avenue)	U	E	2	3	60.0	User	1900	-	-	-	-	-
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Geom	-	4.00	0.00	Y	Arm J3:16 Ahead	Inf
J2:5/1 (A3024 Bursledon Road (W) Exit)	U		2	3	46.0	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
J2:8/1 (Site Access Exit)	U		2	3	60.0	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	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

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	-	4.70	0.00	Y	Arm J3:17 Ahead	Inf
J3:5/2 (A3024 Bursledon Road Exit)	U		2	3	3.0	Geom	-	4.70	0.00	Y	Arm J3:17 Ahead	Inf
J3:6/1 (A27 West End Road)	O		2	3	5.0	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	64.10
J3:6/2 (A27 West End Road)	O		2	3	11.9	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	65.20
J3:7/1 (A3024 Bert Betts Way WB)	O		2	3	60.0	Geom	-	4.75	0.00	Y	Arm J3:13 Ahead	61.20
J3:7/2 (A3024 Bert Betts Way WB)	O		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	-	3.71	0.00	Y	Arm J3:11 Left	67.80
J3:9/2 (Windhover Roundabout Circulation - A27 N)	U		2	3	23.4	Geom	-	3.71	0.00	Y	Arm J3:10 Right	53.70
J3:9/3 (Windhover Roundabout Circulation - A27 N)	U		2	3	23.4	Geom	-	3.71	0.00	Y	Arm J3:10 Right	41.30
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:12 Left	67.40
J3:10/2 (Windhover Roundabout	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:12 Left	Inf

Full Input Data And Results

Circulation - A3024 N)											Arm J3:18 Ahead	Inf
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.87	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	-	4.10	0.00	Y	Arm J3:1 Ahead	Inf
J3:17/1 (A3024 Bursledon Road)	U		2	3	14.5	Geom	-	4.10	0.00	Y	Arm J2:2 Ahead	Inf
J3:18/1 (Windhover Roundabout A3024 Circulation)	U		2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	70.10
J3:18/2 (Windhover Roundabout A3024 Circulation)	U		2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	44.60

Full Input Data And Results

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	-	-	-	-	-	-

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: '2024 + PDC Development PM'	17:00	18:00	01:00	F1+F6
9: '2031 + Warehousing PM'	17:00	18:00	01:00	F4+F5
10: '2031+ PDC Development PM'	17:00	18:00	01:00	F4+F6

Scenario 2: '2031 + Warehousing PM' (FG9: '2031 + Warehousing PM', Plan 1: 'PM Stage Sequences')

Traffic Flows, Desired

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	8	0	0	0	4	44	3	5	0	5	69
	D	3	0	0	0	2	10	2	4	0	1	22
	E	78	5	4	1	0	310	94	156	22	77	747
	F	206	13	51	3	123	0	220	395	56	203	1270
	G	77	4	3	0	51	155	0	121	17	76	504
	H	50	3	2	3	216	596	188	0	8	49	1115
	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.	478	54	75	9	525	1534	639	879	143	484	4820

Traffic Lane Flows

Lane	Scenario 2: 2031 + Warehousing PM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	651(In) 601(Out)
J1:1/2 (short)	50
J1:2/1	52
J1:3/1 (short)	420
J1:3/2 (with short)	877(In) 457(Out)
J1:4/1 (short)	37
J1:4/2 (with short)	332(In) 295(Out)
J1:5/1	896
J1:6/1	478
J1:7/1	54
J1:8/1	484
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	896(In) 856(Out)
J2:1/2 (short)	40
J2:2/1 (with short)	1008(In) 948(Out)
J2:2/2 (short)	60
J2:3/1 (short)	19
J2:3/2 (with short)	58(In) 39(Out)
J2:4/1	936
J2:5/1	877
J2:6/1	143
J2:7/1 (short)	56
J2:7/2 (with short)	69(In) 13(Out)
J2:8/1	75
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	135
J3:1/2 (with short)	501(In) 366(Out)
J3:1/3	435
J3:2/1 (short)	396
J3:2/2 (with short)	675(In) 279(Out)

Full Input Data And Results

J3:2/3	660
J3:3/1 (short)	112
J3:3/2 (with short)	609(In) 497(Out)
J3:3/3	506
J3:4/1	879
J3:4/2	558
J3:4/3 (with short)	670(In) 516(Out)
J3:4/4 (short)	154
J3:5/1	607
J3:5/2	401
J3:6/1 (short)	416
J3:6/2 (with short)	766(In) 350(Out)
J3:7/1	615
J3:7/2	655
J3:8/1 (short)	298
J3:8/2 (with short)	504(In) 206(Out)
J3:9/1	531
J3:9/2	645
J3:9/3	1095
J3:10/1	942
J3:10/2	1011
J3:10/3	553
J3:11/1	531
J3:12/1	942
J3:12/2	592
J3:13/1	639
J3:13/2	758
J3:13/3	845
J3:14/1	879
J3:15/1	639
J3:16/1	936
J3:17/1	1008
J3:18/1	419
J3:18/2	553
Junction: J4: A27 West End Road/Site Access	
J4:1/1	747
J4:2/1	531
J4:3/1	766
J4:4/1	525
J4:5/1	22

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

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))	3.25	0.00	Y	Arm J2:8 Right	18.60	100.0 %	1795	1795
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)	4.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	2015	2015
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
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

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))	3.25	0.00	Y	Arm J2:8 Right	18.60	100.0 %	1795	1795
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)	4.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	2015	2015
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
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

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						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	34.5 %	1922	1922
				Arm J3:5 Ahead	35.00	65.5 %		
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)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
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)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	58.6 %	2002	2002
				Arm J3:18 Ahead	Inf	41.4 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
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)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
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

Full Input Data And Results

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
				Arm J4:6 Right	13.20	0.1 %		
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	90.9 %	1817	1817
				Arm J4:4 Left	12.80	9.1 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 + PDC Development PM' (FG10: '2031+ PDC Development PM', Plan 1: 'PM Stage Sequences')

Traffic Flows, Desired

Desired Flow :

	Destination											
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	18	5	82	259	82	122	31	50	660
	B	9	0	0	0	4	14	4	7	0	14	52
	C	14	0	0	0	9	84	7	10	0	5	129
	D	5	0	0	0	5	21	4	9	0	1	45
	E	78	5	8	3	0	310	94	156	22	77	753
	F	206	13	64	12	123	0	220	395	56	203	1292
	G	77	4	7	3	51	155	0	121	17	76	511
	H	50	3	4	5	216	596	188	0	8	49	1119
	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.	486	54	104	28	533	1585	645	889	143	484	4951

