Land Adjacent to Windhover Roundabout
Bursledon

Response to Highway Authority Comments

For

Wates Developments Ltd

motion

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
23/09/2026	v1.0	MF	LH
25/09/2026	v1.1	MF	LH
28/09/2026	V1.2	MF	CM

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

Appendix G

ATC Data


Fair Winds, W End Rd, Bursledon, Southampton SO31 8BP, UK
357°N (T) 50.897758, -1.318889 ±4m ▲ 115m
40
15775 Burlesdon

15775		BURLESDON								
		SEPTEMBER 2026								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 15775001	A27 West End Road Burlesdon (S of Peewit Hill) 50.897905, -1.318830	Channel: Northbound	Thu 17-Sep-26	Wed 23-Sep-26	40	43934	6532	6276	36.2	32.3
		Channel: Southbound	Thu 17-Sep-26	Wed 23-Sep-26		59252	8924	8465	36.1	29.2

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 17-Sep-26															
00:00	**26**	1	24	1	0	0	0	0	0	0	0	0	0	0
01:00	**10**	2	7	1	0	0	0	0	0	0	0	0	0	0
02:00	**13**	0	12	0	1	0	0	0	0	0	0	0	0	0
03:00	**16**	0	12	4	0	0	0	0	0	0	0	0	0	0
04:00	**24**	2	21	1	0	0	0	0	0	0	0	0	0	0
05:00	**72**	3	58	9	1	0	0	0	1	0	0	0	0	0
06:00	**250**	3	216	30	0	0	1	0	0	0	0	0	0	0
07:00	**468**	7	403	56	0	0	0	0	2	0	0	0	0	0
08:00	**402**	5	360	37	0	0	0	0	0	0	0	0	0	0
09:00	**449**	5	392	50	0	0	0	0	2	0	0	0	0	0
10:00	**418**	1	372	34	1	2	0	0	7	0	0	1	0	0
11:00	**408**	0	376	28	0	0	3	0	1	0	0	0	0	0
12:00	**395**	2	360	29	0	1	1	0	1	0	1	0	0	0
13:00	**433**	4	384	39	0	0	2	1	3	0	0	0	0	0
14:00	**440**	8	388	42	0	1	0	0	1	0	0	0	0	0
15:00	**438**	5	397	28	0	3	1	0	4	0	0	0	0	0
16:00	**379**	9	335	31	0	0	1	0	2	0	1	0	0	0
17:00	**445**	8	418	18	0	0	1	0	0	0	0	0	0	0
18:00	**417**	11	387	16	1	0	0	0	0	0	2	0	0	0
19:00	**356**	7	322	24	0	0	0	0	3	0	0	0	0	0
20:00	**259**	5	239	13	0	0	1	0	1	0	0	0	0	0
21:00	**211**	3	199	8	0	1	0	0	0	0	0	0	0	0
22:00	**165**	6	156	3	0	0	0	0	0	0	0	0	0	0
23:00	**53**	1	50	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**5092**	**65**	**4572**	**408**	**2**	**7**	**9**	**1**	**23**	**0**	**4**	**1**	**0**	**0**
16H,6-22	**6168**	**83**	**5548**	**483**	**2**	**8**	**11**	**1**	**27**	**0**	**4**	**1**	**0**	**0**
18H,6-24	**6386**	**90**	**5754**	**488**	**2**	**8**	**11**	**1**	**27**	**0**	**4**	**1**	**0**	**0**
24H,0-24	**6547**	**98**	**5888**	**504**	**4**	**8**	**11**	**1**	**28**	**0**	**4**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 18-Sep-26														
00:00	**31**	1	29	1	0	0	0	0	0	0	0	0	0	0
01:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
02:00	**13**	1	10	2	0	0	0	0	0	0	0	0	0	0
03:00	**22**	0	19	3	0	0	0	0	0	0	0	0	0	0
04:00	**25**	2	20	3	0	0	0	0	0	0	0	0	0	0
05:00	**70**	1	57	11	0	1	0	0	0	0	0	0	0	0
06:00	**262**	3	222	33	1	0	1	0	2	0	0	0	0	0
07:00	**428**	13	371	40	0	3	0	0	1	0	0	0	0	0
08:00	**464**	7	407	47	0	0	0	0	2	0	1	0	0	0
09:00	**444**	13	388	34	1	3	2	0	3	0	0	0	0	0
10:00	**415**	2	377	33	0	0	2	0	0	0	1	0	0	0
11:00	**443**	5	401	29	0	2	5	0	0	0	0	0	1	0
12:00	**443**	4	399	38	0	1	0	0	1	0	0	0	0	0
13:00	**481**	4	424	49	0	0	3	0	1	0	0	0	0	0
14:00	**424**	2	385	32	0	2	1	0	2	0	0	0	0	0
15:00	**463**	9	412	33	0	0	2	0	5	1	0	1	0	0
16:00	**433**	7	391	31	0	0	1	0	3	0	0	0	0	0
17:00	**414**	7	382	21	1	0	1	0	0	0	1	1	0	0
18:00	**440**	10	406	23	1	0	0	0	0	0	0	0	0	0
19:00	**361**	7	323	27	0	0	1	0	2	0	1	0	0	0
20:00	**260**	4	243	13	0	0	0	0	0	0	0	0	0	0
21:00	**209**	1	202	5	0	0	0	0	1	0	0	0	0	0
22:00	**149**	6	138	5	0	0	0	0	0	0	0	0	0	0
23:00	**91**	4	83	3	0	1	0	0	0	0	0	0	0	0
12H,7-19	**5292**	**83**	**4743**	**410**	**3**	**11**	**17**	**0**	**18**	**1**	**3**	**2**	**1**	**0**
16H,6-22	**6384**	**98**	**5733**	**488**	**4**	**11**	**19**	**0**	**23**	**1**	**4**	**2**	**1**	**0**
18H,6-24	**6624**	**108**	**5954**	**496**	**4**	**12**	**19**	**0**	**23**	**1**	**4**	**2**	**1**	**0**
24H,0-24	**6797**	**113**	**6101**	**516**	**4**	**13**	**19**	**0**	**23**	**1**	**4**	**2**	**1**	**0**

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15775			BURLESDON			Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 19-Sep-26															
00:00	**48**	1	44	3	0	0	0	0	0	0	0	0	0	0
01:00	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
02:00	**14**	2	11	1	0	0	0	0	0	0	0	0	0	0
03:00	**25**	0	21	4	0	0	0	0	0	0	0	0	0	0
04:00	**20**	0	18	1	1	0	0	0	0	0	0	0	0	0
05:00	**31**	0	26	5	0	0	0	0	0	0	0	0	0	0
06:00	**116**	1	101	12	1	1	0	0	0	0	0	0	0	0
07:00	**190**	3	168	18	0	0	0	0	1	0	0	0	0	0
08:00	**333**	2	297	31	1	0	1	0	1	0	0	0	0	0
09:00	**453**	7	421	23	0	0	1	0	0	0	0	1	0	0
10:00	**471**	4	445	20	0	0	0	0	1	0	0	1	0	0
11:00	**501**	5	467	25	0	0	0	0	3	0	1	0	0	0
12:00	**516**	4	487	23	0	0	1	0	1	0	0	0	0	0
13:00	**419**	2	394	21	0	0	0	0	1	0	0	0	1	0
14:00	**457**	3	431	20	0	0	1	0	0	0	2	0	0	0
15:00	**398**	8	372	16	0	0	0	0	2	0	0	0	0	0
16:00	**363**	10	338	15	0	0	0	0	0	0	0	0	0	0
17:00	**377**	4	360	12	0	0	0	0	1	0	0	0	0	0
18:00	**348**	7	323	15	0	0	1	0	2	0	0	0	0	0
19:00	**305**	7	285	12	0	0	1	0	0	0	0	0	0	0
20:00	**199**	4	186	8	0	0	0	0	1	0	0	0	0	0
21:00	**176**	2	163	10	0	0	0	0	1	0	0	0	0	0
22:00	**155**	0	151	4	0	0	0	0	0	0	0	0	0	0
23:00	**114**	1	112	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**4826**	**59**	**4503**	**239**	**1**	**0**	**5**	**0**	**13**	**0**	**3**	**2**	**1**	**0**
16H,6-22	**5622**	**73**	**5238**	**281**	**2**	**1**	**6**	**0**	**15**	**0**	**3**	**2**	**1**	**0**
18H,6-24	**5891**	**74**	**5501**	**286**	**2**	**1**	**6**	**0**	**15**	**0**	**3**	**2**	**1**	**0**
24H,0-24	**6051**	**77**	**5642**	**301**	**3**	**1**	**6**	**0**	**15**	**0**	**3**	**2**	**1**	**0**

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15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 20-Sep-26														
00:00	**66**	1	64	0	0	1	0	0	0	0	0	0	0	0
01:00	**38**	0	35	3	0	0	0	0	0	0	0	0	0	0
02:00	**23**	0	22	0	0	0	0	0	1	0	0	0	0	0
03:00	**31**	0	29	1	0	0	1	0	0	0	0	0	0	0
04:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
05:00	**31**	0	26	4	1	0	0	0	0	0	0	0	0	0
06:00	**136**	2	123	7	1	1	1	0	1	0	0	0	0	0
07:00	**117**	2	106	9	0	0	0	0	0	0	0	0	0	0
08:00	**187**	4	161	22	0	0	0	0	0	0	0	0	0	0
09:00	**330**	8	301	18	0	0	3	0	0	0	0	0	0	0
10:00	**432**	7	411	11	0	0	1	0	2	0	0	0	0	0
11:00	**493**	7	461	21	0	0	2	0	2	0	0	0	0	0
12:00	**475**	7	451	14	0	0	2	0	1	0	0	0	0	0
13:00	**429**	9	394	24	0	0	2	0	0	0	0	0	0	0
14:00	**405**	1	379	22	0	0	0	0	3	0	0	0	0	0
15:00	**418**	5	395	17	0	0	1	0	0	0	0	0	0	0
16:00	**367**	5	348	11	0	0	0	0	3	0	0	0	0	0
17:00	**336**	5	316	15	0	0	0	0	0	0	0	0	0	0
18:00	**279**	7	260	11	0	0	0	0	1	0	0	0	0	0
19:00	**239**	4	218	17	0	0	0	0	0	0	0	0	0	0
20:00	**159**	5	147	7	0	0	0	0	0	0	0	0	0	0
21:00	**111**	4	104	3	0	0	0	0	0	0	0	0	0	0
22:00	**77**	2	73	2	0	0	0	0	0	0	0	0	0	0
23:00	**32**	4	28	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**4268**	**67**	**3983**	**195**	**0**	**0**	**11**	**0**	**12**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**4913**	**82**	**4575**	**229**	**1**	**1**	**12**	**0**	**13**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**5022**	**88**	**4676**	**231**	**1**	**1**	**12**	**0**	**13**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**5224**	**89**	**4863**	**241**	**2**	**2**	**13**	**0**	**14**	**0**	**0**	**0**	**0**	**0**

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15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Sep-26														
00:00	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
01:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
04:00	**22**	2	20	0	0	0	0	0	0	0	0	0	0	0
05:00	**68**	4	51	11	1	1	0	0	0	0	0	0	0	0
06:00	**257**	4	222	29	0	0	1	0	0	0	1	0	0	0
07:00	**415**	9	365	39	0	2	0	0	0	0	0	0	0	0
08:00	**425**	6	388	25	0	1	2	0	3	0	0	0	0	0
09:00	**400**	7	338	51	1	0	1	0	2	0	0	0	0	0
10:00	**554**	3	480	64	0	2	4	0	0	0	0	1	0	0
11:00	**462**	4	399	45	1	3	3	0	5	1	0	0	1	0
12:00	**383**	3	343	32	0	4	0	0	1	0	0	0	0	0
13:00	**455**	5	402	46	0	2	0	0	0	0	0	0	0	0
14:00	**456**	2	402	47	0	2	0	0	2	0	0	1	0	0
15:00	**420**	5	365	45	1	0	1	0	3	0	0	0	0	0
16:00	**447**	10	388	41	0	2	0	0	6	0	0	0	0	0
17:00	**409**	6	379	22	0	1	1	0	0	0	0	0	0	0
18:00	**381**	5	350	21	0	0	1	0	3	0	1	0	0	0
19:00	**343**	5	316	18	0	0	1	0	3	0	0	0	0	0
20:00	**255**	6	225	21	0	0	0	0	3	0	0	0	0	0
21:00	**155**	2	147	6	0	0	0	0	0	0	0	0	0	0
22:00	**104**	4	96	4	0	0	0	0	0	0	0	0	0	0
23:00	**53**	0	50	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**5207**	**65**	**4599**	**478**	**3**	**19**	**13**	**0**	**25**	**1**	**1**	**2**	**1**	**0**
16H,6-22	**6217**	**82**	**5509**	**552**	**3**	**19**	**15**	**0**	**31**	**1**	**2**	**2**	**1**	**0**
18H,6-24	**6374**	**86**	**5655**	**559**	**3**	**19**	**15**	**0**	**31**	**1**	**2**	**2**	**1**	**0**
24H,0-24	**6515**	**92**	**5772**	**575**	**4**	**20**	**15**	**0**	**31**	**1**	**2**	**2**	**1**	**0**

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Auto Surveys Ltd

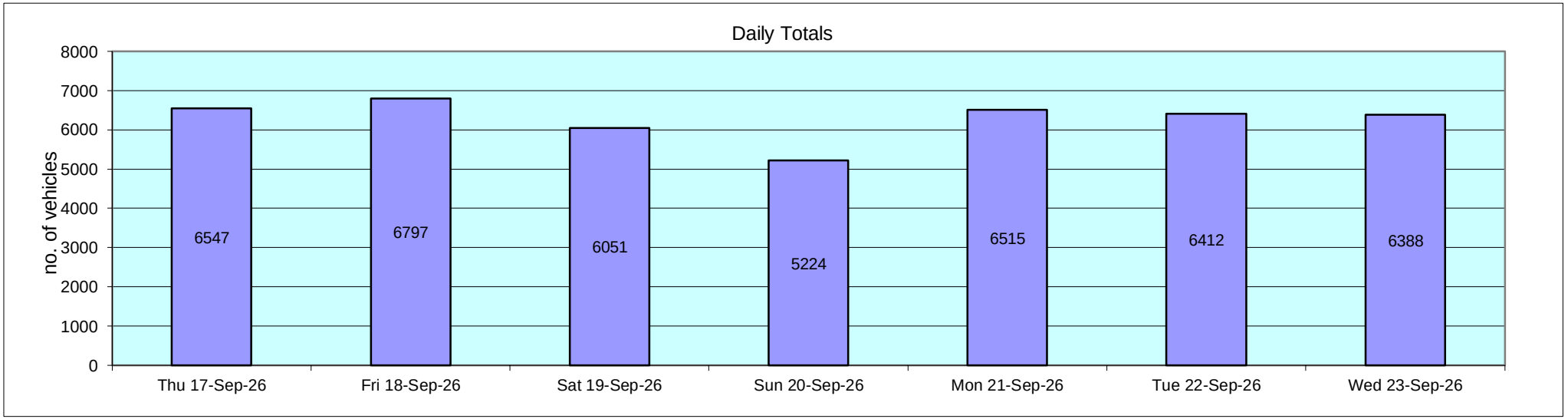
15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 22-Sep-26														
00:00	**31**	4	26	1	0	0	0	0	0	0	0	0	0	0
01:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
02:00	**18**	2	15	1	0	0	0	0	0	0	0	0	0	0
03:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
04:00	**22**	2	15	2	1	0	1	0	1	0	0	0	0	0
05:00	**75**	3	59	10	2	0	0	0	1	0	0	0	0	0
06:00	**290**	4	256	29	0	0	0	0	0	0	1	0	0	0
07:00	**428**	12	370	41	0	1	1	0	2	0	0	1	0	0
08:00	**421**	5	369	40	0	2	4	0	1	0	0	0	0	0
09:00	**417**	6	358	47	1	1	3	1	0	0	0	0	0	0
10:00	**403**	7	348	41	1	2	3	0	1	0	0	0	0	0
11:00	**424**	6	382	30	1	1	2	0	1	0	0	1	0	0
12:00	**410**	6	365	34	1	1	0	0	2	0	1	0	0	0
13:00	**384**	8	341	26	1	4	2	0	2	0	0	0	0	0
14:00	**437**	6	380	46	3	1	1	0	0	0	0	0	0	0
15:00	**455**	7	404	42	0	0	1	0	0	0	0	1	0	0
16:00	**401**	8	361	30	0	1	1	0	0	0	0	0	0	0
17:00	**374**	8	347	18	0	0	1	0	0	0	0	0	0	0
18:00	**420**	10	386	19	1	1	0	0	2	0	1	0	0	0
19:00	**361**	6	335	17	0	1	0	0	1	0	1	0	0	0
20:00	**250**	6	228	16	0	0	0	0	0	0	0	0	0	0
21:00	**211**	7	194	8	0	0	0	0	2	0	0	0	0	0
22:00	**111**	3	101	7	0	0	0	0	0	0	0	0	0	0
23:00	**50**	3	43	3	0	0	0	0	1	0	0	0	0	0
12H,7-19	**4974**	**89**	**4411**	**414**	**9**	**15**	**19**	**1**	**11**	**0**	**2**	**3**	**0**	**0**
16H,6-22	**6086**	**112**	**5424**	**484**	**9**	**16**	**19**	**1**	**14**	**0**	**4**	**3**	**0**	**0**
18H,6-24	**6247**	**118**	**5568**	**494**	**9**	**16**	**19**	**1**	**15**	**0**	**4**	**3**	**0**	**0**
24H,0-24	**6412**	**129**	**5699**	**511**	**12**	**16**	**20**	**1**	**17**	**0**	**4**	**3**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 23-Sep-26															
00:00	**38**	4	34	0	0	0	0	0	0	0	0	0	0	0	
01:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0	
02:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0	
03:00	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0	
04:00	**21**	1	19	1	0	0	0	0	0	0	0	0	0	0	
05:00	**76**	5	59	10	2	0	0	0	0	0	0	0	0	0	
06:00	**291**	2	262	24	0	0	1	0	2	0	0	0	0	0	
07:00	**420**	8	372	39	0	0	0	0	1	0	0	0	0	0	
08:00	**427**	8	375	42	0	1	0	0	1	0	0	0	0	0	
09:00	**455**	5	407	38	0	1	1	1	2	0	0	0	0	0	
10:00	**450**	8	407	33	0	0	1	0	1	0	0	0	0	0	
11:00	**366**	5	323	32	0	2	0	0	3	0	1	0	0	0	
12:00	**375**	7	342	23	0	2	0	0	0	0	1	0	0	0	
13:00	**385**	5	341	33	0	1	2	0	3	0	0	0	0	0	
14:00	**468**	14	407	42	0	1	1	0	3	0	0	0	0	0	
15:00	**433**	3	383	39	0	1	1	0	5	0	1	0	0	0	
16:00	**396**	8	349	32	0	1	0	0	4	0	2	0	0	0	
17:00	**404**	4	382	16	0	0	1	0	1	0	0	0	0	0	
18:00	**381**	5	350	23	0	0	1	0	1	0	0	1	0	0	
19:00	**362**	7	325	29	0	0	0	0	0	0	0	1	0	0	
20:00	**221**	3	210	7	0	0	0	0	1	0	0	0	0	0	
21:00	**196**	4	179	12	0	0	1	0	0	0	0	0	0	0	
22:00	**127**	1	120	6	0	0	0	0	0	0	0	0	0	0	
23:00	**58**	5	52	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	**4960**	**80**	**4438**	**392**	**0**	**10**	**8**	**1**	**25**	**0**	**5**	**1**	**0**	**0**	
16H,6-22	**6030**	**96**	**5414**	**464**	**0**	**10**	**10**	**1**	**28**	**0**	**5**	**2**	**0**	**0**	
18H,6-24	**6215**	**102**	**5586**	**471**	**0**	**10**	**10**	**1**	**28**	**0**	**5**	**2**	**0**	**0**	
24H,0-24	**6388**	**112**	**5732**	**486**	**2**	**10**	**10**	**1**	**28**	**0**	**5**	**2**	**0**	**0**	

Data produced by
Auto Surveys Ltd

15775		BURLESDON				Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 17-Sep-26	**6547**	98	5888	504	4	8	11	1	28	0	4	1	0	0
Fri 18-Sep-26	**6797**	113	6101	516	4	13	19	0	23	1	4	2	1	0
Sat 19-Sep-26	**6051**	77	5642	301	3	1	6	0	15	0	3	2	1	0
Sun 20-Sep-26	**5224**	89	4863	241	2	2	13	0	14	0	0	0	0	0
Mon 21-Sep-26	**6515**	92	5772	575	4	20	15	0	31	1	2	2	1	0
Tue 22-Sep-26	**6412**	129	5699	511	12	16	20	1	17	0	4	3	0	0
Wed 23-Sep-26	**6388**	112	5732	486	2	10	10	1	28	0	5	2	0	0
Total Vehicles														
[--]	**43934**	710	39697	3134	31	70	94	3	156	2	22	12	3	0



Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 17-Sep-26											
00:00	**26**	1	3.9	24	92.3	1	3.9	0	0.0	0	0.0
01:00	**10**	2	20.0	7	70.0	1	10.0	0	0.0	0	0.0
02:00	**13**	0	0.0	12	92.3	0	0.0	0	0.0	1	7.7
03:00	**16**	0	0.0	12	75.0	4	25.0	0	0.0	0	0.0
04:00	**24**	2	8.3	21	87.5	1	4.2	0	0.0	0	0.0
05:00	**72**	3	4.2	58	80.6	9	12.5	1	1.4	1	1.4
06:00	**250**	3	1.2	216	86.4	30	12.0	1	0.4	0	0.0
07:00	**468**	7	1.5	403	86.1	56	12.0	2	0.4	0	0.0
08:00	**402**	5	1.2	360	89.6	37	9.2	0	0.0	0	0.0
09:00	**449**	5	1.1	392	87.3	50	11.1	2	0.5	0	0.0
10:00	**418**	1	0.2	372	89.0	34	8.1	10	2.4	1	0.2
11:00	**408**	0	0.0	376	92.2	28	6.9	4	1.0	0	0.0
12:00	**395**	2	0.5	360	91.1	29	7.3	4	1.0	0	0.0
13:00	**433**	4	0.9	384	88.7	39	9.0	6	1.4	0	0.0
14:00	**440**	8	1.8	388	88.2	42	9.6	2	0.5	0	0.0
15:00	**438**	5	1.1	397	90.6	28	6.4	8	1.8	0	0.0
16:00	**379**	9	2.4	335	88.4	31	8.2	4	1.1	0	0.0
17:00	**445**	8	1.8	418	93.9	18	4.0	1	0.2	0	0.0
18:00	**417**	11	2.6	387	92.8	16	3.8	2	0.5	1	0.2
19:00	**356**	7	2.0	322	90.5	24	6.7	3	0.8	0	0.0
20:00	**259**	5	1.9	239	92.3	13	5.0	2	0.8	0	0.0
21:00	**211**	3	1.4	199	94.3	8	3.8	1	0.5	0	0.0
22:00	**165**	6	3.6	156	94.6	3	1.8	0	0.0	0	0.0
23:00	**53**	1	1.9	50	94.3	2	3.8	0	0.0	0	0.0
12H,7-19	**5092**	**65**	**1.3**	**4572**	**89.8**	**408**	**8.0**	**45**	**0.9**	**2**	**0.0**
16H,6-22	**6168**	**83**	**1.4**	**5548**	**90.0**	**483**	**7.8**	**52**	**0.8**	**2**	**0.0**
18H,6-24	**6386**	**90**	**1.4**	**5754**	**90.1**	**488**	**7.6**	**52**	**0.8**	**2**	**0.0**
24H,0-24	**6547**	**98**	**1.5**	**5888**	**89.9**	**504**	**7.7**	**53**	**0.8**	**4**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 18-Sep-26											
00:00	**31**	1	3.2	29	93.6	1	3.2	0	0.0	0	0.0
01:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
02:00	**13**	1	7.7	10	76.9	2	15.4	0	0.0	0	0.0
03:00	**22**	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
04:00	**25**	2	8.0	20	80.0	3	12.0	0	0.0	0	0.0
05:00	**70**	1	1.4	57	81.4	11	15.7	1	1.4	0	0.0
06:00	**262**	3	1.2	222	84.7	33	12.6	3	1.2	1	0.4
07:00	**428**	13	3.0	371	86.7	40	9.4	4	0.9	0	0.0
08:00	**464**	7	1.5	407	87.7	47	10.1	3	0.7	0	0.0
09:00	**444**	13	2.9	388	87.4	34	7.7	8	1.8	1	0.2
10:00	**415**	2	0.5	377	90.8	33	8.0	3	0.7	0	0.0
11:00	**443**	5	1.1	401	90.5	29	6.6	8	1.8	0	0.0
12:00	**443**	4	0.9	399	90.1	38	8.6	2	0.5	0	0.0
13:00	**481**	4	0.8	424	88.2	49	10.2	4	0.8	0	0.0
14:00	**424**	2	0.5	385	90.8	32	7.6	5	1.2	0	0.0
15:00	**463**	9	1.9	412	89.0	33	7.1	9	1.9	0	0.0
16:00	**433**	7	1.6	391	90.3	31	7.2	4	0.9	0	0.0
17:00	**414**	7	1.7	382	92.3	21	5.1	3	0.7	1	0.2
18:00	**440**	10	2.3	406	92.3	23	5.2	0	0.0	1	0.2
19:00	**361**	7	1.9	323	89.5	27	7.5	4	1.1	0	0.0
20:00	**260**	4	1.5	243	93.5	13	5.0	0	0.0	0	0.0
21:00	**209**	1	0.5	202	96.7	5	2.4	1	0.5	0	0.0
22:00	**149**	6	4.0	138	92.6	5	3.4	0	0.0	0	0.0
23:00	**91**	4	4.4	83	91.2	3	3.3	1	1.1	0	0.0
12H,7-19	**5292**	**83**	**1.6**	**4743**	**89.6**	**410**	**7.8**	**53**	**1.0**	**3**	**0.1**
16H,6-22	**6384**	**98**	**1.5**	**5733**	**89.8**	**488**	**7.6**	**61**	**1.0**	**4**	**0.1**
18H,6-24	**6624**	**108**	**1.6**	**5954**	**89.9**	**496**	**7.5**	**62**	**0.9**	**4**	**0.1**
24H,0-24	**6797**	**113**	**1.7**	**6101**	**89.8**	**516**	**7.6**	**63**	**0.9**	**4**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 19-Sep-26											
00:00	**48**	1	2.1	44	91.7	3	6.3	0	0.0	0	0.0
01:00	**22**	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
02:00	**14**	2	14.3	11	78.6	1	7.1	0	0.0	0	0.0
03:00	**25**	0	0.0	21	84.0	4	16.0	0	0.0	0	0.0
04:00	**20**	0	0.0	18	90.0	1	5.0	0	0.0	1	5.0
05:00	**31**	0	0.0	26	83.9	5	16.1	0	0.0	0	0.0
06:00	**116**	1	0.9	101	87.1	12	10.3	1	0.9	1	0.9
07:00	**190**	3	1.6	168	88.4	18	9.5	1	0.5	0	0.0
08:00	**333**	2	0.6	297	89.2	31	9.3	2	0.6	1	0.3
09:00	**453**	7	1.6	421	92.9	23	5.1	2	0.4	0	0.0
10:00	**471**	4	0.9	445	94.5	20	4.3	2	0.4	0	0.0
11:00	**501**	5	1.0	467	93.2	25	5.0	4	0.8	0	0.0
12:00	**516**	4	0.8	487	94.4	23	4.5	2	0.4	0	0.0
13:00	**419**	2	0.5	394	94.0	21	5.0	2	0.5	0	0.0
14:00	**457**	3	0.7	431	94.3	20	4.4	3	0.7	0	0.0
15:00	**398**	8	2.0	372	93.5	16	4.0	2	0.5	0	0.0
16:00	**363**	10	2.8	338	93.1	15	4.1	0	0.0	0	0.0
17:00	**377**	4	1.1	360	95.5	12	3.2	1	0.3	0	0.0
18:00	**348**	7	2.0	323	92.8	15	4.3	3	0.9	0	0.0
19:00	**305**	7	2.3	285	93.4	12	3.9	1	0.3	0	0.0
20:00	**199**	4	2.0	186	93.5	8	4.0	1	0.5	0	0.0
21:00	**176**	2	1.1	163	92.6	10	5.7	1	0.6	0	0.0
22:00	**155**	0	0.0	151	97.4	4	2.6	0	0.0	0	0.0
23:00	**114**	1	0.9	112	98.3	1	0.9	0	0.0	0	0.0
12H,7-19	**4826**	**59**	**1.2**	**4503**	**93.3**	**239**	**5.0**	**24**	**0.5**	**1**	**0.0**
16H,6-22	**5622**	**73**	**1.3**	**5238**	**93.2**	**281**	**5.0**	**28**	**0.5**	**2**	**0.0**
18H,6-24	**5891**	**74**	**1.3**	**5501**	**93.4**	**286**	**4.9**	**28**	**0.5**	**2**	**0.0**
24H,0-24	**6051**	**77**	**1.3**	**5642**	**93.2**	**301**	**5.0**	**28**	**0.5**	**3**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 20-Sep-26											
00:00	**66**	1	1.5	64	97.0	0	0.0	1	1.5	0	0.0
01:00	**38**	0	0.0	35	92.1	3	7.9	0	0.0	0	0.0
02:00	**23**	0	0.0	22	95.7	0	0.0	1	4.4	0	0.0
03:00	**31**	0	0.0	29	93.6	1	3.2	1	3.2	0	0.0
04:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
05:00	**31**	0	0.0	26	83.9	4	12.9	0	0.0	1	3.2
06:00	**136**	2	1.5	123	90.4	7	5.2	3	2.2	1	0.7
07:00	**117**	2	1.7	106	90.6	9	7.7	0	0.0	0	0.0
08:00	**187**	4	2.1	161	86.1	22	11.8	0	0.0	0	0.0
09:00	**330**	8	2.4	301	91.2	18	5.5	3	0.9	0	0.0
10:00	**432**	7	1.6	411	95.1	11	2.6	3	0.7	0	0.0
11:00	**493**	7	1.4	461	93.5	21	4.3	4	0.8	0	0.0
12:00	**475**	7	1.5	451	95.0	14	3.0	3	0.6	0	0.0
13:00	**429**	9	2.1	394	91.8	24	5.6	2	0.5	0	0.0
14:00	**405**	1	0.3	379	93.6	22	5.4	3	0.7	0	0.0
15:00	**418**	5	1.2	395	94.5	17	4.1	1	0.2	0	0.0
16:00	**367**	5	1.4	348	94.8	11	3.0	3	0.8	0	0.0
17:00	**336**	5	1.5	316	94.1	15	4.5	0	0.0	0	0.0
18:00	**279**	7	2.5	260	93.2	11	3.9	1	0.4	0	0.0
19:00	**239**	4	1.7	218	91.2	17	7.1	0	0.0	0	0.0
20:00	**159**	5	3.1	147	92.5	7	4.4	0	0.0	0	0.0
21:00	**111**	4	3.6	104	93.7	3	2.7	0	0.0	0	0.0
22:00	**77**	2	2.6	73	94.8	2	2.6	0	0.0	0	0.0
23:00	**32**	4	12.5	28	87.5	0	0.0	0	0.0	0	0.0
12H,7-19	**4268**	**67**	**1.6**	**3983**	**93.3**	**195**	**4.6**	**23**	**0.5**	**0**	**0.0**
16H,6-22	**4913**	**82**	**1.7**	**4575**	**93.1**	**229**	**4.7**	**26**	**0.5**	**1**	**0.0**
18H,6-24	**5022**	**88**	**1.8**	**4676**	**93.1**	**231**	**4.6**	**26**	**0.5**	**1**	**0.0**
24H,0-24	**5224**	**89**	**1.7**	**4863**	**93.1**	**241**	**4.6**	**29**	**0.6**	**2**	**0.0**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 21-Sep-26											
00:00	**30**	0	0.0	27	90.0	3	10.0	0	0.0	0	0.0
01:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
04:00	**22**	2	9.1	20	90.9	0	0.0	0	0.0	0	0.0
05:00	**68**	4	5.9	51	75.0	11	16.2	1	1.5	1	1.5
06:00	**257**	4	1.6	222	86.4	29	11.3	2	0.8	0	0.0
07:00	**415**	9	2.2	365	88.0	39	9.4	2	0.5	0	0.0
08:00	**425**	6	1.4	388	91.3	25	5.9	6	1.4	0	0.0
09:00	**400**	7	1.8	338	84.5	51	12.8	3	0.8	1	0.3
10:00	**554**	3	0.5	480	86.6	64	11.6	7	1.3	0	0.0
11:00	**462**	4	0.9	399	86.4	45	9.7	13	2.8	1	0.2
12:00	**383**	3	0.8	343	89.6	32	8.4	5	1.3	0	0.0
13:00	**455**	5	1.1	402	88.4	46	10.1	2	0.4	0	0.0
14:00	**456**	2	0.4	402	88.2	47	10.3	5	1.1	0	0.0
15:00	**420**	5	1.2	365	86.9	45	10.7	4	1.0	1	0.2
16:00	**447**	10	2.2	388	86.8	41	9.2	8	1.8	0	0.0
17:00	**409**	6	1.5	379	92.7	22	5.4	2	0.5	0	0.0
18:00	**381**	5	1.3	350	91.9	21	5.5	5	1.3	0	0.0
19:00	**343**	5	1.5	316	92.1	18	5.3	4	1.2	0	0.0
20:00	**255**	6	2.4	225	88.2	21	8.2	3	1.2	0	0.0
21:00	**155**	2	1.3	147	94.8	6	3.9	0	0.0	0	0.0
22:00	**104**	4	3.9	96	92.3	4	3.9	0	0.0	0	0.0
23:00	**53**	0	0.0	50	94.3	3	5.7	0	0.0	0	0.0
12H,7-19	**5207**	**65**	**1.3**	**4599**	**88.3**	**478**	**9.2**	**62**	**1.2**	**3**	**0.1**
16H,6-22	**6217**	**82**	**1.3**	**5509**	**88.6**	**552**	**8.9**	**71**	**1.1**	**3**	**0.1**
18H,6-24	**6374**	**86**	**1.4**	**5655**	**88.7**	**559**	**8.8**	**71**	**1.1**	**3**	**0.1**
24H,0-24	**6515**	**92**	**1.4**	**5772**	**88.6**	**575**	**8.8**	**72**	**1.1**	**4**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 22-Sep-26											
00:00	**31**	4	12.9	26	83.9	1	3.2	0	0.0	0	0.0
01:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
02:00	**18**	2	11.1	15	83.3	1	5.6	0	0.0	0	0.0
03:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
04:00	**22**	2	9.1	15	68.2	2	9.1	2	9.1	1	4.6
05:00	**75**	3	4.0	59	78.7	10	13.3	1	1.3	2	2.7
06:00	**290**	4	1.4	256	88.3	29	10.0	1	0.3	0	0.0
07:00	**428**	12	2.8	370	86.5	41	9.6	5	1.2	0	0.0
08:00	**421**	5	1.2	369	87.7	40	9.5	7	1.7	0	0.0
09:00	**417**	6	1.4	358	85.9	47	11.3	5	1.2	1	0.2
10:00	**403**	7	1.7	348	86.4	41	10.2	6	1.5	1	0.3
11:00	**424**	6	1.4	382	90.1	30	7.1	5	1.2	1	0.2
12:00	**410**	6	1.5	365	89.0	34	8.3	4	1.0	1	0.2
13:00	**384**	8	2.1	341	88.8	26	6.8	8	2.1	1	0.3
14:00	**437**	6	1.4	380	87.0	46	10.5	2	0.5	3	0.7
15:00	**455**	7	1.5	404	88.8	42	9.2	2	0.4	0	0.0
16:00	**401**	8	2.0	361	90.0	30	7.5	2	0.5	0	0.0
17:00	**374**	8	2.1	347	92.8	18	4.8	1	0.3	0	0.0
18:00	**420**	10	2.4	386	91.9	19	4.5	4	1.0	1	0.2
19:00	**361**	6	1.7	335	92.8	17	4.7	3	0.8	0	0.0
20:00	**250**	6	2.4	228	91.2	16	6.4	0	0.0	0	0.0
21:00	**211**	7	3.3	194	91.9	8	3.8	2	1.0	0	0.0
22:00	**111**	3	2.7	101	91.0	7	6.3	0	0.0	0	0.0
23:00	**50**	3	6.0	43	86.0	3	6.0	1	2.0	0	0.0
12H,7-19	**4974**	**89**	**1.8**	**4411**	**88.7**	**414**	**8.3**	**51**	**1.0**	**9**	**0.2**
16H,6-22	**6086**	**112**	**1.8**	**5424**	**89.1**	**484**	**8.0**	**57**	**0.9**	**9**	**0.2**
18H,6-24	**6247**	**118**	**1.9**	**5568**	**89.1**	**494**	**7.9**	**58**	**0.9**	**9**	**0.1**
24H,0-24	**6412**	**129**	**2.0**	**5699**	**88.9**	**511**	**8.0**	**61**	**1.0**	**12**	**0.2**

Data produced by
Auto Surveys Ltd

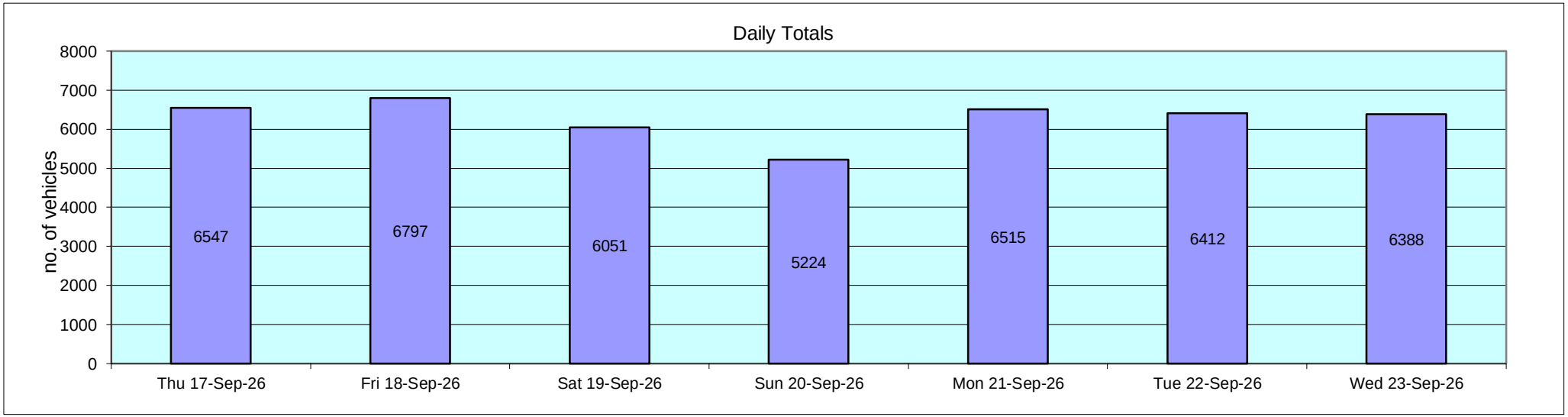
15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 23-Sep-26											
00:00	**38**	4	10.5	34	89.5	0	0.0	0	0.0	0	0.0
01:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
02:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
03:00	**16**	0	0.0	14	87.5	2	12.5	0	0.0	0	0.0
04:00	**21**	1	4.8	19	90.5	1	4.8	0	0.0	0	0.0
05:00	**76**	5	6.6	59	77.6	10	13.2	0	0.0	2	2.6
06:00	**291**	2	0.7	262	90.0	24	8.3	3	1.0	0	0.0
07:00	**420**	8	1.9	372	88.6	39	9.3	1	0.2	0	0.0
08:00	**427**	8	1.9	375	87.8	42	9.8	2	0.5	0	0.0
09:00	**455**	5	1.1	407	89.5	38	8.4	5	1.1	0	0.0
10:00	**450**	8	1.8	407	90.4	33	7.3	2	0.4	0	0.0
11:00	**366**	5	1.4	323	88.3	32	8.7	6	1.6	0	0.0
12:00	**375**	7	1.9	342	91.2	23	6.1	3	0.8	0	0.0
13:00	**385**	5	1.3	341	88.6	33	8.6	6	1.6	0	0.0
14:00	**468**	14	3.0	407	87.0	42	9.0	5	1.1	0	0.0
15:00	**433**	3	0.7	383	88.5	39	9.0	8	1.9	0	0.0
16:00	**396**	8	2.0	349	88.1	32	8.1	7	1.8	0	0.0
17:00	**404**	4	1.0	382	94.6	16	4.0	2	0.5	0	0.0
18:00	**381**	5	1.3	350	91.9	23	6.0	3	0.8	0	0.0
19:00	**362**	7	1.9	325	89.8	29	8.0	1	0.3	0	0.0
20:00	**221**	3	1.4	210	95.0	7	3.2	1	0.5	0	0.0
21:00	**196**	4	2.0	179	91.3	12	6.1	1	0.5	0	0.0
22:00	**127**	1	0.8	120	94.5	6	4.7	0	0.0	0	0.0
23:00	**58**	5	8.6	52	89.7	1	1.7	0	0.0	0	0.0
12H,7-19	**4960**	**80**	**1.6**	**4438**	**89.5**	**392**	**7.9**	**50**	**1.0**	**0**	**0.0**
16H,6-22	**6030**	**96**	**1.6**	**5414**	**89.8**	**464**	**7.7**	**56**	**0.9**	**0**	**0.0**
18H,6-24	**6215**	**102**	**1.6**	**5586**	**89.9**	**471**	**7.6**	**56**	**0.9**	**0**	**0.0**
24H,0-24	**6388**	**112**	**1.8**	**5732**	**89.7**	**486**	**7.6**	**56**	**0.9**	**2**	**0.0**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 17-Sep-26	**6547**	98	1.5	5888	89.9	504	7.7	53	0.8	4	0.1
Fri 18-Sep-26	**6797**	113	1.7	6101	89.8	516	7.6	63	0.9	4	0.1
Sat 19-Sep-26	**6051**	77	1.3	5642	93.2	301	5.0	28	0.5	3	0.1
Sun 20-Sep-26	**5224**	89	1.7	4863	93.1	241	4.6	29	0.6	2	0.0
Mon 21-Sep-26	**6515**	92	1.4	5772	88.6	575	8.8	72	1.1	4	0.1
Tue 22-Sep-26	**6412**	129	2.0	5699	88.9	511	8.0	61	1.0	12	0.2
Wed 23-Sep-26	**6388**	112	1.8	5732	89.7	486	7.6	56	0.9	2	0.0
Total Vehicles											
[--]	**43934**	710	1.6	39697	90.5	3134	7.0	362	0.8	31	0.1



Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 17-Sep-26																
00:00	**26**	40.5	35.6	5.5	0	0	0	1	4	8	9	4	0	0	0	0
01:00	**10**	41	37.5	4.2	0	0	0	0	0	4	4	2	0	0	0	0
02:00	**13**	42.4	36.6	6.4	0	0	0	1	0	6	3	2	1	0	0	0
03:00	**16**	36.2	32.9	3.9	0	0	0	0	5	8	3	0	0	0	0	0
04:00	**24**	39.3	35	5.2	0	0	0	1	3	10	9	0	1	0	0	0
05:00	**72**	38.9	34.3	5.6	0	2	0	0	9	38	20	2	0	1	0	0
06:00	**250**	38.2	33.8	4.1	0	0	0	1	56	130	56	6	1	0	0	0
07:00	**468**	35.6	30.6	5.5	2	4	16	48	159	183	51	4	1	0	0	0
08:00	**402**	35.1	30.4	5	1	3	7	49	147	163	30	2	0	0	0	0
09:00	**449**	35.6	31.7	4.3	1	0	1	23	164	210	46	4	0	0	0	0
10:00	**418**	35.4	31.1	4.4	0	0	4	28	185	155	43	3	0	0	0	0
11:00	**408**	35.4	31.4	4.4	0	1	2	23	160	184	33	4	0	1	0	0
12:00	**395**	35.8	32.2	4.3	0	0	0	16	134	194	44	6	0	1	0	0
13:00	**433**	35.7	31.7	4.3	0	0	3	19	167	191	48	5	0	0	0	0
14:00	**440**	35.6	32.1	4.4	0	0	0	10	165	217	40	5	0	2	0	1
15:00	**438**	36	31.4	5.4	2	7	5	30	147	181	59	7	0	0	0	0
16:00	**379**	35.9	32.1	5.3	0	1	4	23	121	176	42	8	2	0	0	2
17:00	**445**	36.5	32.2	4.9	0	0	1	35	136	200	56	15	1	1	0	0
18:00	**417**	37.1	33	4.5	0	0	1	14	102	223	63	11	3	0	0	0
19:00	**356**	35.8	31.8	4.6	0	1	3	21	122	163	38	8	0	0	0	0
20:00	**259**	36.3	32.2	4.3	0	1	0	10	86	120	40	2	0	0	0	0
21:00	**211**	36	32	4.8	0	1	0	16	65	97	28	3	1	0	0	0
22:00	**165**	37.9	32.9	4.9	0	1	0	8	44	74	33	5	0	0	0	0
23:00	**53**	40.1	35.2	6.5	0	0	0	1	14	14	19	3	0	1	1	0
12H,7-19	**5092**	**35.7**	**31.6**	**4.8**	**6**	**16**	**44**	**318**	**1787**	**2277**	**555**	**74**	**7**	**5**	**0**	**3**
16H,6-22	**6168**	**35.8**	**31.8**	**4.8**	**6**	**19**	**47**	**366**	**2116**	**2787**	**717**	**93**	**9**	**5**	**0**	**3**
18H,6-24	**6386**	**35.9**	**31.8**	**4.8**	**6**	**20**	**47**	**375**	**2174**	**2875**	**769**	**101**	**9**	**6**	**1**	**3**
24H,0-24	**6547**	**35.9**	**31.9**	**4.8**	**6**	**22**	**47**	**378**	**2195**	**2949**	**817**	**111**	**11**	**7**	**1**	**3**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 18-Sep-26																	
00:00	**31**	38.9	34.1	5.3	0	0	0	2	5	13	10	0	1	0	0	0
01:00	**12**	38.1	34.3	3.9	0	0	0	0	2	6	4	0	0	0	0	0
02:00	**13**	46.9	38.9	7.3	0	0	0	0	2	3	3	2	3	0	0	0
03:00	**22**	37.5	32.8	4.7	0	0	0	0	9	8	4	1	0	0	0	0
04:00	**25**	39.6	34.5	5.2	0	0	0	1	5	9	8	2	0	0	0	0
05:00	**70**	39.5	34.4	5.6	0	1	0	4	7	33	20	4	1	0	0	0
06:00	**262**	38.7	34	4.6	0	0	2	1	53	132	64	6	4	0	0	0
07:00	**428**	35.9	32.6	4.4	0	0	1	13	122	230	50	8	4	0	0	0
08:00	**464**	36.3	32.6	4.2	0	1	2	8	136	243	66	8	0	0	0	0
09:00	**444**	35.8	32	4.8	0	1	2	28	145	208	49	9	0	1	1	0
10:00	**415**	35.1	31.2	4	0	0	0	24	181	180	26	4	0	0	0	0
11:00	**443**	35.4	31.7	3.9	0	0	0	17	172	211	40	3	0	0	0	0
12:00	**443**	35.7	31.5	4.8	0	2	5	37	144	198	50	7	0	0	0	0
13:00	**481**	36	31.9	4.7	0	1	2	28	169	210	61	8	2	0	0	0
14:00	**424**	35.5	31.5	4.4	0	1	1	23	168	185	40	5	1	0	0	0
15:00	**463**	35.6	31.3	4.8	1	3	5	28	182	189	49	5	1	0	0	0
16:00	**433**	35.9	32.1	4.6	1	0	0	15	162	193	51	8	3	0	0	0
17:00	**414**	35.9	32.1	4.7	0	1	3	25	125	203	45	12	0	0	0	0
18:00	**440**	35.8	32.5	4.3	0	1	0	5	151	224	48	7	2	2	0	0
19:00	**361**	36.4	31.8	4.8	0	1	1	21	144	135	50	9	0	0	0	0
20:00	**260**	36.8	32.7	4.8	0	0	0	10	84	122	29	13	2	0	0	0
21:00	**209**	35.9	32.4	4.1	0	0	0	3	76	100	25	5	0	0	0	0
22:00	**149**	39	33.3	5.5	0	0	0	2	56	56	20	12	2	1	0	0
23:00	**91**	38.7	34.1	4.4	0	0	0	1	18	46	22	3	1	0	0	0
12H,7-19	**5292**	**35.8**	**31.9**	**4.5**	**2**	**11**	**21**	**251**	**1857**	**2474**	**575**	**84**	**13**	**3**	**1**	**0**
16H,6-22	**6384**	**35.9**	**32**	**4.5**	**2**	**12**	**24**	**286**	**2214**	**2963**	**743**	**117**	**19**	**3**	**1**	**0**
18H,6-24	**6624**	**35.9**	**32.1**	**4.6**	**2**	**12**	**24**	**289**	**2288**	**3065**	**785**	**132**	**22**	**4**	**1**	**0**
24H,0-24	**6797**	**36**	**32.2**	**4.6**	**2**	**13**	**24**	**296**	**2318**	**3137**	**834**	**141**	**27**	**4**	**1**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 19-Sep-26																
00:00	**48**	38.8	33.6	6.3	0	0	1	2	11	23	6	3	1	1	0	0
01:00	**22**	37.5	33.5	4.3	0	0	0	0	6	11	4	1	0	0	0	0
02:00	**14**	36.7	32.8	4.1	0	0	0	0	5	6	3	0	0	0	0	0
03:00	**25**	38.7	34.3	4.2	0	0	0	0	5	12	7	1	0	0	0	0
04:00	**20**	36.8	33.5	4.2	0	0	0	0	5	11	3	1	0	0	0	0
05:00	**31**	39.5	34.3	5.1	0	0	0	1	6	14	7	3	0	0	0	0
06:00	**116**	38.2	33.5	4.4	0	0	1	3	24	58	28	2	0	0	0	0
07:00	**190**	37.8	33.7	4.1	0	0	0	5	30	112	39	3	1	0	0	0
08:00	**333**	36.9	33.1	3.9	0	0	0	5	81	187	55	4	1	0	0	0
09:00	**453**	35.8	31.8	5.2	1	9	4	12	148	219	53	4	2	1	0	0
10:00	**471**	35.7	31.7	4.5	0	0	3	21	190	199	50	5	2	1	0	0
11:00	**501**	35.9	32	4.2	0	0	0	20	185	227	62	7	0	0	0	0
12:00	**516**	35.9	31.8	4.8	0	1	6	35	167	234	61	12	0	0	0	0
13:00	**419**	35.7	31.4	4.4	0	0	2	24	179	161	47	6	0	0	0	0
14:00	**457**	36.1	32.5	4.3	0	0	1	10	151	225	61	5	4	0	0	0
15:00	**398**	36.7	32.4	4.6	0	0	1	17	130	181	59	6	4	0	0	0
16:00	**363**	37.3	33	4.6	0	0	0	12	101	182	52	12	4	0	0	0
17:00	**377**	36	32.5	4.5	0	2	3	10	99	208	47	7	1	0	0	0
18:00	**348**	37.6	33.1	5	0	0	1	9	102	165	58	9	2	0	1	1
19:00	**305**	36	32	4.3	0	0	0	9	123	128	39	6	0	0	0	0
20:00	**199**	36.7	32.4	4.7	0	0	0	13	60	92	28	5	1	0	0	0
21:00	**176**	35.7	32.3	4	0	0	0	5	58	92	18	3	0	0	0	0
22:00	**155**	37.3	33	4.5	0	0	0	3	46	76	25	3	2	0	0	0
23:00	**114**	38	33.3	4.4	0	0	0	2	31	54	23	4	0	0	0	0
12H,7-19	**4826**	**36.2**	**32.3**	**4.6**	**1**	**12**	**21**	**180**	**1563**	**2300**	**644**	**80**	**21**	**2**	**1**	**1**
16H,6-22	**5622**	**36.2**	**32.3**	**4.6**	**1**	**12**	**22**	**210**	**1828**	**2670**	**757**	**96**	**22**	**2**	**1**	**1**
18H,6-24	**5891**	**36.3**	**32.4**	**4.6**	**1**	**12**	**22**	**215**	**1905**	**2800**	**805**	**103**	**24**	**2**	**1**	**1**
24H,0-24	**6051**	**36.4**	**32.4**	**4.6**	**1**	**12**	**23**	**218**	**1943**	**2877**	**835**	**112**	**25**	**3**	**1**	**1**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 20-Sep-26																	
00:00	**66**	36.4	32.4	4.8	0	0	0	5	19	31	8	3	0	0	0	0
01:00	**38**	35.1	31.5	4.2	0	0	0	2	15	18	2	1	0	0	0	0
02:00	**23**	39.2	35	4.1	0	0	0	0	4	8	11	0	0	0	0	0
03:00	**31**	39.1	33.5	6.4	0	0	0	2	9	13	3	2	2	0	0	0
04:00	**13**	34.2	29.7	5.2	0	0	1	1	6	4	1	0	0	0	0	0
05:00	**31**	37.5	32.5	5.3	0	0	0	1	13	10	6	0	1	0	0	0
06:00	**136**	35.8	32.7	4.1	0	0	1	3	34	80	14	4	0	0	0	0
07:00	**117**	37.7	33.2	4.5	0	1	0	0	33	58	21	4	0	0	0	0
08:00	**187**	38.1	33.5	4.4	0	0	0	0	52	92	34	8	1	0	0	0
09:00	**330**	36.8	32.8	4.3	0	0	2	16	71	182	54	5	0	0	0	0
10:00	**432**	36.5	32.6	4.2	0	0	0	8	141	212	62	7	2	0	0	0
11:00	**493**	35.7	32	4.3	1	0	0	18	175	240	51	6	1	1	0	0
12:00	**475**	36	32	4.8	0	0	1	36	158	208	61	7	4	0	0	0
13:00	**429**	36.5	32.3	5.2	1	2	3	20	127	205	58	11	0	0	2	0
14:00	**405**	37.7	33.3	4.7	0	0	2	10	97	214	62	17	2	0	1	0
15:00	**418**	37.6	33.2	4.5	0	0	0	6	116	209	73	11	1	1	1	0
16:00	**367**	37.2	33	4.3	0	0	0	3	116	177	62	8	0	0	1	0
17:00	**336**	38.3	33.6	4.6	0	0	1	7	76	167	75	6	3	1	0	0
18:00	**279**	37.8	33.4	4.8	0	0	0	6	74	139	48	8	3	0	1	0
19:00	**239**	37.2	32.8	4.4	0	0	0	6	76	111	39	7	0	0	0	0
20:00	**159**	37.5	32.3	5.2	0	0	1	6	65	55	26	5	0	0	1	0
21:00	**111**	37.6	33.1	5.3	0	0	0	4	34	50	18	2	1	2	0	0
22:00	**77**	39.7	34.6	6.3	0	0	0	4	13	37	15	4	1	3	0	0
23:00	**32**	40.3	35.7	6.1	0	0	0	1	4	15	7	2	3	0	0	0
12H,7-19	**4268**	**37.1**	**32.8**	**4.6**	**2**	**3**	**9**	**130**	**1236**	**2103**	**661**	**98**	**17**	**3**	**6**	**0**
16H,6-22	**4913**	**37.1**	**32.8**	**4.6**	**2**	**3**	**11**	**149**	**1445**	**2399**	**758**	**116**	**18**	**5**	**7**	**0**
18H,6-24	**5022**	**37.2**	**32.8**	**4.7**	**2**	**3**	**11**	**154**	**1462**	**2451**	**780**	**122**	**22**	**8**	**7**	**0**
24H,0-24	**5224**	**37.2**	**32.8**	**4.7**	**2**	**3**	**12**	**165**	**1528**	**2535**	**811**	**128**	**25**	**8**	**7**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 21-Sep-26																	
00:00	**30**	38.5	34.3	5.5	0	0	0	1	5	16	6	0	2	0	0	0
01:00	**5**	-	33.5	3.7	0	0	0	0	1	3	1	0	0	0	0	0
02:00	**4**	-	37.3	2.8	0	0	0	0	0	1	3	0	0	0	0	0
03:00	**12**	38.1	34.3	3.9	0	0	0	0	2	6	4	0	0	0	0	0
04:00	**22**	38.3	32.6	6.1	0	1	0	0	7	7	7	0	0	0	0	0
05:00	**68**	38	32.6	5.9	0	2	1	2	16	31	13	3	0	0	0	0
06:00	**257**	36.4	32.6	4.5	0	0	2	9	73	131	35	6	1	0	0	0
07:00	**415**	36	32.8	3.9	0	0	0	3	121	228	54	8	1	0	0	0
08:00	**425**	35.9	32.3	4.2	0	0	0	21	124	222	53	3	2	0	0	0
09:00	**400**	36.4	32.7	4.5	0	0	5	12	103	215	54	10	1	0	0	0
10:00	**554**	35.3	31.6	4.1	0	0	0	38	193	276	42	4	1	0	0	0
11:00	**462**	35.7	31.7	4.9	2	1	8	14	169	211	52	3	1	0	1	0
12:00	**383**	36.5	32.5	4.5	0	0	0	8	141	171	51	10	1	0	1	0
13:00	**455**	35.5	31.9	4.3	0	0	3	19	160	225	41	5	1	1	0	0
14:00	**456**	35.8	32.2	4.4	0	1	5	12	148	229	57	1	3	0	0	0
15:00	**420**	35.9	31.7	4.8	0	1	7	24	148	180	53	7	0	0	0	0
16:00	**447**	36.3	31.9	5.1	1	0	9	18	165	182	64	3	4	1	0	0
17:00	**409**	36	32.5	4.1	0	0	0	7	138	202	53	9	0	0	0	0
18:00	**381**	36.6	32.8	4.3	0	1	0	13	95	208	54	10	0	0	0	0
19:00	**343**	37.2	32.6	4.7	0	0	0	14	113	152	49	14	1	0	0	0
20:00	**255**	36	32	5	0	1	5	15	71	125	33	3	2	0	0	0
21:00	**155**	37.9	33.1	4.7	0	0	0	4	46	70	30	4	0	1	0	0
22:00	**104**	39.6	34.1	5.8	0	0	0	5	21	51	15	9	1	2	0	0
23:00	**53**	38.8	34	4.6	0	0	0	1	11	27	10	4	0	0	0	0
12H,7-19	**5207**	**35.9**	**32.2**	**4.5**	**3**	**4**	**37**	**189**	**1705**	**2549**	**628**	**73**	**15**	**2**	**2**	**0**
16H,6-22	**6217**	**35.9**	**32.2**	**4.5**	**3**	**5**	**44**	**231**	**2008**	**3027**	**775**	**100**	**19**	**3**	**2**	**0**
18H,6-24	**6374**	**36**	**32.3**	**4.5**	**3**	**5**	**44**	**237**	**2040**	**3105**	**800**	**113**	**20**	**5**	**2**	**0**
24H,0-24	**6515**	**36**	**32.3**	**4.6**	**3**	**8**	**45**	**240**	**2071**	**3169**	**834**	**116**	**22**	**5**	**2**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 22-Sep-26																	
00:00	**31**	40.3	35	5.7	0	0	0	1	6	12	8	3	1	0	0	0
01:00	**9**	-	34.1	4.2	0	0	0	0	2	4	3	0	0	0	0	0
02:00	**18**	43	36.8	8.5	0	0	0	0	4	7	3	2	0	1	1	0
03:00	**10**	39.3	34	5.7	0	0	0	0	4	2	3	1	0	0	0	0
04:00	**22**	39.4	34.2	6.6	0	1	0	1	3	5	12	0	0	0	0	0
05:00	**75**	39.6	34.4	5.8	1	1	0	0	12	30	27	4	0	0	0	0
06:00	**290**	38.3	33.8	4.2	0	0	0	4	61	149	69	6	1	0	0	0
07:00	**428**	35.7	31.7	4.4	1	2	0	19	158	195	49	4	0	0	0	0
08:00	**421**	35.2	30.3	5.4	1	3	24	30	162	164	31	6	0	0	0	0
09:00	**417**	35.7	32	4.3	1	0	0	14	155	195	45	5	2	0	0	0
10:00	**403**	35.7	32.1	4.5	1	0	4	13	125	210	42	7	1	0	0	0
11:00	**424**	35.6	32	4.1	0	0	0	16	151	211	40	5	1	0	0	0
12:00	**410**	35.7	32	4.2	0	1	1	10	157	189	47	5	0	0	0	0
13:00	**384**	35.9	32	4.8	0	1	3	24	118	182	47	7	2	0	0	0
14:00	**437**	36.1	32.3	4.6	1	0	2	16	140	211	57	8	2	0	0	0
15:00	**455**	36	32	4.7	0	2	0	29	149	206	58	10	1	0	0	0
16:00	**401**	35.5	31.6	4.6	0	1	0	28	148	180	37	5	0	2	0	0
17:00	**374**	37.5	32.7	5.1	3	0	1	12	107	175	65	8	2	1	0	0
18:00	**420**	37	32.8	4.2	0	1	0	6	124	211	72	5	1	0	0	0
19:00	**361**	36	32	4.9	0	0	3	22	127	155	41	10	3	0	0	0
20:00	**250**	37.3	32.7	4.9	0	1	0	14	67	120	39	7	2	0	0	0
21:00	**211**	37.6	32.8	4.7	0	0	0	7	70	90	36	7	1	0	0	0
22:00	**111**	39.3	33.7	5.6	0	1	0	4	28	45	24	7	2	0	0	0
23:00	**50**	38.5	34.3	5.7	0	0	0	1	10	26	10	1	1	0	1	0
12H,7-19	**4974**	**35.9**	**32**	**4.6**	**8**	**11**	**35**	**217**	**1694**	**2329**	**590**	**75**	**12**	**3**	**0**	**0**
16H,6-22	**6086**	**36**	**32.1**	**4.6**	**8**	**12**	**38**	**264**	**2019**	**2843**	**775**	**105**	**19**	**3**	**0**	**0**
18H,6-24	**6247**	**36.1**	**32.2**	**4.7**	**8**	**13**	**38**	**269**	**2057**	**2914**	**809**	**113**	**22**	**3**	**1**	**0**
24H,0-24	**6412**	**36.3**	**32.2**	**4.7**	**9**	**15**	**38**	**271**	**2088**	**2974**	**865**	**123**	**23**	**4**	**2**	**0**

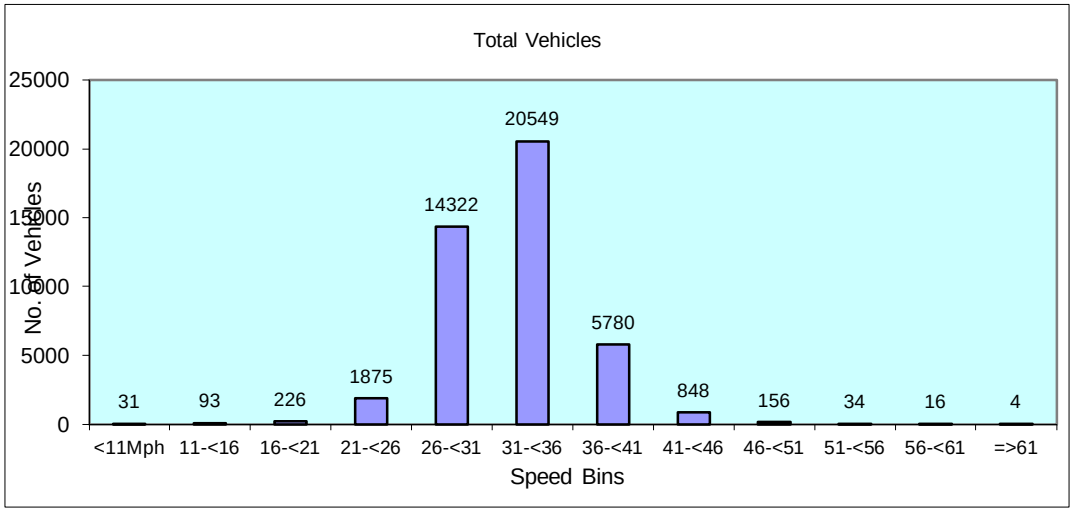
Data produced by
Auto Surveys Ltd

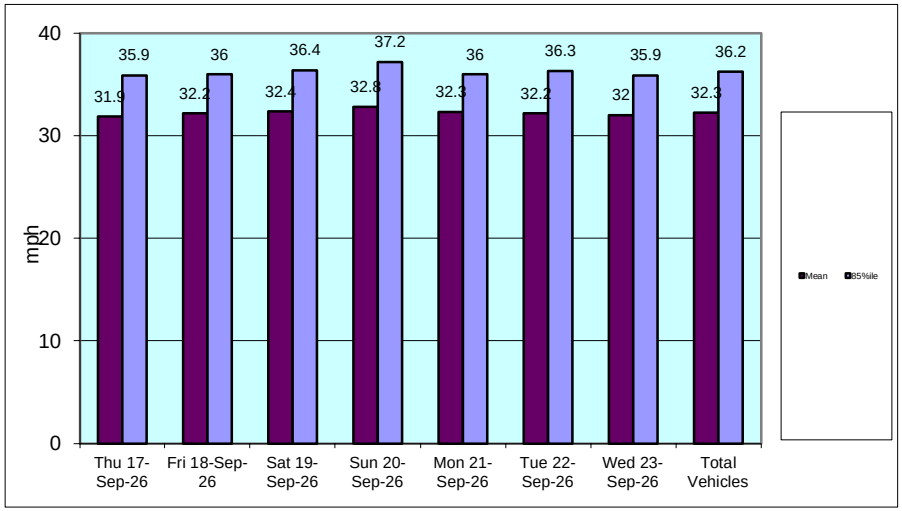
15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 23-Sep-26																
00:00	**38**	38.4	34.8	4.1	0	0	0	0	3	25	8	1	1	0	0	0
01:00	**10**	34.8	31.5	3.8	0	0	0	0	5	4	1	0	0	0	0	0
02:00	**12**	38.8	34.3	4.9	0	0	0	0	3	5	3	1	0	0	0	0
03:00	**16**	39.4	34.1	5.6	0	0	0	1	4	4	6	1	0	0	0	0
04:00	**21**	38	33.5	4.4	0	0	0	1	4	10	6	0	0	0	0	0
05:00	**76**	38.9	33.4	5.7	0	2	0	3	15	30	24	2	0	0	0	0
06:00	**291**	38.2	33.6	4.5	0	1	0	3	68	151	54	12	2	0	0	0
07:00	**420**	35.7	31.5	4.8	1	0	0	38	153	174	47	4	3	0	0	0
08:00	**427**	35.7	31.7	4.8	2	4	2	21	140	205	49	4	0	0	0	0
09:00	**455**	35.4	31.4	4.2	0	1	1	29	175	206	40	3	0	0	0	0
10:00	**450**	35.5	31.8	4.3	1	1	1	13	172	216	40	5	1	0	0	0
11:00	**366**	35.8	31.8	4.3	0	0	1	15	144	156	45	4	1	0	0	0
12:00	**375**	37	32.5	4.7	0	0	3	16	114	174	54	13	1	0	0	0
13:00	**385**	35.5	31.7	4.6	1	0	7	12	141	183	35	3	3	0	0	0
14:00	**468**	35.9	32.1	4.4	0	1	1	24	149	226	59	8	0	0	0	0
15:00	**433**	35.4	31.7	4.1	0	0	1	23	154	213	38	4	0	0	0	0
16:00	**396**	35.2	30.5	5.2	3	7	7	18	174	152	33	1	1	0	0	0
17:00	**404**	36.8	32.4	4.9	0	0	2	25	116	190	64	4	1	0	2	0
18:00	**381**	36	31.9	4.8	0	0	7	16	137	163	48	10	0	0	0	0
19:00	**362**	36.1	31.8	5.3	0	2	1	29	130	144	41	11	3	1	0	0
20:00	**221**	35.7	32.2	4.6	0	0	0	8	79	107	19	6	1	1	0	0
21:00	**196**	37.8	33.1	4.9	0	0	0	7	57	92	28	9	3	0	0	0
22:00	**127**	38.2	33.2	5	0	1	2	3	27	62	28	4	0	0	0	0
23:00	**58**	41.6	34.9	6.9	0	0	1	2	15	16	14	7	2	1	0	0
12H,7-19	**4960**	**35.7**	**31.7**	**4.6**	**8**	**14**	**33**	**250**	**1769**	**2258**	**552**	**63**	**11**	**0**	**2**	**0**
16H,6-22	**6030**	**35.8**	**31.9**	**4.7**	**8**	**17**	**34**	**297**	**2103**	**2752**	**694**	**101**	**20**	**2**	**2**	**0**
18H,6-24	**6215**	**35.9**	**32**	**4.7**	**8**	**18**	**37**	**302**	**2145**	**2830**	**736**	**112**	**22**	**3**	**2**	**0**
24H,0-24	**6388**	**35.9**	**32**	**4.8**	**8**	**20**	**37**	**307**	**2179**	**2908**	**784**	**117**	**23**	**3**	**2**	**0**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Thu 17-Sep-26	**6547**	35.9	31.9	4.8	6	22	47	378	2195	2949	817	111	11	7	1	3
Fri 18-Sep-26	**6797**	36	32.2	4.6	2	13	24	296	2318	3137	834	141	27	4	1	0
Sat 19-Sep-26	**6051**	36.4	32.4	4.6	1	12	23	218	1943	2877	835	112	25	3	1	1
Sun 20-Sep-26	**5224**	37.2	32.8	4.7	2	3	12	165	1528	2535	811	128	25	8	7	0
Mon 21-Sep-26	**6515**	36	32.3	4.6	3	8	45	240	2071	3169	834	116	22	5	2	0
Tue 22-Sep-26	**6412**	36.3	32.2	4.7	9	15	38	271	2088	2974	865	123	23	4	2	0
Wed 23-Sep-26	**6388**	35.9	32	4.8	8	20	37	307	2179	2908	784	117	23	3	2	0
Total Vehicles																
[--]	**43934**	36.2	32.3	4.7	31	93	226	1875	14322	20549	5780	848	156	34	16	4



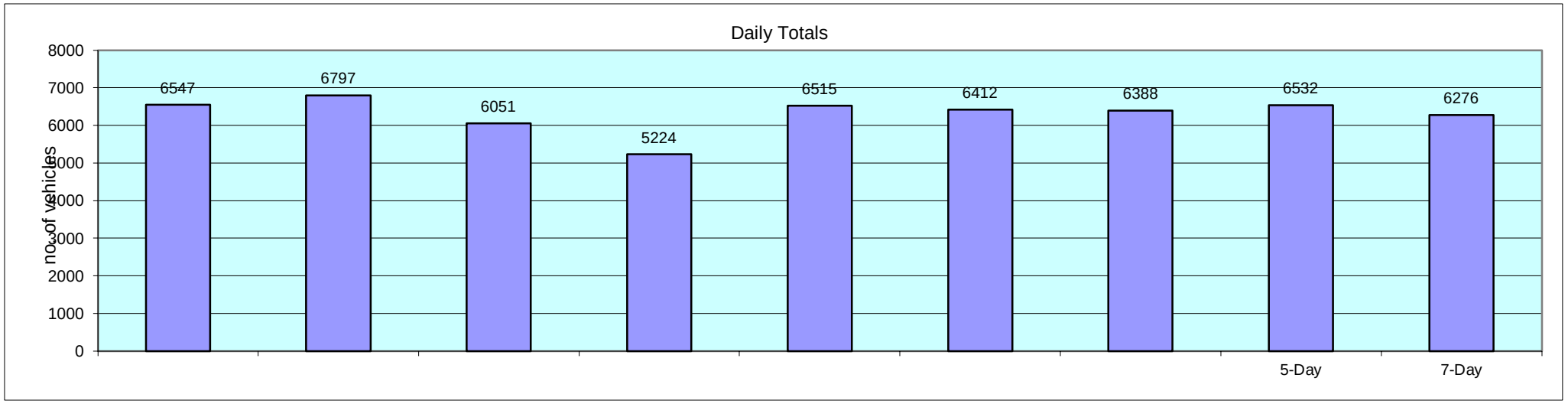


Data produced by
Auto Surveys Ltd

15775		BURLESDON		Site No: 15775001 Channel: Northbound		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)		
TIME PERIOD	Thu 17-Sep-26	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	5-Day Av	7-Day Av
Week Begin: 17-Sep-26									
00:00	**26**	31	48	66	30	31	38	31	39
01:00	**10**	12	22	38	5	9	10	9	15
02:00	**13**	13	14	23	4	18	12	12	14
03:00	**16**	22	25	31	12	10	16	15	19
04:00	**24**	25	20	13	22	22	21	23	21
05:00	**72**	70	31	31	68	75	76	72	60
06:00	**250**	262	116	136	257	290	291	270	229
07:00	**468**	428	190	117	415	428	420	432	352
08:00	**402**	464	333	187	425	421	427	428	380
09:00	**449**	444	453	330	400	417	455	433	421
10:00	**418**	415	471	432	554	403	450	448	449
11:00	**408**	443	501	493	462	424	366	421	442
12:00	**395**	443	516	475	383	410	375	401	428
13:00	**433**	481	419	429	455	384	385	428	427
14:00	**440**	424	457	405	456	437	468	445	441
15:00	**438**	463	398	418	420	455	433	442	432
16:00	**379**	433	363	367	447	401	396	411	398
17:00	**445**	414	377	336	409	374	404	409	394
18:00	**417**	440	348	279	381	420	381	408	381
19:00	**356**	361	305	239	343	361	362	357	332
20:00	**259**	260	199	159	255	250	221	249	229
21:00	**211**	209	176	111	155	211	196	196	181
22:00	**165**	149	155	77	104	111	127	131	127
23:00	**53**	91	114	32	53	50	58	61	64
12H,7-19	**5092**	**5292**	**4826**	**4268**	**5207**	**4974**	**4960**	**5105**	**4946**
16H,6-22	**6168**	**6384**	**5622**	**4913**	**6217**	**6086**	**6030**	**6177**	**5917**
18H,6-24	**6386**	**6624**	**5891**	**5022**	**6374**	**6247**	**6215**	**6369**	**6108**
24H,0-24	**6547**	**6797**	**6051**	**5224**	**6515**	**6412**	**6388**	**6532**	**6276**
Am	**07:00**	**08:00**	**11:00**	**11:00**	**10:00**	**07:00**	**09:00**		
Peak	**468**	**464**	**501**	**493**	**554**	**428**	**455**		
Pm	**17:00**	**13:00**	**12:00**	**12:00**	**14:00**	**15:00**	**14:00**		
Peak	**445**	**481**	**516**	**475**	**456**	**455**	**468**		

Data produced by
Auto Surveys Ltd

15775		BURLESDON		Site No: 15775001 Channel: Northbound		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)		
TIME PERIOD	Thu 17-Sep-26	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 17-Sep-26														
00:00	**42**	1	36	5	0	0	0	0	0	0	0	0	0	0
01:00	**19**	0	16	3	0	0	0	0	0	0	0	0	0	0
02:00	**19**	0	15	3	0	1	0	0	0	0	0	0	0	0
03:00	**19**	0	14	5	0	0	0	0	0	0	0	0	0	0
04:00	**32**	0	32	0	0	0	0	0	0	0	0	0	0	0
05:00	**166**	3	148	15	0	0	0	0	0	0	0	0	0	0
06:00	**381**	7	316	47	0	1	1	0	8	0	1	0	0	0
07:00	**496**	8	423	48	1	6	6	1	2	0	1	0	0	0
08:00	**563**	7	501	42	4	0	5	0	3	0	1	0	0	0
09:00	**513**	6	418	80	2	4	0	0	3	0	0	0	0	0
10:00	**466**	0	383	75	1	4	1	0	2	0	0	0	0	0
11:00	**500**	3	412	79	0	1	0	0	4	0	0	1	0	0
12:00	**575**	7	462	93	0	2	2	1	7	0	1	0	0	0
13:00	**553**	9	462	76	0	2	0	2	2	0	0	0	0	0
14:00	**610**	7	498	92	4	1	3	0	5	0	0	0	0	0
15:00	**638**	7	541	82	1	2	1	2	1	0	1	0	0	0
16:00	**726**	17	600	85	3	4	7	1	7	1	0	1	0	0
17:00	**740**	9	656	61	1	1	4	2	4	1	1	0	0	0
18:00	**750**	12	648	81	0	0	2	1	6	0	0	0	0	0
19:00	**469**	10	419	38	0	0	0	1	1	0	0	0	0	0
20:00	**317**	6	290	18	1	0	0	0	2	0	0	0	0	0
21:00	**249**	5	222	19	0	0	0	0	3	0	0	0	0	0
22:00	**185**	4	170	11	0	0	0	0	0	0	0	0	0	0
23:00	**103**	1	91	10	0	1	0	0	0	0	0	0	0	0
12H,7-19	**7130**	**92**	**6004**	**894**	**17**	**27**	**31**	**10**	**46**	**2**	**5**	**2**	**0**	**0**
16H,6-22	**8546**	**120**	**7251**	**1016**	**18**	**28**	**32**	**11**	**60**	**2**	**6**	**2**	**0**	**0**
18H,6-24	**8834**	**125**	**7512**	**1037**	**18**	**29**	**32**	**11**	**60**	**2**	**6**	**2**	**0**	**0**
24H,0-24	**9131**	**129**	**7773**	**1068**	**18**	**30**	**32**	**11**	**60**	**2**	**6**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 18-Sep-26														
00:00	**40**	2	31	7	0	0	0	0	0	0	0	0	0	0
01:00	**25**	2	21	2	0	0	0	0	0	0	0	0	0	0
02:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
03:00	**18**	1	13	4	0	0	0	0	0	0	0	0	0	0
04:00	**31**	0	26	5	0	0	0	0	0	0	0	0	0	0
05:00	**161**	3	139	15	0	1	1	0	2	0	0	0	0	0
06:00	**334**	13	276	34	1	2	1	1	6	0	0	0	0	0
07:00	**508**	7	412	71	1	10	3	0	2	0	0	2	0	0
08:00	**544**	2	467	69	0	2	1	1	2	0	0	0	0	0
09:00	**536**	4	433	86	2	3	0	2	5	0	1	0	0	0
10:00	**566**	6	474	75	2	3	1	1	4	0	0	0	0	0
11:00	**536**	9	433	87	1	1	1	1	3	0	0	0	0	0
12:00	**642**	12	534	80	1	6	4	1	4	0	0	0	0	0
13:00	**615**	13	521	71	0	3	3	1	3	0	0	0	0	0
14:00	**609**	5	492	88	2	3	2	5	11	0	0	0	1	0
15:00	**674**	8	575	79	2	3	0	1	6	0	0	0	0	0
16:00	**765**	14	657	80	4	2	1	2	5	0	0	0	0	0
17:00	**734**	10	627	75	4	1	8	1	7	0	0	1	0	0
18:00	**650**	9	578	54	1	1	3	1	2	1	0	0	0	0
19:00	**442**	12	391	38	0	0	0	0	1	0	0	0	0	0
20:00	**326**	13	290	21	1	0	0	0	1	0	0	0	0	0
21:00	**238**	6	216	12	0	1	0	0	3	0	0	0	0	0
22:00	**199**	5	186	8	0	0	0	0	0	0	0	0	0	0
23:00	**125**	2	113	10	0	0	0	0	0	0	0	0	0	0
12H,7-19	**7379**	**99**	**6203**	**915**	**20**	**38**	**27**	**17**	**54**	**1**	**1**	**3**	**1**	**0**
16H,6-22	**8719**	**143**	**7376**	**1020**	**22**	**41**	**28**	**18**	**65**	**1**	**1**	**3**	**1**	**0**
18H,6-24	**9043**	**150**	**7675**	**1038**	**22**	**41**	**28**	**18**	**65**	**1**	**1**	**3**	**1**	**0**
24H,0-24	**9333**	**158**	**7919**	**1072**	**22**	**42**	**29**	**18**	**67**	**1**	**1**	**3**	**1**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 19-Sep-26															
00:00	**87**	3	76	8	0	0	0	0	0	0	0	0	0	0
01:00	**32**	0	29	2	0	1	0	0	0	0	0	0	0	0
02:00	**31**	0	28	2	1	0	0	0	0	0	0	0	0	0
03:00	**37**	0	32	5	0	0	0	0	0	0	0	0	0	0
04:00	**19**	0	16	3	0	0	0	0	0	0	0	0	0	0
05:00	**57**	1	51	5	0	0	0	0	0	0	0	0	0	0
06:00	**166**	3	141	20	0	2	0	0	0	0	0	0	0	0
07:00	**211**	3	186	22	0	0	0	0	0	0	0	0	0	0
08:00	**381**	3	335	42	0	0	0	0	1	0	0	0	0	0
09:00	**512**	3	447	51	2	3	1	2	2	0	0	1	0	0
10:00	**592**	5	522	58	1	0	2	0	3	0	1	0	0	0
11:00	**562**	2	506	48	0	0	3	0	3	0	0	0	0	0
12:00	**603**	8	554	35	0	0	1	1	3	0	1	0	0	0
13:00	**681**	3	613	59	0	0	4	1	1	0	0	0	0	0
14:00	**611**	7	543	54	0	1	1	0	5	0	0	0	0	0
15:00	**546**	11	484	51	0	0	0	0	0	0	0	0	0	0
16:00	**548**	9	493	43	0	0	0	1	2	0	0	0	0	0
17:00	**502**	7	455	37	0	1	0	0	2	0	0	0	0	0
18:00	**476**	7	423	43	0	0	1	0	2	0	0	0	0	0
19:00	**376**	5	344	25	0	1	0	0	1	0	0	0	0	0
20:00	**265**	4	249	12	0	0	0	0	0	0	0	0	0	0
21:00	**198**	8	176	13	0	0	0	0	1	0	0	0	0	0
22:00	**167**	1	152	14	0	0	0	0	0	0	0	0	0	0
23:00	**133**	1	122	8	0	0	0	0	2	0	0	0	0	0
12H,7-19	**6225**	**68**	**5561**	**543**	**3**	**5**	**13**	**5**	**24**	**0**	**2**	**1**	**0**	**0**
16H,6-22	**7230**	**88**	**6471**	**613**	**3**	**8**	**13**	**5**	**26**	**0**	**2**	**1**	**0**	**0**
18H,6-24	**7530**	**90**	**6745**	**635**	**3**	**8**	**13**	**5**	**28**	**0**	**2**	**1**	**0**	**0**
24H,0-24	**7793**	**94**	**6977**	**660**	**4**	**9**	**13**	**5**	**28**	**0**	**2**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 20-Sep-26														
00:00	**72**	0	64	7	0	1	0	0	0	0	0	0	0	0
01:00	**44**	0	40	4	0	0	0	0	0	0	0	0	0	0
02:00	**44**	0	42	2	0	0	0	0	0	0	0	0	0	0
03:00	**41**	1	38	2	0	0	0	0	0	0	0	0	0	0
04:00	**24**	0	22	2	0	0	0	0	0	0	0	0	0	0
05:00	**59**	0	50	8	1	0	0	0	0	0	0	0	0	0
06:00	**118**	1	108	8	0	1	0	0	0	0	0	0	0	0
07:00	**150**	2	133	15	0	0	0	0	0	0	0	0	0	0
08:00	**239**	1	213	25	0	0	0	0	0	0	0	0	0	0
09:00	**410**	8	361	38	0	0	0	0	2	0	1	0	0	0
10:00	**478**	4	429	43	0	0	0	0	2	0	0	0	0	0
11:00	**605**	5	544	50	0	0	3	1	2	0	0	0	0	0
12:00	**735**	12	644	65	0	0	4	4	6	0	0	0	0	0
13:00	**626**	8	555	52	3	0	5	0	3	0	0	0	0	0
14:00	**576**	5	525	43	0	1	0	2	0	0	0	0	0	0
15:00	**525**	11	462	44	0	2	3	0	3	0	0	0	0	0
16:00	**521**	12	466	41	0	0	0	0	2	0	0	0	0	0
17:00	**406**	9	357	39	0	0	0	0	1	0	0	0	0	0
18:00	**405**	9	359	35	0	0	1	0	1	0	0	0	0	0
19:00	**284**	4	253	27	0	0	0	0	0	0	0	0	0	0
20:00	**201**	6	181	14	0	0	0	0	0	0	0	0	0	0
21:00	**140**	2	131	7	0	0	0	0	0	0	0	0	0	0
22:00	**92**	4	77	11	0	0	0	0	0	0	0	0	0	0
23:00	**44**	0	38	6	0	0	0	0	0	0	0	0	0	0
12H,7-19	**5676**	**86**	**5048**	**490**	**3**	**3**	**16**	**7**	**22**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**6419**	**99**	**5721**	**546**	**3**	**4**	**16**	**7**	**22**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**6555**	**103**	**5836**	**563**	**3**	**4**	**16**	**7**	**22**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**6839**	**104**	**6092**	**588**	**4**	**5**	**16**	**7**	**22**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Sep-26														
00:00	**28**	0	24	4	0	0	0	0	0	0	0	0	0	0
01:00	**9**	0	8	0	0	1	0	0	0	0	0	0	0	0
02:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
03:00	**14**	1	12	1	0	0	0	0	0	0	0	0	0	0
04:00	**35**	0	27	8	0	0	0	0	0	0	0	0	0	0
05:00	**133**	6	111	15	0	0	1	0	0	0	0	0	0	0
06:00	**358**	12	292	45	1	2	3	1	2	0	0	0	0	0
07:00	**510**	12	422	57	1	3	6	2	5	0	0	2	0	0
08:00	**627**	9	544	53	1	4	6	4	4	0	0	2	0	0
09:00	**490**	4	401	69	1	7	2	0	6	0	0	0	0	0
10:00	**467**	3	387	74	0	1	0	1	1	0	0	0	0	0
11:00	**467**	6	386	64	0	3	1	0	6	0	0	1	0	0
12:00	**556**	9	464	75	0	3	2	1	2	0	0	0	0	0
13:00	**489**	5	409	68	1	1	2	0	3	0	0	0	0	0
14:00	**572**	2	481	79	1	2	1	1	5	0	0	0	0	0
15:00	**649**	7	544	85	2	2	2	3	2	0	1	1	0	0
16:00	**754**	13	631	99	3	2	1	1	3	0	1	0	0	0
17:00	**767**	11	674	68	0	1	5	3	5	0	0	0	0	0
18:00	**616**	10	550	43	2	0	3	1	6	0	0	1	0	0
19:00	**385**	8	340	33	0	3	0	0	1	0	0	0	0	0
20:00	**326**	2	293	31	0	0	0	0	0	0	0	0	0	0
21:00	**221**	5	202	11	1	0	0	0	2	0	0	0	0	0
22:00	**118**	1	107	10	0	0	0	0	0	0	0	0	0	0
23:00	**80**	1	73	6	0	0	0	0	0	0	0	0	0	0
12H,7-19	**6964**	**91**	**5893**	**834**	**12**	**29**	**31**	**17**	**48**	**0**	**2**	**7**	**0**	**0**
16H,6-22	**8254**	**118**	**7020**	**954**	**14**	**34**	**34**	**18**	**53**	**0**	**2**	**7**	**0**	**0**
18H,6-24	**8452**	**120**	**7200**	**970**	**14**	**34**	**34**	**18**	**53**	**0**	**2**	**7**	**0**	**0**
24H,0-24	**8683**	**127**	**7393**	**999**	**14**	**35**	**35**	**18**	**53**	**0**	**2**	**7**	**0**	**0**

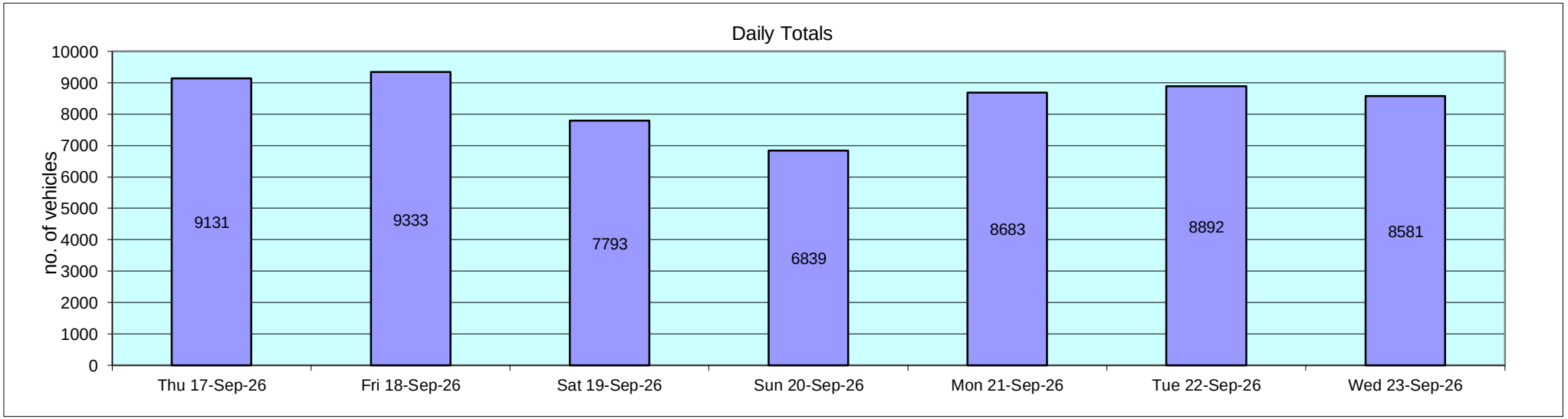
Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 22-Sep-26														
00:00	**29**	0	24	5	0	0	0	0	0	0	0	0	0	0
01:00	**21**	0	19	1	0	1	0	0	0	0	0	0	0	0
02:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
03:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
04:00	**33**	1	29	3	0	0	0	0	0	0	0	0	0	0
05:00	**157**	6	137	14	0	0	0	0	0	0	0	0	0	0
06:00	**343**	10	279	46	0	3	0	0	5	0	0	0	0	0
07:00	**534**	13	454	53	4	1	5	1	3	0	0	0	0	0
08:00	**593**	7	522	45	4	2	10	1	2	0	0	0	0	0
09:00	**491**	9	399	75	1	2	1	2	2	0	0	0	0	0
10:00	**441**	5	368	55	1	3	2	2	3	2	0	0	0	0
11:00	**488**	8	412	61	0	3	3	0	1	0	0	0	0	0
12:00	**578**	9	463	94	2	3	2	1	3	0	0	1	0	0
13:00	**599**	3	510	74	5	2	2	2	1	0	0	0	0	0
14:00	**580**	5	503	60	0	5	4	1	2	0	0	0	0	0
15:00	**663**	9	570	79	0	3	0	1	1	0	0	0	0	0
16:00	**794**	11	672	92	5	3	4	1	5	0	1	0	0	0
17:00	**879**	15	746	94	3	3	3	2	12	0	0	1	0	0
18:00	**678**	13	602	61	0	0	0	0	2	0	0	0	0	0
19:00	**299**	7	253	38	0	0	0	0	1	0	0	0	0	0
20:00	**252**	8	225	18	0	0	0	0	0	1	0	0	0	0
21:00	**214**	10	185	16	0	2	0	0	1	0	0	0	0	0
22:00	**115**	5	105	5	0	0	0	0	0	0	0	0	0	0
23:00	**89**	1	80	8	0	0	0	0	0	0	0	0	0	0
12H,7-19	**7318**	**107**	**6221**	**843**	**25**	**30**	**36**	**14**	**37**	**2**	**1**	**2**	**0**	**0**
16H,6-22	**8426**	**142**	**7163**	**961**	**25**	**35**	**36**	**14**	**44**	**3**	**1**	**2**	**0**	**0**
18H,6-24	**8630**	**148**	**7348**	**974**	**25**	**35**	**36**	**14**	**44**	**3**	**1**	**2**	**0**	**0**
24H,0-24	**8892**	**155**	**7578**	**998**	**25**	**36**	**36**	**14**	**44**	**3**	**1**	**2**	**0**	**0**

15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 23-Sep-26														
00:00	**41**	1	36	4	0	0	0	0	0	0	0	0	0	0
01:00	**21**	1	18	2	0	0	0	0	0	0	0	0	0	0
02:00	**21**	0	17	4	0	0	0	0	0	0	0	0	0	0
03:00	**22**	0	15	6	0	0	0	0	0	0	0	1	0	0
04:00	**35**	0	32	3	0	0	0	0	0	0	0	0	0	0
05:00	**173**	8	150	14	0	0	0	0	1	0	0	0	0	0
06:00	**356**	11	279	55	0	1	0	1	8	0	0	1	0	0
07:00	**542**	12	460	37	5	2	16	0	8	0	0	2	0	0
08:00	**529**	6	461	56	1	2	2	0	0	0	1	0	0	0
09:00	**473**	2	395	68	1	3	3	0	1	0	0	0	0	0
10:00	**399**	4	324	62	0	3	0	0	4	1	0	1	0	0
11:00	**484**	6	412	54	0	3	3	1	5	0	0	0	0	0
12:00	**520**	8	449	56	0	2	3	0	2	0	0	0	0	0
13:00	**469**	6	397	62	0	1	0	0	3	0	0	0	0	0
14:00	**491**	5	413	65	0	1	2	0	5	0	0	0	0	0
15:00	**618**	15	513	79	1	2	2	0	4	0	0	2	0	0
16:00	**772**	11	641	100	3	4	6	2	2	1	0	2	0	0
17:00	**783**	7	682	77	2	0	6	0	8	0	0	1	0	0
18:00	**661**	13	578	60	2	3	2	0	3	0	0	0	0	0
19:00	**396**	7	356	28	0	1	2	0	2	0	0	0	0	0
20:00	**298**	1	275	22	0	0	0	0	0	0	0	0	0	0
21:00	**249**	2	231	13	1	0	0	0	2	0	0	0	0	0
22:00	**151**	3	134	14	0	0	0	0	0	0	0	0	0	0
23:00	**77**	3	62	11	1	0	0	0	0	0	0	0	0	0
12H,7-19	**6741**	**95**	**5725**	**776**	**15**	**26**	**45**	**3**	**45**	**2**	**1**	**8**	**0**	**0**
16H,6-22	**8040**	**116**	**6866**	**894**	**16**	**28**	**47**	**4**	**57**	**2**	**1**	**9**	**0**	**0**
18H,6-24	**8268**	**122**	**7062**	**919**	**17**	**28**	**47**	**4**	**57**	**2**	**1**	**9**	**0**	**0**
24H,0-24	**8581**	**132**	**7330**	**952**	**17**	**28**	**47**	**4**	**58**	**2**	**1**	**10**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775		BURLESDON				Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 17-Sep-26	**9131**	129	7773	1068	18	30	32	11	60	2	6	2	0	0
Fri 18-Sep-26	**9333**	158	7919	1072	22	42	29	18	67	1	1	3	1	0
Sat 19-Sep-26	**7793**	94	6977	660	4	9	13	5	28	0	2	1	0	0
Sun 20-Sep-26	**6839**	104	6092	588	4	5	16	7	22	0	1	0	0	0
Mon 21-Sep-26	**8683**	127	7393	999	14	35	35	18	53	0	2	7	0	0
Tue 22-Sep-26	**8892**	155	7578	998	25	36	36	14	44	3	1	2	0	0
Wed 23-Sep-26	**8581**	132	7330	952	17	28	47	4	58	2	1	10	0	0
Total Vehicles														
[--]	**59252**	899	51062	6337	104	185	208	77	332	8	14	25	1	0



Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 17-Sep-26											
00:00	**42**	1	2.4	36	85.7	5	11.9	0	0.0	0	0.0
01:00	**19**	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0
02:00	**19**	0	0.0	15	79.0	3	15.8	1	5.3	0	0.0
03:00	**19**	0	0.0	14	73.7	5	26.3	0	0.0	0	0.0
04:00	**32**	0	0.0	32	100.0	0	0.0	0	0.0	0	0.0
05:00	**166**	3	1.8	148	89.2	15	9.0	0	0.0	0	0.0
06:00	**381**	7	1.8	316	82.9	47	12.3	11	2.9	0	0.0
07:00	**496**	8	1.6	423	85.3	48	9.7	16	3.2	1	0.2
08:00	**563**	7	1.2	501	89.0	42	7.5	9	1.6	4	0.7
09:00	**513**	6	1.2	418	81.5	80	15.6	7	1.4	2	0.4
10:00	**466**	0	0.0	383	82.2	75	16.1	7	1.5	1	0.2
11:00	**500**	3	0.6	412	82.4	79	15.8	6	1.2	0	0.0
12:00	**575**	7	1.2	462	80.4	93	16.2	13	2.3	0	0.0
13:00	**553**	9	1.6	462	83.5	76	13.7	6	1.1	0	0.0
14:00	**610**	7	1.2	498	81.6	92	15.1	9	1.5	4	0.7
15:00	**638**	7	1.1	541	84.8	82	12.9	7	1.1	1	0.2
16:00	**726**	17	2.3	600	82.6	85	11.7	21	2.9	3	0.4
17:00	**740**	9	1.2	656	88.7	61	8.2	13	1.8	1	0.1
18:00	**750**	12	1.6	648	86.4	81	10.8	9	1.2	0	0.0
19:00	**469**	10	2.1	419	89.3	38	8.1	2	0.4	0	0.0
20:00	**317**	6	1.9	290	91.5	18	5.7	2	0.6	1	0.3
21:00	**249**	5	2.0	222	89.2	19	7.6	3	1.2	0	0.0
22:00	**185**	4	2.2	170	91.9	11	6.0	0	0.0	0	0.0
23:00	**103**	1	1.0	91	88.4	10	9.7	1	1.0	0	0.0
12H,7-19	**7130**	**92**	**1.3**	**6004**	**84.2**	**894**	**12.5**	**123**	**1.7**	**17**	**0.2**
16H,6-22	**8546**	**120**	**1.4**	**7251**	**84.9**	**1016**	**11.9**	**141**	**1.7**	**18**	**0.2**
18H,6-24	**8834**	**125**	**1.4**	**7512**	**85.0**	**1037**	**11.7**	**142**	**1.6**	**18**	**0.2**
24H,0-24	**9131**	**129**	**1.4**	**7773**	**85.1**	**1068**	**11.7**	**143**	**1.6**	**18**	**0.2**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 18-Sep-26											
00:00	**40**	2	5.0	31	77.5	7	17.5	0	0.0	0	0.0
01:00	**25**	2	8.0	21	84.0	2	8.0	0	0.0	0	0.0
02:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
03:00	**18**	1	5.6	13	72.2	4	22.2	0	0.0	0	0.0
04:00	**31**	0	0.0	26	83.9	5	16.1	0	0.0	0	0.0
05:00	**161**	3	1.9	139	86.3	15	9.3	4	2.5	0	0.0
06:00	**334**	13	3.9	276	82.6	34	10.2	10	3.0	1	0.3
07:00	**508**	7	1.4	412	81.1	71	14.0	17	3.4	1	0.2
08:00	**544**	2	0.4	467	85.9	69	12.7	6	1.1	0	0.0
09:00	**536**	4	0.8	433	80.8	86	16.0	11	2.1	2	0.4
10:00	**566**	6	1.1	474	83.8	75	13.3	9	1.6	2	0.4
11:00	**536**	9	1.7	433	80.8	87	16.2	6	1.1	1	0.2
12:00	**642**	12	1.9	534	83.2	80	12.5	15	2.3	1	0.2
13:00	**615**	13	2.1	521	84.7	71	11.5	10	1.6	0	0.0
14:00	**609**	5	0.8	492	80.8	88	14.5	22	3.6	2	0.3
15:00	**674**	8	1.2	575	85.3	79	11.7	10	1.5	2	0.3
16:00	**765**	14	1.8	657	85.9	80	10.5	10	1.3	4	0.5
17:00	**734**	10	1.4	627	85.4	75	10.2	18	2.5	4	0.5
18:00	**650**	9	1.4	578	88.9	54	8.3	8	1.2	1	0.2
19:00	**442**	12	2.7	391	88.5	38	8.6	1	0.2	0	0.0
20:00	**326**	13	4.0	290	89.0	21	6.4	1	0.3	1	0.3
21:00	**238**	6	2.5	216	90.8	12	5.0	4	1.7	0	0.0
22:00	**199**	5	2.5	186	93.5	8	4.0	0	0.0	0	0.0
23:00	**125**	2	1.6	113	90.4	10	8.0	0	0.0	0	0.0
12H,7-19	**7379**	**99**	**1.3**	**6203**	**84.1**	**915**	**12.4**	**142**	**1.9**	**20**	**0.3**
16H,6-22	**8719**	**143**	**1.6**	**7376**	**84.6**	**1020**	**11.7**	**158**	**1.8**	**22**	**0.3**
18H,6-24	**9043**	**150**	**1.7**	**7675**	**84.9**	**1038**	**11.5**	**158**	**1.8**	**22**	**0.2**
24H,0-24	**9333**	**158**	**1.7**	**7919**	**84.9**	**1072**	**11.5**	**162**	**1.7**	**22**	**0.2**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 19-Sep-26											
00:00	**87**	3	3.5	76	87.4	8	9.2	0	0.0	0	0.0
01:00	**32**	0	0.0	29	90.6	2	6.3	1	3.1	0	0.0
02:00	**31**	0	0.0	28	90.3	2	6.5	0	0.0	1	3.2
03:00	**37**	0	0.0	32	86.5	5	13.5	0	0.0	0	0.0
04:00	**19**	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0
05:00	**57**	1	1.8	51	89.5	5	8.8	0	0.0	0	0.0
06:00	**166**	3	1.8	141	84.9	20	12.1	2	1.2	0	0.0
07:00	**211**	3	1.4	186	88.2	22	10.4	0	0.0	0	0.0
08:00	**381**	3	0.8	335	87.9	42	11.0	1	0.3	0	0.0
09:00	**512**	3	0.6	447	87.3	51	10.0	9	1.8	2	0.4
10:00	**592**	5	0.8	522	88.2	58	9.8	6	1.0	1	0.2
11:00	**562**	2	0.4	506	90.0	48	8.5	6	1.1	0	0.0
12:00	**603**	8	1.3	554	91.9	35	5.8	6	1.0	0	0.0
13:00	**681**	3	0.4	613	90.0	59	8.7	6	0.9	0	0.0
14:00	**611**	7	1.2	543	88.9	54	8.8	7	1.2	0	0.0
15:00	**546**	11	2.0	484	88.6	51	9.3	0	0.0	0	0.0
16:00	**548**	9	1.6	493	90.0	43	7.9	3	0.6	0	0.0
17:00	**502**	7	1.4	455	90.6	37	7.4	3	0.6	0	0.0
18:00	**476**	7	1.5	423	88.9	43	9.0	3	0.6	0	0.0
19:00	**376**	5	1.3	344	91.5	25	6.7	2	0.5	0	0.0
20:00	**265**	4	1.5	249	94.0	12	4.5	0	0.0	0	0.0
21:00	**198**	8	4.0	176	88.9	13	6.6	1	0.5	0	0.0
22:00	**167**	1	0.6	152	91.0	14	8.4	0	0.0	0	0.0
23:00	**133**	1	0.8	122	91.7	8	6.0	2	1.5	0	0.0
12H,7-19	**6225**	**68**	**1.1**	**5561**	**89.3**	**543**	**8.7**	**50**	**0.8**	**3**	**0.1**
16H,6-22	**7230**	**88**	**1.2**	**6471**	**89.5**	**613**	**8.5**	**55**	**0.8**	**3**	**0.0**
18H,6-24	**7530**	**90**	**1.2**	**6745**	**89.6**	**635**	**8.4**	**57**	**0.8**	**3**	**0.0**
24H,0-24	**7793**	**94**	**1.2**	**6977**	**89.5**	**660**	**8.5**	**58**	**0.7**	**4**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 20-Sep-26											
00:00	**72**	0	0.0	64	88.9	7	9.7	1	1.4	0	0.0
01:00	**44**	0	0.0	40	90.9	4	9.1	0	0.0	0	0.0
02:00	**44**	0	0.0	42	95.5	2	4.6	0	0.0	0	0.0
03:00	**41**	1	2.4	38	92.7	2	4.9	0	0.0	0	0.0
04:00	**24**	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
05:00	**59**	0	0.0	50	84.8	8	13.6	0	0.0	1	1.7
06:00	**118**	1	0.9	108	91.5	8	6.8	1	0.9	0	0.0
07:00	**150**	2	1.3	133	88.7	15	10.0	0	0.0	0	0.0
08:00	**239**	1	0.4	213	89.1	25	10.5	0	0.0	0	0.0
09:00	**410**	8	2.0	361	88.1	38	9.3	3	0.7	0	0.0
10:00	**478**	4	0.8	429	89.8	43	9.0	2	0.4	0	0.0
11:00	**605**	5	0.8	544	89.9	50	8.3	6	1.0	0	0.0
12:00	**735**	12	1.6	644	87.6	65	8.8	14	1.9	0	0.0
13:00	**626**	8	1.3	555	88.7	52	8.3	8	1.3	3	0.5
14:00	**576**	5	0.9	525	91.2	43	7.5	3	0.5	0	0.0
15:00	**525**	11	2.1	462	88.0	44	8.4	8	1.5	0	0.0
16:00	**521**	12	2.3	466	89.4	41	7.9	2	0.4	0	0.0
17:00	**406**	9	2.2	357	87.9	39	9.6	1	0.3	0	0.0
18:00	**405**	9	2.2	359	88.6	35	8.6	2	0.5	0	0.0
19:00	**284**	4	1.4	253	89.1	27	9.5	0	0.0	0	0.0
20:00	**201**	6	3.0	181	90.1	14	7.0	0	0.0	0	0.0
21:00	**140**	2	1.4	131	93.6	7	5.0	0	0.0	0	0.0
22:00	**92**	4	4.4	77	83.7	11	12.0	0	0.0	0	0.0
23:00	**44**	0	0.0	38	86.4	6	13.6	0	0.0	0	0.0
12H,7-19	**5676**	**86**	**1.5**	**5048**	**88.9**	**490**	**8.6**	**49**	**0.9**	**3**	**0.1**
16H,6-22	**6419**	**99**	**1.5**	**5721**	**89.1**	**546**	**8.5**	**50**	**0.8**	**3**	**0.1**
18H,6-24	**6555**	**103**	**1.6**	**5836**	**89.0**	**563**	**8.6**	**50**	**0.8**	**3**	**0.1**
24H,0-24	**6839**	**104**	**1.5**	**6092**	**89.1**	**588**	**8.6**	**51**	**0.8**	**4**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 21-Sep-26											
00:00	**28**	0	0.0	24	85.7	4	14.3	0	0.0	0	0.0
01:00	**9**	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
02:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
03:00	**14**	1	7.1	12	85.7	1	7.1	0	0.0	0	0.0
04:00	**35**	0	0.0	27	77.1	8	22.9	0	0.0	0	0.0
05:00	**133**	6	4.5	111	83.5	15	11.3	1	0.8	0	0.0
06:00	**358**	12	3.4	292	81.6	45	12.6	8	2.2	1	0.3
07:00	**510**	12	2.4	422	82.8	57	11.2	18	3.5	1	0.2
08:00	**627**	9	1.4	544	86.8	53	8.5	20	3.2	1	0.2
09:00	**490**	4	0.8	401	81.8	69	14.1	15	3.1	1	0.2
10:00	**467**	3	0.6	387	82.9	74	15.9	3	0.6	0	0.0
11:00	**467**	6	1.3	386	82.7	64	13.7	11	2.4	0	0.0
12:00	**556**	9	1.6	464	83.5	75	13.5	8	1.4	0	0.0
13:00	**489**	5	1.0	409	83.6	68	13.9	6	1.2	1	0.2
14:00	**572**	2	0.4	481	84.1	79	13.8	9	1.6	1	0.2
15:00	**649**	7	1.1	544	83.8	85	13.1	11	1.7	2	0.3
16:00	**754**	13	1.7	631	83.7	99	13.1	8	1.1	3	0.4
17:00	**767**	11	1.4	674	87.9	68	8.9	14	1.8	0	0.0
18:00	**616**	10	1.6	550	89.3	43	7.0	11	1.8	2	0.3
19:00	**385**	8	2.1	340	88.3	33	8.6	4	1.0	0	0.0
20:00	**326**	2	0.6	293	89.9	31	9.5	0	0.0	0	0.0
21:00	**221**	5	2.3	202	91.4	11	5.0	2	0.9	1	0.5
22:00	**118**	1	0.9	107	90.7	10	8.5	0	0.0	0	0.0
23:00	**80**	1	1.3	73	91.3	6	7.5	0	0.0	0	0.0
12H,7-19	**6964**	**91**	**1.3**	**5893**	**84.6**	**834**	**12.0**	**134**	**1.9**	**12**	**0.2**
16H,6-22	**8254**	**118**	**1.4**	**7020**	**85.1**	**954**	**11.6**	**148**	**1.8**	**14**	**0.2**
18H,6-24	**8452**	**120**	**1.4**	**7200**	**85.2**	**970**	**11.5**	**148**	**1.8**	**14**	**0.2**
24H,0-24	**8683**	**127**	**1.5**	**7393**	**85.1**	**999**	**11.5**	**150**	**1.7**	**14**	**0.2**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 22-Sep-26											
00:00	**29**	0	0.0	24	82.8	5	17.2	0	0.0	0	0.0
01:00	**21**	0	0.0	19	90.5	1	4.8	1	4.8	0	0.0
02:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
03:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
04:00	**33**	1	3.0	29	87.9	3	9.1	0	0.0	0	0.0
05:00	**157**	6	3.8	137	87.3	14	8.9	0	0.0	0	0.0
06:00	**343**	10	2.9	279	81.3	46	13.4	8	2.3	0	0.0
07:00	**534**	13	2.4	454	85.0	53	9.9	10	1.9	4	0.8
08:00	**593**	7	1.2	522	88.0	45	7.6	15	2.5	4	0.7
09:00	**491**	9	1.8	399	81.3	75	15.3	7	1.4	1	0.2
10:00	**441**	5	1.1	368	83.5	55	12.5	12	2.7	1	0.2
11:00	**488**	8	1.6	412	84.4	61	12.5	7	1.4	0	0.0
12:00	**578**	9	1.6	463	80.1	94	16.3	10	1.7	2	0.4
13:00	**599**	3	0.5	510	85.1	74	12.4	7	1.2	5	0.8
14:00	**580**	5	0.9	503	86.7	60	10.3	12	2.1	0	0.0
15:00	**663**	9	1.4	570	86.0	79	11.9	5	0.8	0	0.0
16:00	**794**	11	1.4	672	84.6	92	11.6	14	1.8	5	0.6
17:00	**879**	15	1.7	746	84.9	94	10.7	21	2.4	3	0.3
18:00	**678**	13	1.9	602	88.8	61	9.0	2	0.3	0	0.0
19:00	**299**	7	2.3	253	84.6	38	12.7	1	0.3	0	0.0
20:00	**252**	8	3.2	225	89.3	18	7.1	1	0.4	0	0.0
21:00	**214**	10	4.7	185	86.5	16	7.5	3	1.4	0	0.0
22:00	**115**	5	4.4	105	91.3	5	4.4	0	0.0	0	0.0
23:00	**89**	1	1.1	80	89.9	8	9.0	0	0.0	0	0.0
12H,7-19	**7318**	**107**	**1.5**	**6221**	**85.0**	**843**	**11.5**	**122**	**1.7**	**25**	**0.3**
16H,6-22	**8426**	**142**	**1.7**	**7163**	**85.0**	**961**	**11.4**	**135**	**1.6**	**25**	**0.3**
18H,6-24	**8630**	**148**	**1.7**	**7348**	**85.1**	**974**	**11.3**	**135**	**1.6**	**25**	**0.3**
24H,0-24	**8892**	**155**	**1.7**	**7578**	**85.2**	**998**	**11.2**	**136**	**1.5**	**25**	**0.3**

Data produced by
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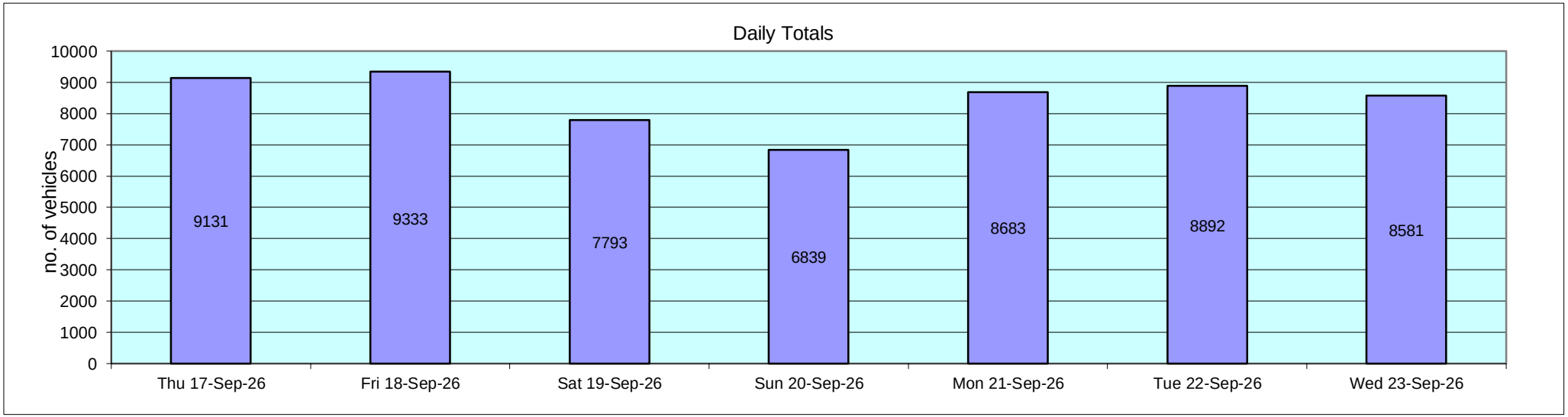
15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 23-Sep-26											
00:00	**41**	1	2.4	36	87.8	4	9.8	0	0.0	0	0.0
01:00	**21**	1	4.8	18	85.7	2	9.5	0	0.0	0	0.0
02:00	**21**	0	0.0	17	81.0	4	19.1	0	0.0	0	0.0
03:00	**22**	0	0.0	15	68.2	6	27.3	1	4.6	0	0.0
04:00	**35**	0	0.0	32	91.4	3	8.6	0	0.0	0	0.0
05:00	**173**	8	4.6	150	86.7	14	8.1	1	0.6	0	0.0
06:00	**356**	11	3.1	279	78.4	55	15.5	11	3.1	0	0.0
07:00	**542**	12	2.2	460	84.9	37	6.8	28	5.2	5	0.9
08:00	**529**	6	1.1	461	87.2	56	10.6	5	1.0	1	0.2
09:00	**473**	2	0.4	395	83.5	68	14.4	7	1.5	1	0.2
10:00	**399**	4	1.0	324	81.2	62	15.5	9	2.3	0	0.0
11:00	**484**	6	1.2	412	85.1	54	11.2	12	2.5	0	0.0
12:00	**520**	8	1.5	449	86.4	56	10.8	7	1.4	0	0.0
13:00	**469**	6	1.3	397	84.7	62	13.2	4	0.9	0	0.0
14:00	**491**	5	1.0	413	84.1	65	13.2	8	1.6	0	0.0
15:00	**618**	15	2.4	513	83.0	79	12.8	10	1.6	1	0.2
16:00	**772**	11	1.4	641	83.0	100	13.0	17	2.2	3	0.4
17:00	**783**	7	0.9	682	87.1	77	9.8	15	1.9	2	0.3
18:00	**661**	13	2.0	578	87.4	60	9.1	8	1.2	2	0.3
19:00	**396**	7	1.8	356	89.9	28	7.1	5	1.3	0	0.0
20:00	**298**	1	0.3	275	92.3	22	7.4	0	0.0	0	0.0
21:00	**249**	2	0.8	231	92.8	13	5.2	2	0.8	1	0.4
22:00	**151**	3	2.0	134	88.7	14	9.3	0	0.0	0	0.0
23:00	**77**	3	3.9	62	80.5	11	14.3	0	0.0	1	1.3
12H,7-19	**6741**	**95**	**1.4**	**5725**	**84.9**	**776**	**11.5**	**130**	**1.9**	**15**	**0.2**
16H,6-22	**8040**	**116**	**1.4**	**6866**	**85.4**	**894**	**11.1**	**148**	**1.8**	**16**	**0.2**
18H,6-24	**8268**	**122**	**1.5**	**7062**	**85.4**	**919**	**11.1**	**148**	**1.8**	**17**	**0.2**
24H,0-24	**8581**	**132**	**1.5**	**7330**	**85.4**	**952**	**11.1**	**150**	**1.8**	**17**	**0.2**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 17-Sep-26	**9131**	129	1.4	7773	85.1	1068	11.7	143	1.6	18	0.2
Fri 18-Sep-26	**9333**	158	1.7	7919	84.9	1072	11.5	162	1.7	22	0.2
Sat 19-Sep-26	**7793**	94	1.2	6977	89.5	660	8.5	58	0.7	4	0.1
Sun 20-Sep-26	**6839**	104	1.5	6092	89.1	588	8.6	51	0.8	4	0.1
Mon 21-Sep-26	**8683**	127	1.5	7393	85.1	999	11.5	150	1.7	14	0.2
Tue 22-Sep-26	**8892**	155	1.7	7578	85.2	998	11.2	136	1.5	25	0.3
Wed 23-Sep-26	**8581**	132	1.5	7330	85.4	952	11.1	150	1.8	17	0.2
Total Vehicles											
[--]	**59252**	899	1.5	51062	86.3	6337	10.6	850	1.4	104	0.2



Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 17-Sep-26																	
00:00	**42**	41.3	37.1	5.3	0	0	0	0	4	14	17	4	3	0	0	0
01:00	**19**	43.7	38.5	6.8	0	0	0	0	1	7	5	5	0	0	1	0
02:00	**19**	44.3	39.8	7.4	0	0	0	0	0	7	4	7	0	0	0	1
03:00	**19**	39.7	35.3	5.2	0	0	0	0	3	9	5	1	1	0	0	0
04:00	**32**	46.9	39.4	7.6	0	0	0	0	4	7	9	6	4	1	1	0
05:00	**166**	40.9	36.6	4.9	0	0	1	1	13	58	69	22	1	1	0	0
06:00	**381**	37.4	29.4	9.1	23	26	29	13	74	138	71	6	0	0	0	1
07:00	**496**	30.2	20.5	8.8	109	66	79	83	100	47	12	0	0	0	0	0
08:00	**563**	27	16.5	8	169	175	92	31	55	32	8	1	0	0	0	0
09:00	**513**	35.6	31.4	4.3	0	0	0	38	208	205	58	4	0	0	0	0
10:00	**466**	35.8	32.2	4.2	0	0	0	25	140	240	55	6	0	0	0	0
11:00	**500**	35.9	31.9	4.7	0	0	5	44	138	243	63	7	0	0	0	0
12:00	**575**	35.7	30.8	5.2	0	2	22	62	193	222	71	3	0	0	0	0
13:00	**553**	36.8	32	5.2	1	6	10	26	157	256	87	10	0	0	0	0
14:00	**610**	34.9	30	5	0	6	15	82	235	232	37	3	0	0	0	0
15:00	**638**	35.1	27.5	8	23	50	71	71	165	197	58	3	0	0	0	0
16:00	**726**	31.6	20.9	9.1	112	177	89	108	119	98	19	3	1	0	0	0
17:00	**740**	34.5	26.6	8.1	43	55	80	100	201	214	45	2	0	0	0	0
18:00	**750**	35.3	29.6	6.4	14	11	52	79	242	281	64	7	0	0	0	0
19:00	**469**	36.6	31.1	6.3	2	10	21	42	118	197	66	13	0	0	0	0
20:00	**317**	37.6	33.2	4.2	0	0	1	6	80	162	61	7	0	0	0	0
21:00	**249**	38.2	33.9	4	0	0	1	0	46	141	52	9	0	0	0	0
22:00	**185**	38.8	34.2	4.3	0	0	0	3	32	96	46	7	1	0	0	0
23:00	**103**	40.6	36.5	4.9	0	0	0	0	8	42	40	11	1	0	1	0
12H,7-19	**7130**	**35**	**27.3**	**8.4**	**471**	**548**	**515**	**749**	**1953**	**2267**	**577**	**49**	**1**	**0**	**0**	**0**
16H,6-22	**8546**	**35.4**	**28**	**8.3**	**496**	**584**	**567**	**810**	**2271**	**2905**	**827**	**84**	**1**	**0**	**0**	**1**
18H,6-24	**8834**	**35.5**	**28.2**	**8.3**	**496**	**584**	**567**	**813**	**2311**	**3043**	**913**	**102**	**3**	**0**	**1**	**1**
24H,0-24	**9131**	**35.7**	**28.5**	**8.4**	**496**	**584**	**568**	**814**	**2336**	**3145**	**1022**	**147**	**12**	**2**	**3**	**2**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 18-Sep-26																	
00:00	**40**	42.5	38.4	4.9	0	0	0	0	0	13	19	5	2	1	0	0
01:00	**25**	42.9	38.7	6.2	0	0	0	1	1	3	15	2	2	1	0	0
02:00	**15**	43.8	38.8	5	0	0	0	0	0	5	5	4	1	0	0	0
03:00	**18**	40.4	36.8	4.4	0	0	0	0	2	4	10	2	0	0	0	0
04:00	**31**	42.1	36.9	6.1	0	0	0	1	5	5	14	4	2	0	0	0
05:00	**161**	40.5	35.9	5.2	0	0	2	2	16	58	65	16	1	1	0	0
06:00	**334**	39.4	34	5.3	0	1	3	11	67	139	92	17	4	0	0	0
07:00	**508**	34.5	27.8	6.5	7	11	52	121	142	140	35	0	0	0	0	0
08:00	**544**	35.4	28.6	6.8	3	20	48	105	148	157	57	6	0	0	0	0
09:00	**536**	35	29.4	5.8	6	4	31	81	191	176	47	0	0	0	0	0
10:00	**566**	35.4	29.8	6.5	14	11	22	60	179	222	55	2	1	0	0	0
11:00	**536**	35.3	30.3	5.6	2	11	20	57	169	228	47	2	0	0	0	0
12:00	**642**	34.2	28.1	6.1	3	27	57	90	249	185	31	0	0	0	0	0
13:00	**615**	34.6	28.6	6.1	4	21	36	113	211	191	38	1	0	0	0	0
14:00	**609**	34.2	26.3	7.7	21	44	95	98	158	158	30	5	0	0	0	0
15:00	**674**	34.4	26.3	8.1	28	64	82	94	197	158	47	3	0	1	0	0
16:00	**765**	34.2	26.9	7.7	42	30	82	127	237	209	30	7	0	0	0	1
17:00	**734**	34.2	25.7	8.4	37	99	90	73	196	202	34	3	0	0	0	0
18:00	**650**	34.2	26.1	8.2	36	60	76	91	184	162	36	5	0	0	0	0
19:00	**442**	35.9	32.4	4.1	0	0	1	9	146	223	54	8	1	0	0	0
20:00	**326**	37.4	32.6	4.7	0	0	1	21	87	151	61	4	1	0	0	0
21:00	**238**	38.8	33.8	4.4	0	0	0	2	58	111	56	11	0	0	0	0
22:00	**199**	39.5	34.8	4.4	0	0	0	2	30	97	57	12	1	0	0	0
23:00	**125**	39.6	35.3	4.9	0	0	0	2	13	62	40	4	2	2	0	0
12H,7-19	**7379**	**34.7**	**27.7**	**7.3**	**203**	**402**	**691**	**1110**	**2261**	**2188**	**487**	**34**	**1**	**1**	**0**	**1**
16H,6-22	**8719**	**35.2**	**28.5**	**7.2**	**203**	**403**	**696**	**1153**	**2619**	**2812**	**750**	**74**	**7**	**1**	**0**	**1**
18H,6-24	**9043**	**35.3**	**28.7**	**7.2**	**203**	**403**	**696**	**1157**	**2662**	**2971**	**847**	**90**	**10**	**3**	**0**	**1**
24H,0-24	**9333**	**35.5**	**29**	**7.3**	**203**	**403**	**698**	**1161**	**2686**	**3059**	**975**	**123**	**18**	**6**	**0**	**1**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 19-Sep-26																	
00:00	**87**	40.4	35.3	5.6	0	0	1	1	10	44	20	7	3	1	0	0
01:00	**32**	41.6	36.8	4.7	0	0	0	0	3	11	12	6	0	0	0	0
02:00	**31**	43.4	37.5	5.9	0	0	0	1	3	7	11	8	1	0	0	0
03:00	**37**	41.8	37.7	4.2	0	0	0	0	0	14	16	6	1	0	0	0
04:00	**19**	40.1	35.9	5.5	0	0	0	0	3	8	5	2	1	0	0	0
05:00	**57**	40.8	36.2	5.5	0	0	2	0	4	18	25	8	0	0	0	0
06:00	**166**	39.6	34.8	4.5	0	0	0	2	30	65	61	8	0	0	0	0
07:00	**211**	39.6	35.3	4	0	0	0	0	21	104	75	10	1	0	0	0
08:00	**381**	38.5	34	4.1	0	0	0	5	65	206	94	11	0	0	0	0
09:00	**512**	36.2	30.8	5.9	3	4	27	44	158	195	76	5	0	0	0	0
10:00	**592**	35.2	28.5	7	19	17	32	111	172	180	59	2	0	0	0	0
11:00	**562**	35.2	29.6	5.9	3	6	38	89	159	218	47	2	0	0	0	0
12:00	**603**	34.9	28.2	7.5	33	26	18	88	191	202	41	4	0	0	0	0
13:00	**681**	34	25.9	8.4	57	66	42	83	233	162	38	0	0	0	0	0
14:00	**611**	35.3	30	6.3	9	28	13	46	203	255	55	2	0	0	0	0
15:00	**546**	36.7	32.9	4	0	0	2	11	133	306	89	5	0	0	0	0
16:00	**548**	35.2	29.5	6.3	5	21	27	69	158	221	46	1	0	0	0	0
17:00	**502**	36.2	31.8	4.8	0	0	9	32	166	217	70	8	0	0	0	0
18:00	**476**	37.3	32.8	4.6	0	0	2	25	121	235	80	12	1	0	0	0
19:00	**376**	36.7	32.4	4.2	0	0	1	15	114	180	65	1	0	0	0	0
20:00	**265**	38.7	34.1	4.2	0	0	0	3	47	141	63	10	1	0	0	0
21:00	**198**	39.2	34.6	4.3	0	1	0	0	28	102	58	9	0	0	0	0
22:00	**167**	38.9	34.5	4.9	0	0	0	4	21	93	40	6	1	1	1	0
23:00	**133**	39.6	35	5.2	0	0	0	1	22	62	38	7	1	1	1	0
12H,7-19	**6225**	**35.8**	**30.3**	**6.6**	**129**	**168**	**210**	**603**	**1780**	**2501**	**770**	**62**	**2**	**0**	**0**	**0**
16H,6-22	**7230**	**36.1**	**30.7**	**6.4**	**129**	**169**	**211**	**623**	**1999**	**2989**	**1017**	**90**	**3**	**0**	**0**	**0**
18H,6-24	**7530**	**36.4**	**30.9**	**6.4**	**129**	**169**	**211**	**628**	**2042**	**3144**	**1095**	**103**	**5**	**2**	**2**	**0**
24H,0-24	**7793**	**36.7**	**31.1**	**6.5**	**129**	**169**	**214**	**630**	**2065**	**3246**	**1184**	**140**	**11**	**3**	**2**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 20-Sep-26																	
00:00	**72**	39.4	35.4	4.3	0	0	0	0	6	39	23	3	0	1	0	0
01:00	**44**	39.6	35.1	4.5	0	0	0	1	5	20	15	3	0	0	0	0
02:00	**44**	41.6	36.3	5	0	0	0	0	4	20	12	7	1	0	0	0
03:00	**41**	41.4	37.2	5.2	0	0	0	0	2	17	15	5	1	1	0	0
04:00	**24**	41.9	37	4.8	0	0	0	0	2	8	9	5	0	0	0	0
05:00	**59**	40.4	36.7	4.7	0	0	1	0	1	23	28	4	2	0	0	0
06:00	**118**	40	35.3	5	0	0	1	1	17	47	42	9	0	1	0	0
07:00	**150**	39.7	35.1	4.7	0	0	1	6	10	69	55	9	0	0	0	0
08:00	**239**	40.3	36.2	5.1	0	1	1	1	13	107	93	17	4	0	1	1
09:00	**410**	37.3	33	4.2	0	0	0	13	101	214	75	6	1	0	0	0
10:00	**478**	35.9	31.8	5.2	5	3	8	23	123	249	65	1	1	0	0	0
11:00	**605**	35.2	29.7	5.7	5	9	26	81	210	220	53	1	0	0	0	0
12:00	**735**	33.9	25.7	8.4	50	73	66	123	210	177	29	5	0	0	0	2
13:00	**626**	34.5	27.2	7.7	23	46	67	72	190	189	36	3	0	0	0	0
14:00	**576**	36	31.6	4.9	0	0	7	55	178	249	80	6	1	0	0	0
15:00	**525**	36.4	31.4	5.8	0	9	18	44	142	227	76	7	2	0	0	0
16:00	**521**	37.4	32.5	4.9	1	0	5	25	149	237	89	15	0	0	0	0
17:00	**406**	39.4	34.8	4.6	0	0	0	9	54	196	125	19	1	2	0	0
18:00	**405**	38.3	34	4.1	0	0	1	6	65	228	96	7	1	1	0	0
19:00	**284**	38.9	34.2	4.3	0	1	0	3	47	144	80	8	1	0	0	0
20:00	**201**	38.9	34.2	4.3	0	0	0	1	39	99	54	7	1	0	0	0
21:00	**140**	39.1	34.1	4.5	0	0	0	2	29	66	35	8	0	0	0	0
22:00	**92**	40.9	36.3	5.8	0	0	0	1	11	37	29	10	2	1	1	0
23:00	**44**	40.8	36.8	4.7	0	0	0	1	3	12	22	6	0	0	0	0
12H,7-19	**5676**	**36.8**	**31**	**6.6**	**84**	**141**	**200**	**458**	**1445**	**2362**	**872**	**96**	**11**	**3**	**1**	**3**
16H,6-22	**6419**	**37.2**	**31.4**	**6.5**	**84**	**142**	**201**	**465**	**1577**	**2718**	**1083**	**128**	**13**	**4**	**1**	**3**
18H,6-24	**6555**	**37.4**	**31.5**	**6.5**	**84**	**142**	**201**	**467**	**1591**	**2767**	**1134**	**144**	**15**	**5**	**2**	**3**
24H,0-24	**6839**	**37.7**	**31.7**	**6.5**	**84**	**142**	**202**	**468**	**1611**	**2894**	**1236**	**171**	**19**	**7**	**2**	**3**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 21-Sep-26																	
00:00	**28**	44.3	37.1	6.8	0	0	0	0	4	11	7	2	3	1	0	0
01:00	**9**	-	37.9	6.5	0	0	0	0	1	3	2	2	1	0	0	0
02:00	**12**	39.5	36.8	5.9	0	0	0	0	2	3	5	1	1	0	0	0
03:00	**14**	43	38.1	7	0	0	0	0	2	3	6	1	1	1	0	0
04:00	**35**	45.3	38.5	6.8	0	0	0	0	4	9	12	5	3	2	0	0
05:00	**133**	40.7	36.8	4.8	0	0	2	0	5	47	62	14	3	0	0	0
06:00	**358**	37.3	26.5	10.6	27	71	27	21	38	105	59	10	0	0	0	0
07:00	**510**	30.2	20.3	8.5	66	132	93	72	84	49	12	1	1	0	0	0
08:00	**627**	32.8	21.7	9.4	99	135	66	88	106	107	25	1	0	0	0	0
09:00	**490**	35.8	32.2	4.3	1	0	2	21	146	255	60	5	0	0	0	0
10:00	**467**	35.7	31.1	5.7	0	11	19	29	132	220	46	10	0	0	0	0
11:00	**467**	36.9	32.8	4.1	0	0	1	15	122	243	83	3	0	0	0	0
12:00	**556**	35.8	31.1	5.3	1	6	12	52	178	234	66	7	0	0	0	0
13:00	**489**	37.1	31.8	5.4	0	2	20	39	123	210	92	3	0	0	0	0
14:00	**572**	35.3	28.8	7.4	20	27	32	65	169	202	53	3	1	0	0	0
15:00	**649**	34.9	26.4	8.8	50	62	69	55	170	185	57	1	0	0	0	0
16:00	**754**	33.1	25.1	7.7	35	83	88	163	217	131	35	2	0	0	0	0
17:00	**767**	32.6	23.2	8.4	56	113	165	124	159	110	36	4	0	0	0	0
18:00	**616**	35.5	26.8	9.5	55	62	58	52	110	207	63	6	3	0	0	0
19:00	**385**	37.2	33	4.5	0	0	3	9	101	198	64	8	2	0	0	0
20:00	**326**	37.7	33.4	4.1	0	0	0	5	77	175	59	10	0	0	0	0
21:00	**221**	38.1	33.6	4.4	0	0	0	4	49	117	42	8	0	1	0	0
22:00	**118**	40.1	35.7	5.4	0	0	0	0	13	59	34	10	0	0	1	1
23:00	**80**	40.6	36	4.5	0	0	0	0	8	34	28	10	0	0	0	0
12H,7-19	**6964**	**35.1**	**27.2**	**8.5**	**383**	**633**	**625**	**775**	**1716**	**2153**	**628**	**46**	**5**	**0**	**0**	**0**
16H,6-22	**8254**	**35.5**	**27.8**	**8.4**	**410**	**704**	**655**	**814**	**1981**	**2748**	**852**	**82**	**7**	**1**	**0**	**0**
18H,6-24	**8452**	**35.6**	**28**	**8.5**	**410**	**704**	**655**	**814**	**2002**	**2841**	**914**	**102**	**7**	**1**	**1**	**1**
24H,0-24	**8683**	**35.8**	**28.3**	**8.5**	**410**	**704**	**657**	**814**	**2020**	**2917**	**1008**	**127**	**19**	**5**	**1**	**1**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 22-Sep-26																
00:00	**29**	39.8	35.6	4.8	0	0	0	0	3	15	8	2	1	0	0	0
01:00	**21**	43.3	39	7.4	0	0	0	1	0	5	10	3	0	1	1	0
02:00	**9**	-	36.8	6.7	0	0	0	0	2	2	3	1	1	0	0	0
03:00	**13**	41.9	37	4.9	0	0	0	0	1	5	4	3	0	0	0	0
04:00	**33**	41.9	37.1	6.7	0	0	1	0	3	9	14	3	2	1	0	0
05:00	**157**	40.7	36.3	4.7	0	0	1	1	11	61	63	18	2	0	0	0
06:00	**343**	39.1	34.2	4.8	0	0	1	8	63	164	89	15	2	1	0	0
07:00	**534**	31.1	20.1	9.2	109	120	63	81	79	65	16	0	1	0	0	0
08:00	**593**	25.9	16.5	8.1	173	192	93	46	39	36	12	2	0	0	0	0
09:00	**491**	35.3	30.8	4.5	0	0	7	51	196	188	49	0	0	0	0	0
10:00	**441**	35	30	5	0	7	11	45	191	152	33	2	0	0	0	0
11:00	**488**	35.5	31.2	4.5	0	0	4	42	182	209	47	3	1	0	0	0
12:00	**578**	36.4	31.7	4.7	0	0	4	48	199	233	91	3	0	0	0	0
13:00	**599**	35.3	30.5	5.1	1	5	17	71	198	254	51	2	0	0	0	0
14:00	**580**	35.8	31.7	5.4	1	5	15	32	166	286	65	7	1	0	0	2
15:00	**663**	35	29.4	6.1	5	21	26	99	210	250	49	3	0	0	0	0
16:00	**794**	31.2	23.7	7.4	37	106	121	198	209	101	20	2	0	0	0	0
17:00	**879**	28.6	20	7.4	91	218	199	162	148	52	8	1	0	0	0	0
18:00	**678**	35.4	29.9	6.2	4	29	16	75	227	257	65	5	0	0	0	0
19:00	**299**	38.8	33.7	5.6	0	0	0	16	69	135	61	9	6	1	2	0
20:00	**252**	38.9	34.2	4.6	0	0	2	1	49	124	65	9	1	1	0	0
21:00	**214**	38.7	34.4	4.3	0	0	0	1	32	126	42	10	3	0	0	0
22:00	**115**	40.6	36.5	4.4	0	0	0	0	6	52	43	11	3	0	0	0
23:00	**89**	40.8	37.3	5.2	0	0	0	1	3	31	42	9	2	0	0	1
12H,7-19	**7318**	**34.7**	**26.7**	**8.3**	**421**	**703**	**576**	**950**	**2044**	**2083**	**506**	**30**	**3**	**0**	**0**	**2**
16H,6-22	**8426**	**35.2**	**27.7**	**8.3**	**421**	**703**	**579**	**976**	**2257**	**2632**	**763**	**73**	**15**	**3**	**2**	**2**
18H,6-24	**8630**	**35.4**	**27.9**	**8.4**	**421**	**703**	**579**	**977**	**2266**	**2715**	**848**	**93**	**20**	**3**	**2**	**3**
24H,0-24	**8892**	**35.6**	**28.1**	**8.4**	**421**	**703**	**581**	**979**	**2286**	**2812**	**950**	**123**	**26**	**5**	**3**	**3**

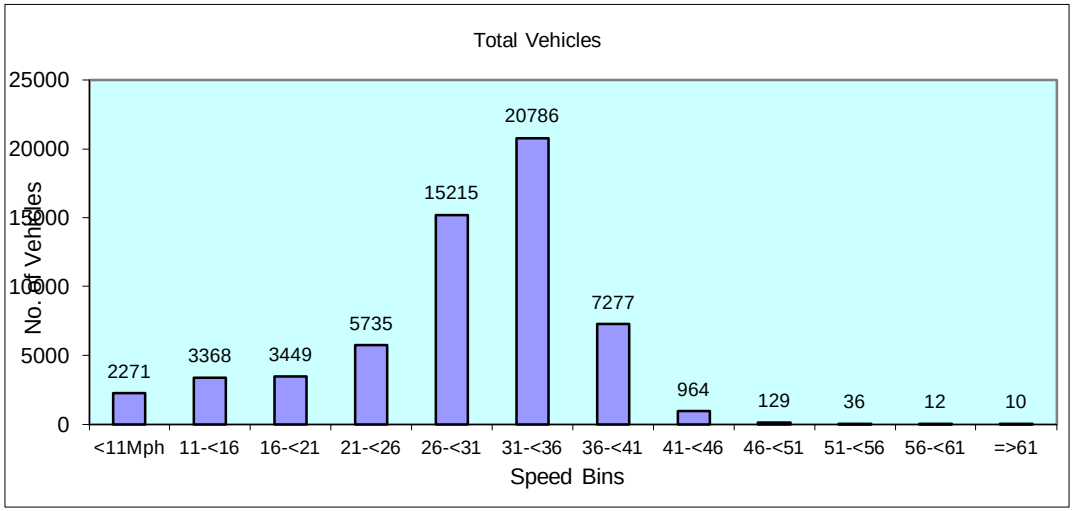
Data produced by
Auto Surveys Ltd

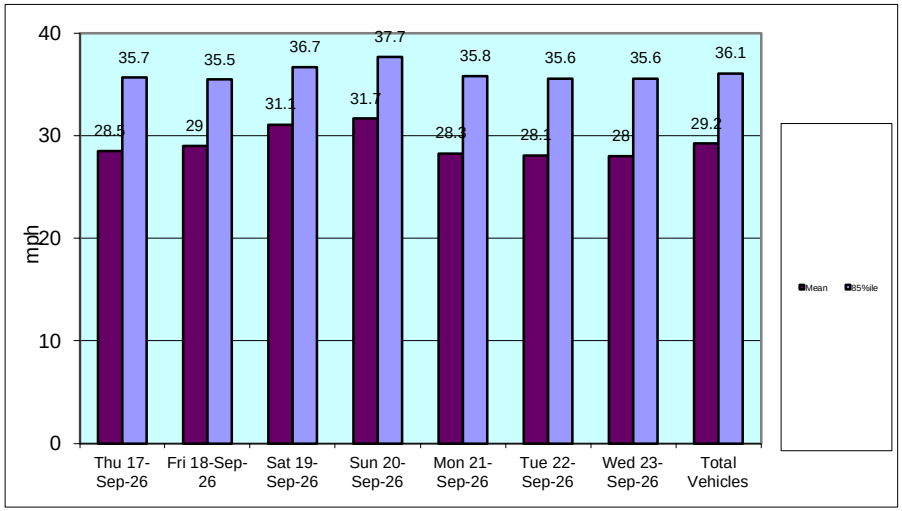
15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 23-Sep-26																	
00:00	**41**	40.5	36.8	4.8	0	0	0	0	3	15	18	3	2	0	0	0
01:00	**21**	40.7	37.3	4.1	0	0	0	0	1	6	11	3	0	0	0	0
02:00	**21**	43.3	38.3	6.2	0	0	0	0	2	5	9	3	1	1	0	0
03:00	**22**	40.6	37.1	4.6	0	0	0	0	1	8	10	2	1	0	0	0
04:00	**35**	41.3	36.4	6.3	0	0	0	2	2	14	11	4	1	1	0	0
05:00	**173**	40.7	35.9	5.4	0	0	2	3	18	64	64	18	3	1	0	0
06:00	**356**	38.2	33.3	4.7	0	0	4	13	75	173	83	8	0	0	0	0
07:00	**542**	29.4	16.9	9.3	210	132	33	45	60	51	8	1	1	1	0	0
08:00	**529**	35.3	25	10.3	79	68	37	50	98	135	54	6	2	0	0	0
09:00	**473**	35.4	30.8	5.1	0	8	5	50	166	197	41	6	0	0	0	0
10:00	**399**	35.5	31.5	4.4	0	1	1	23	152	180	37	4	1	0	0	0
11:00	**484**	35.3	30.4	5.2	0	4	17	54	181	180	42	6	0	0	0	0
12:00	**520**	35.5	31	5	0	0	9	56	189	209	49	5	1	1	1	0
13:00	**469**	35.7	31.3	4.9	0	0	5	40	186	178	49	9	2	0	0	0
14:00	**491**	34.9	29.7	5.4	5	4	14	69	183	182	33	1	0	0	0	0
15:00	**618**	34.9	28.8	6.5	9	21	30	107	216	183	44	7	0	1	0	0
16:00	**772**	29.1	19.1	8	102	243	173	73	105	60	15	1	0	0	0	0
17:00	**783**	33.2	24.2	8.6	76	89	106	125	198	158	28	2	1	0	0	0
18:00	**661**	34.5	24.9	9	47	93	86	109	113	163	41	8	0	1	0	0
19:00	**396**	35.8	32	4.5	0	0	4	21	128	189	47	6	1	0	0	0
20:00	**298**	38.6	33.1	5.3	0	0	2	26	60	131	66	10	3	0	0	0
21:00	**249**	38.6	34	4.3	0	0	1	2	48	127	63	7	1	0	0	0
22:00	**151**	39.6	35.2	4.6	0	0	0	0	22	70	50	6	2	1	0	0
23:00	**77**	40.3	36.1	4.4	0	0	0	1	4	35	29	7	1	0	0	0
12H,7-19	**6741**	**34.7**	**26.3**	**8.7**	**528**	**663**	**516**	**801**	**1847**	**1876**	**441**	**56**	**8**	**4**	**1**	**0**
16H,6-22	**8040**	**35.2**	**27.4**	**8.6**	**528**	**663**	**527**	**863**	**2158**	**2496**	**700**	**87**	**13**	**4**	**1**	**0**
18H,6-24	**8268**	**35.3**	**27.6**	**8.6**	**528**	**663**	**527**	**864**	**2184**	**2601**	**779**	**100**	**16**	**5**	**1**	**0**
24H,0-24	**8581**	**35.6**	**28**	**8.7**	**528**	**663**	**529**	**869**	**2211**	**2713**	**902**	**133**	**24**	**8**	**1**	**0**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001	Location A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Thu 17-Sep-26	**9131**	35.7	28.5	8.4	496	584	568	814	2336	3145	1022	147	12	2	3	2
Fri 18-Sep-26	**9333**	35.5	29	7.3	203	403	698	1161	2686	3059	975	123	18	6	0	1
Sat 19-Sep-26	**7793**	36.7	31.1	6.5	129	169	214	630	2065	3246	1184	140	11	3	2	0
Sun 20-Sep-26	**6839**	37.7	31.7	6.5	84	142	202	468	1611	2894	1236	171	19	7	2	3
Mon 21-Sep-26	**8683**	35.8	28.3	8.5	410	704	657	814	2020	2917	1008	127	19	5	1	1
Tue 22-Sep-26	**8892**	35.6	28.1	8.4	421	703	581	979	2286	2812	950	123	26	5	3	3
Wed 23-Sep-26	**8581**	35.6	28	8.7	528	663	529	869	2211	2713	902	133	24	8	1	0
Total Vehicles																
[--]	**59252**	36.1	29.2	7.8	2271	3368	3449	5735	15215	20786	7277	964	129	36	12	10





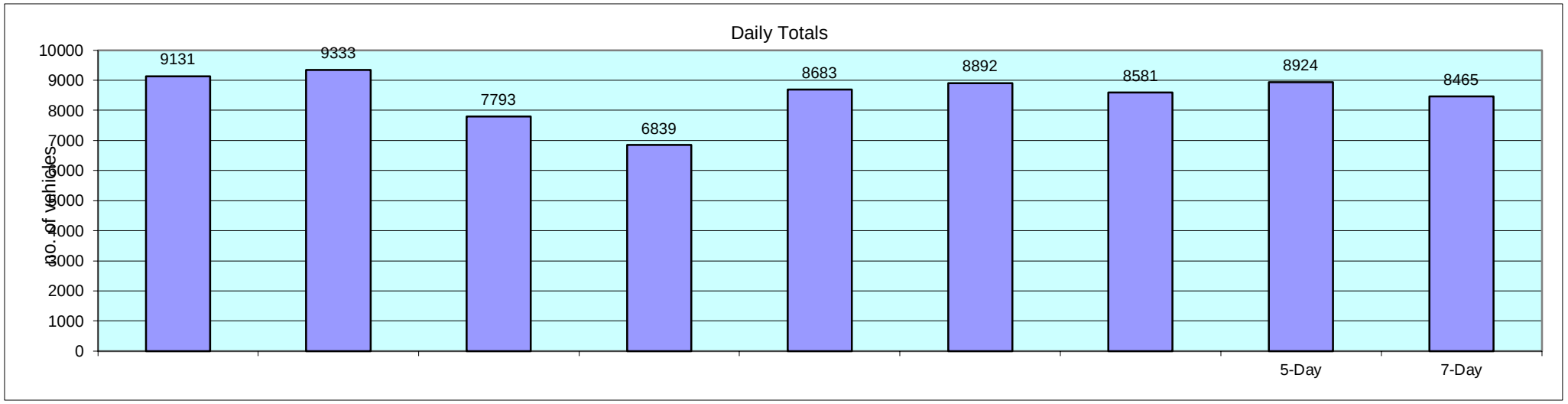
Data produced by
Auto Surveys Ltd

15775		BURLESDON		Site No: 15775001 Channel: Southbound		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)		
TIME PERIOD	Thu 17-Sep-26	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	5-Day Av	7-Day Av
Week Begin: 17-Sep-26									
00:00	**42**	40	87	72	28	29	41	36	48
01:00	**19**	25	32	44	9	21	21	19	24
02:00	**19**	15	31	44	12	9	21	15	22
03:00	**19**	18	37	41	14	13	22	17	23
04:00	**32**	31	19	24	35	33	35	33	30
05:00	**166**	161	57	59	133	157	173	158	129
06:00	**381**	334	166	118	358	343	356	354	294
07:00	**496**	508	211	150	510	534	542	518	422
08:00	**563**	544	381	239	627	593	529	571	497
09:00	**513**	536	512	410	490	491	473	501	489
10:00	**466**	566	592	478	467	441	399	468	487
11:00	**500**	536	562	605	467	488	484	495	520
12:00	**575**	642	603	735	556	578	520	574	601
13:00	**553**	615	681	626	489	599	469	545	576
14:00	**610**	609	611	576	572	580	491	572	578
15:00	**638**	674	546	525	649	663	618	648	616
16:00	**726**	765	548	521	754	794	772	762	697
17:00	**740**	734	502	406	767	879	783	781	687
18:00	**750**	650	476	405	616	678	661	671	605
19:00	**469**	442	376	284	385	299	396	398	379
20:00	**317**	326	265	201	326	252	298	304	284
21:00	**249**	238	198	140	221	214	249	234	216
22:00	**185**	199	167	92	118	115	151	154	147
23:00	**103**	125	133	44	80	89	77	95	93
12H,7-19	**7130**	**7379**	**6225**	**5676**	**6964**	**7318**	**6741**	**7106**	**6776**
16H,6-22	**8546**	**8719**	**7230**	**6419**	**8254**	**8426**	**8040**	**8397**	**7948**
18H,6-24	**8834**	**9043**	**7530**	**6555**	**8452**	**8630**	**8268**	**8645**	**8187**
24H,0-24	**9131**	**9333**	**7793**	**6839**	**8683**	**8892**	**8581**	**8924**	**8465**
Am	**08:00**	**10:00**	**10:00**	**11:00**	**08:00**	**08:00**	**07:00**		
Peak	**563**	**566**	**592**	**605**	**627**	**593**	**542**		
Pm	**18:00**	**16:00**	**13:00**	**12:00**	**17:00**	**17:00**	**17:00**		
Peak	**750**	**765**	**681**	**735**	**767**	**879**	**783**		

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775001 Channel: Southbound	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)

TIME PERIOD	Thu 17-Sep-26	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	5-Day Av	7-Day Av




1 Peewit Hill, Bursledon, Southampton SO31 8BL, UK
205°S (T) • 50.899441, -1.318828 ±14m ▲ 114m
15775 Burlesdon

15775		BURLESDON SEPTEMBER 2026								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 15775002	A27 West End Road Burlesdon (N of Peewit Hill) 50.899256, -1.318910	Channel: Northbound	Thu 17-Sep-26	Wed 23-Sep-26	40	44868	6713	6410	41.0	36.7
		Channel: Southbound	Thu 17-Sep-26	Wed 23-Sep-26		58561	8817	8366	42.6	36.9

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775002		Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 17-Sep-26														
00:00	**26**	1	24	1	0	0	0	0	0	0	0	0	0	0
01:00	**10**	2	7	1	0	0	0	0	0	0	0	0	0	0
02:00	**13**	0	12	0	1	0	0	0	0	0	0	0	0	0
03:00	**16**	0	12	4	0	0	0	0	0	0	0	0	0	0
04:00	**24**	2	21	1	0	0	0	0	0	0	0	0	0	0
05:00	**72**	3	59	9	0	1	0	0	0	0	0	0	0	0
06:00	**280**	3	245	31	0	0	1	0	0	0	0	0	0	0
07:00	**513**	8	455	44	0	1	4	0	1	0	0	0	0	0
08:00	**468**	5	413	45	1	0	2	1	1	0	0	0	0	0
09:00	**452**	5	402	42	0	0	3	0	0	0	0	0	0	0
10:00	**408**	3	371	29	2	1	0	0	2	0	0	0	0	0
11:00	**422**	1	384	29	1	0	5	0	1	0	0	1	0	0
12:00	**400**	4	367	23	0	0	0	0	6	0	0	0	0	0
13:00	**414**	5	364	41	1	0	1	0	2	0	0	0	0	0
14:00	**448**	7	402	37	0	1	0	0	1	0	0	0	0	0
15:00	**455**	5	408	32	0	3	0	0	7	0	0	0	0	0
16:00	**380**	6	341	31	1	0	0	0	1	0	0	0	0	0
17:00	**475**	9	438	26	1	0	0	0	1	0	0	0	0	0
18:00	**434**	9	403	17	1	0	1	0	3	0	0	0	0	0
19:00	**360**	6	330	21	0	0	0	0	3	0	0	0	0	0
20:00	**267**	6	246	12	0	0	2	0	1	0	0	0	0	0
21:00	**213**	2	202	8	0	0	0	0	1	0	0	0	0	0
22:00	**164**	6	155	2	0	0	0	0	0	0	1	0	0	0
23:00	**53**	2	49	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**5269**	**67**	**4748**	**396**	**8**	**6**	**16**	**1**	**26**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**6389**	**84**	**5771**	**468**	**8**	**6**	**19**	**1**	**31**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**6606**	**92**	**5975**	**472**	**8**	**6**	**19**	**1**	**31**	**0**	**1**	**1**	**0**	**0**
24H,0-24	**6767**	**100**	**6110**	**488**	**9**	**7**	**19**	**1**	**31**	**0**	**1**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 18-Sep-26														
00:00	**31**	1	29	1	0	0	0	0	0	0	0	0	0	0
01:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
02:00	**13**	1	10	2	0	0	0	0	0	0	0	0	0	0
03:00	**22**	0	19	3	0	0	0	0	0	0	0	0	0	0
04:00	**24**	2	19	3	0	0	0	0	0	0	0	0	0	0
05:00	**71**	2	58	9	0	1	0	0	1	0	0	0	0	0
06:00	**263**	3	232	27	0	0	1	0	0	0	0	0	0	0
07:00	**449**	14	403	29	0	1	2	0	0	0	0	0	0	0
08:00	**481**	7	422	44	1	0	1	0	5	0	1	0	0	0
09:00	**441**	10	386	36	0	2	2	0	5	0	0	0	0	0
10:00	**442**	2	394	35	1	2	2	0	5	0	1	0	0	0
11:00	**436**	3	391	33	0	2	4	0	3	0	0	0	0	0
12:00	**476**	7	425	38	0	0	1	0	5	0	0	0	0	0
13:00	**474**	7	416	45	0	0	3	0	3	0	0	0	0	0
14:00	**454**	3	413	34	0	1	2	0	1	0	0	0	0	0
15:00	**467**	10	418	32	0	1	1	0	5	0	0	0	0	0
16:00	**466**	8	421	33	0	0	2	0	2	0	0	0	0	0
17:00	**420**	9	389	19	0	0	3	0	0	0	0	0	0	0
18:00	**444**	8	411	19	1	0	1	0	4	0	0	0	0	0
19:00	**357**	10	319	24	0	0	1	0	3	0	0	0	0	0
20:00	**260**	2	245	13	0	0	0	0	0	0	0	0	0	0
21:00	**207**	1	199	6	0	0	0	0	1	0	0	0	0	0
22:00	**147**	6	137	4	0	0	0	0	0	0	0	0	0	0
23:00	**91**	4	84	2	0	1	0	0	0	0	0	0	0	0
12H,7-19	**5450**	**88**	**4889**	**397**	**3**	**9**	**24**	**0**	**38**	**0**	**2**	**0**	**0**	**0**
16H,6-22	**6537**	**104**	**5884**	**467**	**3**	**9**	**26**	**0**	**42**	**0**	**2**	**0**	**0**	**0**
18H,6-24	**6775**	**114**	**6105**	**473**	**3**	**10**	**26**	**0**	**42**	**0**	**2**	**0**	**0**	**0**
24H,0-24	**6948**	**120**	**6252**	**491**	**3**	**11**	**26**	**0**	**43**	**0**	**2**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775002		Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 19-Sep-26														
00:00	**48**	1	45	2	0	0	0	0	0	0	0	0	0	0
01:00	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
02:00	**15**	2	11	2	0	0	0	0	0	0	0	0	0	0
03:00	**24**	0	20	4	0	0	0	0	0	0	0	0	0	0
04:00	**20**	0	18	1	0	1	0	0	0	0	0	0	0	0
05:00	**32**	0	28	4	0	0	0	0	0	0	0	0	0	0
06:00	**115**	1	99	13	1	1	0	0	0	0	0	0	0	0
07:00	**182**	3	161	17	0	0	1	0	0	0	0	0	0	0
08:00	**334**	3	302	28	0	1	0	0	0	0	0	0	0	0
09:00	**454**	7	423	23	0	0	0	0	1	0	0	0	0	0
10:00	**490**	7	456	21	0	0	1	0	4	0	0	1	0	0
11:00	**508**	6	472	25	0	0	2	0	3	0	0	0	0	0
12:00	**506**	4	471	26	0	1	2	0	2	0	0	0	0	0
13:00	**429**	4	396	24	0	0	2	0	3	0	0	0	0	0
14:00	**464**	3	441	19	0	0	1	0	0	0	0	0	0	0
15:00	**412**	9	385	17	0	0	0	0	1	0	0	0	0	0
16:00	**368**	7	342	15	0	0	2	0	2	0	0	0	0	0
17:00	**370**	5	353	12	0	0	0	0	0	0	0	0	0	0
18:00	**343**	8	320	12	0	0	1	0	1	0	1	0	0	0
19:00	**288**	8	267	12	0	0	0	0	0	0	1	0	0	0
20:00	**193**	4	183	6	0	0	0	0	0	0	0	0	0	0
21:00	**170**	2	160	8	0	0	0	0	0	0	0	0	0	0
22:00	**157**	0	153	4	0	0	0	0	0	0	0	0	0	0
23:00	**117**	1	115	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**4860**	**66**	**4522**	**239**	**0**	**2**	**12**	**0**	**17**	**0**	**1**	**1**	**0**	**0**
16H,6-22	**5626**	**81**	**5231**	**278**	**1**	**3**	**12**	**0**	**17**	**0**	**2**	**1**	**0**	**0**
18H,6-24	**5900**	**82**	**5499**	**283**	**1**	**3**	**12**	**0**	**17**	**0**	**2**	**1**	**0**	**0**
24H,0-24	**6061**	**85**	**5642**	**297**	**1**	**4**	**12**	**0**	**17**	**0**	**2**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)				
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 20-Sep-26														
00:00	**66**	1	64	0	0	1	0	0	0	0	0	0	0	0
01:00	**38**	0	35	3	0	0	0	0	0	0	0	0	0	0
02:00	**21**	0	21	0	0	0	0	0	0	0	0	0	0	0
03:00	**30**	0	29	1	0	0	0	0	0	0	0	0	0	0
04:00	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
05:00	**30**	0	25	3	1	0	1	0	0	0	0	0	0	0
06:00	**133**	2	123	6	1	1	0	0	0	0	0	0	0	0
07:00	**118**	5	105	8	0	0	0	0	0	0	0	0	0	0
08:00	**190**	4	163	22	0	0	1	0	0	0	0	0	0	0
09:00	**321**	9	293	16	0	0	1	0	2	0	0	0	0	0
10:00	**435**	8	412	13	0	0	2	0	0	0	0	0	0	0
11:00	**505**	6	474	23	0	0	1	0	1	0	0	0	0	0
12:00	**510**	10	481	16	0	0	1	0	2	0	0	0	0	0
13:00	**444**	9	413	21	0	0	1	0	0	0	0	0	0	0
14:00	**408**	2	389	16	0	0	1	0	0	0	0	0	0	0
15:00	**397**	7	378	12	0	0	0	0	0	0	0	0	0	0
16:00	**361**	7	341	12	0	0	1	0	0	0	0	0	0	0
17:00	**340**	7	322	10	0	0	0	0	1	0	0	0	0	0
18:00	**277**	7	258	12	0	0	0	0	0	0	0	0	0	0
19:00	**228**	4	209	15	0	0	0	0	0	0	0	0	0	0
20:00	**155**	4	146	5	0	0	0	0	0	0	0	0	0	0
21:00	**115**	4	109	1	0	0	0	0	1	0	0	0	0	0
22:00	**76**	2	73	1	0	0	0	0	0	0	0	0	0	0
23:00	**33**	4	29	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**4306**	**81**	**4029**	**181**	**0**	**0**	**9**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**4937**	**95**	**4616**	**208**	**1**	**1**	**9**	**0**	**7**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**5046**	**101**	**4718**	**209**	**1**	**1**	**9**	**0**	**7**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**5244**	**102**	**4903**	**218**	**2**	**2**	**10**	**0**	**7**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Sep-26														
00:00	**31**	0	29	2	0	0	0	0	0	0	0	0	0	0
01:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
04:00	**22**	2	20	0	0	0	0	0	0	0	0	0	0	0
05:00	**72**	3	58	9	1	1	0	0	0	0	0	0	0	0
06:00	**292**	4	254	31	0	0	1	0	2	0	0	0	0	0
07:00	**452**	12	401	34	0	1	4	0	0	0	0	0	0	0
08:00	**456**	11	419	19	1	1	3	0	2	0	0	0	0	0
09:00	**412**	6	352	51	1	0	1	0	1	0	0	0	0	0
10:00	**578**	3	504	63	0	3	1	0	4	0	0	0	0	0
11:00	**469**	2	413	45	1	3	1	0	3	1	0	0	0	0
12:00	**381**	5	336	32	0	4	3	0	1	0	0	0	0	0
13:00	**454**	6	398	45	0	2	1	0	2	0	0	0	0	0
14:00	**455**	2	399	50	0	2	0	0	2	0	0	0	0	0
15:00	**423**	5	372	41	1	0	0	0	4	0	0	0	0	0
16:00	**475**	14	406	47	0	3	0	0	4	0	1	0	0	0
17:00	**404**	4	373	23	0	1	1	0	2	0	0	0	0	0
18:00	**396**	9	364	18	0	0	2	0	2	1	0	0	0	0
19:00	**335**	7	314	13	0	0	1	0	0	0	0	0	0	0
20:00	**254**	3	234	16	0	0	0	0	1	0	0	0	0	0
21:00	**157**	2	148	6	0	0	0	0	0	0	1	0	0	0
22:00	**102**	3	96	3	0	0	0	0	0	0	0	0	0	0
23:00	**53**	1	49	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**5355**	**79**	**4737**	**468**	**4**	**20**	**17**	**0**	**27**	**2**	**1**	**0**	**0**	**0**
16H,6-22	**6393**	**95**	**5687**	**534**	**4**	**20**	**19**	**0**	**30**	**2**	**2**	**0**	**0**	**0**
18H,6-24	**6548**	**99**	**5832**	**540**	**4**	**20**	**19**	**0**	**30**	**2**	**2**	**0**	**0**	**0**
24H,0-24	**6695**	**104**	**5959**	**553**	**5**	**21**	**19**	**0**	**30**	**2**	**2**	**0**	**0**	**0**