Traffic Lane Flows

Lane	Scenario 3: 2031 + PDC Development PM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	660(In) 610(Out)
J1:1/2 (short)	50
J1:2/1	52
J1:3/1 (short)	420
J1:3/2 (with short)	885(In) 465(Out)
J1:4/1 (short)	37
J1:4/2 (with short)	332(In) 295(Out)
J1:5/1	905
J1:6/1	486
J1:7/1	54
J1:8/1	484
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	905(In) 865(Out)
J2:1/2 (short)	40
J2:2/1 (with short)	1033(In) 950(Out)
J2:2/2 (short)	83
J2:3/1 (short)	19
J2:3/2 (with short)	58(In) 39(Out)
J2:4/1	993
J2:5/1	885
J2:6/1	143
J2:7/1 (short)	110
J2:7/2 (with short)	129(In) 19(Out)
J2:8/1	104
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	143
J3:1/2 (with short)	532(In) 389(Out)
J3:1/3	461
J3:2/1 (short)	410
J3:2/2 (with short)	688(In) 278(Out)

Full Input Data And Results

J3:2/3	661
J3:3/1 (short)	114
J3:3/2 (with short)	611(In) 497(Out)
J3:3/3	508
J3:4/1	889
J3:4/2	579
J3:4/3 (with short)	684(In) 531(Out)
J3:4/4 (short)	153
J3:5/1	629
J3:5/2	404
J3:6/1 (short)	429
J3:6/2 (with short)	790(In) 361(Out)
J3:7/1	615
J3:7/2	677
J3:8/1 (short)	302
J3:8/2 (with short)	511(In) 209(Out)
J3:9/1	553
J3:9/2	667
J3:9/3	1122
J3:10/1	981
J3:10/2	1029
J3:10/3	569
J3:11/1	553
J3:12/1	981
J3:12/2	604
J3:13/1	645
J3:13/2	768
J3:13/3	873
J3:14/1	889
J3:15/1	645
J3:16/1	993
J3:17/1	1033
J3:18/1	425
J3:18/2	569
Junction: J4: A27 West End Road/Site Access	
J4:1/1	753
J4:2/1	553
J4:3/1	790
J4:4/1	533
J4:5/1	45

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

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))	3.25	0.00	Y	Arm J2:8 Right	18.60	100.0 %	1795	1795
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)	4.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	2015	2015
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
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

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))	3.25	0.00	Y	Arm J2:8 Right	18.60	100.0 %	1795	1795
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)	4.00	0.00	Y	Arm J3:16 Ahead	Inf	100.0 %	2015	2015
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
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

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						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	36.0 %	1923	1923
				Arm J3:5 Ahead	35.00	64.0 %		
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)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
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)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	58.7 %	2002	2002
				Arm J3:18 Ahead	Inf	41.3 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
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)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
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

Full Input Data And Results

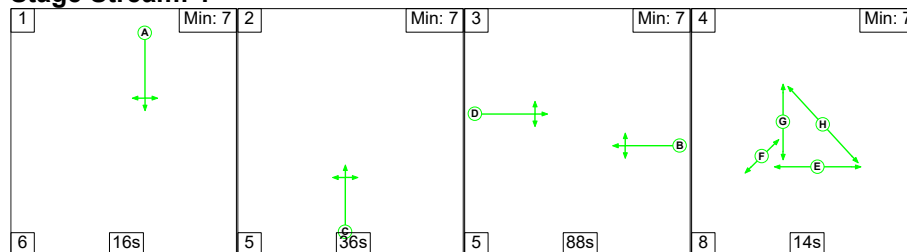
Junction: J4: A27 West End Road/Site Access								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.6 %	1942	1942
				Arm J4:6 Right	13.20	0.4 %		
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	95.5 %	1946	1946
				Arm J4:6 Left	15.10	4.5 %		
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	88.9 %	1816	1816
				Arm J4:4 Left	12.80	11.1 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 + Warehousing PM' (FG9: '2031 + Warehousing PM', Plan 1: 'PM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