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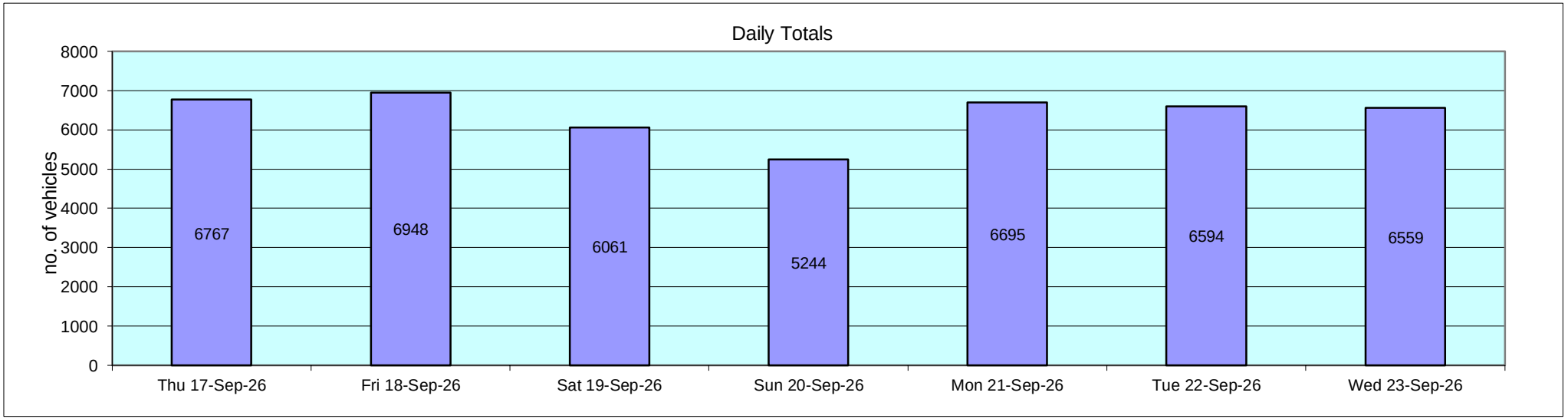
15775			BURLESDON			Site No: 15775002		Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 22-Sep-26														
00:00	**33**	6	26	1	0	0	0	0	0	0	0	0	0	0
01:00	**9**	0	8	0	0	0	1	0	0	0	0	0	0	0
02:00	**18**	2	15	1	0	0	0	0	0	0	0	0	0	0
03:00	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
04:00	**24**	3	18	2	0	0	1	0	0	0	0	0	0	0
05:00	**75**	3	61	9	1	1	0	0	0	0	0	0	0	0
06:00	**292**	5	266	21	0	0	0	0	0	0	0	0	0	0
07:00	**479**	8	412	51	0	1	2	0	4	1	0	0	0	0
08:00	**469**	9	412	45	0	2	1	0	0	0	0	0	0	0
09:00	**425**	6	373	42	0	1	3	0	0	0	0	0	0	0
10:00	**418**	6	364	39	0	2	5	0	2	0	0	0	0	0
11:00	**430**	5	394	25	0	1	3	0	2	0	0	0	0	0
12:00	**409**	8	367	31	1	1	0	0	1	0	0	0	0	0
13:00	**409**	5	367	27	0	4	2	0	3	0	0	1	0	0
14:00	**437**	7	385	37	2	1	2	0	1	0	2	0	0	0
15:00	**441**	9	383	45	0	0	1	0	2	0	0	1	0	0
16:00	**431**	12	382	34	0	0	2	0	0	0	1	0	0	0
17:00	**414**	8	385	19	0	0	2	0	0	0	0	0	0	0
18:00	**419**	11	388	16	1	1	1	0	1	0	0	0	0	0
19:00	**344**	5	321	16	0	0	0	0	2	0	0	0	0	0
20:00	**244**	7	221	15	0	0	0	0	1	0	0	0	0	0
21:00	**203**	7	189	6	0	0	0	0	1	0	0	0	0	0
22:00	**111**	3	101	7	0	0	0	0	0	0	0	0	0	0
23:00	**50**	4	43	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**5181**	**94**	**4612**	**411**	**4**	**14**	**24**	**0**	**16**	**1**	**3**	**2**	**0**	**0**
16H,6-22	**6264**	**118**	**5609**	**469**	**4**	**14**	**24**	**0**	**20**	**1**	**3**	**2**	**0**	**0**
18H,6-24	**6425**	**125**	**5753**	**479**	**4**	**14**	**24**	**0**	**20**	**1**	**3**	**2**	**0**	**0**
24H,0-24	**6594**	**139**	**5890**	**493**	**5**	**15**	**26**	**0**	**20**	**1**	**3**	**2**	**0**	**0**

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15775			BURLESDON			Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 23-Sep-26															
00:00	**35**	3	32	0	0	0	0	0	0	0	0	0	0	0
01:00	**13**	1	12	0	0	0	0	0	0	0	0	0	0	0
02:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
03:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
04:00	**20**	1	19	0	0	0	0	0	0	0	0	0	0	0
05:00	**77**	5	60	10	1	1	0	0	0	0	0	0	0	0
06:00	**301**	6	274	18	0	0	2	0	0	0	1	0	0	0
07:00	**451**	11	398	38	0	0	3	0	0	0	1	0	0	0
08:00	**455**	9	398	42	1	0	1	0	2	0	1	0	1	0
09:00	**451**	5	409	32	0	1	2	0	2	0	0	0	0	0
10:00	**433**	5	396	30	0	0	1	0	1	0	0	0	0	0
11:00	**381**	5	341	29	0	2	0	0	4	0	0	0	0	0
12:00	**391**	9	354	24	0	3	0	0	0	0	1	0	0	0
13:00	**404**	7	362	31	0	1	1	0	1	0	1	0	0	0
14:00	**448**	15	381	45	0	1	1	0	5	0	0	0	0	0
15:00	**447**	10	393	35	0	0	3	0	4	0	1	1	0	0
16:00	**466**	12	412	34	0	1	1	0	5	0	1	0	0	0
17:00	**404**	10	370	20	0	0	3	0	1	0	0	0	0	0
18:00	**397**	8	366	20	0	0	1	0	2	0	0	0	0	0
19:00	**371**	6	339	25	0	0	0	0	1	0	0	0	0	0
20:00	**214**	3	203	6	0	0	0	0	1	0	0	1	0	0
21:00	**193**	4	178	10	0	0	0	0	1	0	0	0	0	0
22:00	**122**	1	116	5	0	0	0	0	0	0	0	0	0	0
23:00	**58**	4	52	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	**5128**	**106**	**4580**	**380**	**1**	**9**	**17**	**0**	**27**	**0**	**6**	**1**	**1**	**0**
16H,6-22	**6207**	**125**	**5574**	**439**	**1**	**9**	**19**	**0**	**30**	**0**	**7**	**2**	**1**	**0**
18H,6-24	**6387**	**130**	**5742**	**445**	**1**	**9**	**19**	**0**	**31**	**0**	**7**	**2**	**1**	**0**
24H,0-24	**6559**	**140**	**5888**	**459**	**2**	**10**	**19**	**0**	**31**	**0**	**7**	**2**	**1**	**0**

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15775		BURLESDON				Site No: 15775002		Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 17-Sep-26	**6767**	100	6110	488	9	7	19	1	31	0	1	1	0	0
Fri 18-Sep-26	**6948**	120	6252	491	3	11	26	0	43	0	2	0	0	0
Sat 19-Sep-26	**6061**	85	5642	297	1	4	12	0	17	0	2	1	0	0
Sun 20-Sep-26	**5244**	102	4903	218	2	2	10	0	7	0	0	0	0	0
Mon 21-Sep-26	**6695**	104	5959	553	5	21	19	0	30	2	2	0	0	0
Tue 22-Sep-26	**6594**	139	5890	493	5	15	26	0	20	1	3	2	0	0
Wed 23-Sep-26	**6559**	140	5888	459	2	10	19	0	31	0	7	2	1	0
Total Vehicles														
[--]	**44868**	790	40644	2999	27	70	131	1	179	3	17	6	1	0



Data produced by
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15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 17-Sep-26											
00:00	**26**	1	3.9	24	92.3	1	3.9	0	0.0	0	0.0
01:00	**10**	2	20.0	7	70.0	1	10.0	0	0.0	0	0.0
02:00	**13**	0	0.0	12	92.3	0	0.0	0	0.0	1	7.7
03:00	**16**	0	0.0	12	75.0	4	25.0	0	0.0	0	0.0
04:00	**24**	2	8.3	21	87.5	1	4.2	0	0.0	0	0.0
05:00	**72**	3	4.2	59	81.9	9	12.5	1	1.4	0	0.0
06:00	**280**	3	1.1	245	87.5	31	11.1	1	0.4	0	0.0
07:00	**513**	8	1.6	455	88.7	44	8.6	6	1.2	0	0.0
08:00	**468**	5	1.1	413	88.3	45	9.6	4	0.9	1	0.2
09:00	**452**	5	1.1	402	88.9	42	9.3	3	0.7	0	0.0
10:00	**408**	3	0.7	371	90.9	29	7.1	3	0.7	2	0.5
11:00	**422**	1	0.2	384	91.0	29	6.9	7	1.7	1	0.2
12:00	**400**	4	1.0	367	91.8	23	5.8	6	1.5	0	0.0
13:00	**414**	5	1.2	364	87.9	41	9.9	3	0.7	1	0.2
14:00	**448**	7	1.6	402	89.7	37	8.3	2	0.5	0	0.0
15:00	**455**	5	1.1	408	89.7	32	7.0	10	2.2	0	0.0
16:00	**380**	6	1.6	341	89.7	31	8.2	1	0.3	1	0.3
17:00	**475**	9	1.9	438	92.2	26	5.5	1	0.2	1	0.2
18:00	**434**	9	2.1	403	92.9	17	3.9	4	0.9	1	0.2
19:00	**360**	6	1.7	330	91.7	21	5.8	3	0.8	0	0.0
20:00	**267**	6	2.3	246	92.1	12	4.5	3	1.1	0	0.0
21:00	**213**	2	0.9	202	94.8	8	3.8	1	0.5	0	0.0
22:00	**164**	6	3.7	155	94.5	2	1.2	1	0.6	0	0.0
23:00	**53**	2	3.8	49	92.5	2	3.8	0	0.0	0	0.0
12H,7-19	**5269**	**67**	**1.3**	**4748**	**90.1**	**396**	**7.5**	**50**	**1.0**	**8**	**0.2**
16H,6-22	**6389**	**84**	**1.3**	**5771**	**90.3**	**468**	**7.3**	**58**	**0.9**	**8**	**0.1**
18H,6-24	**6606**	**92**	**1.4**	**5975**	**90.5**	**472**	**7.2**	**59**	**0.9**	**8**	**0.1**
24H,0-24	**6767**	**100**	**1.5**	**6110**	**90.3**	**488**	**7.2**	**60**	**0.9**	**9**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 18-Sep-26											
00:00	**31**	1	3.2	29	93.6	1	3.2	0	0.0	0	0.0
01:00	**12**	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
02:00	**13**	1	7.7	10	76.9	2	15.4	0	0.0	0	0.0
03:00	**22**	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
04:00	**24**	2	8.3	19	79.2	3	12.5	0	0.0	0	0.0
05:00	**71**	2	2.8	58	81.7	9	12.7	2	2.8	0	0.0
06:00	**263**	3	1.1	232	88.2	27	10.3	1	0.4	0	0.0
07:00	**449**	14	3.1	403	89.8	29	6.5	3	0.7	0	0.0
08:00	**481**	7	1.5	422	87.7	44	9.2	7	1.5	1	0.2
09:00	**441**	10	2.3	386	87.5	36	8.2	9	2.0	0	0.0
10:00	**442**	2	0.5	394	89.1	35	7.9	10	2.3	1	0.2
11:00	**436**	3	0.7	391	89.7	33	7.6	9	2.1	0	0.0
12:00	**476**	7	1.5	425	89.3	38	8.0	6	1.3	0	0.0
13:00	**474**	7	1.5	416	87.8	45	9.5	6	1.3	0	0.0
14:00	**454**	3	0.7	413	91.0	34	7.5	4	0.9	0	0.0
15:00	**467**	10	2.1	418	89.5	32	6.9	7	1.5	0	0.0
16:00	**466**	8	1.7	421	90.3	33	7.1	4	0.9	0	0.0
17:00	**420**	9	2.1	389	92.6	19	4.5	3	0.7	0	0.0
18:00	**444**	8	1.8	411	92.6	19	4.3	5	1.1	1	0.2
19:00	**357**	10	2.8	319	89.4	24	6.7	4	1.1	0	0.0
20:00	**260**	2	0.8	245	94.2	13	5.0	0	0.0	0	0.0
21:00	**207**	1	0.5	199	96.1	6	2.9	1	0.5	0	0.0
22:00	**147**	6	4.1	137	93.2	4	2.7	0	0.0	0	0.0
23:00	**91**	4	4.4	84	92.3	2	2.2	1	1.1	0	0.0
12H,7-19	**5450**	**88**	**1.6**	**4889**	**89.7**	**397**	**7.3**	**73**	**1.3**	**3**	**0.1**
16H,6-22	**6537**	**104**	**1.6**	**5884**	**90.0**	**467**	**7.1**	**79**	**1.2**	**3**	**0.1**
18H,6-24	**6775**	**114**	**1.7**	**6105**	**90.1**	**473**	**7.0**	**80**	**1.2**	**3**	**0.0**
24H,0-24	**6948**	**120**	**1.7**	**6252**	**90.0**	**491**	**7.1**	**82**	**1.2**	**3**	**0.0**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 19-Sep-26											
00:00	**48**	1	2.1	45	93.8	2	4.2	0	0.0	0	0.0
01:00	**22**	0	0.0	21	95.5	1	4.6	0	0.0	0	0.0
02:00	**15**	2	13.3	11	73.3	2	13.3	0	0.0	0	0.0
03:00	**24**	0	0.0	20	83.3	4	16.7	0	0.0	0	0.0
04:00	**20**	0	0.0	18	90.0	1	5.0	1	5.0	0	0.0
05:00	**32**	0	0.0	28	87.5	4	12.5	0	0.0	0	0.0
06:00	**115**	1	0.9	99	86.1	13	11.3	1	0.9	1	0.9
07:00	**182**	3	1.7	161	88.5	17	9.3	1	0.6	0	0.0
08:00	**334**	3	0.9	302	90.4	28	8.4	1	0.3	0	0.0
09:00	**454**	7	1.5	423	93.2	23	5.1	1	0.2	0	0.0
10:00	**490**	7	1.4	456	93.1	21	4.3	6	1.2	0	0.0
11:00	**508**	6	1.2	472	92.9	25	4.9	5	1.0	0	0.0
12:00	**506**	4	0.8	471	93.1	26	5.1	5	1.0	0	0.0
13:00	**429**	4	0.9	396	92.3	24	5.6	5	1.2	0	0.0
14:00	**464**	3	0.7	441	95.0	19	4.1	1	0.2	0	0.0
15:00	**412**	9	2.2	385	93.5	17	4.1	1	0.2	0	0.0
16:00	**368**	7	1.9	342	92.9	15	4.1	4	1.1	0	0.0
17:00	**370**	5	1.4	353	95.4	12	3.2	0	0.0	0	0.0
18:00	**343**	8	2.3	320	93.3	12	3.5	3	0.9	0	0.0
19:00	**288**	8	2.8	267	92.7	12	4.2	1	0.4	0	0.0
20:00	**193**	4	2.1	183	94.8	6	3.1	0	0.0	0	0.0
21:00	**170**	2	1.2	160	94.1	8	4.7	0	0.0	0	0.0
22:00	**157**	0	0.0	153	97.5	4	2.6	0	0.0	0	0.0
23:00	**117**	1	0.9	115	98.3	1	0.9	0	0.0	0	0.0
12H,7-19	**4860**	**66**	**1.4**	**4522**	**93.1**	**239**	**4.9**	**33**	**0.7**	**0**	**0.0**
16H,6-22	**5626**	**81**	**1.4**	**5231**	**93.0**	**278**	**4.9**	**35**	**0.6**	**1**	**0.0**
18H,6-24	**5900**	**82**	**1.4**	**5499**	**93.2**	**283**	**4.8**	**35**	**0.6**	**1**	**0.0**
24H,0-24	**6061**	**85**	**1.4**	**5642**	**93.1**	**297**	**4.9**	**36**	**0.6**	**1**	**0.0**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 20-Sep-26											
00:00	**66**	1	1.5	64	97.0	0	0.0	1	1.5	0	0.0
01:00	**38**	0	0.0	35	92.1	3	7.9	0	0.0	0	0.0
02:00	**21**	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
03:00	**30**	0	0.0	29	96.7	1	3.3	0	0.0	0	0.0
04:00	**13**	0	0.0	11	84.6	2	15.4	0	0.0	0	0.0
05:00	**30**	0	0.0	25	83.3	3	10.0	1	3.3	1	3.3
06:00	**133**	2	1.5	123	92.5	6	4.5	1	0.8	1	0.8
07:00	**118**	5	4.2	105	89.0	8	6.8	0	0.0	0	0.0
08:00	**190**	4	2.1	163	85.8	22	11.6	1	0.5	0	0.0
09:00	**321**	9	2.8	293	91.3	16	5.0	3	0.9	0	0.0
10:00	**435**	8	1.8	412	94.7	13	3.0	2	0.5	0	0.0
11:00	**505**	6	1.2	474	93.9	23	4.6	2	0.4	0	0.0
12:00	**510**	10	2.0	481	94.3	16	3.1	3	0.6	0	0.0
13:00	**444**	9	2.0	413	93.0	21	4.7	1	0.2	0	0.0
14:00	**408**	2	0.5	389	95.3	16	3.9	1	0.3	0	0.0
15:00	**397**	7	1.8	378	95.2	12	3.0	0	0.0	0	0.0
16:00	**361**	7	1.9	341	94.5	12	3.3	1	0.3	0	0.0
17:00	**340**	7	2.1	322	94.7	10	2.9	1	0.3	0	0.0
18:00	**277**	7	2.5	258	93.1	12	4.3	0	0.0	0	0.0
19:00	**228**	4	1.8	209	91.7	15	6.6	0	0.0	0	0.0
20:00	**155**	4	2.6	146	94.2	5	3.2	0	0.0	0	0.0
21:00	**115**	4	3.5	109	94.8	1	0.9	1	0.9	0	0.0
22:00	**76**	2	2.6	73	96.1	1	1.3	0	0.0	0	0.0
23:00	**33**	4	12.1	29	87.9	0	0.0	0	0.0	0	0.0
12H,7-19	**4306**	**81**	**1.9**	**4029**	**93.6**	**181**	**4.2**	**15**	**0.4**	**0**	**0.0**
16H,6-22	**4937**	**95**	**1.9**	**4616**	**93.5**	**208**	**4.2**	**17**	**0.3**	**1**	**0.0**
18H,6-24	**5046**	**101**	**2.0**	**4718**	**93.5**	**209**	**4.1**	**17**	**0.3**	**1**	**0.0**
24H,0-24	**5244**	**102**	**2.0**	**4903**	**93.5**	**218**	**4.2**	**19**	**0.4**	**2**	**0.0**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 21-Sep-26											
00:00	**31**	0	0.0	29	93.6	2	6.5	0	0.0	0	0.0
01:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
02:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
04:00	**22**	2	9.1	20	90.9	0	0.0	0	0.0	0	0.0
05:00	**72**	3	4.2	58	80.6	9	12.5	1	1.4	1	1.4
06:00	**292**	4	1.4	254	87.0	31	10.6	3	1.0	0	0.0
07:00	**452**	12	2.7	401	88.7	34	7.5	5	1.1	0	0.0
08:00	**456**	11	2.4	419	91.9	19	4.2	6	1.3	1	0.2
09:00	**412**	6	1.5	352	85.4	51	12.4	2	0.5	1	0.2
10:00	**578**	3	0.5	504	87.2	63	10.9	8	1.4	0	0.0
11:00	**469**	2	0.4	413	88.1	45	9.6	8	1.7	1	0.2
12:00	**381**	5	1.3	336	88.2	32	8.4	8	2.1	0	0.0
13:00	**454**	6	1.3	398	87.7	45	9.9	5	1.1	0	0.0
14:00	**455**	2	0.4	399	87.7	50	11.0	4	0.9	0	0.0
15:00	**423**	5	1.2	372	87.9	41	9.7	4	1.0	1	0.2
16:00	**475**	14	3.0	406	85.5	47	9.9	8	1.7	0	0.0
17:00	**404**	4	1.0	373	92.3	23	5.7	4	1.0	0	0.0
18:00	**396**	9	2.3	364	91.9	18	4.6	5	1.3	0	0.0
19:00	**335**	7	2.1	314	93.7	13	3.9	1	0.3	0	0.0
20:00	**254**	3	1.2	234	92.1	16	6.3	1	0.4	0	0.0
21:00	**157**	2	1.3	148	94.3	6	3.8	1	0.6	0	0.0
22:00	**102**	3	2.9	96	94.1	3	2.9	0	0.0	0	0.0
23:00	**53**	1	1.9	49	92.5	3	5.7	0	0.0	0	0.0
12H,7-19	**5355**	**79**	**1.5**	**4737**	**88.5**	**468**	**8.7**	**67**	**1.3**	**4**	**0.1**
16H,6-22	**6393**	**95**	**1.5**	**5687**	**89.0**	**534**	**8.4**	**73**	**1.1**	**4**	**0.1**
18H,6-24	**6548**	**99**	**1.5**	**5832**	**89.1**	**540**	**8.3**	**73**	**1.1**	**4**	**0.1**
24H,0-24	**6695**	**104**	**1.6**	**5959**	**89.0**	**553**	**8.3**	**74**	**1.1**	**5**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 22-Sep-26											
00:00	**33**	6	18.2	26	78.8	1	3.0	0	0.0	0	0.0
01:00	**9**	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
02:00	**18**	2	11.1	15	83.3	1	5.6	0	0.0	0	0.0
03:00	**10**	0	0.0	9	90.0	1	10.0	0	0.0	0	0.0
04:00	**24**	3	12.5	18	75.0	2	8.3	1	4.2	0	0.0
05:00	**75**	3	4.0	61	81.3	9	12.0	1	1.3	1	1.3
06:00	**292**	5	1.7	266	91.1	21	7.2	0	0.0	0	0.0
07:00	**479**	8	1.7	412	86.0	51	10.7	8	1.7	0	0.0
08:00	**469**	9	1.9	412	87.9	45	9.6	3	0.6	0	0.0
09:00	**425**	6	1.4	373	87.8	42	9.9	4	0.9	0	0.0
10:00	**418**	6	1.4	364	87.1	39	9.3	9	2.2	0	0.0
11:00	**430**	5	1.2	394	91.6	25	5.8	6	1.4	0	0.0
12:00	**409**	8	2.0	367	89.7	31	7.6	2	0.5	1	0.2
13:00	**409**	5	1.2	367	89.7	27	6.6	10	2.4	0	0.0
14:00	**437**	7	1.6	385	88.1	37	8.5	6	1.4	2	0.5
15:00	**441**	9	2.0	383	86.9	45	10.2	4	0.9	0	0.0
16:00	**431**	12	2.8	382	88.6	34	7.9	3	0.7	0	0.0
17:00	**414**	8	1.9	385	93.0	19	4.6	2	0.5	0	0.0
18:00	**419**	11	2.6	388	92.6	16	3.8	3	0.7	1	0.2
19:00	**344**	5	1.5	321	93.3	16	4.7	2	0.6	0	0.0
20:00	**244**	7	2.9	221	90.6	15	6.2	1	0.4	0	0.0
21:00	**203**	7	3.5	189	93.1	6	3.0	1	0.5	0	0.0
22:00	**111**	3	2.7	101	91.0	7	6.3	0	0.0	0	0.0
23:00	**50**	4	8.0	43	86.0	3	6.0	0	0.0	0	0.0
12H,7-19	**5181**	**94**	**1.8**	**4612**	**89.0**	**411**	**7.9**	**60**	**1.2**	**4**	**0.1**
16H,6-22	**6264**	**118**	**1.9**	**5609**	**89.5**	**469**	**7.5**	**64**	**1.0**	**4**	**0.1**
18H,6-24	**6425**	**125**	**2.0**	**5753**	**89.5**	**479**	**7.5**	**64**	**1.0**	**4**	**0.1**
24H,0-24	**6594**	**139**	**2.1**	**5890**	**89.3**	**493**	**7.5**	**67**	**1.0**	**5**	**0.1**

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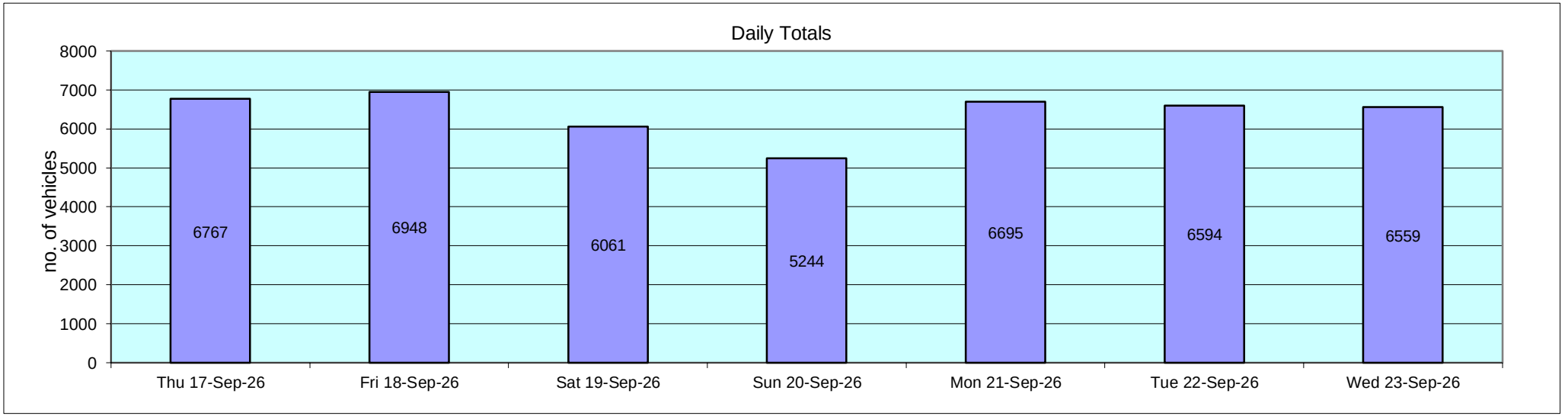
15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 23-Sep-26											
00:00	**35**	3	8.6	32	91.4	0	0.0	0	0.0	0	0.0
01:00	**13**	1	7.7	12	92.3	0	0.0	0	0.0	0	0.0
02:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
03:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
04:00	**20**	1	5.0	19	95.0	0	0.0	0	0.0	0	0.0
05:00	**77**	5	6.5	60	77.9	10	13.0	1	1.3	1	1.3
06:00	**301**	6	2.0	274	91.0	18	6.0	3	1.0	0	0.0
07:00	**451**	11	2.4	398	88.3	38	8.4	4	0.9	0	0.0
08:00	**455**	9	2.0	398	87.5	42	9.2	5	1.1	1	0.2
09:00	**451**	5	1.1	409	90.7	32	7.1	5	1.1	0	0.0
10:00	**433**	5	1.2	396	91.5	30	6.9	2	0.5	0	0.0
11:00	**381**	5	1.3	341	89.5	29	7.6	6	1.6	0	0.0
12:00	**391**	9	2.3	354	90.5	24	6.1	4	1.0	0	0.0
13:00	**404**	7	1.7	362	89.6	31	7.7	4	1.0	0	0.0
14:00	**448**	15	3.4	381	85.0	45	10.0	7	1.6	0	0.0
15:00	**447**	10	2.2	393	87.9	35	7.8	9	2.0	0	0.0
16:00	**466**	12	2.6	412	88.4	34	7.3	8	1.7	0	0.0
17:00	**404**	10	2.5	370	91.6	20	5.0	4	1.0	0	0.0
18:00	**397**	8	2.0	366	92.2	20	5.0	3	0.8	0	0.0
19:00	**371**	6	1.6	339	91.4	25	6.7	1	0.3	0	0.0
20:00	**214**	3	1.4	203	94.9	6	2.8	2	0.9	0	0.0
21:00	**193**	4	2.1	178	92.2	10	5.2	1	0.5	0	0.0
22:00	**122**	1	0.8	116	95.1	5	4.1	0	0.0	0	0.0
23:00	**58**	4	6.9	52	89.7	1	1.7	1	1.7	0	0.0
12H,7-19	**5128**	**106**	**2.1**	**4580**	**89.3**	**380**	**7.4**	**61**	**1.2**	**1**	**0.0**
16H,6-22	**6207**	**125**	**2.0**	**5574**	**89.8**	**439**	**7.1**	**68**	**1.1**	**1**	**0.0**
18H,6-24	**6387**	**130**	**2.0**	**5742**	**89.9**	**445**	**7.0**	**69**	**1.1**	**1**	**0.0**
24H,0-24	**6559**	**140**	**2.1**	**5888**	**89.8**	**459**	**7.0**	**70**	**1.1**	**2**	**0.0**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 17-Sep-26	**6767**	100	1.5	6110	90.3	488	7.2	60	0.9	9	0.1
Fri 18-Sep-26	**6948**	120	1.7	6252	90.0	491	7.1	82	1.2	3	0.0
Sat 19-Sep-26	**6061**	85	1.4	5642	93.1	297	4.9	36	0.6	1	0.0
Sun 20-Sep-26	**5244**	102	2.0	4903	93.5	218	4.2	19	0.4	2	0.0
Mon 21-Sep-26	**6695**	104	1.6	5959	89.0	553	8.3	74	1.1	5	0.1
Tue 22-Sep-26	**6594**	139	2.1	5890	89.3	493	7.5	67	1.0	5	0.1
Wed 23-Sep-26	**6559**	140	2.1	5888	89.8	459	7.0	70	1.1	2	0.0
Total Vehicles											
[--]	**44868**	790	1.8	40644	90.7	2999	6.6	408	0.9	27	0.1



Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 17-Sep-26																
00:00	**26**	46.8	39.5	7.7	0	0	0	1	2	5	8	5	4	0	1	0
01:00	**10**	-	46.5	10.4	0	0	0	0	0	1	3	1	3	0	0	2
02:00	**13**	47.4	41.6	7.9	0	0	0	0	1	2	3	4	2	0	1	0
03:00	**16**	44.9	40.1	5.9	0	0	0	0	0	4	6	4	1	1	0	0
04:00	**24**	45.4	41	5.3	0	0	0	0	0	4	8	9	2	1	0	0
05:00	**72**	44.8	39.4	7.2	0	2	0	2	0	9	30	23	5	0	0	1
06:00	**280**	42.6	38.3	4.2	0	0	0	0	5	70	146	51	7	1	0	0
07:00	**513**	40.3	35.3	5.4	0	1	4	9	84	178	186	42	7	1	1	0
08:00	**468**	40.5	36.1	4.9	0	0	1	1	58	159	199	42	5	3	0	0
09:00	**452**	40.6	36.4	4.6	0	1	0	2	28	189	178	47	6	1	0	0
10:00	**408**	40.3	35.7	4.6	0	0	1	2	50	162	154	36	3	0	0	0
11:00	**422**	40.5	36.4	4.6	0	0	1	1	32	162	182	36	7	0	0	1
12:00	**400**	40.5	36.5	4.6	0	0	2	3	20	153	180	33	7	2	0	0
13:00	**414**	40.7	36.6	4.4	0	0	0	0	28	160	175	44	7	0	0	0
14:00	**448**	40.5	36.6	4.4	0	0	0	2	28	160	211	41	5	0	1	0
15:00	**455**	40.9	37	5	1	1	0	1	39	126	222	53	9	3	0	0
16:00	**380**	40.7	36.8	4.8	0	1	1	2	23	131	174	39	7	2	0	0
17:00	**475**	40.9	37	4.8	0	0	0	4	34	141	231	54	8	2	1	0
18:00	**434**	41	36.7	5.4	0	2	0	5	35	144	184	49	11	2	2	0
19:00	**360**	40.8	36.3	5.1	0	1	0	6	33	123	147	43	7	0	0	0
20:00	**267**	40.8	36.4	5.4	0	0	1	3	27	95	105	29	5	0	1	1
21:00	**213**	40.7	36.5	5	0	1	0	0	17	82	85	24	3	0	1	0
22:00	**164**	41.3	37.3	5.5	0	0	1	0	7	61	69	18	5	1	1	1
23:00	**53**	44.3	39	7.8	1	0	0	0	1	14	20	13	2	0	0	2
12H,7-19	**5269**	**40.6**	**36.4**	**4.8**	**1**	**6**	**10**	**32**	**459**	**1865**	**2276**	**516**	**82**	**16**	**5**	**1**
16H,6-22	**6389**	**40.7**	**36.5**	**4.9**	**1**	**8**	**11**	**41**	**541**	**2235**	**2759**	**663**	**104**	**17**	**7**	**2**
18H,6-24	**6606**	**40.7**	**36.5**	**4.9**	**2**	**8**	**12**	**41**	**549**	**2310**	**2848**	**694**	**111**	**18**	**8**	**5**
24H,0-24	**6767**	**40.8**	**36.6**	**5**	**2**	**10**	**12**	**44**	**552**	**2335**	**2906**	**740**	**128**	**20**	**10**	**8**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 18-Sep-26																
00:00	**31**	45	41.2	5.9	0	0	0	0	0	4	13	11	0	2	1	0
01:00	**12**	42.8	38.9	4.7	0	0	0	0	0	3	6	2	1	0	0	0
02:00	**13**	48.6	42.7	6.2	0	0	0	0	0	2	3	4	3	1	0	0
03:00	**22**	45	39.6	5.7	0	0	0	0	0	6	9	4	2	1	0	0
04:00	**24**	45.8	40.2	6.8	0	0	0	0	3	3	6	8	3	1	0	0
05:00	**71**	45.1	39.2	7.2	0	2	0	1	0	14	29	17	4	4	0	0
06:00	**263**	43.9	39	4.8	0	0	1	0	2	56	136	48	18	2	0	0
07:00	**449**	41.1	37.1	5.1	0	0	1	2	29	148	200	54	11	1	1	2
08:00	**481**	40.8	37	4.9	1	0	4	2	27	129	258	53	5	1	0	1
09:00	**441**	40.5	36.3	5.2	1	0	0	6	41	152	195	34	9	1	1	1
10:00	**442**	40.1	35.5	4.7	0	0	2	6	47	188	163	32	3	1	0	0
11:00	**436**	40.5	36.4	4.4	0	0	0	1	32	168	188	41	5	1	0	0
12:00	**476**	40.7	36.5	5.2	1	0	2	1	38	171	203	51	4	3	0	2
13:00	**474**	40.5	35.8	5.3	2	1	1	5	59	162	192	47	4	1	0	0
14:00	**454**	40.6	36	5	0	0	1	2	58	164	175	45	8	0	0	1
15:00	**467**	40.5	36.2	4.6	0	0	0	5	34	193	184	43	7	1	0	0
16:00	**466**	40.9	36.8	5.2	0	1	0	3	38	163	195	50	10	5	0	1
17:00	**420**	41.8	36.5	5.3	2	0	0	3	30	170	141	64	9	1	0	0
18:00	**444**	40.5	36.7	4.9	1	1	0	3	23	156	213	37	5	4	1	0
19:00	**357**	40.5	35.9	5.2	0	3	0	1	36	152	123	31	11	0	0	0
20:00	**260**	40.7	36.7	5	0	0	1	0	17	103	105	24	8	1	1	0
21:00	**207**	41	37.2	4.6	0	0	0	2	10	64	100	26	5	0	0	0
22:00	**147**	44.2	38.3	6.1	0	0	0	2	6	44	61	18	10	5	1	0
23:00	**91**	44.2	38.4	6	0	0	0	1	5	24	38	14	5	4	0	0
12H,7-19	**5450**	**40.7**	**36.4**	**5**	**8**	**3**	**11**	**39**	**456**	**1964**	**2307**	**551**	**80**	**20**	**3**	**8**
16H,6-22	**6537**	**40.7**	**36.5**	**5**	**8**	**6**	**13**	**42**	**521**	**2339**	**2771**	**680**	**122**	**23**	**4**	**8**
18H,6-24	**6775**	**40.8**	**36.6**	**5.1**	**8**	**6**	**13**	**45**	**532**	**2407**	**2870**	**712**	**137**	**32**	**5**	**8**
24H,0-24	**6948**	**40.9**	**36.7**	**5.1**	**8**	**8**	**13**	**46**	**535**	**2439**	**2936**	**758**	**150**	**41**	**6**	**8**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 19-Sep-26																	
00:00	**48**	42.9	38.1	5.9	0	0	0	1	2	13	22	6	2	2	0	0
01:00	**22**	41.5	37.1	7.1	0	0	0	0	3	8	7	2	1	0	1	0
02:00	**15**	43.3	37.2	5.7	0	0	0	0	2	5	3	5	0	0	0	0
03:00	**24**	45.8	40.8	5.5	0	0	0	0	0	4	10	6	3	1	0	0
04:00	**20**	43.5	37.8	6.9	0	0	0	1	2	4	7	5	0	1	0	0
05:00	**32**	44.6	39.6	5.1	0	0	0	0	1	7	10	12	2	0	0	0
06:00	**115**	42.5	37.7	4.8	0	0	0	1	4	35	51	21	2	1	0	0
07:00	**182**	44.3	39.4	4.7	0	0	0	0	7	24	92	48	10	1	0	0
08:00	**334**	42.6	37.7	4.9	0	0	2	2	13	91	156	61	8	1	0	0
09:00	**454**	40.9	36.8	4.7	0	0	0	1	24	185	178	54	8	3	1	0
10:00	**490**	40.5	35.8	5.3	0	0	1	13	52	186	184	47	3	2	0	2
11:00	**508**	40.6	36.3	5	0	0	1	9	46	179	212	47	12	2	0	0
12:00	**506**	40.7	36.2	5	0	0	0	13	39	186	203	56	8	1	0	0
13:00	**429**	40.5	36.3	4.6	0	0	0	5	42	144	192	42	3	1	0	0
14:00	**464**	40.8	36.9	4.8	0	0	0	2	40	137	223	51	8	2	0	1
15:00	**412**	41.6	37	4.9	0	0	0	3	25	150	165	57	9	3	0	0
16:00	**368**	42.4	37.8	5	0	0	0	3	14	110	170	55	11	4	1	0
17:00	**370**	42.6	37.9	5.2	0	1	1	3	11	102	176	64	6	4	1	1
18:00	**343**	43.8	38.4	5.8	0	0	0	1	16	102	134	68	11	7	2	2
19:00	**288**	40.4	35.7	4.8	0	0	0	1	39	116	101	29	1	0	1	0
20:00	**193**	40.8	36.7	5	0	0	0	1	15	74	76	20	5	2	0	0
21:00	**170**	41	36.5	4.8	0	0	0	2	10	72	60	22	4	0	0	0
22:00	**157**	41.7	37.3	5	0	0	0	1	8	54	67	20	5	2	0	0
23:00	**117**	42.7	37.9	5.2	0	0	0	1	5	33	54	18	5	0	1	0
12H,7-19	**4860**	**41.5**	**37**	**5.1**	**0**	**1**	**5**	**55**	**329**	**1596**	**2085**	**650**	**97**	**31**	**5**	**6**
16H,6-22	**5626**	**41.4**	**36.9**	**5.1**	**0**	**1**	**5**	**60**	**397**	**1893**	**2373**	**742**	**109**	**34**	**6**	**6**
18H,6-24	**5900**	**41.4**	**37**	**5.1**	**0**	**1**	**5**	**62**	**410**	**1980**	**2494**	**780**	**119**	**36**	**7**	**6**
24H,0-24	**6061**	**41.5**	**37**	**5.1**	**0**	**1**	**5**	**64**	**420**	**2021**	**2553**	**816**	**127**	**40**	**8**	**6**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 20-Sep-26																	
00:00	**66**	42.6	37.3	5.7	0	0	0	2	5	18	27	11	2	1	0	0
01:00	**38**	40.7	36.9	5.4	0	0	0	0	4	13	15	3	3	0	0	0
02:00	**21**	44.3	39	5.4	0	0	0	0	1	6	5	8	1	0	0	0
03:00	**30**	44.3	39	6.6	0	0	0	0	2	7	14	3	1	3	0	0
04:00	**13**	39	35	4	0	0	0	0	2	5	6	0	0	0	0	0
05:00	**30**	40.7	37.8	5.4	0	0	0	0	3	5	18	2	1	1	0	0
06:00	**133**	41.4	37.4	4.4	0	0	0	0	4	48	59	18	4	0	0	0
07:00	**118**	43.8	38.3	6.3	0	2	2	0	2	24	56	25	5	2	0	0
08:00	**190**	44.1	38.9	5.9	0	0	2	1	5	41	87	40	9	2	2	1
09:00	**321**	40.8	36.6	4.9	0	0	1	4	30	96	147	38	5	0	0	0
10:00	**435**	41	37.7	4.5	0	0	0	0	16	125	228	53	9	3	1	0
11:00	**505**	40.4	36.4	4.2	0	0	0	2	35	188	232	45	3	0	0	0
12:00	**510**	40.6	35.9	5.5	2	0	0	9	54	197	187	50	8	0	1	2
13:00	**444**	40.8	37.3	4.7	0	0	0	2	26	125	235	45	9	0	0	2
14:00	**408**	41.3	37.3	5.5	0	0	0	14	18	113	198	48	11	3	2	1
15:00	**397**	42.9	37.8	5.3	0	0	1	2	18	126	166	62	15	6	1	0
16:00	**361**	41.9	37.5	4.6	0	0	0	0	10	131	156	51	11	1	1	0
17:00	**340**	42.5	37.5	5.1	1	0	2	1	16	96	155	59	10	0	0	0
18:00	**277**	42.6	37.5	5.6	0	0	1	3	15	90	114	37	14	2	0	1
19:00	**228**	40.9	36.5	4.8	0	0	0	2	19	85	90	28	3	1	0	0
20:00	**155**	40.7	36.6	4.6	0	0	0	2	12	50	71	18	2	0	0	0
21:00	**115**	42.3	37.2	6.5	0	0	0	2	9	42	40	16	3	0	1	2
22:00	**76**	44.6	39	7.1	0	0	0	1	5	18	30	14	4	2	0	2
23:00	**33**	48.6	41.1	9.6	0	0	0	0	3	8	8	7	3	1	0	3
12H,7-19	**4306**	**41.4**	**37.2**	**5.1**	**3**	**2**	**9**	**38**	**245**	**1352**	**1961**	**553**	**109**	**19**	**8**	**7**
16H,6-22	**4937**	**41.4**	**37.1**	**5.1**	**3**	**2**	**9**	**44**	**289**	**1577**	**2221**	**633**	**121**	**20**	**9**	**9**
18H,6-24	**5046**	**41.5**	**37.2**	**5.2**	**3**	**2**	**9**	**45**	**297**	**1603**	**2259**	**654**	**128**	**23**	**9**	**14**
24H,0-24	**5244**	**41.6**	**37.2**	**5.2**	**3**	**2**	**9**	**47**	**314**	**1657**	**2344**	**681**	**136**	**28**	**9**	**14**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 21-Sep-26																	
00:00	**31**	40.8	38.8	5.2	0	0	0	0	0	7	19	3	1	0	1	0
01:00	**5**	-	37.5	4.4	0	0	0	0	0	2	2	1	0	0	0	0
02:00	**4**	-	43.5	4.2	0	0	0	0	0	0	1	2	1	0	0	0
03:00	**13**	44.2	38.5	5.9	0	0	0	0	1	4	3	4	1	0	0	0
04:00	**22**	44.2	37.6	7.1	0	0	1	0	2	5	7	5	2	0	0	0
05:00	**72**	44.8	39.3	6.2	0	1	0	1	0	14	31	18	5	2	0	0
06:00	**292**	42.9	38	4.7	0	0	1	1	7	82	136	55	9	1	0	0
07:00	**452**	41.5	37.2	5.1	0	1	1	5	25	134	212	61	9	4	0	0
08:00	**456**	40.4	35.8	5.5	1	3	3	8	41	164	190	36	9	1	0	0
09:00	**412**	40.7	37	4.1	0	0	0	0	14	152	196	46	3	1	0	0
10:00	**578**	40.4	35.8	4.7	0	0	0	4	67	237	208	56	5	0	1	0
11:00	**469**	40.3	36.1	4.5	0	0	0	0	41	197	187	38	3	2	0	1
12:00	**381**	40.9	37	5	0	0	0	1	24	134	167	45	6	2	0	2
13:00	**454**	41	36.9	5.3	0	0	0	6	37	146	198	49	12	5	0	1
14:00	**455**	41.3	37.1	4.5	0	0	0	1	26	151	204	66	7	0	0	0
15:00	**423**	40.8	36	5.3	0	2	1	10	43	146	162	54	4	1	0	0
16:00	**475**	40.6	36.3	5.1	0	1	0	2	40	195	181	40	12	1	2	1
17:00	**404**	41	36.1	5.5	1	0	1	7	44	146	144	50	10	0	0	1
18:00	**396**	41.1	37.4	5	0	1	2	1	21	104	206	51	7	2	0	1
19:00	**335**	40.6	36.3	4.8	0	0	0	3	35	114	144	31	8	0	0	0
20:00	**254**	40.4	36.6	4.7	0	0	2	3	15	80	130	21	1	2	0	0
21:00	**157**	42.8	37.8	5.4	0	0	0	4	5	44	70	27	4	3	0	0
22:00	**102**	43.8	38.9	5.4	0	0	0	0	5	19	52	18	5	2	1	0
23:00	**53**	43	38.2	7.1	1	0	0	0	2	12	26	9	1	0	2	0
12H,7-19	**5355**	**40.8**	**36.5**	**5**	**2**	**8**	**8**	**45**	**423**	**1906**	**2255**	**592**	**87**	**19**	**3**	**7**
16H,6-22	**6393**	**40.8**	**36.6**	**5**	**2**	**8**	**11**	**56**	**485**	**2226**	**2735**	**726**	**109**	**25**	**3**	**7**
18H,6-24	**6548**	**40.9**	**36.7**	**5**	**3**	**8**	**11**	**56**	**492**	**2257**	**2813**	**753**	**115**	**27**	**6**	**7**
24H,0-24	**6695**	**40.9**	**36.7**	**5.1**	**3**	**9**	**12**	**57**	**495**	**2289**	**2876**	**786**	**125**	**29**	**7**	**7**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 22-Sep-26																
00:00	**33**	45.3	39.4	7.9	0	1	0	0	1	6	14	6	3	1	1	0
01:00	**9**	-	39.6	5	0	0	0	0	0	2	4	2	1	0	0	0
02:00	**18**	48	42.4	8.3	0	0	0	0	0	3	7	4	2	0	1	1
03:00	**10**	46	39.5	6.7	0	0	0	0	0	3	5	0	1	1	0	0
04:00	**24**	45.3	39.8	6.6	0	0	1	0	0	4	8	8	3	0	0	0
05:00	**75**	44.5	38.9	6.2	0	1	0	1	1	16	33	16	6	0	1	0
06:00	**292**	42.8	38.3	4.8	0	2	0	0	6	67	152	56	8	0	1	0
07:00	**479**	40.6	36.2	4.9	0	1	1	1	58	156	205	52	4	1	0	0
08:00	**469**	39.5	34.7	5.1	1	1	1	11	61	224	140	22	7	0	1	0
09:00	**425**	40.2	35.8	4.4	0	0	0	2	35	204	141	41	1	0	1	0
10:00	**418**	40.4	36	4.9	0	1	1	5	40	154	176	39	1	0	0	1
11:00	**430**	40.2	36.1	4.4	0	0	0	2	30	185	177	30	3	2	1	0
12:00	**409**	40.5	36.1	4.9	0	3	3	2	22	168	167	39	5	0	0	0
13:00	**409**	40.2	35.9	4.8	0	1	2	6	32	159	174	27	8	0	0	0
14:00	**437**	40.9	36.9	4.9	0	0	3	2	28	146	194	52	10	2	0	0
15:00	**441**	40.8	36.6	5.2	0	3	0	2	29	159	189	51	4	2	1	1
16:00	**431**	40.4	35.8	5.1	0	1	1	12	37	166	168	40	4	2	0	0
17:00	**414**	41	37	4.9	0	0	0	1	28	145	178	55	3	2	0	2
18:00	**419**	40.8	36.5	5.1	1	0	1	1	38	154	166	46	10	2	0	0
19:00	**344**	40.4	35.6	5.4	0	0	4	10	34	128	133	28	5	1	1	0
20:00	**244**	41.3	36.9	5.6	0	1	1	0	19	87	97	32	1	3	3	0
21:00	**203**	41	36.8	5.2	0	0	0	1	18	71	82	23	5	3	0	0
22:00	**111**	42.7	37.9	6	0	0	1	1	4	33	50	14	5	2	0	1
23:00	**50**	44.8	39.3	8	1	0	0	1	2	6	23	12	3	0	1	1
12H,7-19	**5181**	**40.5**	**36.1**	**4.9**	**2**	**11**	**13**	**47**	**438**	**2020**	**2075**	**494**	**60**	**13**	**4**	**4**
16H,6-22	**6264**	**40.6**	**36.2**	**5**	**2**	**14**	**18**	**58**	**515**	**2373**	**2539**	**633**	**79**	**20**	**9**	**4**
18H,6-24	**6425**	**40.7**	**36.3**	**5.1**	**3**	**14**	**19**	**60**	**521**	**2412**	**2612**	**659**	**87**	**22**	**10**	**6**
24H,0-24	**6594**	**40.7**	**36.4**	**5.1**	**3**	**16**	**20**	**61**	**523**	**2446**	**2683**	**695**	**103**	**24**	**13**	**7**

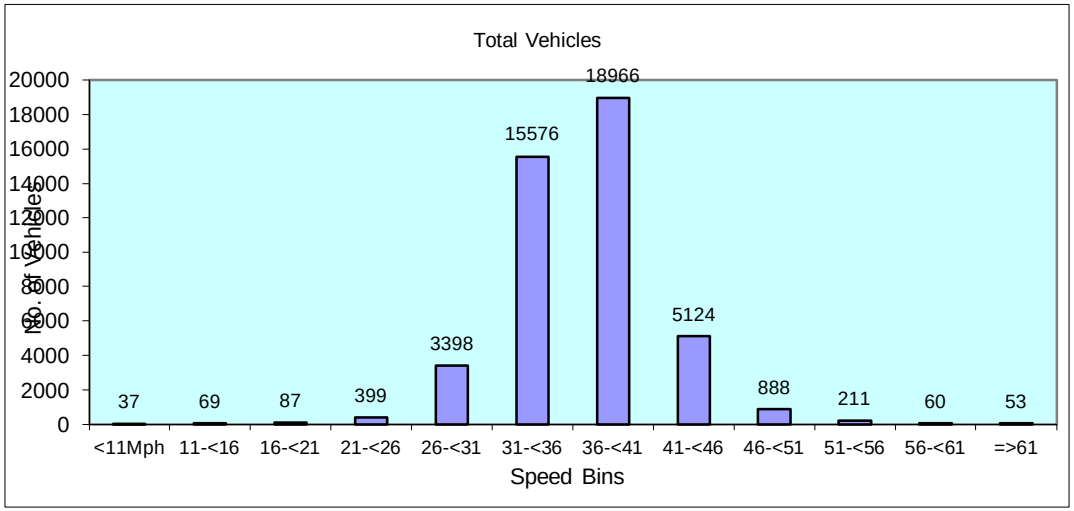
Data produced by
Auto Surveys Ltd

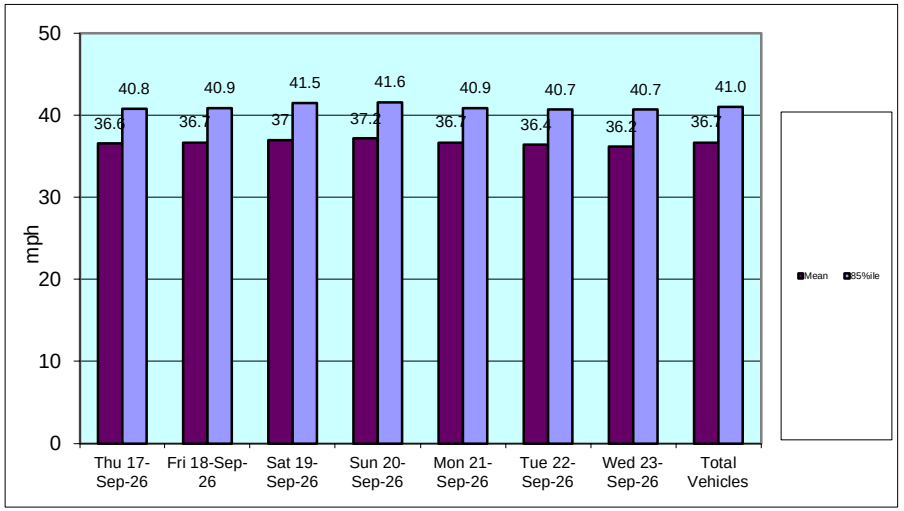
15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 23-Sep-26																	
00:00	**35**	43.7	38.5	6.7	0	0	0	0	4	7	15	6	1	1	1	0
01:00	**13**	44.2	38.1	6.4	0	0	0	0	2	3	3	4	1	0	0	0
02:00	**12**	45.3	38.9	6.3	0	0	0	0	1	3	4	2	2	0	0	0
03:00	**15**	48.1	38.5	7.9	0	0	0	0	2	5	4	0	3	1	0	0
04:00	**20**	43.9	38.8	5.2	0	0	0	0	1	5	7	6	1	0	0	0
05:00	**77**	42.3	37.3	6.7	0	2	0	1	5	17	37	11	3	0	1	0
06:00	**301**	42.8	38	5.1	0	0	1	2	14	73	147	51	9	4	0	0
07:00	**451**	40.7	36.4	5.1	1	1	0	3	27	193	167	48	7	3	1	0
08:00	**455**	40.2	34.1	7.8	15	13	6	10	45	143	185	35	2	1	0	0
09:00	**451**	40.3	35.6	4.8	0	0	0	7	46	202	150	39	6	0	1	0
10:00	**433**	39.9	35.5	4.5	0	0	0	6	46	180	172	27	1	0	1	0
11:00	**381**	40.7	36.6	4.5	0	0	0	4	22	145	163	40	7	0	0	0
12:00	**391**	40.9	36.4	5.3	1	2	2	3	21	155	151	49	6	0	1	0
13:00	**404**	40.3	36	4.6	0	0	0	1	47	149	169	33	4	1	0	0
14:00	**448**	40.7	36.6	4.7	0	0	0	4	40	141	207	49	5	2	0	0
15:00	**447**	40.4	36.1	4.9	0	1	1	6	33	179	181	36	9	1	0	0
16:00	**466**	40.1	35.1	5.3	0	1	2	19	55	188	160	33	7	1	0	0
17:00	**404**	41	37.3	4.8	0	0	1	0	21	129	193	48	8	3	0	1
18:00	**397**	40.4	36	5.1	0	1	1	6	40	143	167	27	12	0	0	0
19:00	**371**	40.7	36	5.5	0	2	1	2	46	136	137	38	5	3	1	0
20:00	**214**	40.4	36.2	5.2	0	0	0	2	21	85	83	16	5	1	0	1
21:00	**193**	41.3	37	5.1	0	0	0	3	15	58	86	27	1	3	0	0
22:00	**122**	41.9	37.8	5.1	0	0	1	0	3	37	60	12	8	1	0	0
23:00	**58**	46.7	39.5	8.2	1	0	0	1	2	13	20	11	6	3	0	1
12H,7-19	**5128**	**40.5**	**35.9**	**5.3**	**17**	**19**	**13**	**69**	**443**	**1947**	**2065**	**464**	**74**	**12**	**4**	**1**
16H,6-22	**6207**	**40.6**	**36.1**	**5.3**	**17**	**21**	**15**	**78**	**539**	**2299**	**2518**	**596**	**94**	**23**	**5**	**2**
18H,6-24	**6387**	**40.6**	**36.2**	**5.3**	**18**	**21**	**16**	**79**	**544**	**2349**	**2598**	**619**	**108**	**27**	**5**	**3**
24H,0-24	**6559**	**40.7**	**36.2**	**5.4**	**18**	**23**	**16**	**80**	**559**	**2389**	**2668**	**648**	**119**	**29**	**7**	**3**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Thu 17-Sep-26	**6767**	40.8	36.6	5	2	10	12	44	552	2335	2906	740	128	20	10	8
Fri 18-Sep-26	**6948**	40.9	36.7	5.1	8	8	13	46	535	2439	2936	758	150	41	6	8
Sat 19-Sep-26	**6061**	41.5	37	5.1	0	1	5	64	420	2021	2553	816	127	40	8	6
Sun 20-Sep-26	**5244**	41.6	37.2	5.2	3	2	9	47	314	1657	2344	681	136	28	9	14
Mon 21-Sep-26	**6695**	40.9	36.7	5.1	3	9	12	57	495	2289	2876	786	125	29	7	7
Tue 22-Sep-26	**6594**	40.7	36.4	5.1	3	16	20	61	523	2446	2683	695	103	24	13	7
Wed 23-Sep-26	**6559**	40.7	36.2	5.4	18	23	16	80	559	2389	2668	648	119	29	7	3
Total Vehicles																
[--]	**44868**	41.0	36.7	5.1	37	69	87	399	3398	15576	18966	5124	888	211	60	53





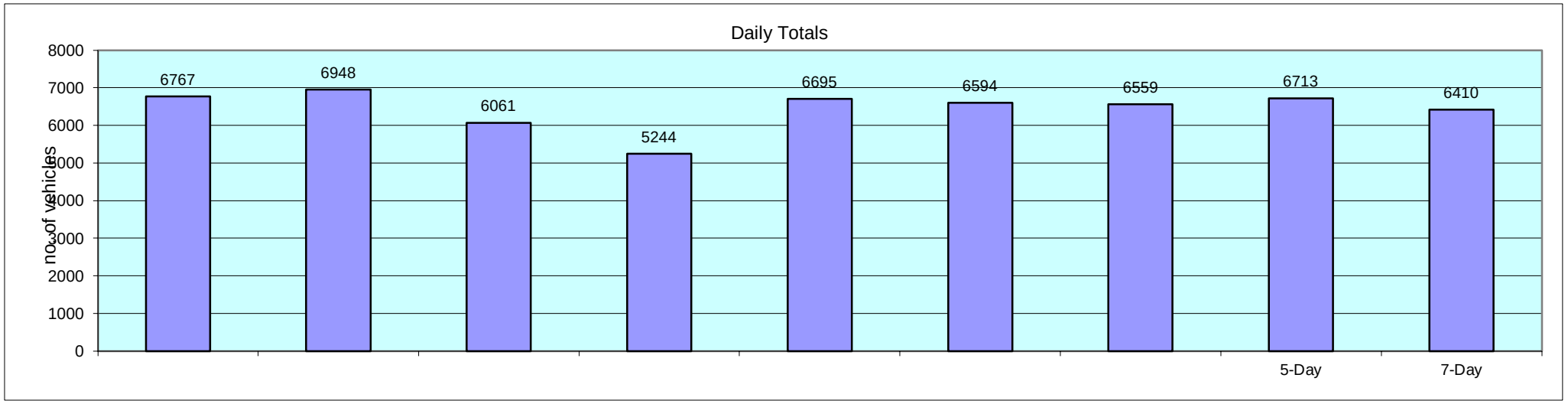
Data produced by
Auto Surveys Ltd

15775		BURLESDON		Site No: 15775002 Channel: Northbound		Location	A27 West End Road, Burlesdon (N of Peewit Hill)		
TIME PERIOD	Thu 17-Sep-26	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	5-Day Av	7-Day Av
Week Begin: 17-Sep-26									
00:00	**26**	31	48	66	31	33	35	31	39
01:00	**10**	12	22	38	5	9	13	10	16
02:00	**13**	13	15	21	4	18	12	12	14
03:00	**16**	22	24	30	13	10	15	15	19
04:00	**24**	24	20	13	22	24	20	23	21
05:00	**72**	71	32	30	72	75	77	73	61
06:00	**280**	263	115	133	292	292	301	286	239
07:00	**513**	449	182	118	452	479	451	469	378
08:00	**468**	481	334	190	456	469	455	466	408
09:00	**452**	441	454	321	412	425	451	436	422
10:00	**408**	442	490	435	578	418	433	456	458
11:00	**422**	436	508	505	469	430	381	428	450
12:00	**400**	476	506	510	381	409	391	411	439
13:00	**414**	474	429	444	454	409	404	431	433
14:00	**448**	454	464	408	455	437	448	448	445
15:00	**455**	467	412	397	423	441	447	447	435
16:00	**380**	466	368	361	475	431	466	444	421
17:00	**475**	420	370	340	404	414	404	423	404
18:00	**434**	444	343	277	396	419	397	418	387
19:00	**360**	357	288	228	335	344	371	353	326
20:00	**267**	260	193	155	254	244	214	248	227
21:00	**213**	207	170	115	157	203	193	195	180
22:00	**164**	147	157	76	102	111	122	129	126
23:00	**53**	91	117	33	53	50	58	61	65
12H,7-19	**5269**	**5450**	**4860**	**4306**	**5355**	**5181**	**5128**	**5277**	**5078**
16H,6-22	**6389**	**6537**	**5626**	**4937**	**6393**	**6264**	**6207**	**6358**	**6050**
18H,6-24	**6606**	**6775**	**5900**	**5046**	**6548**	**6425**	**6387**	**6548**	**6241**
24H,0-24	**6767**	**6948**	**6061**	**5244**	**6695**	**6594**	**6559**	**6713**	**6410**
Am	**07:00**	**08:00**	**11:00**	**11:00**	**10:00**	**07:00**	**08:00**		
Peak	**513**	**481**	**508**	**505**	**578**	**479**	**455**		
Pm	**17:00**	**12:00**	**12:00**	**12:00**	**16:00**	**15:00**	**16:00**		
Peak	**475**	**476**	**506**	**510**	**475**	**441**	**466**		

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002 Channel: Northbound	Location	A27 West End Road, Burlesdon (N of Peewit Hill)

TIME PERIOD	Thu 17-Sep-26	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 17-Sep-26														
00:00	**41**	2	35	4	0	0	0	0	0	0	0	0	0	0
01:00	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
02:00	**19**	0	16	2	0	1	0	0	0	0	0	0	0	0
03:00	**20**	0	15	5	0	0	0	0	0	0	0	0	0	0
04:00	**31**	0	31	0	0	0	0	0	0	0	0	0	0	0
05:00	**167**	3	151	13	0	0	0	0	0	0	0	0	0	0
06:00	**363**	10	299	46	0	1	1	0	4	1	1	0	0	0
07:00	**532**	5	464	55	1	3	2	1	1	0	0	0	0	0
08:00	**547**	2	468	63	2	2	3	0	6	0	1	0	0	0
09:00	**511**	5	427	72	0	5	1	0	0	0	1	0	0	0
10:00	**480**	0	409	68	0	3	0	0	0	0	0	0	0	0
11:00	**492**	3	411	74	0	1	1	0	1	0	0	1	0	0
12:00	**567**	7	471	84	0	2	1	0	1	0	1	0	0	0
13:00	**563**	11	480	67	0	2	1	0	1	0	0	1	0	0
14:00	**608**	7	508	88	2	1	1	0	1	0	0	0	0	0
15:00	**635**	7	547	77	0	3	0	0	1	0	0	0	0	0
16:00	**715**	16	598	84	4	4	2	1	6	0	0	0	0	0
17:00	**741**	9	669	61	0	0	2	0	0	0	0	0	0	0
18:00	**742**	13	657	69	0	1	1	0	1	0	0	0	0	0
19:00	**446**	9	403	32	0	0	0	0	2	0	0	0	0	0
20:00	**311**	6	287	17	0	0	1	0	0	0	0	0	0	0
21:00	**249**	6	223	18	0	0	0	0	2	0	0	0	0	0
22:00	**179**	5	167	7	0	0	0	0	0	0	0	0	0	0
23:00	**103**	1	94	7	0	1	0	0	0	0	0	0	0	0
12H,7-19	**7133**	**85**	**6109**	**862**	**9**	**27**	**15**	**2**	**19**	**0**	**3**	**2**	**0**	**0**
16H,6-22	**8502**	**116**	**7321**	**975**	**9**	**28**	**17**	**2**	**27**	**1**	**4**	**2**	**0**	**0**
18H,6-24	**8784**	**122**	**7582**	**989**	**9**	**29**	**17**	**2**	**27**	**1**	**4**	**2**	**0**	**0**
24H,0-24	**9081**	**127**	**7847**	**1015**	**9**	**30**	**17**	**2**	**27**	**1**	**4**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775002		Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 18-Sep-26														
00:00	**41**	2	33	6	0	0	0	0	0	0	0	0	0	0
01:00	**25**	2	22	1	0	0	0	0	0	0	0	0	0	0
02:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
03:00	**18**	1	13	4	0	0	0	0	0	0	0	0	0	0
04:00	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
05:00	**158**	4	138	15	0	0	1	0	0	0	0	0	0	0
06:00	**336**	10	293	26	1	2	0	0	4	0	0	0	0	0
07:00	**484**	6	404	65	0	5	1	0	2	1	0	0	0	0
08:00	**524**	2	459	60	0	1	2	0	0	0	0	0	0	0
09:00	**534**	7	438	82	1	3	0	0	3	0	0	0	0	0
10:00	**535**	7	453	71	1	1	1	0	1	0	0	0	0	0
11:00	**533**	7	453	67	1	1	2	0	2	0	0	0	0	0
12:00	**618**	14	526	73	0	3	0	0	2	0	0	0	0	0
13:00	**616**	8	551	52	0	3	2	0	0	0	0	0	0	0
14:00	**610**	6	504	92	1	2	2	0	3	0	0	0	0	0
15:00	**677**	11	588	71	0	5	0	0	2	0	0	0	0	0
16:00	**733**	12	641	71	0	1	0	0	8	0	0	0	0	0
17:00	**741**	10	656	67	1	0	2	2	2	0	1	0	0	0
18:00	**647**	10	597	40	0	0	0	0	0	0	0	0	0	0
19:00	**442**	10	400	32	0	0	0	0	0	0	0	0	0	0
20:00	**313**	11	283	16	0	0	0	1	2	0	0	0	0	0
21:00	**241**	7	225	9	0	0	0	0	0	0	0	0	0	0
22:00	**206**	5	196	5	0	0	0	0	0	0	0	0	0	0
23:00	**123**	2	113	8	0	0	0	0	0	0	0	0	0	0
12H,7-19	**7252**	**100**	**6270**	**811**	**5**	**25**	**12**	**2**	**25**	**1**	**1**	**0**	**0**	**0**
16H,6-22	**8584**	**138**	**7471**	**894**	**6**	**27**	**12**	**3**	**31**	**1**	**1**	**0**	**0**	**0**
18H,6-24	**8913**	**145**	**7780**	**907**	**6**	**27**	**12**	**3**	**31**	**1**	**1**	**0**	**0**	**0**
24H,0-24	**9200**	**154**	**8027**	**937**	**6**	**27**	**13**	**3**	**31**	**1**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 19-Sep-26															
00:00	**88**	3	80	5	0	0	0	0	0	0	0	0	0	0
01:00	**32**	0	29	3	0	0	0	0	0	0	0	0	0	0
02:00	**32**	0	30	2	0	0	0	0	0	0	0	0	0	0
03:00	**38**	0	33	5	0	0	0	0	0	0	0	0	0	0
04:00	**18**	0	16	2	0	0	0	0	0	0	0	0	0	0
05:00	**54**	1	49	4	0	0	0	0	0	0	0	0	0	0
06:00	**169**	3	145	19	0	2	0	0	0	0	0	0	0	0
07:00	**208**	3	184	21	0	0	0	0	0	0	0	0	0	0
08:00	**374**	2	339	32	0	0	0	0	1	0	0	0	0	0
09:00	**502**	3	455	39	2	1	0	0	2	0	0	0	0	0
10:00	**581**	9	516	55	0	0	1	0	0	0	0	0	0	0
11:00	**542**	3	507	30	0	0	1	0	1	0	0	0	0	0
12:00	**607**	5	568	31	0	0	0	0	3	0	0	0	0	0
13:00	**674**	5	621	44	0	0	0	1	3	0	0	0	0	0
14:00	**608**	9	559	40	0	0	0	0	0	0	0	0	0	0
15:00	**523**	13	474	34	0	1	1	0	0	0	0	0	0	0
16:00	**534**	9	494	30	0	0	0	0	0	0	1	0	0	0
17:00	**489**	7	461	18	0	0	0	0	3	0	0	0	0	0
18:00	**478**	8	438	31	0	0	1	0	0	0	0	0	0	0
19:00	**377**	6	353	18	0	0	0	0	0	0	0	0	0	0
20:00	**259**	4	243	12	0	0	0	0	0	0	0	0	0	0
21:00	**199**	8	183	8	0	0	0	0	0	0	0	0	0	0
22:00	**169**	1	157	11	0	0	0	0	0	0	0	0	0	0
23:00	**130**	1	121	7	0	0	0	0	1	0	0	0	0	0
12H,7-19	**6120**	**76**	**5616**	**405**	**2**	**2**	**4**	**1**	**13**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**7124**	**97**	**6540**	**462**	**2**	**4**	**4**	**1**	**13**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**7423**	**99**	**6818**	**480**	**2**	**4**	**4**	**1**	**14**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**7685**	**103**	**7055**	**501**	**2**	**4**	**4**	**1**	**14**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 20-Sep-26														
00:00	**73**	0	67	5	0	1	0	0	0	0	0	0	0	0
01:00	**43**	0	42	1	0	0	0	0	0	0	0	0	0	0
02:00	**46**	0	44	2	0	0	0	0	0	0	0	0	0	0
03:00	**43**	1	40	2	0	0	0	0	0	0	0	0	0	0
04:00	**23**	0	22	1	0	0	0	0	0	0	0	0	0	0
05:00	**58**	0	50	7	1	0	0	0	0	0	0	0	0	0
06:00	**120**	1	111	7	0	1	0	0	0	0	0	0	0	0
07:00	**141**	1	130	10	0	0	0	0	0	0	0	0	0	0
08:00	**236**	2	218	16	0	0	0	0	0	0	0	0	0	0
09:00	**415**	7	373	29	0	0	1	0	5	0	0	0	0	0
10:00	**463**	4	428	30	0	0	1	0	0	0	0	0	0	0
11:00	**603**	6	556	39	0	0	0	0	2	0	0	0	0	0
12:00	**710**	14	650	46	0	0	0	0	0	0	0	0	0	0
13:00	**602**	10	552	38	1	0	0	0	1	0	0	0	0	0
14:00	**573**	5	540	27	0	1	0	0	0	0	0	0	0	0
15:00	**539**	12	491	33	0	2	1	0	0	0	0	0	0	0
16:00	**531**	16	490	24	0	0	0	0	1	0	0	0	0	0
17:00	**406**	13	363	29	0	0	0	0	1	0	0	0	0	0
18:00	**403**	10	362	29	0	0	1	0	0	0	1	0	0	0
19:00	**287**	3	271	13	0	0	0	0	0	0	0	0	0	0
20:00	**202**	6	186	10	0	0	0	0	0	0	0	0	0	0
21:00	**142**	3	134	5	0	0	0	0	0	0	0	0	0	0
22:00	**92**	4	78	10	0	0	0	0	0	0	0	0	0	0
23:00	**41**	0	38	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**5622**	**100**	**5153**	**350**	**1**	**3**	**4**	**0**	**10**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**6373**	**113**	**5855**	**385**	**1**	**4**	**4**	**0**	**10**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**6506**	**117**	**5971**	**398**	**1**	**4**	**4**	**0**	**10**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**6792**	**118**	**6236**	**416**	**2**	**5**	**4**	**0**	**10**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

15775			BURLESDON			Site No: 15775002		Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 21-Sep-26														
00:00	**27**	0	24	3	0	0	0	0	0	0	0	0	0	0
01:00	**10**	0	9	0	0	1	0	0	0	0	0	0	0	0
02:00	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
03:00	**13**	1	11	1	0	0	0	0	0	0	0	0	0	0
04:00	**35**	0	29	6	0	0	0	0	0	0	0	0	0	0
05:00	**127**	6	112	9	0	0	0	0	0	0	0	0	0	0
06:00	**349**	7	298	40	0	0	1	0	3	0	0	0	0	0
07:00	**495**	9	412	56	0	3	5	1	8	0	0	1	0	0
08:00	**624**	8	547	63	1	1	3	0	0	1	0	0	0	0
09:00	**478**	5	403	59	0	4	3	0	4	0	0	0	0	0
10:00	**441**	6	369	63	0	0	1	0	2	0	0	0	0	0
11:00	**457**	7	395	51	0	2	1	0	1	0	0	0	0	0
12:00	**554**	7	479	63	0	2	0	0	2	0	1	0	0	0
13:00	**490**	4	424	58	1	0	0	0	3	0	0	0	0	0
14:00	**579**	4	513	58	0	0	0	0	4	0	0	0	0	0
15:00	**665**	11	567	80	1	2	1	0	3	0	0	0	0	0
16:00	**726**	10	633	74	0	2	2	1	3	0	0	0	1	0
17:00	**769**	11	685	61	1	0	4	1	6	0	0	0	0	0
18:00	**609**	10	556	41	0	0	0	1	1	0	0	0	0	0
19:00	**395**	9	360	24	0	1	1	0	0	0	0	0	0	0
20:00	**321**	1	297	22	0	0	1	0	0	0	0	0	0	0
21:00	**215**	6	198	9	0	1	0	1	0	0	0	0	0	0
22:00	**121**	2	111	8	0	0	0	0	0	0	0	0	0	0
23:00	**81**	1	75	5	0	0	0	0	0	0	0	0	0	0
12H,7-19	**6887**	**92**	**5983**	**727**	**4**	**16**	**20**	**4**	**37**	**1**	**1**	**1**	**1**	**0**
16H,6-22	**8167**	**115**	**7136**	**822**	**4**	**18**	**23**	**5**	**40**	**1**	**1**	**1**	**1**	**0**
18H,6-24	**8369**	**118**	**7322**	**835**	**4**	**18**	**23**	**5**	**40**	**1**	**1**	**1**	**1**	**0**
24H,0-24	**8593**	**125**	**7518**	**855**	**4**	**19**	**23**	**5**	**40**	**1**	**1**	**1**	**1**	**0**

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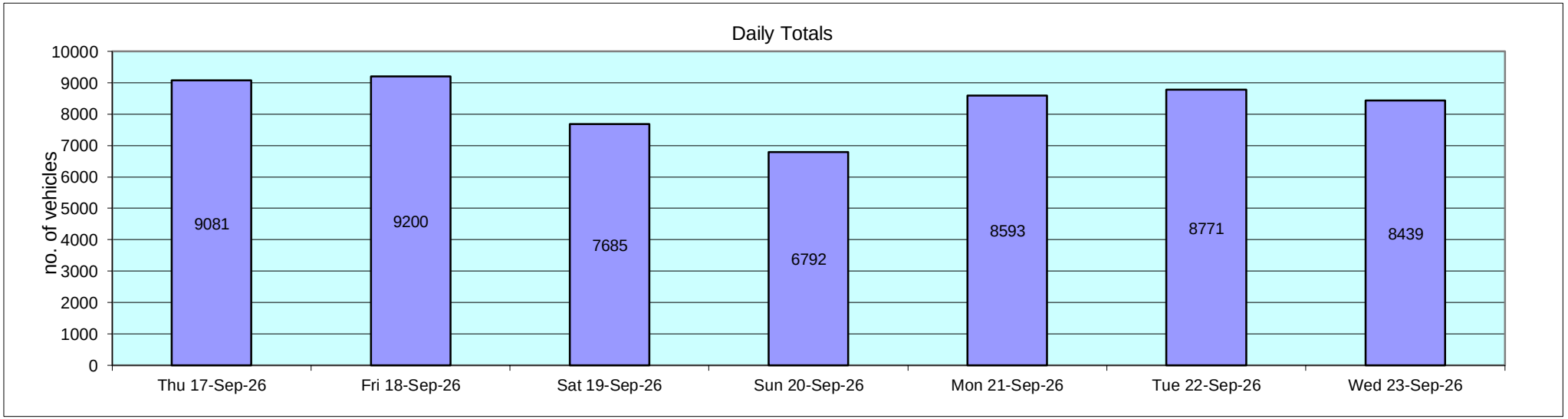
15775			BURLESDON			Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 22-Sep-26															
00:00	**29**	1	24	4	0	0	0	0	0	0	0	0	0	0
01:00	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
02:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
03:00	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
04:00	**33**	1	29	3	0	0	0	0	0	0	0	0	0	0
05:00	**154**	6	136	11	0	0	1	0	0	0	0	0	0	0
06:00	**344**	10	291	38	0	0	2	0	3	0	0	0	0	0
07:00	**508**	9	429	60	2	1	5	0	2	0	0	0	0	0
08:00	**596**	5	535	47	3	3	2	0	1	0	0	0	0	0
09:00	**469**	8	392	60	1	0	2	0	5	0	1	0	0	0
10:00	**429**	3	368	46	0	4	4	0	3	0	1	0	0	0
11:00	**480**	9	419	47	0	2	2	0	1	0	0	0	0	0
12:00	**579**	6	482	83	1	1	3	0	3	0	0	0	0	0
13:00	**575**	4	502	60	3	4	0	0	2	0	0	0	0	0
14:00	**561**	5	500	51	0	0	3	0	2	0	0	0	0	0
15:00	**672**	10	576	78	0	1	0	0	6	0	1	0	0	0
16:00	**789**	16	682	88	0	2	0	1	0	0	0	0	0	0
17:00	**857**	10	765	70	2	0	2	1	4	0	2	1	0	0
18:00	**682**	14	622	45	0	0	1	0	0	0	0	0	0	0
19:00	**293**	7	259	24	0	0	0	0	3	0	0	0	0	0
20:00	**257**	6	236	13	0	0	1	0	1	0	0	0	0	0
21:00	**217**	10	193	11	0	0	2	0	0	0	1	0	0	0
22:00	**112**	5	104	3	0	0	0	0	0	0	0	0	0	0
23:00	**91**	1	84	6	0	0	0	0	0	0	0	0	0	0
12H,7-19	**7197**	**99**	**6272**	**735**	**12**	**18**	**24**	**2**	**29**	**0**	**5**	**1**	**0**	**0**
16H,6-22	**8308**	**132**	**7251**	**821**	**12**	**18**	**29**	**2**	**36**	**0**	**6**	**1**	**0**	**0**
18H,6-24	**8511**	**138**	**7439**	**830**	**12**	**18**	**29**	**2**	**36**	**0**	**6**	**1**	**0**	**0**
24H,0-24	**8771**	**146**	**7670**	**850**	**12**	**18**	**30**	**2**	**36**	**0**	**6**	**1**	**0**	**0**