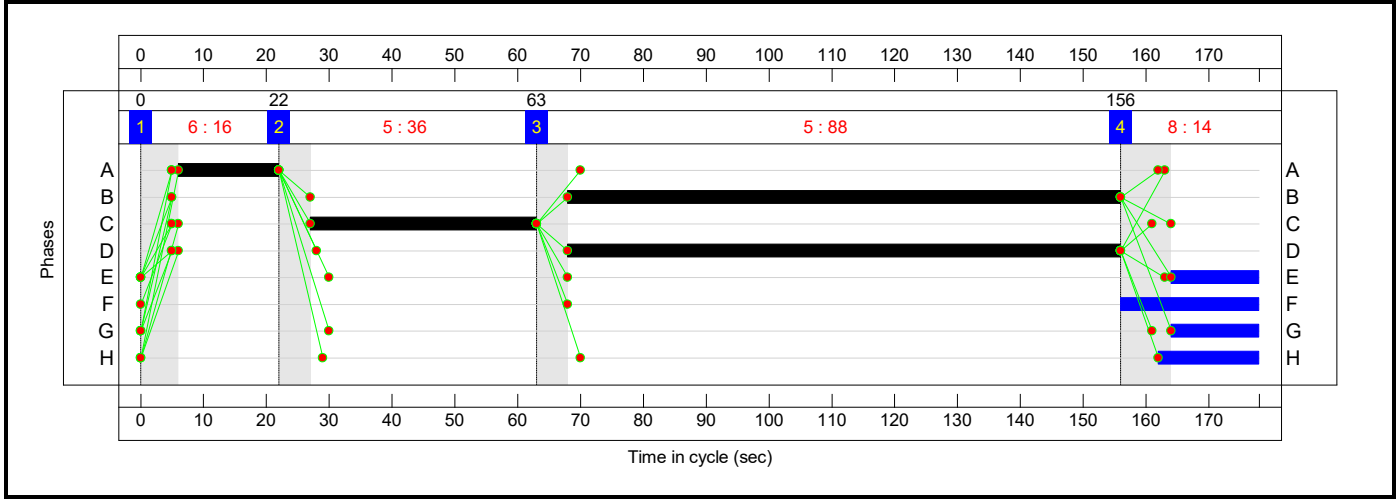


Stage Timings

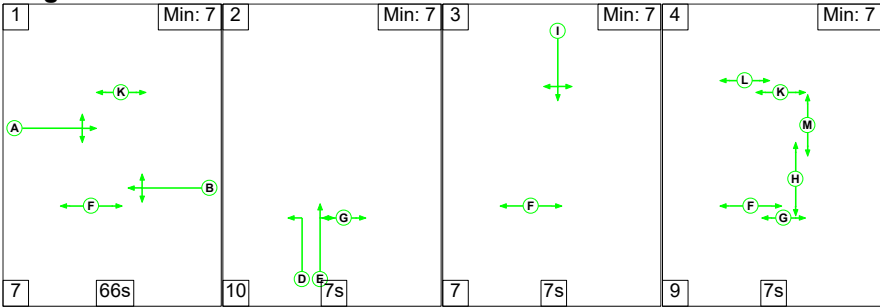
Stage Stream: 1

Stage	1	2	3	4
Duration	16	36	88	14
Change Point	0	22	63	156

Signal Timings Diagram



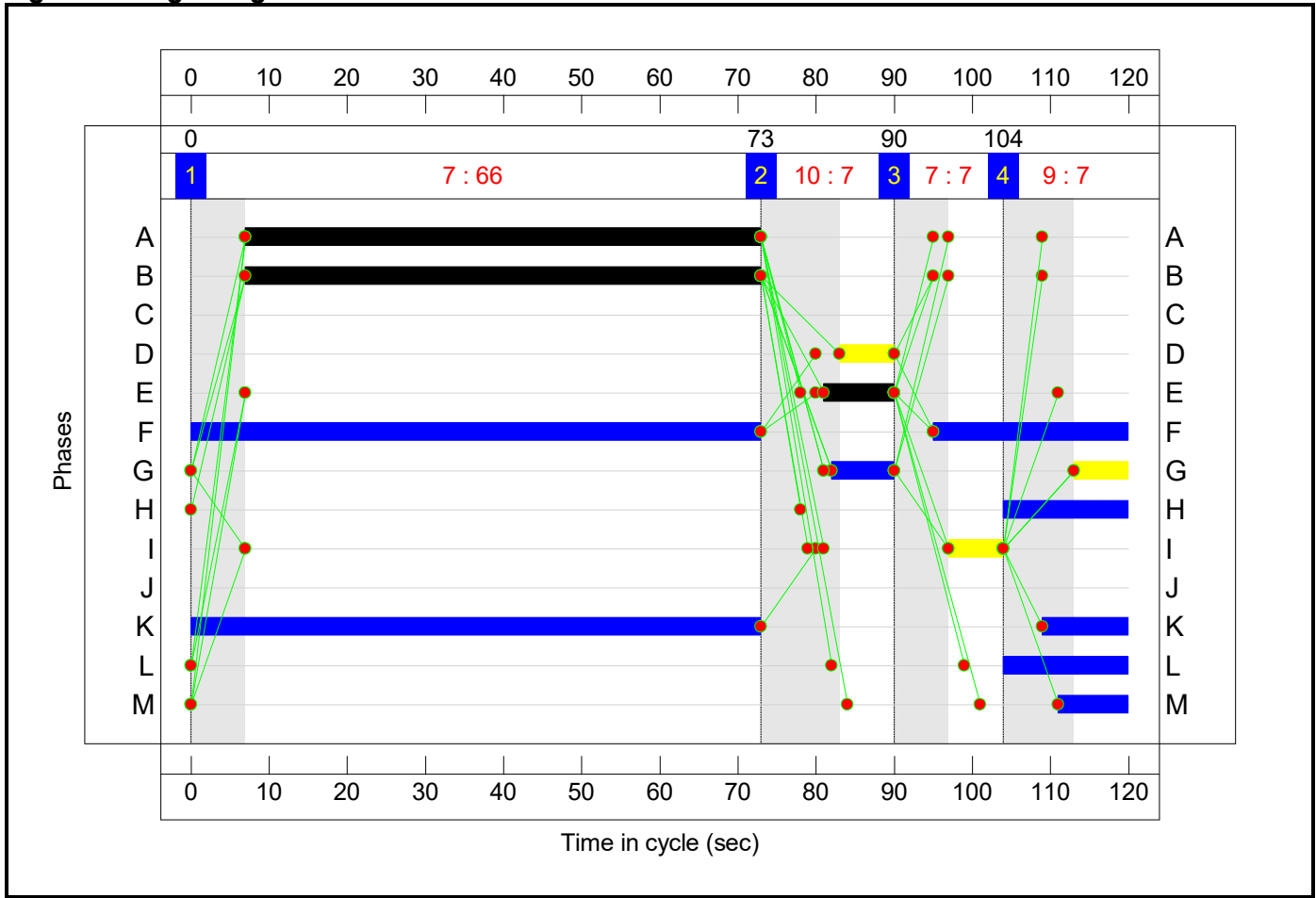
Controller :C2
Stage Sequence Diagram
Stage Stream: 1