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15775			BURLESDON			Site No: 15775002		Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 23-Sep-26														
00:00	**41**	1	39	1	0	0	0	0	0	0	0	0	0	0
01:00	**21**	1	20	0	0	0	0	0	0	0	0	0	0	0
02:00	**21**	0	17	4	0	0	0	0	0	0	0	0	0	0
03:00	**21**	0	16	4	0	0	0	0	0	0	0	1	0	0
04:00	**31**	0	28	3	0	0	0	0	0	0	0	0	0	0
05:00	**171**	9	151	11	0	0	0	0	0	0	0	0	0	0
06:00	**351**	12	290	43	0	0	0	0	5	0	0	1	0	0
07:00	**540**	6	466	54	3	3	3	0	4	0	0	1	0	0
08:00	**498**	4	444	42	0	2	2	1	1	1	1	0	0	0
09:00	**468**	1	402	61	1	1	0	0	2	0	0	0	0	0
10:00	**406**	4	352	44	0	1	0	0	3	1	0	1	0	0
11:00	**477**	6	420	47	0	2	0	0	2	0	0	0	0	0
12:00	**514**	9	447	53	0	1	1	0	2	0	0	1	0	0
13:00	**457**	8	390	56	0	1	0	0	2	0	0	0	0	0
14:00	**506**	9	436	58	0	1	0	0	2	0	0	0	0	0
15:00	**594**	15	505	67	0	3	1	0	3	0	0	0	0	0
16:00	**731**	12	616	92	1	1	1	4	3	0	0	1	0	0
17:00	**791**	8	713	59	1	0	3	4	1	1	1	0	0	0
18:00	**637**	10	571	50	2	1	1	0	2	0	0	0	0	0
19:00	**388**	9	357	21	0	0	1	0	0	0	0	0	0	0
20:00	**298**	3	279	16	0	0	0	0	0	0	0	0	0	0
21:00	**253**	3	235	12	1	0	0	0	2	0	0	0	0	0
22:00	**146**	2	135	9	0	0	0	0	0	0	0	0	0	0
23:00	**78**	2	69	7	0	0	0	0	0	0	0	0	0	0
12H,7-19	**6619**	**92**	**5762**	**683**	**8**	**17**	**12**	**9**	**27**	**3**	**2**	**4**	**0**	**0**
16H,6-22	**7909**	**119**	**6923**	**775**	**9**	**17**	**13**	**9**	**34**	**3**	**2**	**5**	**0**	**0**
18H,6-24	**8133**	**123**	**7127**	**791**	**9**	**17**	**13**	**9**	**34**	**3**	**2**	**5**	**0**	**0**
24H,0-24	**8439**	**134**	**7398**	**814**	**9**	**17**	**13**	**9**	**34**	**3**	**2**	**6**	**0**	**0**

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15775		BURLESDON				Site No: 15775002		Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 17-Sep-26	**9081**	127	7847	1015	9	30	17	2	27	1	4	2	0	0
Fri 18-Sep-26	**9200**	154	8027	937	6	27	13	3	31	1	1	0	0	0
Sat 19-Sep-26	**7685**	103	7055	501	2	4	4	1	14	0	1	0	0	0
Sun 20-Sep-26	**6792**	118	6236	416	2	5	4	0	10	0	1	0	0	0
Mon 21-Sep-26	**8593**	125	7518	855	4	19	23	5	40	1	1	1	1	0
Tue 22-Sep-26	**8771**	146	7670	850	12	18	30	2	36	0	6	1	0	0
Wed 23-Sep-26	**8439**	134	7398	814	9	17	13	9	34	3	2	6	0	0
Total Vehicles														
[--]	**58561**	907	51751	5388	44	120	104	22	192	6	16	10	1	0



Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 17-Sep-26											
00:00	**41**	2	4.9	35	85.4	4	9.8	0	0.0	0	0.0
01:00	**19**	0	0.0	17	89.5	2	10.5	0	0.0	0	0.0
02:00	**19**	0	0.0	16	84.2	2	10.5	1	5.3	0	0.0
03:00	**20**	0	0.0	15	75.0	5	25.0	0	0.0	0	0.0
04:00	**31**	0	0.0	31	100.0	0	0.0	0	0.0	0	0.0
05:00	**167**	3	1.8	151	90.4	13	7.8	0	0.0	0	0.0
06:00	**363**	10	2.8	299	82.4	46	12.7	8	2.2	0	0.0
07:00	**532**	5	0.9	464	87.2	55	10.3	7	1.3	1	0.2
08:00	**547**	2	0.4	468	85.6	63	11.5	12	2.2	2	0.4
09:00	**511**	5	1.0	427	83.6	72	14.1	7	1.4	0	0.0
10:00	**480**	0	0.0	409	85.2	68	14.2	3	0.6	0	0.0
11:00	**492**	3	0.6	411	83.5	74	15.0	4	0.8	0	0.0
12:00	**567**	7	1.2	471	83.1	84	14.8	5	0.9	0	0.0
13:00	**563**	11	2.0	480	85.3	67	11.9	5	0.9	0	0.0
14:00	**608**	7	1.2	508	83.6	88	14.5	3	0.5	2	0.3
15:00	**635**	7	1.1	547	86.1	77	12.1	4	0.6	0	0.0
16:00	**715**	16	2.2	598	83.6	84	11.8	13	1.8	4	0.6
17:00	**741**	9	1.2	669	90.3	61	8.2	2	0.3	0	0.0
18:00	**742**	13	1.8	657	88.5	69	9.3	3	0.4	0	0.0
19:00	**446**	9	2.0	403	90.4	32	7.2	2	0.5	0	0.0
20:00	**311**	6	1.9	287	92.3	17	5.5	1	0.3	0	0.0
21:00	**249**	6	2.4	223	89.6	18	7.2	2	0.8	0	0.0
22:00	**179**	5	2.8	167	93.3	7	3.9	0	0.0	0	0.0
23:00	**103**	1	1.0	94	91.3	7	6.8	1	1.0	0	0.0
12H,7-19	**7133**	**85**	**1.2**	**6109**	**85.6**	**862**	**12.1**	**68**	**1.0**	**9**	**0.1**
16H,6-22	**8502**	**116**	**1.4**	**7321**	**86.1**	**975**	**11.5**	**81**	**1.0**	**9**	**0.1**
18H,6-24	**8784**	**122**	**1.4**	**7582**	**86.3**	**989**	**11.3**	**82**	**0.9**	**9**	**0.1**
24H,0-24	**9081**	**127**	**1.4**	**7847**	**86.4**	**1015**	**11.2**	**83**	**0.9**	**9**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 18-Sep-26											
00:00	**41**	2	4.9	33	80.5	6	14.6	0	0.0	0	0.0
01:00	**25**	2	8.0	22	88.0	1	4.0	0	0.0	0	0.0
02:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
03:00	**18**	1	5.6	13	72.2	4	22.2	0	0.0	0	0.0
04:00	**30**	0	0.0	27	90.0	3	10.0	0	0.0	0	0.0
05:00	**158**	4	2.5	138	87.3	15	9.5	1	0.6	0	0.0
06:00	**336**	10	3.0	293	87.2	26	7.7	6	1.8	1	0.3
07:00	**484**	6	1.2	404	83.5	65	13.4	9	1.9	0	0.0
08:00	**524**	2	0.4	459	87.6	60	11.5	3	0.6	0	0.0
09:00	**534**	7	1.3	438	82.0	82	15.4	6	1.1	1	0.2
10:00	**535**	7	1.3	453	84.7	71	13.3	3	0.6	1	0.2
11:00	**533**	7	1.3	453	85.0	67	12.6	5	0.9	1	0.2
12:00	**618**	14	2.3	526	85.1	73	11.8	5	0.8	0	0.0
13:00	**616**	8	1.3	551	89.5	52	8.4	5	0.8	0	0.0
14:00	**610**	6	1.0	504	82.6	92	15.1	7	1.2	1	0.2
15:00	**677**	11	1.6	588	86.9	71	10.5	7	1.0	0	0.0
16:00	**733**	12	1.6	641	87.5	71	9.7	9	1.2	0	0.0
17:00	**741**	10	1.4	656	88.5	67	9.0	7	0.9	1	0.1
18:00	**647**	10	1.6	597	92.3	40	6.2	0	0.0	0	0.0
19:00	**442**	10	2.3	400	90.5	32	7.2	0	0.0	0	0.0
20:00	**313**	11	3.5	283	90.4	16	5.1	3	1.0	0	0.0
21:00	**241**	7	2.9	225	93.4	9	3.7	0	0.0	0	0.0
22:00	**206**	5	2.4	196	95.2	5	2.4	0	0.0	0	0.0
23:00	**123**	2	1.6	113	91.9	8	6.5	0	0.0	0	0.0
12H,7-19	**7252**	**100**	**1.4**	**6270**	**86.5**	**811**	**11.2**	**66**	**0.9**	**5**	**0.1**
16H,6-22	**8584**	**138**	**1.6**	**7471**	**87.0**	**894**	**10.4**	**75**	**0.9**	**6**	**0.1**
18H,6-24	**8913**	**145**	**1.6**	**7780**	**87.3**	**907**	**10.2**	**75**	**0.8**	**6**	**0.1**
24H,0-24	**9200**	**154**	**1.7**	**8027**	**87.3**	**937**	**10.2**	**76**	**0.8**	**6**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON			Site No: 15775002		Location	A27 West End Road, Burlesdon (N of Peewit Hill)				
Thu 17-Sep-26 to Wed 23-Sep-26				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 19-Sep-26											
00:00	**88**	3	3.4	80	90.9	5	5.7	0	0.0	0	0.0
01:00	**32**	0	0.0	29	90.6	3	9.4	0	0.0	0	0.0
02:00	**32**	0	0.0	30	93.8	2	6.3	0	0.0	0	0.0
03:00	**38**	0	0.0	33	86.8	5	13.2	0	0.0	0	0.0
04:00	**18**	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
05:00	**54**	1	1.9	49	90.7	4	7.4	0	0.0	0	0.0
06:00	**169**	3	1.8	145	85.8	19	11.2	2	1.2	0	0.0
07:00	**208**	3	1.4	184	88.5	21	10.1	0	0.0	0	0.0
08:00	**374**	2	0.5	339	90.6	32	8.6	1	0.3	0	0.0
09:00	**502**	3	0.6	455	90.6	39	7.8	3	0.6	2	0.4
10:00	**581**	9	1.6	516	88.8	55	9.5	1	0.2	0	0.0
11:00	**542**	3	0.6	507	93.5	30	5.5	2	0.4	0	0.0
12:00	**607**	5	0.8	568	93.6	31	5.1	3	0.5	0	0.0
13:00	**674**	5	0.7	621	92.1	44	6.5	4	0.6	0	0.0
14:00	**608**	9	1.5	559	91.9	40	6.6	0	0.0	0	0.0
15:00	**523**	13	2.5	474	90.6	34	6.5	2	0.4	0	0.0
16:00	**534**	9	1.7	494	92.5	30	5.6	1	0.2	0	0.0
17:00	**489**	7	1.4	461	94.3	18	3.7	3	0.6	0	0.0
18:00	**478**	8	1.7	438	91.6	31	6.5	1	0.2	0	0.0
19:00	**377**	6	1.6	353	93.6	18	4.8	0	0.0	0	0.0
20:00	**259**	4	1.5	243	93.8	12	4.6	0	0.0	0	0.0
21:00	**199**	8	4.0	183	92.0	8	4.0	0	0.0	0	0.0
22:00	**169**	1	0.6	157	92.9	11	6.5	0	0.0	0	0.0
23:00	**130**	1	0.8	121	93.1	7	5.4	1	0.8	0	0.0
12H,7-19	**6120**	**76**	**1.2**	**5616**	**91.8**	**405**	**6.6**	**21**	**0.3**	**2**	**0.0**
16H,6-22	**7124**	**97**	**1.4**	**6540**	**91.8**	**462**	**6.5**	**23**	**0.3**	**2**	**0.0**
18H,6-24	**7423**	**99**	**1.3**	**6818**	**91.9**	**480**	**6.5**	**24**	**0.3**	**2**	**0.0**
24H,0-24	**7685**	**103**	**1.3**	**7055**	**91.8**	**501**	**6.5**	**24**	**0.3**	**2**	**0.0**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 20-Sep-26											
00:00	**73**	0	0.0	67	91.8	5	6.9	1	1.4	0	0.0
01:00	**43**	0	0.0	42	97.7	1	2.3	0	0.0	0	0.0
02:00	**46**	0	0.0	44	95.7	2	4.4	0	0.0	0	0.0
03:00	**43**	1	2.3	40	93.0	2	4.7	0	0.0	0	0.0
04:00	**23**	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0
05:00	**58**	0	0.0	50	86.2	7	12.1	0	0.0	1	1.7
06:00	**120**	1	0.8	111	92.5	7	5.8	1	0.8	0	0.0
07:00	**141**	1	0.7	130	92.2	10	7.1	0	0.0	0	0.0
08:00	**236**	2	0.9	218	92.4	16	6.8	0	0.0	0	0.0
09:00	**415**	7	1.7	373	89.9	29	7.0	6	1.5	0	0.0
10:00	**463**	4	0.9	428	92.4	30	6.5	1	0.2	0	0.0
11:00	**603**	6	1.0	556	92.2	39	6.5	2	0.3	0	0.0
12:00	**710**	14	2.0	650	91.6	46	6.5	0	0.0	0	0.0
13:00	**602**	10	1.7	552	91.7	38	6.3	1	0.2	1	0.2
14:00	**573**	5	0.9	540	94.2	27	4.7	1	0.2	0	0.0
15:00	**539**	12	2.2	491	91.1	33	6.1	3	0.6	0	0.0
16:00	**531**	16	3.0	490	92.3	24	4.5	1	0.2	0	0.0
17:00	**406**	13	3.2	363	89.4	29	7.1	1	0.3	0	0.0
18:00	**403**	10	2.5	362	89.8	29	7.2	2	0.5	0	0.0
19:00	**287**	3	1.1	271	94.4	13	4.5	0	0.0	0	0.0
20:00	**202**	6	3.0	186	92.1	10	5.0	0	0.0	0	0.0
21:00	**142**	3	2.1	134	94.4	5	3.5	0	0.0	0	0.0
22:00	**92**	4	4.4	78	84.8	10	10.9	0	0.0	0	0.0
23:00	**41**	0	0.0	38	92.7	3	7.3	0	0.0	0	0.0
12H,7-19	**5622**	**100**	**1.8**	**5153**	**91.7**	**350**	**6.2**	**18**	**0.3**	**1**	**0.0**
16H,6-22	**6373**	**113**	**1.8**	**5855**	**91.9**	**385**	**6.0**	**19**	**0.3**	**1**	**0.0**
18H,6-24	**6506**	**117**	**1.8**	**5971**	**91.8**	**398**	**6.1**	**19**	**0.3**	**1**	**0.0**
24H,0-24	**6792**	**118**	**1.7**	**6236**	**91.8**	**416**	**6.1**	**20**	**0.3**	**2**	**0.0**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 21-Sep-26											
00:00	**27**	0	0.0	24	88.9	3	11.1	0	0.0	0	0.0
01:00	**10**	0	0.0	9	90.0	0	0.0	1	10.0	0	0.0
02:00	**12**	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
03:00	**13**	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
04:00	**35**	0	0.0	29	82.9	6	17.1	0	0.0	0	0.0
05:00	**127**	6	4.7	112	88.2	9	7.1	0	0.0	0	0.0
06:00	**349**	7	2.0	298	85.4	40	11.5	4	1.2	0	0.0
07:00	**495**	9	1.8	412	83.2	56	11.3	18	3.6	0	0.0
08:00	**624**	8	1.3	547	87.7	63	10.1	5	0.8	1	0.2
09:00	**478**	5	1.1	403	84.3	59	12.3	11	2.3	0	0.0
10:00	**441**	6	1.4	369	83.7	63	14.3	3	0.7	0	0.0
11:00	**457**	7	1.5	395	86.4	51	11.2	4	0.9	0	0.0
12:00	**554**	7	1.3	479	86.5	63	11.4	5	0.9	0	0.0
13:00	**490**	4	0.8	424	86.5	58	11.8	3	0.6	1	0.2
14:00	**579**	4	0.7	513	88.6	58	10.0	4	0.7	0	0.0
15:00	**665**	11	1.7	567	85.3	80	12.0	6	0.9	1	0.2
16:00	**726**	10	1.4	633	87.2	74	10.2	9	1.2	0	0.0
17:00	**769**	11	1.4	685	89.1	61	7.9	11	1.4	1	0.1
18:00	**609**	10	1.6	556	91.3	41	6.7	2	0.3	0	0.0
19:00	**395**	9	2.3	360	91.1	24	6.1	2	0.5	0	0.0
20:00	**321**	1	0.3	297	92.5	22	6.9	1	0.3	0	0.0
21:00	**215**	6	2.8	198	92.1	9	4.2	2	0.9	0	0.0
22:00	**121**	2	1.7	111	91.7	8	6.6	0	0.0	0	0.0
23:00	**81**	1	1.2	75	92.6	5	6.2	0	0.0	0	0.0
12H,7-19	**6887**	**92**	**1.3**	**5983**	**86.9**	**727**	**10.6**	**81**	**1.2**	**4**	**0.1**
16H,6-22	**8167**	**115**	**1.4**	**7136**	**87.4**	**822**	**10.1**	**90**	**1.1**	**4**	**0.1**
18H,6-24	**8369**	**118**	**1.4**	**7322**	**87.5**	**835**	**10.0**	**90**	**1.1**	**4**	**0.1**
24H,0-24	**8593**	**125**	**1.5**	**7518**	**87.5**	**855**	**10.0**	**91**	**1.1**	**4**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 22-Sep-26											
00:00	**29**	1	3.5	24	82.8	4	13.8	0	0.0	0	0.0
01:00	**21**	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
02:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
03:00	**13**	0	0.0	13	100.0	0	0.0	0	0.0	0	0.0
04:00	**33**	1	3.0	29	87.9	3	9.1	0	0.0	0	0.0
05:00	**154**	6	3.9	136	88.3	11	7.1	1	0.7	0	0.0
06:00	**344**	10	2.9	291	84.6	38	11.1	5	1.5	0	0.0
07:00	**508**	9	1.8	429	84.5	60	11.8	8	1.6	2	0.4
08:00	**596**	5	0.8	535	89.8	47	7.9	6	1.0	3	0.5
09:00	**469**	8	1.7	392	83.6	60	12.8	8	1.7	1	0.2
10:00	**429**	3	0.7	368	85.8	46	10.7	12	2.8	0	0.0
11:00	**480**	9	1.9	419	87.3	47	9.8	5	1.0	0	0.0
12:00	**579**	6	1.0	482	83.3	83	14.3	7	1.2	1	0.2
13:00	**575**	4	0.7	502	87.3	60	10.4	6	1.0	3	0.5
14:00	**561**	5	0.9	500	89.1	51	9.1	5	0.9	0	0.0
15:00	**672**	10	1.5	576	85.7	78	11.6	8	1.2	0	0.0
16:00	**789**	16	2.0	682	86.4	88	11.2	3	0.4	0	0.0
17:00	**857**	10	1.2	765	89.3	70	8.2	10	1.2	2	0.2
18:00	**682**	14	2.1	622	91.2	45	6.6	1	0.2	0	0.0
19:00	**293**	7	2.4	259	88.4	24	8.2	3	1.0	0	0.0
20:00	**257**	6	2.3	236	91.8	13	5.1	2	0.8	0	0.0
21:00	**217**	10	4.6	193	88.9	11	5.1	3	1.4	0	0.0
22:00	**112**	5	4.5	104	92.9	3	2.7	0	0.0	0	0.0
23:00	**91**	1	1.1	84	92.3	6	6.6	0	0.0	0	0.0
12H,7-19	**7197**	**99**	**1.4**	**6272**	**87.2**	**735**	**10.2**	**79**	**1.1**	**12**	**0.2**
16H,6-22	**8308**	**132**	**1.6**	**7251**	**87.3**	**821**	**9.9**	**92**	**1.1**	**12**	**0.1**
18H,6-24	**8511**	**138**	**1.6**	**7439**	**87.4**	**830**	**9.8**	**92**	**1.1**	**12**	**0.1**
24H,0-24	**8771**	**146**	**1.7**	**7670**	**87.5**	**850**	**9.7**	**93**	**1.1**	**12**	**0.1**

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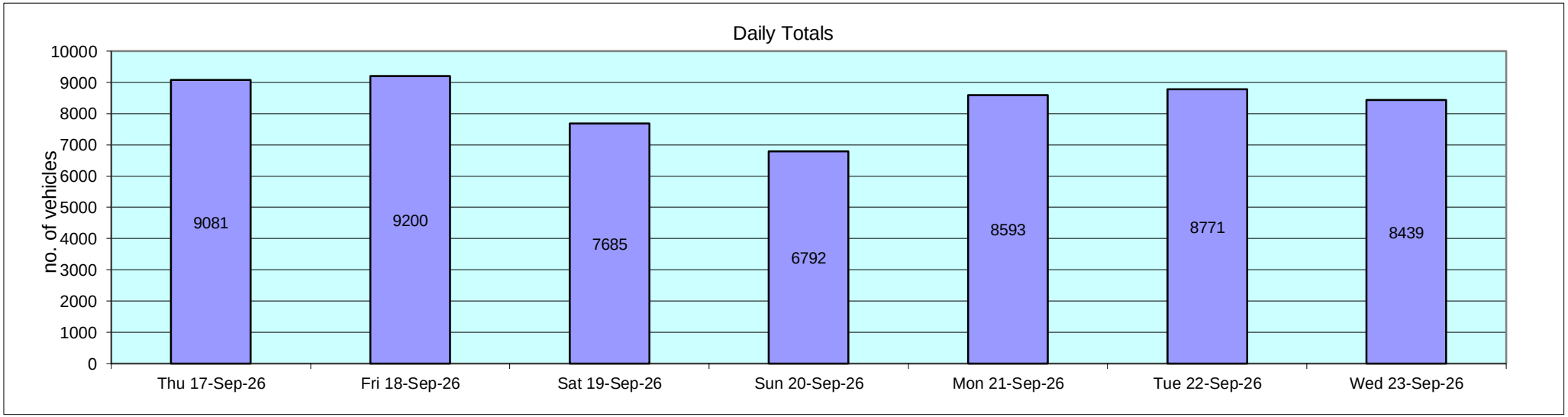
15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 23-Sep-26											
00:00	**41**	1	2.4	39	95.1	1	2.4	0	0.0	0	0.0
01:00	**21**	1	4.8	20	95.2	0	0.0	0	0.0	0	0.0
02:00	**21**	0	0.0	17	81.0	4	19.1	0	0.0	0	0.0
03:00	**21**	0	0.0	16	76.2	4	19.1	1	4.8	0	0.0
04:00	**31**	0	0.0	28	90.3	3	9.7	0	0.0	0	0.0
05:00	**171**	9	5.3	151	88.3	11	6.4	0	0.0	0	0.0
06:00	**351**	12	3.4	290	82.6	43	12.3	6	1.7	0	0.0
07:00	**540**	6	1.1	466	86.3	54	10.0	11	2.0	3	0.6
08:00	**498**	4	0.8	444	89.2	42	8.4	8	1.6	0	0.0
09:00	**468**	1	0.2	402	85.9	61	13.0	3	0.6	1	0.2
10:00	**406**	4	1.0	352	86.7	44	10.8	6	1.5	0	0.0
11:00	**477**	6	1.3	420	88.1	47	9.9	4	0.8	0	0.0
12:00	**514**	9	1.8	447	87.0	53	10.3	5	1.0	0	0.0
13:00	**457**	8	1.8	390	85.3	56	12.3	3	0.7	0	0.0
14:00	**506**	9	1.8	436	86.2	58	11.5	3	0.6	0	0.0
15:00	**594**	15	2.5	505	85.0	67	11.3	7	1.2	0	0.0
16:00	**731**	12	1.6	616	84.3	92	12.6	10	1.4	1	0.1
17:00	**791**	8	1.0	713	90.1	59	7.5	10	1.3	1	0.1
18:00	**637**	10	1.6	571	89.6	50	7.9	4	0.6	2	0.3
19:00	**388**	9	2.3	357	92.0	21	5.4	1	0.3	0	0.0
20:00	**298**	3	1.0	279	93.6	16	5.4	0	0.0	0	0.0
21:00	**253**	3	1.2	235	92.9	12	4.7	2	0.8	1	0.4
22:00	**146**	2	1.4	135	92.5	9	6.2	0	0.0	0	0.0
23:00	**78**	2	2.6	69	88.5	7	9.0	0	0.0	0	0.0
12H,7-19	**6619**	**92**	**1.4**	**5762**	**87.1**	**683**	**10.3**	**74**	**1.1**	**8**	**0.1**
16H,6-22	**7909**	**119**	**1.5**	**6923**	**87.5**	**775**	**9.8**	**83**	**1.1**	**9**	**0.1**
18H,6-24	**8133**	**123**	**1.5**	**7127**	**87.6**	**791**	**9.7**	**83**	**1.0**	**9**	**0.1**
24H,0-24	**8439**	**134**	**1.6**	**7398**	**87.7**	**814**	**9.7**	**84**	**1.0**	**9**	**0.1**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 17-Sep-26	**9081**	127	1.4	7847	86.4	1015	11.2	83	0.9	9	0.1
Fri 18-Sep-26	**9200**	154	1.7	8027	87.3	937	10.2	76	0.8	6	0.1
Sat 19-Sep-26	**7685**	103	1.3	7055	91.8	501	6.5	24	0.3	2	0.0
Sun 20-Sep-26	**6792**	118	1.7	6236	91.8	416	6.1	20	0.3	2	0.0
Mon 21-Sep-26	**8593**	125	1.5	7518	87.5	855	10.0	91	1.1	4	0.1
Tue 22-Sep-26	**8771**	146	1.7	7670	87.5	850	9.7	93	1.1	12	0.1
Wed 23-Sep-26	**8439**	134	1.6	7398	87.7	814	9.7	84	1.0	9	0.1
Total Vehicles											
[--]	**58561**	907	1.6	51751	88.6	5388	9.0	471	0.8	44	0.1



Data produced by
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15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 17-Sep-26																
00:00	**41**	50.2	41.9	6.8	0	0	0	0	1	3	21	6	4	5	1	0
01:00	**19**	47.1	41.7	7.8	0	0	0	0	1	3	5	6	3	0	0	1
02:00	**19**	54.3	46.7	8.6	0	0	0	0	0	1	4	6	3	2	1	2
03:00	**20**	45.2	40.3	5.6	0	0	0	0	1	3	7	6	3	0	0	0
04:00	**31**	49.6	43.3	8.5	0	0	0	0	0	5	9	9	4	1	0	3
05:00	**167**	45.8	42.1	5.6	0	0	1	0	0	11	57	75	14	5	2	2
06:00	**363**	44.2	38.9	5.7	0	0	3	1	26	51	161	103	13	3	0	2
07:00	**532**	39.8	26.7	12.7	95	81	37	14	35	83	140	43	2	2	0	0
08:00	**547**	39.3	27.9	11.4	73	41	51	42	63	114	123	32	7	0	1	0
09:00	**511**	43	38.5	4.6	0	0	0	7	10	100	280	94	17	3	0	0
10:00	**480**	43.5	38.8	4.4	0	0	0	0	10	101	242	110	15	1	1	0
11:00	**492**	43.4	38.6	4.5	0	0	0	2	9	113	241	111	14	2	0	0
12:00	**567**	42.6	38.2	4.4	0	0	0	0	21	126	300	108	8	3	1	0
13:00	**563**	44	39.2	4.9	0	0	1	2	12	102	272	147	18	7	2	0
14:00	**608**	42.9	38.6	4.1	0	0	0	0	7	127	337	117	19	1	0	0
15:00	**635**	43.3	38.7	4.5	0	0	0	2	20	112	341	140	17	2	0	1
16:00	**715**	40.4	28.2	12.4	113	70	57	30	57	117	185	78	6	1	1	0
17:00	**741**	42.3	36.7	5.7	0	0	5	22	81	179	311	124	17	2	0	0
18:00	**742**	42.1	37.5	4.8	0	2	0	8	32	208	353	128	8	3	0	0
19:00	**446**	42.5	37.4	5.4	0	0	1	15	25	105	211	74	12	2	1	0
20:00	**311**	43.5	38.9	4.5	0	0	0	0	11	54	162	74	6	4	0	0
21:00	**249**	42.7	37.9	5	0	0	2	2	8	62	123	41	11	0	0	0
22:00	**179**	43.8	38.9	4.6	0	0	0	0	4	39	85	42	8	1	0	0
23:00	**103**	44.9	40.2	5.2	0	0	0	0	1	14	51	27	7	2	0	1
12H,7-19	**7133**	**42.4**	**35.6**	**8.7**	**281**	**194**	**151**	**129**	**357**	**1482**	**3125**	**1232**	**148**	**27**	**6**	**1**
16H,6-22	**8502**	**42.6**	**36**	**8.3**	**281**	**194**	**157**	**147**	**427**	**1754**	**3782**	**1524**	**190**	**36**	**7**	**3**
18H,6-24	**8784**	**42.7**	**36.1**	**8.2**	**281**	**194**	**157**	**147**	**432**	**1807**	**3918**	**1593**	**205**	**39**	**7**	**4**
24H,0-24	**9081**	**42.9**	**36.3**	**8.2**	**281**	**194**	**158**	**147**	**435**	**1833**	**4021**	**1701**	**236**	**52**	**11**	**12**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 18-Sep-26																
00:00	**41**	48.4	43.1	5.9	0	0	0	0	0	2	14	16	5	2	2	0
01:00	**25**	53.2	44.5	7.6	0	0	0	0	1	1	6	9	2	4	2	0
02:00	**15**	48.8	43.2	5.7	0	0	0	0	0	1	5	4	4	1	0	0
03:00	**18**	47.8	42.1	5.3	0	0	0	0	0	2	6	5	5	0	0	0
04:00	**30**	47.3	41.8	6.9	0	0	0	0	1	4	9	10	4	0	2	0
05:00	**158**	45.9	41.4	5.6	0	0	1	0	0	11	73	50	18	2	1	2
06:00	**336**	45.6	41	5.3	0	0	5	0	2	19	150	118	37	4	0	1
07:00	**484**	44.1	39.4	4.7	0	0	3	3	5	65	254	131	21	2	0	0
08:00	**524**	44	39.5	4.2	0	0	0	0	11	62	282	149	18	1	1	0
09:00	**534**	43	38.4	4.7	0	0	5	6	10	93	295	113	11	1	0	0
10:00	**535**	42.8	38	4.4	0	0	0	0	19	146	249	113	5	3	0	0
11:00	**533**	42.9	38.8	4.1	0	0	0	2	4	97	303	120	4	1	2	0
12:00	**618**	43	38.2	4.8	0	1	2	4	11	160	300	117	22	1	0	0
13:00	**616**	41.3	37.7	4.4	0	0	0	3	24	154	338	82	10	5	0	0
14:00	**610**	42.2	37.3	4.9	0	0	0	6	44	165	278	107	7	3	0	0
15:00	**677**	41.7	35.9	6.9	5	5	14	32	61	163	282	93	18	3	1	0
16:00	**733**	41.1	36	6.7	5	12	16	17	55	176	339	102	10	1	0	0
17:00	**741**	40.7	33.4	9.3	21	51	36	10	53	207	268	82	9	3	1	0
18:00	**647**	40.9	36.9	5.1	0	0	2	12	46	185	313	73	10	5	1	0
19:00	**442**	43	38.3	4.6	0	0	0	1	16	101	224	83	16	1	0	0
20:00	**313**	42.2	37.4	5.7	0	0	4	7	14	81	148	48	7	2	2	0
21:00	**241**	43.3	38.6	4.8	0	0	0	2	3	54	125	44	11	1	1	0
22:00	**206**	43.6	39.4	4.6	0	0	0	0	4	27	121	43	7	3	0	1
23:00	**123**	45	40.4	5.9	0	0	0	0	1	19	60	30	8	1	2	2
12H,7-19	**7252**	**42.5**	**37.3**	**6**	**31**	**69**	**78**	**95**	**343**	**1673**	**3501**	**1282**	**145**	**29**	**6**	**0**
16H,6-22	**8584**	**42.7**	**37.5**	**5.9**	**31**	**69**	**87**	**105**	**378**	**1928**	**4148**	**1575**	**216**	**37**	**9**	**1**
18H,6-24	**8913**	**42.8**	**37.6**	**5.9**	**31**	**69**	**87**	**105**	**383**	**1974**	**4329**	**1648**	**231**	**41**	**11**	**4**
24H,0-24	**9200**	**43**	**37.7**	**5.9**	**31**	**69**	**88**	**105**	**385**	**1995**	**4442**	**1742**	**269**	**50**	**18**	**6**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 19-Sep-26																	
00:00	**88**	44.8	39.9	7	0	0	1	0	2	19	34	24	3	1	2	2
01:00	**32**	45	40.5	4.6	0	0	0	0	0	5	12	12	3	0	0	0
02:00	**32**	45.5	41.8	6.9	0	0	0	1	0	3	10	13	3	1	0	1
03:00	**38**	47	42.2	6.4	0	0	0	0	0	5	12	14	4	2	0	1
04:00	**18**	44.5	39.6	8.6	0	0	0	0	3	2	7	4	0	0	2	0
05:00	**54**	47.8	41.5	7.1	0	1	0	0	0	7	18	18	4	6	0	0
06:00	**169**	45.2	40.1	5	0	0	0	0	4	24	74	49	16	2	0	0
07:00	**208**	45	40.8	4	0	0	0	0	0	11	108	72	15	2	0	0
08:00	**374**	44.5	40.1	4.4	0	0	0	1	4	37	195	114	18	5	0	0
09:00	**502**	42.9	38.7	4.3	0	0	0	2	11	87	286	105	9	1	0	1
10:00	**581**	41.8	38	4.2	0	0	0	0	16	143	321	88	10	3	0	0
11:00	**542**	43	38.8	4.1	0	0	0	2	14	79	318	116	13	0	0	0
12:00	**607**	41.9	37.2	5.3	0	2	6	8	39	145	297	99	8	3	0	0
13:00	**674**	40.8	36.5	4.9	0	1	5	13	39	214	316	79	7	0	0	0
14:00	**608**	42.8	38.3	4.3	0	0	0	3	18	127	326	118	16	0	0	0
15:00	**523**	43.7	39.2	4.4	0	0	0	2	12	72	290	128	15	3	1	0
16:00	**534**	42.9	38.4	4.3	0	0	0	2	9	119	286	100	18	0	0	0
17:00	**489**	43.1	38.8	4.3	0	0	0	5	8	74	287	97	16	2	0	0
18:00	**478**	43.8	39.2	4.5	0	0	0	1	3	90	249	113	17	3	2	0
19:00	**377**	41.8	37.8	4.5	0	0	2	1	1	121	187	53	9	3	0	0
20:00	**259**	43.1	38.6	4.9	0	0	0	0	7	59	135	45	10	1	0	2
21:00	**199**	44.4	39.4	4.9	0	0	0	1	4	32	103	42	15	2	0	0
22:00	**169**	42.9	38.7	5.7	0	0	0	1	6	34	91	29	3	2	0	3
23:00	**130**	42.9	39	5.1	0	0	0	0	3	23	77	18	5	2	2	0
12H,7-19	**6120**	**43**	**38.4**	**4.6**	**0**	**3**	**11**	**39**	**173**	**1198**	**3279**	**1229**	**162**	**22**	**3**	**1**
16H,6-22	**7124**	**43.1**	**38.5**	**4.6**	**0**	**3**	**13**	**41**	**189**	**1434**	**3778**	**1418**	**212**	**30**	**3**	**3**
18H,6-24	**7423**	**43.1**	**38.5**	**4.7**	**0**	**3**	**13**	**42**	**198**	**1491**	**3946**	**1465**	**220**	**34**	**5**	**6**
24H,0-24	**7685**	**43.2**	**38.6**	**4.8**	**0**	**4**	**14**	**43**	**203**	**1532**	**4039**	**1550**	**237**	**44**	**9**	**10**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 20-Sep-26																	
00:00	**73**	44.3	39.4	5	0	0	0	0	0	17	34	16	5	0	1	0
01:00	**43**	43.9	39.4	4.2	0	0	0	0	0	8	21	12	2	0	0	0
02:00	**46**	48.9	41.7	6.8	0	0	0	0	0	9	17	8	8	2	2	0
03:00	**43**	48.1	42.2	7	0	0	0	0	0	4	20	10	5	2	0	2
04:00	**23**	48.1	43.7	6.1	0	0	0	0	0	1	6	10	5	0	0	1
05:00	**58**	45.8	41.3	5.6	0	0	0	0	1	5	25	18	6	2	1	0
06:00	**120**	45.2	40.5	5.2	0	0	0	0	1	17	54	35	8	4	1	0
07:00	**141**	45.1	40.6	4.9	0	0	1	1	0	11	65	51	9	3	0	0
08:00	**236**	45.2	40.8	5.3	0	0	0	2	3	17	113	77	17	4	1	2
09:00	**415**	41.7	37.4	4.9	0	0	1	6	26	104	206	63	7	2	0	0
10:00	**463**	42.6	38.7	3.8	0	0	0	0	4	82	281	84	11	1	0	0
11:00	**603**	42.5	38.2	4.6	0	0	0	2	18	140	320	105	12	4	0	2
12:00	**710**	42.1	36.3	7	1	19	13	28	42	147	329	110	19	2	0	0
13:00	**602**	42.7	38.2	4.9	0	5	1	3	17	110	335	119	10	2	0	0
14:00	**573**	43.6	39.1	4.4	0	0	2	2	10	75	329	132	21	2	0	0
15:00	**539**	44	39.4	4.7	0	0	2	4	9	65	290	145	19	3	2	0
16:00	**531**	44	39.3	4.7	0	0	1	6	7	66	288	140	19	3	0	1
17:00	**406**	44.3	40	4.4	0	0	0	1	4	41	215	128	12	1	4	0
18:00	**403**	44.3	39.9	4.6	0	0	0	1	5	41	227	102	20	5	1	1
19:00	**287**	43.5	39.3	4.1	0	0	0	0	3	38	171	64	9	1	1	0
20:00	**202**	43.8	38.8	5	0	0	0	0	5	48	96	40	9	3	1	0
21:00	**142**	43.7	38.6	5.3	0	0	1	0	5	32	65	32	5	1	1	0
22:00	**92**	45.4	40.5	6	0	0	0	0	5	6	49	20	5	6	1	0
23:00	**41**	47.4	42.2	6.8	0	0	0	0	1	4	14	14	5	1	1	1
12H,7-19	**5622**	**43.5**	**38.7**	**5.1**	**1**	**24**	**21**	**56**	**145**	**899**	**2998**	**1256**	**176**	**32**	**8**	**6**
16H,6-22	**6373**	**43.6**	**38.7**	**5.1**	**1**	**24**	**22**	**56**	**159**	**1034**	**3384**	**1427**	**207**	**41**	**12**	**6**
18H,6-24	**6506**	**43.6**	**38.8**	**5.1**	**1**	**24**	**22**	**56**	**165**	**1044**	**3447**	**1461**	**217**	**48**	**14**	**7**
24H,0-24	**6792**	**43.8**	**38.9**	**5.2**	**1**	**24**	**22**	**56**	**166**	**1088**	**3570**	**1535**	**248**	**54**	**18**	**10**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 21-Sep-26																
00:00	**27**	48.4	41.8	7.3	0	0	0	0	0	5	10	6	3	2	0	1
01:00	**10**	45	40.5	6	0	0	0	0	1	1	2	5	1	0	0	0
02:00	**12**	44.5	39.3	6.8	0	0	0	0	0	5	3	2	1	1	0	0
03:00	**13**	48.8	43.1	7.6	0	0	0	0	0	2	4	3	2	1	1	0
04:00	**35**	52.6	43.6	8.5	0	0	0	0	2	3	10	8	5	4	2	1
05:00	**127**	48.5	42.7	6	0	0	2	0	0	3	45	51	13	12	1	0
06:00	**349**	43.6	36.9	7.4	0	5	9	24	14	64	148	61	23	0	1	0
07:00	**495**	40.8	31.7	11.5	49	41	16	14	29	92	185	61	5	2	0	1
08:00	**624**	40	28.8	12.5	115	58	21	15	15	134	217	47	2	0	0	0
09:00	**478**	41	37.6	4.2	0	0	0	3	12	138	254	59	12	0	0	0
10:00	**441**	41.5	38	4.1	0	0	0	1	8	108	251	62	8	3	0	0
11:00	**457**	43.3	38.8	4.2	0	0	0	0	10	82	248	103	13	1	0	0
12:00	**554**	42.6	38.4	4.2	0	0	0	0	9	131	298	100	14	2	0	0
13:00	**490**	42.7	38.4	4.2	0	1	0	0	7	108	268	93	12	1	0	0
14:00	**579**	42.9	38.6	4.2	0	0	0	0	11	113	324	115	14	1	0	1
15:00	**665**	42.3	35	9.2	17	42	21	17	18	130	290	119	10	1	0	0
16:00	**726**	41	37	4.8	0	0	1	6	42	238	332	92	10	1	4	0
17:00	**769**	40.4	31.9	9.4	29	33	68	41	88	201	218	84	7	0	0	0
18:00	**609**	41.2	35.7	7.9	23	5	9	15	39	137	286	80	11	4	0	0
19:00	**395**	42	37.3	5.2	0	1	1	8	17	113	182	65	3	4	1	0
20:00	**321**	42.9	38.3	4.5	0	0	1	1	8	70	168	64	8	1	0	0
21:00	**215**	43	38.1	4.7	0	0	0	0	11	52	104	39	8	1	0	0
22:00	**121**	44.4	39.2	6.5	0	0	0	2	6	20	58	24	8	0	0	3
23:00	**81**	44.9	40.7	5	0	0	0	0	0	8	43	22	4	3	1	0
12H,7-19	**6887**	**41.6**	**35.6**	**8.2**	**233**	**180**	**136**	**112**	**288**	**1612**	**3171**	**1015**	**118**	**16**	**4**	**2**
16H,6-22	**8167**	**41.8**	**35.9**	**7.9**	**233**	**186**	**147**	**145**	**338**	**1911**	**3773**	**1244**	**160**	**22**	**6**	**2**
18H,6-24	**8369**	**41.9**	**36**	**7.9**	**233**	**186**	**147**	**147**	**344**	**1939**	**3874**	**1290**	**172**	**25**	**7**	**5**
24H,0-24	**8593**	**42.2**	**36.2**	**7.9**	**233**	**186**	**149**	**147**	**347**	**1958**	**3948**	**1365**	**197**	**45**	**11**	**7**