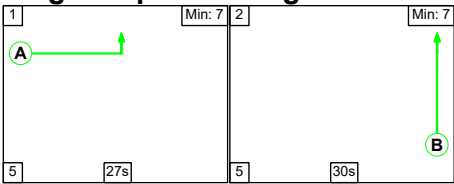
Stage Timings
Stage Stream: 1

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

Signal Timings Diagram



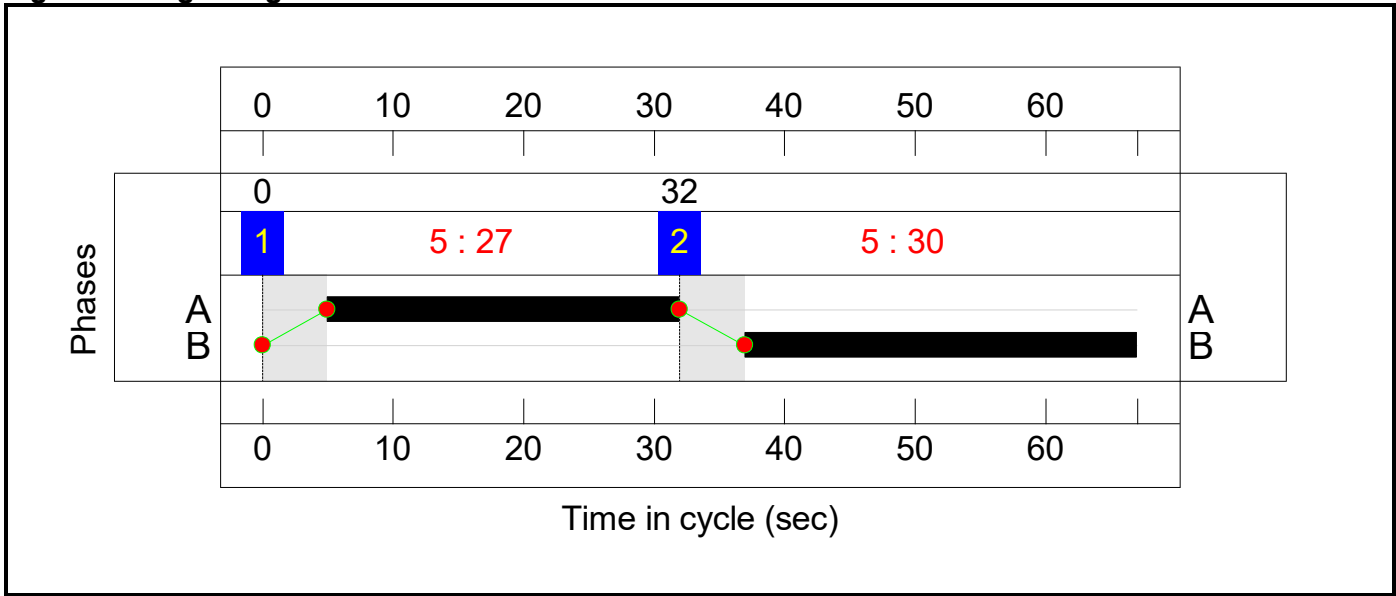
Controller :C3
Stage Sequence Diagram



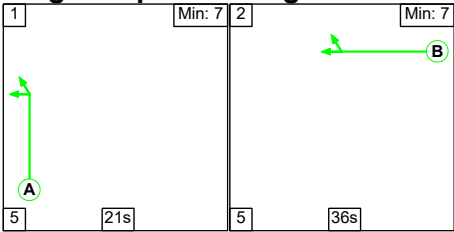
Stage Timings

Stage	1	2
Duration	27	30
Change Point	0	32

Signal Timings Diagram



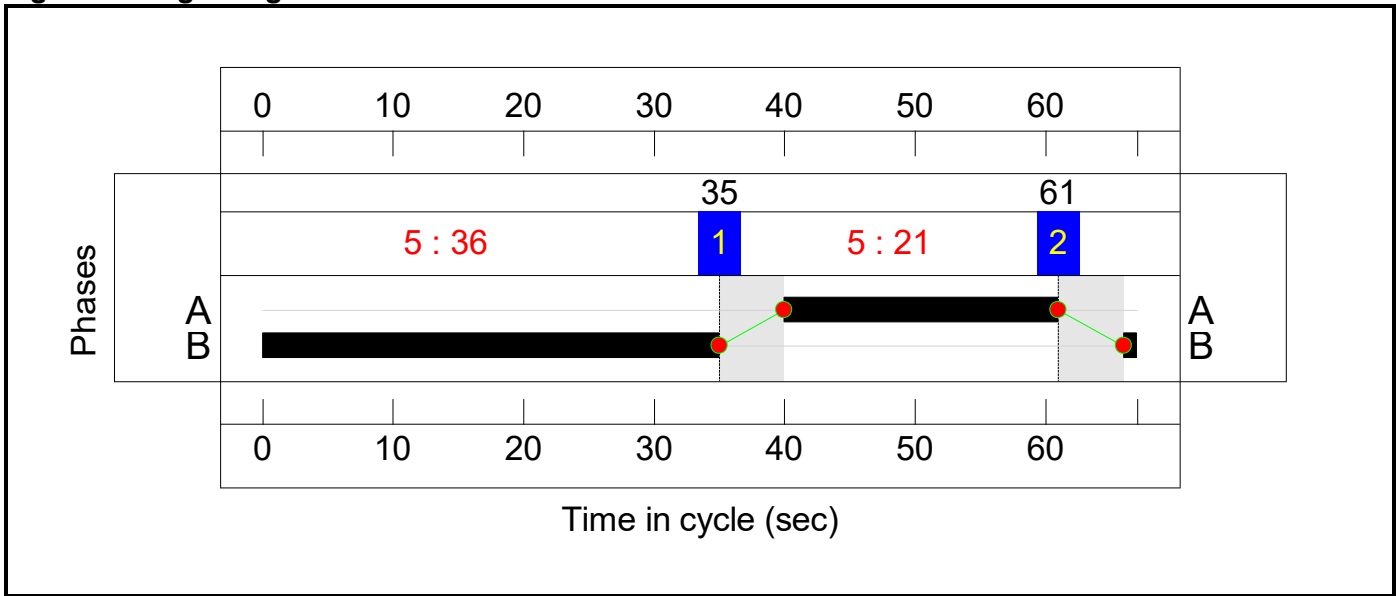
Controller :C4
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	21	36
Change Point	35	61

Signal Timings 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	-	-		-	-	-	-	-	-	126.3%
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	88	-	651	1811:1761	837+70	71.8 : 71.8%
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	88	-	877	1805:1804	538+494	72.4 : 72.5%
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	-		-	-	-	896	1960	1960	45.7%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	478	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%
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%

Full Input Data And Results

2/1+2/2	A3024 Bursledon Road (E) Ahead Left Right	U+O	2:1	N/A	C2:B		1	66	-	1008	1782:1795	946+60	84.7 : 85.5%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:E C2:D		1	9:7	-	58	1900:1848	158+77	24.6 : 24.6%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	936	2015	2015	46.5%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
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	-	69	1835:1741	27+116	48.2 : 48.2%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
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	-	-		-	-	-	-	-	-	126.3%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	501	1918:1860	605+223	60.5 : 60.5%
1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	435	1818	760	57.3%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	675	1971:1960	434+615	64.1 : 53.6%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	660	1965	909	56.3%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	21	-	609	1925:1930	574+129	86.6 : 86.6%

Full Input Data And Results

3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	21	-	506	1835	603	84.0%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	879	1928	1928	40.1%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	36	-	558	1919	1060	43.5%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	36	-	670	1922:1898	876+261	44.5 : 2.2%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	607	2085	2085	24.5%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	401	2085	2085	16.4%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	766	1938:1938	299+384	117.1 : 108.3%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	615	2040	487	126.3%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	655	2060	565	116.0%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	504	1886:1884	192+315	107.2 : 94.6%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	531	1943	1943	23.9%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	645	1932	1932	33.3%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1095	1916	1916	57.2%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	942	1958	1958	46.9%

Full Input Data And Results

10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	1011	2002	2002	49.4%
10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	553	2002	2002	25.1%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	531	1985	1985	23.4%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	942	1972	1972	46.6%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	592	1972	1972	29.8%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	639	1929	1929	29.8%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	758	1917	1917	34.0%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	845	1919	1919	35.0%
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	-		-	-	-	936	2025	2025	46.2%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	1008	2025	2025	42.1%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	419	1933	1933	20.7%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	553	1910	1910	26.3%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	39.2%

Full Input Data And Results

1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	747	1943	1937	38.6%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	531	1952	1952	23.8%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	766	1955	1955	39.2%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	22	1817	371	5.9%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	9	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	-	-	3229	354	0	64.3	206.8	1.0	272.1	-	-	-	-
J1: A3024/Botley Road Signals	-	-	71	0	0	19.9	6.4	0.3	26.6	-	-	-	-
1/1+1/2	651	651	50	0	0	6.2	1.3	0.2	7.7 (6.9+0.8)	42.6 (41.5:55.9)	24.8	1.3	26.0
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.0	2.4	0.2	2.6
3/2+3/1	748	748	21	0	0	6.2	1.3	0.1	7.7 (4.1+3.6)	37.0 (37.8:36.2)	20.6	1.3	21.9
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	896	896	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	422	422	-	-	-	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	-	-	91	0	0	12.8	7.3	0.7	20.7	-	-	-	-
1/1+1/2	896	896	40	0	0	5.7	3.5	0.2	9.5 (8.8+0.6)	38.1 (37.2:57.8)	25.7	3.5	29.3
2/1+2/2	853	853	51	0	0	5.2	2.7	0.4	8.3 (7.4+0.9)	34.9 (33.2:62.1)	23.4	2.7	26.0
3/2+3/1	58	58	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	62.1 (61.6:63.0)	1.2	0.2	1.4
4/1	936	936	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
5/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	126	126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

7/2+7/1	69	69	-	-	-	1.0	0.5	-	1.5 (0.3+1.2)	77.8 (76.8:78.1)	1.8	0.5	2.2
8/1	66	66	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	-	-	3044	354	0	31.7	192.3	0.0	224.1	-	-	-	-
1/2+1/1	501	501	-	-	-	2.0	0.8	-	2.8 (2.0+0.7)	20.0 (20.1:19.8)	6.4	0.8	7.1
1/3	435	435	-	-	-	1.8	0.7	-	2.5	20.4	6.2	0.7	6.8
2/2+2/1	608	608	-	-	-	0.9	0.7	-	1.6 (0.3+1.2)	9.3 (4.1:13.6)	2.1	0.7	2.8
2/3	512	512	-	-	-	0.0	0.6	-	0.7	4.8	0.1	0.6	0.7
3/2+3/1	609	609	-	-	-	3.4	3.0	-	6.5 (5.3+1.1)	38.2 (38.5:36.6)	9.4	3.0	12.4
3/3	506	506	-	-	-	2.9	2.5	-	5.4	38.6	8.7	2.5	11.2
4/1	773	773	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
4/2	461	461	-	-	-	1.3	0.4	-	1.7	12.9	6.0	0.4	6.4
4/3+4/4	396	396	-	-	-	1.3	0.3	-	1.6 (1.5+0.0)	14.1 (13.9:28.7)	5.0	0.3	5.2
5/1	510	510	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
5/2	343	343	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	766	683	1366	0	0	5.1	45.8	-	50.8 (30.5+20.3)	238.8 (314.1:175.5)	21.6	45.8	67.4
7/1	615	487	487	0	0	6.6	66.3	-	72.9	426.9	32.5	66.3	98.8
7/2	655	565	565	0	0	4.9	48.5	-	53.4	293.7	34.8	48.5	83.3
8/2+8/1	504	490	626	354	0	1.5	17.4	-	18.8 (12.3+6.6)	134.6 (214.2:79.5)	11.2	17.4	28.6
9/1	465	465	-	-	-	0.0	0.2	-	0.2	1.2	1.7	0.2	1.8

Full Input Data And Results

9/2	644	644	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
9/3	1095	1095	-	-	-	0.0	0.7	-	0.7	2.2	2.2	0.7	2.8
10/1	918	918	-	-	-	0.0	0.4	-	0.5	1.8	4.9	0.4	5.4
10/2	988	988	-	-	-	0.0	0.5	-	0.5	1.8	0.6	0.5	1.0
10/3	502	502	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/1	465	465	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/1	918	918	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/2	588	588	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	575	575	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	652	652	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
13/3	672	672	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
14/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	936	936	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
17/1	853	853	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
18/1	401	401	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/2	502	502	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J4: A27 West End Road/Site Access	-	-	23	0	0	0.0	0.8	0.0	0.8	-	-	-	-
1/1	747	747	1	0	0	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1	465	465	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	766	766	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	22	22	22	0	0	0.0	0.0	-	0.0	5.2	0.0	0.0	0.0
6/1	9	9	-	-	-	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):	26.16	Cycle Time (s):	178
C2	Stream: 1 PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	20.25	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	40.4	Total Delay for Signalled Lanes (pcuHr):	7.51	Cycle Time (s):	67
C4	PRC for Signalled Lanes (%):	3.9	Total Delay for Signalled Lanes (pcuHr):	15.09	Cycle Time (s):	67
	PRC Over All Lanes (%):	-40.3	Total Delay Over All Lanes(pcuHr):	272.15		

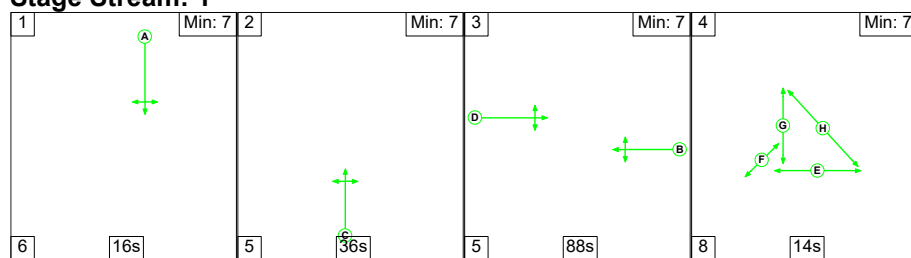
Full Input Data And Results

Scenario 3: '2031 + PDC Development PM' (FG10: '2031+ PDC Development PM', Plan 1: 'PM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

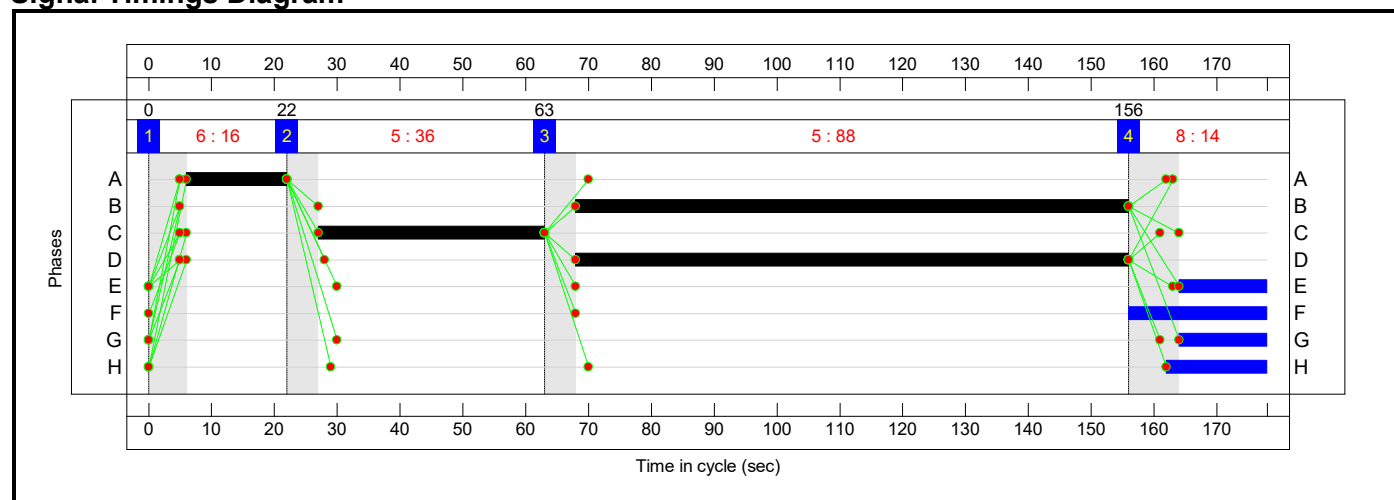


Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	16	36	88	14
Change Point	0	22	63	156

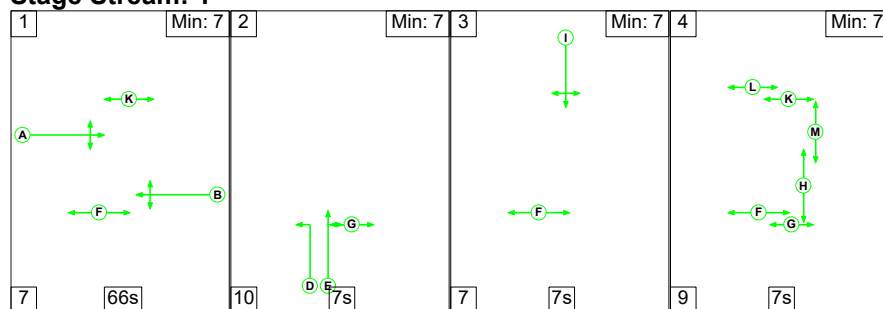
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1

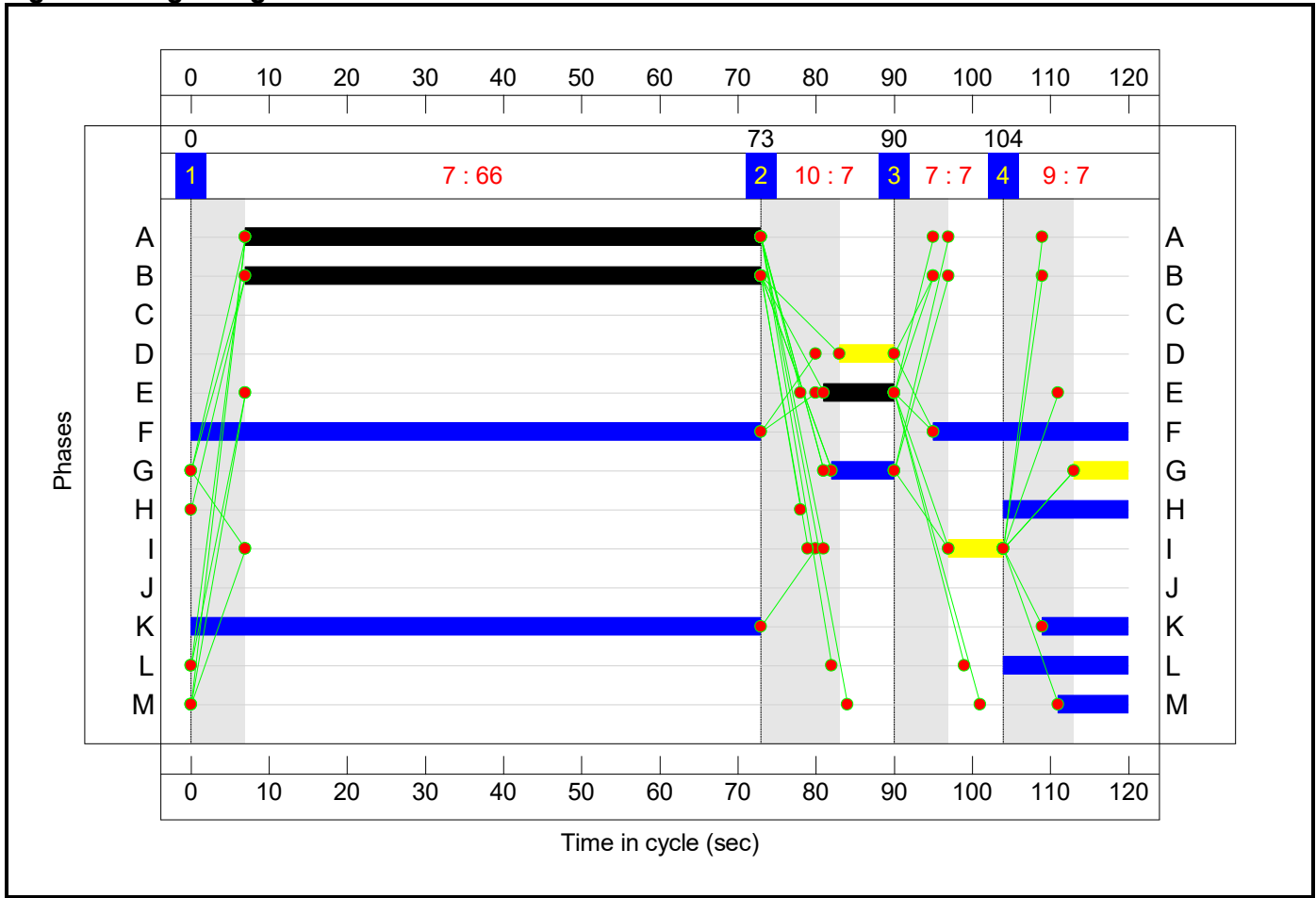


Stage Timings

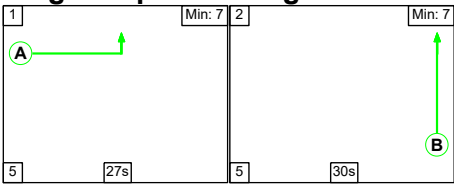
Stage Stream: 1

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

Signal Timings Diagram



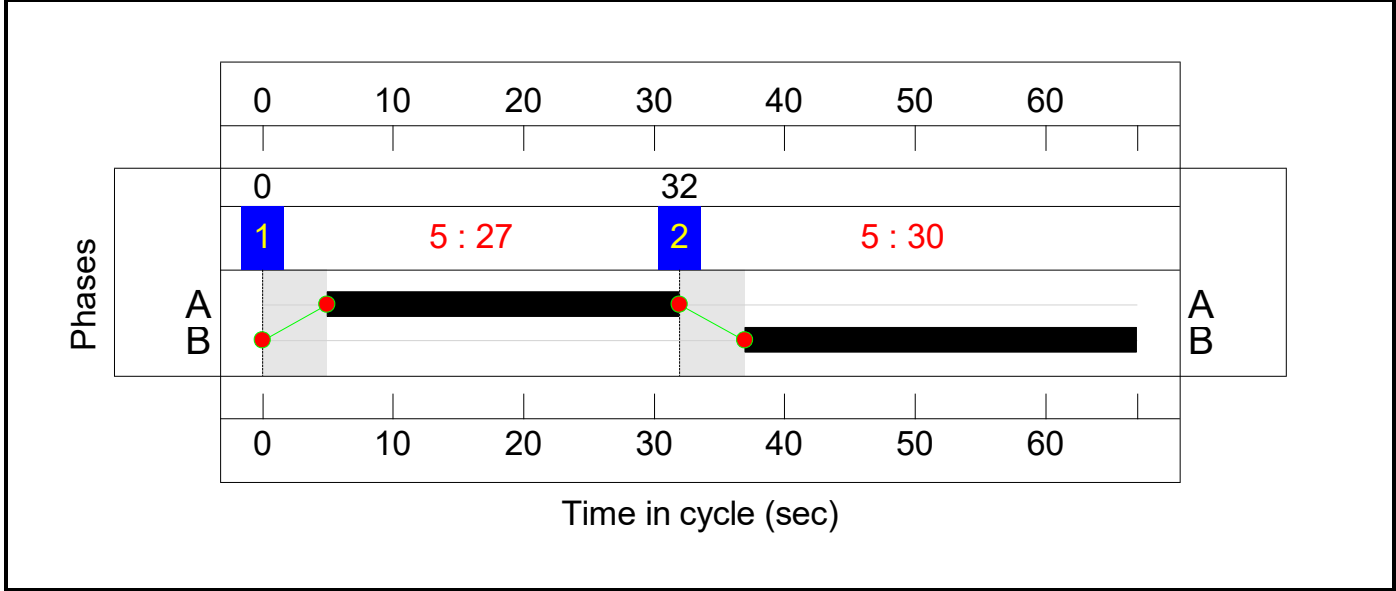
Controller :C3
Stage Sequence Diagram



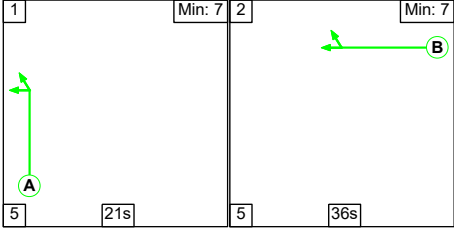
Stage Timings

Stage	1	2
Duration	27	30
Change Point	0	32

Signal Timings Diagram



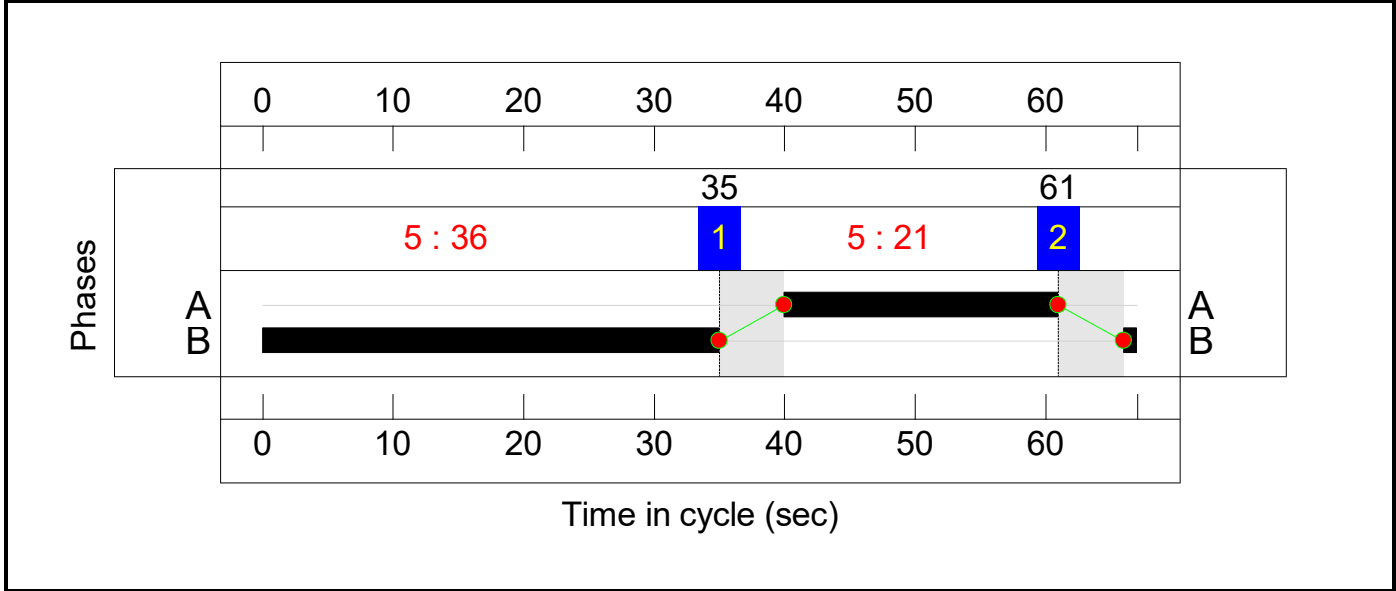
Controller :C4
Stage Sequence Diagram



Stage Timings

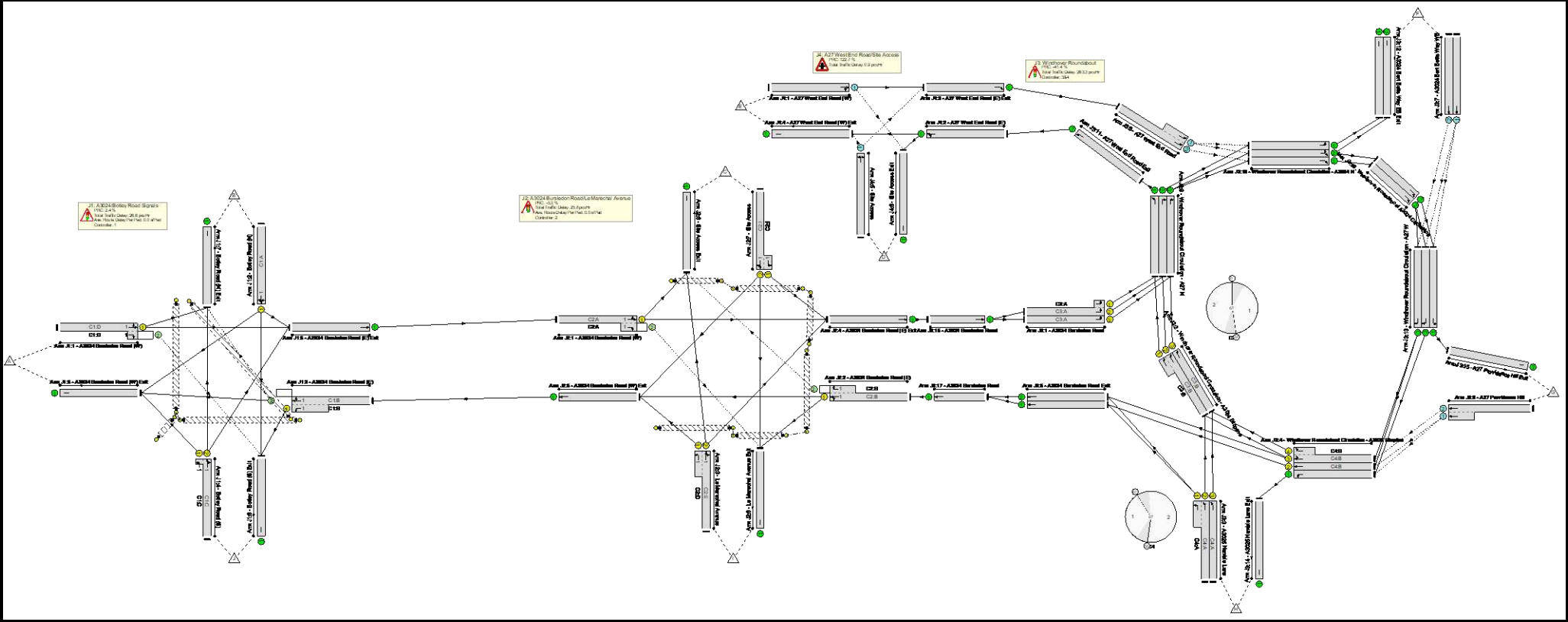
Stage	1	2
Duration	21	36
Change Point	35	61

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	-	-		-	-	-	-	-	-	127.3%
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	88	-	660	1811:1761	838+69	72.8 : 72.8%
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	88	-	885	1805:1804	541+489	71.5 : 71.4%
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	-		-	-	-	486	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%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	N/A	-	-		-	-	-	-	-	-	94.8%
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%

Full Input Data And Results

2/1+2/2	A3024 Bursledon Road (E) Ahead Left Right	U+O	2:1	N/A	C2:B		1	66	-	1033	1782:1795	929+81	84.1 : 84.3%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:E C2:D		1	9:7	-	58	1900:1848	158+77	24.6 : 24.6%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	993	2015	2015	49.3%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
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	-	129	1835:1741	20+116	94.8 : 94.8%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
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	-	-		-	-	-	-	-	-	127.3%
1/2+1/1	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	532	1918:1860	606+223	64.2 : 64.2%
1/3	A3024 Bursledon Road Left	U	N/A	N/A	C3:A		1	27	-	461	1818	760	60.7%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	688	1971:1960	422+622	65.5 : 53.8%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	N/A	N/A	C3:B		1	30	-	661	1965	909	56.3%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	N/A	N/A	C4:A		1	21	-	611	1925:1930	573+131	86.8 : 86.8%

Full Input Data And Results

3/3	A3025 Hamble Lane Ahead	U	N/A	N/A	C4:A		1	21	-	508	1835	603	84.3%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	889	1928	1928	40.2%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	N/A	N/A	C4:B		1	36	-	579	1919	1060	43.9%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	N/A	N/A	C4:B		1	36	-	684	1923:1898	881+254	43.5 : 1.5%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	629	2085	2085	24.7%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	404	2085	2085	16.0%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	790	1938:1938	284+368	127.3 : 116.7%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	615	2040	493	124.7%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	677	2060	563	120.3%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	511	1886:1884	191+306	109.6 : 98.8%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	553	1943	1943	24.6%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	667	1932	1932	34.4%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1122	1916	1916	58.6%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	981	1958	1958	47.7%

Full Input Data And Results

10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	1029	2002	2002	50.0%
10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	569	2002	2002	24.6%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	553	1985	1985	24.1%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	981	1972	1972	47.4%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	604	1972	1972	30.4%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	645	1929	1929	29.9%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	768	1917	1917	34.1%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	873	1919	1919	34.7%
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	-		-	-	-	645	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	993	2025	2025	49.0%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	1033	2025	2025	41.9%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	425	1933	1933	20.7%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	569	1910	1910	25.7%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	40.4%

Full Input Data And Results

1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	753	1942	1925	39.1%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	553	1946	1946	24.5%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	790	1955	1955	40.4%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	45	1816	373	12.1%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	28	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	-	-	3199	362	10	69.3	246.1	1.2	316.6	-	-	-	-
J1: A3024/Botley Road Signals	-	-	70	0	0	19.9	6.4	0.4	26.6	-	-	-	-
1/1+1/2	660	660	50	0	0	6.4	1.3	0.2	7.9 (7.1+0.8)	43.2 (42.0:57.0)	25.3	1.3	26.6
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.0	2.4	0.2	2.6
3/2+3/1	736	736	20	0	0	6.1	1.2	0.1	7.5 (4.0+3.5)	36.7 (37.4:35.8)	20.0	1.2	21.3
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	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	413	413	-	-	-	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	-	-	99	0	10	13.7	11.2	0.9	25.8	-	-	-	-
1/1+1/2	905	905	40	0	0	5.8	3.8	0.2	9.9 (9.2+0.7)	39.4 (38.5:60.0)	26.3	3.8	30.1
2/1+2/2	849	849	59	0	10	5.1	2.6	0.6	8.3 (7.0+1.2)	35.1 (32.5:64.8)	22.9	2.6	25.5
3/2+3/1	58	58	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	62.1 (61.6:63.0)	1.2	0.2	1.4
4/1	993	993	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
5/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

7/2+7/1	129	129	-	-	-	2.0	4.2	-	6.2 (0.9+5.3)	172.0 (170.3:172.2)	3.8	4.2	7.9
8/1	89	89	-	-	-	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	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	-	-	2982	362	0	35.7	227.6	0.0	263.3	-	-	-	-
1/2+1/1	532	532	-	-	-	2.2	0.9	-	3.1 (2.3+0.8)	20.9 (21.0:20.7)	6.9	0.9	7.8
1/3	461	461	-	-	-	1.9	0.8	-	2.7	21.2	6.7	0.8	7.4
2/2+2/1	611	611	-	-	-	0.9	0.7	-	1.6 (0.3+1.3)	9.5 (4.2:13.9)	2.1	0.7	2.8
2/3	512	512	-	-	-	0.0	0.6	-	0.7	4.8	0.1	0.6	0.7
3/2+3/1	611	611	-	-	-	3.4	3.1	-	6.5 (5.3+1.2)	38.3 (38.7:36.7)	9.4	3.1	12.5
3/3	508	508	-	-	-	2.9	2.5	-	5.5	39.0	8.7	2.5	11.3
4/1	775	775	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
4/2	465	465	-	-	-	1.3	0.4	-	1.7	13.1	6.1	0.4	6.5
4/3+4/4	388	388	-	-	-	1.2	0.3	-	1.5 (1.5+0.0)	13.9 (13.7:27.9)	4.9	0.3	5.2
5/1	515	515	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
5/2	334	334	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	790	651	1303	0	0	7.6	72.0	-	79.6 (44.1+35.5)	362.8 (440.1:297.7)	21.4	72.0	93.4
7/1	615	493	493	0	0	6.4	63.4	-	69.7	408.2	32.5	63.4	95.8
7/2	677	563	563	0	0	6.0	60.0	-	66.0	351.1	36.1	60.0	96.1
8/2+8/1	511	493	623	362	0	1.7	17.4	-	19.0 (13.8+5.2)	134.2 (237.9:62.4)	11.4	17.4	28.8
9/1	478	478	-	-	-	0.0	0.2	-	0.2	1.2	2.2	0.2	2.3

Full Input Data And Results

9/2	665	665	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
9/3	1122	1122	-	-	-	0.0	0.7	-	0.7	2.3	2.2	0.7	2.9
10/1	934	934	-	-	-	0.0	0.5	-	0.5	1.9	4.9	0.5	5.4
10/2	1001	1001	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
10/3	492	492	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/1	478	478	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/1	934	934	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/2	600	600	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	577	577	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	654	654	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
13/3	666	666	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
14/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	993	993	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
17/1	849	849	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
18/1	401	401	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/2	492	492	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J4: A27 West End Road/Site Access	-	-	48	0	0	0.0	0.9	0.0	0.9	-	-	-	-
1/1	753	753	3	0	0	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1	478	478	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	790	790	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	45	45	45	0	0	0.0	0.1	-	0.1	5.5	0.0	0.1	0.1
6/1	23	23	-	-	-	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):	26.16	Cycle Time (s):	178
C2	Stream: 1	PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	25.35	Cycle Time (s):	120
C3		PRC for Signalled Lanes (%):	37.5	Total Delay for Signalled Lanes (pcuHr):	8.10	Cycle Time (s):	67
C4		PRC for Signalled Lanes (%):	3.7	Total Delay for Signalled Lanes (pcuHr):	15.19	Cycle Time (s):	67
		PRC Over All Lanes (%):	-41.4	Total Delay Over All Lanes(pcuHr):	316.61		