Data produced by
Auto Surveys Ltd

15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 22-Sep-26																
00:00	**29**	42.4	38.7	7.1	0	0	1	0	0	6	16	4	1	0	0	1
01:00	**21**	49.4	43.7	8.3	0	0	0	0	0	2	7	7	2	1	0	2
02:00	**10**	44.8	39	7	0	0	0	0	2	1	2	4	1	0	0	0
03:00	**13**	44.6	40.4	4.6	0	0	0	0	0	2	5	5	1	0	0	0
04:00	**33**	49.6	42	8.2	0	0	1	0	0	5	10	8	5	2	2	0
05:00	**154**	46.9	42.3	5.6	0	1	0	0	0	8	54	64	18	8	0	1
06:00	**344**	45.1	40.4	5.1	0	0	1	0	6	32	175	95	24	10	0	1
07:00	**508**	40.4	29.3	12.6	85	36	39	10	24	79	179	48	5	3	0	0
08:00	**596**	37.7	23.7	11.9	123	94	79	31	47	101	91	25	4	1	0	0
09:00	**469**	40.4	36.1	4.6	0	0	0	1	48	179	195	36	9	1	0	0
10:00	**429**	40	35.7	4.4	0	0	0	2	39	200	153	30	4	1	0	0
11:00	**480**	41.6	37.4	4.9	0	0	0	5	31	132	232	66	10	3	1	0
12:00	**579**	42.6	38.2	4.6	0	1	4	3	9	123	318	108	13	0	0	0
13:00	**575**	41.5	37.2	4.8	0	0	3	9	30	157	281	88	5	2	0	0
14:00	**561**	42.9	38.7	4.2	0	0	0	1	10	97	327	109	13	3	1	0
15:00	**672**	42.5	38	4.7	0	0	4	4	17	169	343	116	15	4	0	0
16:00	**789**	40.6	36.1	4.7	0	1	1	9	72	296	317	85	8	0	0	0
17:00	**857**	39.8	31.8	9.5	43	55	45	23	83	271	276	53	5	1	1	1
18:00	**682**	42.6	38.3	4.4	0	0	0	2	24	133	381	123	15	3	1	0
19:00	**293**	43.7	38.7	5.6	0	0	0	1	8	75	135	55	11	4	1	3
20:00	**257**	43.4	38.4	5.6	0	0	4	0	3	70	117	49	8	4	1	1
21:00	**217**	43.2	38.7	5.5	0	0	0	5	2	45	119	30	11	2	2	1
22:00	**112**	46.3	40.7	5.6	0	0	0	0	0	16	55	23	13	3	2	0
23:00	**91**	44.6	40.5	5.5	0	0	0	0	3	6	46	30	2	2	1	1
12H,7-19	**7197**	**40.9**	**35**	**8.2**	**251**	**187**	**175**	**100**	**434**	**1937**	**3093**	**887**	**106**	**22**	**4**	**1**
16H,6-22	**8308**	**41.4**	**35.6**	**8**	**251**	**187**	**180**	**106**	**453**	**2159**	**3639**	**1116**	**160**	**42**	**8**	**7**
18H,6-24	**8511**	**41.6**	**35.7**	**8**	**251**	**187**	**180**	**106**	**456**	**2181**	**3740**	**1169**	**175**	**47**	**11**	**8**
24H,0-24	**8771**	**41.9**	**35.9**	**8**	**251**	**188**	**182**	**106**	**458**	**2205**	**3834**	**1261**	**203**	**58**	**13**	**12**

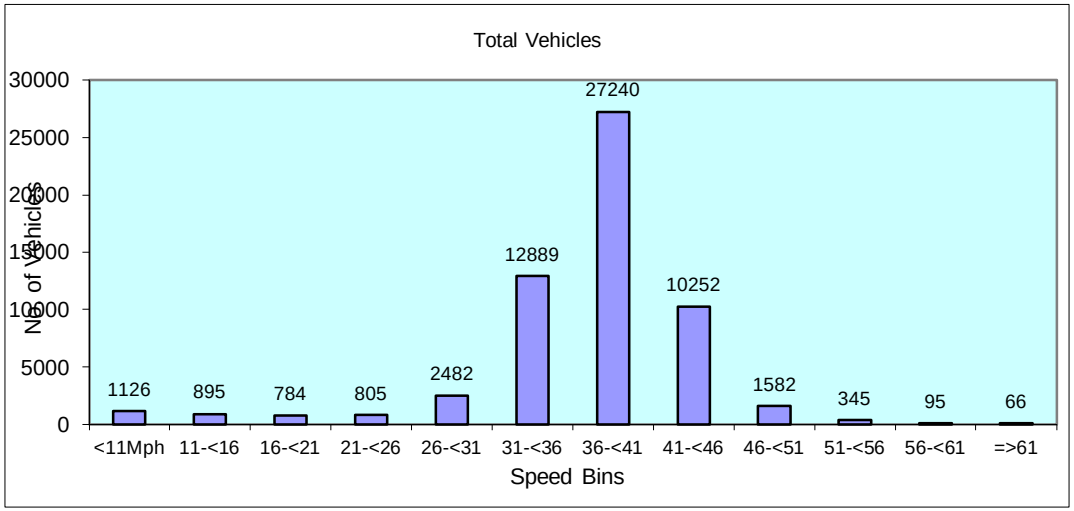
Data produced by
Auto Surveys Ltd

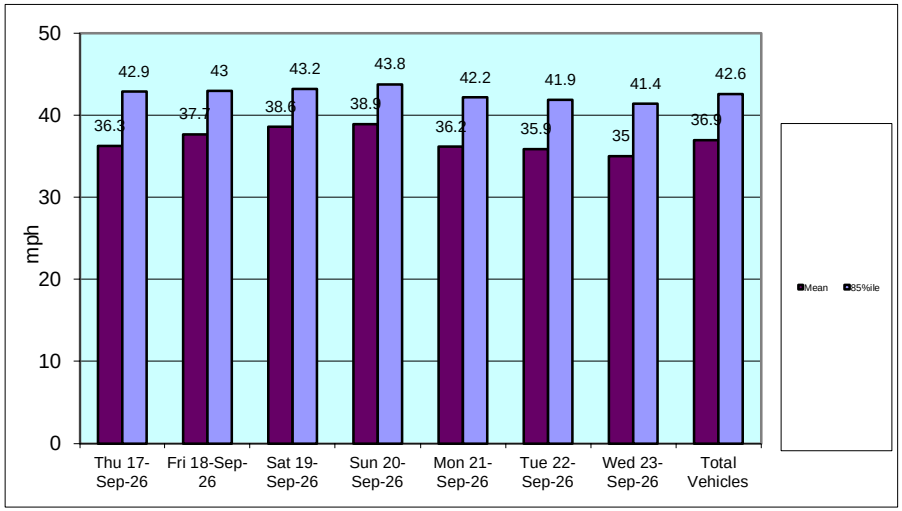
15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 23-Sep-26																	
00:00	**41**	45.4	41.2	6.5	0	0	0	0	1	5	16	14	3	0	1	1
01:00	**21**	43.3	39.7	4.9	0	0	0	0	0	3	13	3	1	1	0	0
02:00	**21**	48.3	41.8	6.7	0	0	0	0	1	3	5	7	3	2	0	0
03:00	**21**	51.4	42.3	6.5	0	0	0	0	0	2	9	6	0	4	0	0
04:00	**31**	48.1	41.6	7.3	0	0	0	0	1	3	15	6	2	3	0	1
05:00	**171**	46.7	41.2	6.8	0	0	3	0	1	24	58	56	20	4	2	3
06:00	**351**	44.6	40.3	4.4	0	0	1	2	3	23	182	120	17	3	0	0
07:00	**540**	38.9	23.3	13.7	205	42	13	18	39	99	73	42	7	1	0	1
08:00	**498**	41.2	33	9.8	17	24	33	36	36	109	166	59	17	0	1	0
09:00	**468**	40.4	36	5	0	0	7	7	23	195	187	40	8	0	1	0
10:00	**406**	40.3	36.8	3.9	0	0	0	0	20	137	218	27	3	1	0	0
11:00	**477**	40.6	36.7	4.6	0	0	2	2	24	176	218	46	6	2	1	0
12:00	**514**	41.9	36.9	5.3	0	0	0	12	35	168	206	84	5	1	3	0
13:00	**457**	40.7	36.8	4.8	0	0	0	3	26	167	203	48	5	4	0	1
14:00	**506**	40.6	36.5	4.7	0	0	1	8	26	195	216	52	5	2	1	0
15:00	**594**	40.9	37.1	4.8	0	0	0	4	40	174	291	70	12	2	0	1
16:00	**731**	40.2	31.8	9.9	26	74	24	45	60	197	232	57	16	0	0	0
17:00	**791**	40.1	31.5	9.8	46	38	49	48	90	223	218	64	13	2	0	0
18:00	**637**	40.9	33	10.6	35	52	37	15	24	99	287	76	10	1	1	0
19:00	**388**	41.7	37.6	4.7	0	0	1	1	15	117	188	56	7	1	2	0
20:00	**298**	43.8	38.7	5.3	0	0	0	0	15	66	139	58	13	5	2	0
21:00	**253**	43.2	38.6	4.7	0	0	0	0	5	61	127	49	9	1	0	1
22:00	**146**	44	39.4	4.5	0	0	0	0	3	22	76	38	5	2	0	0
23:00	**78**	44.2	39.8	4.1	0	0	0	0	0	10	43	20	5	0	0	0
12H,7-19	**6619**	**40.6**	**33.8**	**9**	**329**	**230**	**166**	**198**	**443**	**1939**	**2515**	**665**	**107**	**16**	**8**	**3**
16H,6-22	**7909**	**40.9**	**34.6**	**8.7**	**329**	**230**	**168**	**201**	**481**	**2206**	**3151**	**948**	**153**	**26**	**12**	**4**
18H,6-24	**8133**	**41**	**34.7**	**8.6**	**329**	**230**	**168**	**201**	**484**	**2238**	**3270**	**1006**	**163**	**28**	**12**	**4**
24H,0-24	**8439**	**41.4**	**35**	**8.6**	**329**	**230**	**171**	**201**	**488**	**2278**	**3386**	**1098**	**192**	**42**	**15**	**9**

Data produced by
Auto Surveys Ltd

15775	BURLESDON	Site No: 15775002	Location A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Thu 17-Sep-26	**9081**	42.9	36.3	8.2	281	194	158	147	435	1833	4021	1701	236	52	11	12
Fri 18-Sep-26	**9200**	43	37.7	5.9	31	69	88	105	385	1995	4442	1742	269	50	18	6
Sat 19-Sep-26	**7685**	43.2	38.6	4.8	0	4	14	43	203	1532	4039	1550	237	44	9	10
Sun 20-Sep-26	**6792**	43.8	38.9	5.2	1	24	22	56	166	1088	3570	1535	248	54	18	10
Mon 21-Sep-26	**8593**	42.2	36.2	7.9	233	186	149	147	347	1958	3948	1365	197	45	11	7
Tue 22-Sep-26	**8771**	41.9	35.9	8	251	188	182	106	458	2205	3834	1261	203	58	13	12
Wed 23-Sep-26	**8439**	41.4	35	8.6	329	230	171	201	488	2278	3386	1098	192	42	15	9
Total Vehicles																
[--]	**58561**	42.6	36.9	6.9	1126	895	784	805	2482	12889	27240	10252	1582	345	95	66



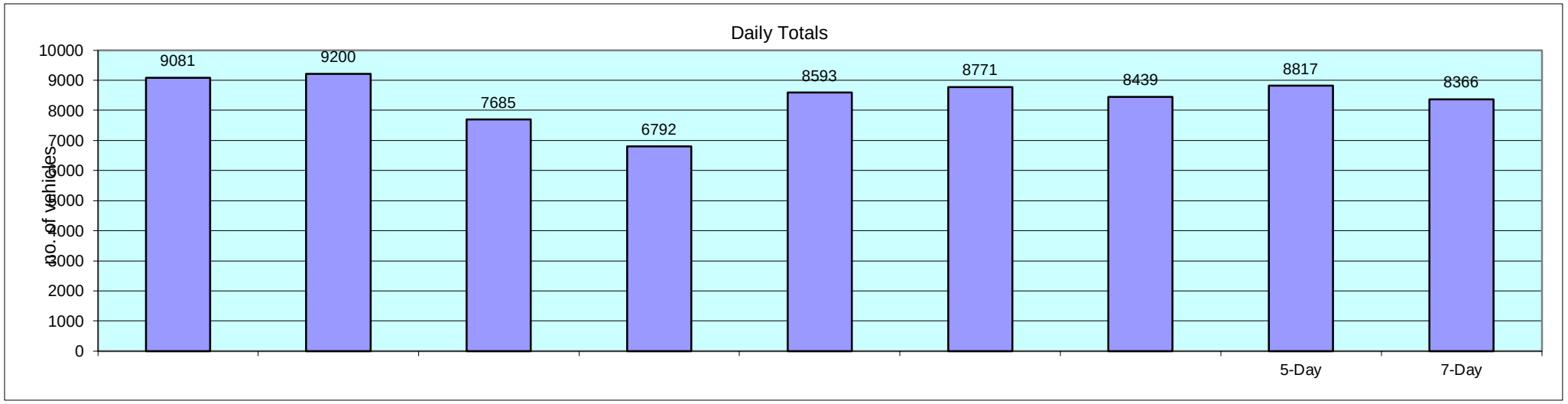


Data produced by
Auto Surveys Ltd

15775		BURLESDON		Site No: 15775002 Channel: Southbound		Location	A27 West End Road, Burlesdon (N of Peewit Hill)		
TIME PERIOD	Thu 17-Sep-26	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	5-Day Av	7-Day Av
Week Begin: 17-Sep-26									
00:00	**41**	41	88	73	27	29	41	36	49
01:00	**19**	25	32	43	10	21	21	19	24
02:00	**19**	15	32	46	12	10	21	15	22
03:00	**20**	18	38	43	13	13	21	17	24
04:00	**31**	30	18	23	35	33	31	32	29
05:00	**167**	158	54	58	127	154	171	155	127
06:00	**363**	336	169	120	349	344	351	349	290
07:00	**532**	484	208	141	495	508	540	512	415
08:00	**547**	524	374	236	624	596	498	558	486
09:00	**511**	534	502	415	478	469	468	492	482
10:00	**480**	535	581	463	441	429	406	458	476
11:00	**492**	533	542	603	457	480	477	488	512
12:00	**567**	618	607	710	554	579	514	566	593
13:00	**563**	616	674	602	490	575	457	540	568
14:00	**608**	610	608	573	579	561	506	573	578
15:00	**635**	677	523	539	665	672	594	649	615
16:00	**715**	733	534	531	726	789	731	739	680
17:00	**741**	741	489	406	769	857	791	780	685
18:00	**742**	647	478	403	609	682	637	663	600
19:00	**446**	442	377	287	395	293	388	393	375
20:00	**311**	313	259	202	321	257	298	300	280
21:00	**249**	241	199	142	215	217	253	235	217
22:00	**179**	206	169	92	121	112	146	153	146
23:00	**103**	123	130	41	81	91	78	95	92
12H,7-19	**7133**	**7252**	**6120**	**5622**	**6887**	**7197**	**6619**	**7018**	**6690**
16H,6-22	**8502**	**8584**	**7124**	**6373**	**8167**	**8308**	**7909**	**8294**	**7852**
18H,6-24	**8784**	**8913**	**7423**	**6506**	**8369**	**8511**	**8133**	**8542**	**8091**
24H,0-24	**9081**	**9200**	**7685**	**6792**	**8593**	**8771**	**8439**	**8817**	**8366**
Am	**08:00**	**10:00**	**10:00**	**11:00**	**08:00**	**08:00**	**07:00**		
Peak	**547**	**535**	**581**	**603**	**624**	**596**	**540**		
Pm	**18:00**	**17:00**	**13:00**	**12:00**	**17:00**	**17:00**	**17:00**		
Peak	**742**	**741**	**674**	**710**	**769**	**857**	**791**		

Data produced by
Auto Surveys Ltd

15775		BURLESDON		Site No: 15775002 Channel: Southbound		Location	A27 West End Road, Burlesdon (N of Peewit Hill)		
TIME PERIOD	Thu 17-Sep-26	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

Appendix H

Visibility Splay Calculator Outputs

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v2/2(d+0.1a)$

v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longditudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

36.2 mph 16.183 m/s

v = 16.183 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type: Light vehicles only

a = 0 +ve for upgrades and -ve for downgrades

SSD = 54 m

SSD adjusted for bonnet length (MfS only) = 56 m (SSD + 2.4m)

Conversions

mph to kph 0.0

kph to mph 0.0

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): SSD = vt + v2/2(d+0.1a)

v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longditudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

42.6 mph 19.044 m/s

v = 19.044 m/s

t = 2 taken from MfS2 table 10.1

d = 2.453 Vehicle type All vehicles (>64kph)

a = 0 +ve for upgrades and -ve for downgrades

SSD = 112 m

SSD adjusted for bonnet length (MfS only) = 114 m (SSD + 2.4m)

Conversions

mph to kph 0.0

kph to mph 0.0

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

Appendix I

Junctions 9 (PICADY) Output – A27 Site Access

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: M04 - A27 Site Access 2026-09-10.j9
Path: C:\Users\mfitzgerald\Documents\whburs
Report generation date: 10/09/2026 20:54:00

»Proposed Junction Layout - 2031 Future Year with Warehousing Development, AM
»Proposed Junction Layout - 2031 Future Year with Warehousing Development, PM
»Proposed Junction Layout - 2031 Future Year with Sensitivity Test (Parcel Dist), AM
»Proposed Junction Layout - 2031 Future Year with Sensitivity Test (Parcel Dist), PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Proposed Junction Layout - 2031 Future Year with Warehousing Development									
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	12.59	0.04	B
Stream C-AB		0.0	5.05	0.01	A		0.0	0.00	0.00	A
	Proposed Junction Layout - 2031 Future Year with Sensitivity Test (Parcel Dist)									
Stream B-AC	D11	0.3	24.15	0.22	C	D12	0.2	14.47	0.14	B
Stream C-AB		0.0	5.08	0.02	A		0.0	3.93	0.01	A

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

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

File summary

File Description

Title	A27/Site Access Junction
Location	
Site number	
Date	10/09/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\mfitzgerald
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	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	AM	ONE HOUR	06:45	08:15	15			
D2	2024	PM	ONE HOUR	16:45	18:15	15			
D3	2031 Future Year	AM	ONE HOUR	06:45	08:15	15		Simple	D1*1.0347
D4	2031 Future Year	PM	ONE HOUR	16:45	18:15	15		Simple	D2*1.0224
D5	Warehousing Development	AM	ONE HOUR	06:45	08:15	15			
D6	Warehousing Development	PM	ONE HOUR	16:45	18:15	15			
D7	2031 Future Year with Warehousing Development	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D3+D5
D8	2031 Future Year with Warehousing Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6
D9	Sensitivity Test (Parcel Dist)	AM	ONE HOUR	06:45	08:15	15			
D10	Sensitivity Test (Parcel Dist)	PM	ONE HOUR	16:45	18:15	15			
D11	2031 Future Year with Sensitivity Test (Parcel Dist)	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D3+D9
D12	2031 Future Year with Sensitivity Test (Parcel Dist)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Junction Layout	✓	100.000	100.000

Proposed Junction Layout - 2031 Future Year with Warehousing Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 Future Year with Warehousing Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A27 West End Road (South)		Major
B	Site Access		Minor
C	A27 West End Road (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.09			68.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.65	30	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	531	0.092	0.233	0.146	0.332
B-C	679	0.099	0.251	-	-
C-B	613	0.226	0.226	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	983	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	500	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	12	971
	B	3	0	0
	C	498	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	5.05	0.0	A	5	8
C-A					468	703
A-B					11	17
A-C					947	1421

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	364	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.80	729	0.004	3	0.0	0.0	5.047	A
C-A	385	96			385				
A-B	9	2			9				
A-C	777	194			777				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	316	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	760	0.006	5	0.0	0.0	4.854	A
C-A	459	115			459				
A-B	11	3			11				
A-C	928	232			928				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	248	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	808	0.009	7	0.0	0.0	4.593	A
C-A	561	140			561				
A-B	13	3			13				
A-C	1137	284			1137				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	248	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	808	0.009	7	0.0	0.0	4.601	A
C-A	561	140			561				
A-B	13	3			13				
A-C	1137	284			1137				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	316	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	760	0.006	5	0.0	0.0	4.869	A
C-A	459	115			459				
A-B	11	3			11				
A-C	928	232			928				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	364	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.81	729	0.004	3	0.0	0.0	5.054	A
C-A	385	96			385				
A-B	9	2			9				
A-C	777	194			777				

Proposed Junction Layout - 2031 Future Year with Warehousing Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 Future Year with Warehousing Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	524	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	748	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	3	521
	B	10	0	2
	C	748	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	12.59	0.0	B	11	17
C-AB	0.00	0.00	0.0	A	0	0
C-A					694	1040
A-B					3	4
A-C					478	718

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	380	0.024	9	0.0	0.0	9.693	A
C-AB	0	0	524	0.000	0	0.0	0.0	0.000	A
C-A	569	142			569				
A-B	2	0.56			2				
A-C	393	98			393				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	346	0.031	11	0.0	0.0	10.724	B
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	679	170			679				
A-B	3	0.67			3				
A-C	469	117			469				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	299	0.044	13	0.0	0.0	12.585	B
C-AB	0	0	483	0.000	0	0.0	0.0	0.000	A
C-A	832	208			832				
A-B	3	0.83			3				
A-C	574	144			574				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	299	0.044	13	0.0	0.0	12.591	B
C-AB	0	0	483	0.000	0	0.0	0.0	0.000	A
C-A	832	208			832				
A-B	3	0.83			3				
A-C	574	144			574				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	3	346	0.031	11	0.0	0.0	10.730	B
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	679	170			679				
A-B	3	0.67			3				
A-C	469	117			469				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	380	0.024	9	0.0	0.0	9.700	A
C-AB	0	0	524	0.000	0	0.0	0.0	0.000	A
C-A	569	142			569				
A-B	2	0.56			2				
A-C	393	98			393				

Proposed Junction Layout - 2031 Future Year with Sensitivity Test (Parcel Dist), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 Future Year with Warehousing Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2031 Future Year with Sensitivity Test (Parcel Dist)	AM	ONE HOUR	06:45	08:15	15	✓	Simple	D3+D9

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1001	100.000
B		ONE HOUR	✓	38	100.000
C		ONE HOUR	✓	505	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	23	978
	B	33	0	5
	C	501	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.22	24.15	0.3	C	35	52
C-AB	0.02	5.08	0.0	A	10	15
C-A					468	702
A-B					21	32
A-C					954	1431

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	305	0.094	28	0.0	0.1	12.991	B
C-AB	6	2	728	0.009	6	0.0	0.0	5.074	A
C-A	386	96			386				
A-B	17	4			17				
A-C	783	196			783				

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	257	0.133	34	0.1	0.2	16.100	C
C-AB	9	2	759	0.012	9	0.0	0.0	4.889	A
C-A	459	115			459				
A-B	21	5			21				
A-C	935	234			935				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	10	191	0.219	41	0.2	0.3	24.006	C
C-AB	15	4	807	0.019	15	0.0	0.0	4.640	A
C-A	559	140			559				
A-B	25	6			25				
A-C	1145	286			1145				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	10	191	0.219	42	0.3	0.3	24.153	C
C-AB	15	4	807	0.019	15	0.0	0.0	4.647	A
C-A	559	140			559				
A-B	25	6			25				
A-C	1145	286			1145				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	257	0.133	35	0.3	0.2	16.200	C
C-AB	9	2	759	0.012	9	0.0	0.0	4.905	A
C-A	459	115			459				
A-B	21	5			21				
A-C	935	234			935				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	305	0.094	29	0.2	0.1	13.047	B
C-AB	6	2	728	0.009	7	0.0	0.0	5.082	A
C-A	386	96			386				
A-B	17	4			17				
A-C	783	196			783				

Proposed Junction Layout - 2031 Future Year with Sensitivity Test (Parcel Dist), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2031 Future Year with Warehousing Development, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2031 Future Year with Sensitivity Test (Parcel Dist)	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D10

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	545	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	755	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	19	526
	B	32	0	5
	C	752	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	14.47	0.2	B	34	51
C-AB	0.01	3.93	0.0	A	10	14
C-A					690	1036
A-B					17	26
A-C					483	724

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	372	0.075	28	0.0	0.1	10.436	B
C-AB	6	1	927	0.006	6	0.0	0.0	3.931	A
C-A	568	142			568				
A-B	14	4			14				
A-C	396	99			396				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	338	0.099	33	0.1	0.1	11.819	B
C-AB	9	2	995	0.009	9	0.0	0.0	3.673	A
C-A	677	169			677				
A-B	17	4			17				
A-C	473	118			473				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	289	0.141	41	0.1	0.2	14.450	B
C-AB	14	4	1092	0.013	14	0.0	0.0	3.363	A
C-A	826	206			826				
A-B	21	5			21				
A-C	580	145			580				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	10	289	0.141	41	0.2	0.2	14.473	B
C-AB	14	4	1092	0.013	14	0.0	0.0	3.364	A
C-A	826	206			826				
A-B	21	5			21				
A-C	580	145			580				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	338	0.099	33	0.2	0.1	11.844	B
C-AB	9	2	995	0.009	9	0.0	0.0	3.679	A
C-A	677	169			677				
A-B	17	4			17				
A-C	473	118			473				

18:00 - 18:15

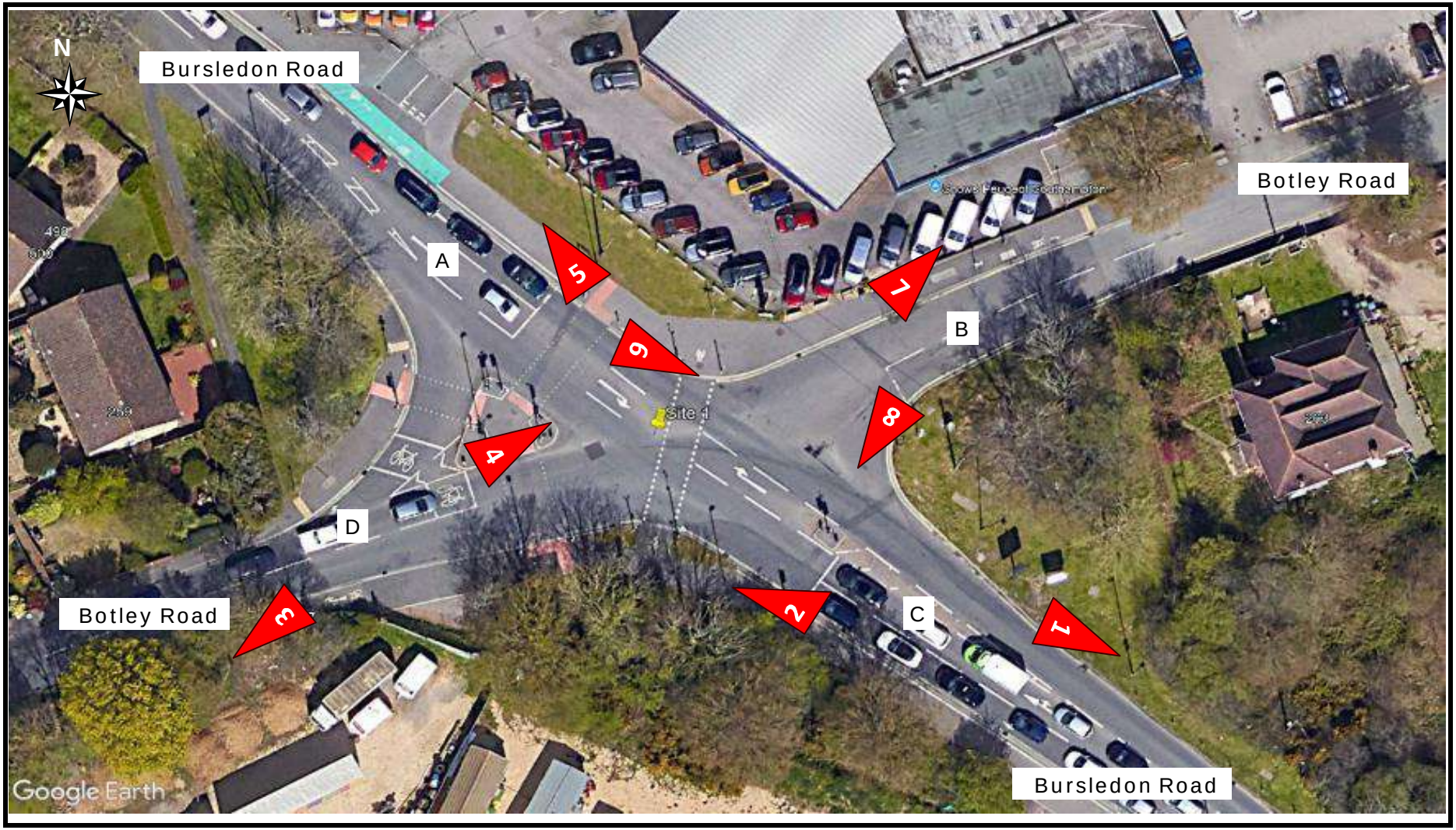
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	372	0.075	28	0.1	0.1	10.461	B
C-AB	6	1	927	0.006	6	0.0	0.0	3.934	A
C-A	568	142			568				
A-B	14	4			14				
A-C	396	99			396				

Appendix J

Traffic Survey Outputs

Advanced Transport Research		Job Number & Name:	42573 Bursledon, Southampton
Site 1 - Botley Road/Bursledon Road		Date:	Tuesday 18 Mar 2025

Job Type:	Junction Count				
Co-ordinates:	50.899662°N, 1.328074°W	Postcode:	SO19 8NJ	Times:	0700-1000 1600-1900



Advanced Transport Research

Site 1 - Botley Road/Bursledon Road

Classified Counts

	A to A								A to B								A to C								A to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	117	52	7	0	0	1	0	0	2	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	38	3	0	0	1	1	0	1	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	38	5	1	0	1	0	0	1	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	25	2	1	0	0	0	0	2	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	12	2	3	0	1	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	96	12	2	2	0	1	0	0	1	1	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	110	20	2	3	0	2	0	0	5	1	1	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	128	23	2	0	1	0	0	0	7	0	1	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	86	21	3	1	0	0	0	0	6	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	136	16	1	4	2	0	0	0	9	1	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	88	22	6	1	2	1	0	0	9	1	2	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	97	14	3	3	1	0	0	0	3	1	0	0	0	0	0	0

07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*444*	*153*	*17*	*2*	*0*	*3*	*1*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*390*	*113*	*12*	*5*	*0*	*3*	*1*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*354*	*87*	*11*	*7*	*0*	*3*	*0*	*0*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*359*	*69*	*8*	*9*	*0*	*4*	*0*	*0*	*8*	*2*	*1*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*397*	*67*	*8*	*8*	*1*	*4*	*0*	*0*	*13*	*2*	*2*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*420*	*76*	*9*	*6*	*1*	*3*	*0*	*0*	*19*	*2*	*2*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*460*	*80*	*8*	*8*	*3*	*2*	*0*	*0*	*27*	*2*	*2*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*438*	*82*	*12*	*6*	*5*	*1*	*0*	*0*	*31*	*2*	*3*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*407*	*73*	*13*	*9*	*5*	*1*	*0*	*0*	*27*	*3*	*2*	*0*	*0*	*0*	*0*	*0*

AM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1248**	**293**	**38**	**19**	**6**	**8**	**1**	**0**	**46**	**5**	**4**	**0**	**0**	**0**	**0**	**0**

Daily Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1248**	**293**	**38**	**19**	**6**	**8**	**1**	**0**	**46**	**5**	**4**	**0**	**0**	**0**	**0**	**0**

AM Peak Hour

07:00 - 08:00	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***444***	***153***	***17***	***2***	***0***	***3***	***1***	***0***	***6***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Trans

Site 1 - Botley |

Classified Coun

	B to A								B to B								B to C								B to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	5	0	0	0	0	0	0	2	2	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	7	0	0	0	0	0	0	0	1	0	0	0	0	2	0
07:30 - 07:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:00 - 08:15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	0	8	0	0	0	0	0	1	0
08:15 - 08:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:30 - 08:45	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	6	0	0	0	0	0	2	0
08:45 - 09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	3	1	0	0	0	0	2	0
09:00 - 09:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	1	0
09:15 - 09:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0
09:30 - 09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
07:00 - 08:00	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*70*	*20*	*1*	*0*	*0*	*1*	*0*	*0*	*4*	*3*	*0*	*0*	*0*	*0*	*2*	*0*
07:15 - 08:15	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*76*	*17*	*1*	*0*	*0*	*1*	*0*	*0*	*10*	*1*	*0*	*0*	*0*	*0*	*3*	*0*
07:30 - 08:30	*4*	*2*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*12*	*1*	*0*	*0*	*1*	*0*	*0*	*12*	*0*	*0*	*0*	*0*	*0*	*1*	*0*
07:45 - 08:45	*5*	*3*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*65*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*3*	*0*
08:00 - 09:00	*5*	*2*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*56*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*19*	*1*	*0*	*0*	*0*	*0*	*5*	*0*
08:15 - 09:15	*4*	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*14*	*1*	*0*	*0*	*0*	*0*	*5*	*0*
08:30 - 09:30	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*1*	*0*	*0*	*0*	*0*	*5*	*0*
08:45 - 09:45	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*1*	*0*	*0*	*0*	*0*	*3*	*0*
09:00 - 10:00	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*1*	*0*
AM Total	**8**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**144**	**29**	**1**	**0**	**0**	**1**	**0**	**0**	**34**	**4**	**0**	**0**	**0**	**0**	**8**	**0**
Daily Total	**8**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**144**	**29**	**1**	**0**	**0**	**1**	**0**	**0**	**34**	**4**	**0**	**0**	**0**	**0**	**8**	**0**
AM Peak Hour																																
07:00 - 08:00	***2***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***70***	***20***	***1***	***0***	***0***	***1***	***0***	***0***	***4***	***3***	***0***	***0***	***0***	***0***	***2***	***0***

Advanced Trans
Site 1 - Botley |
Classified Coun

	C to A								C to B								C to C								C to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	102	31	2	1	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	5	0	0	1	0	0	0
07:15 - 07:30	89	17	5	1	1	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42	11	2	2	0	0	0	0
07:30 - 07:45	71	25	4	2	1	1	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	8	2	0	0	0	0	0
07:45 - 08:00	106	19	1	0	1	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	55	12	2	1	0	0	0	0
08:00 - 08:15	90	11	4	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	9	2	2	0	0	0	0
08:15 - 08:30	106	12	1	0	0	1	0	0	8	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	48	9	1	1	0	1	0	0
08:30 - 08:45	67	10	3	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	8	1	1	0	1	0	0
08:45 - 09:00	99	14	2	2	1	2	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	6	4	1	0	0	0	0
09:00 - 09:15	85	15	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	11	1	1	0	0	0	0
09:15 - 09:30	92	21	4	4	2	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	10	0	3	0	1	0	0
09:30 - 09:45	91	17	1	3	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	61	9	0	2	0	1	0	0
09:45 - 10:00	73	14	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	9	2	2	0	1	0	0

07:00 - 08:00	*368*	*92*	*12*	*4*	*3*	*3*	*0*	*0*	*13*	*5*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*174*	*36*	*6*	*3*	*1*	*0*	*0*	*0*
07:15 - 08:15	*356*	*72*	*14*	*5*	*3*	*3*	*0*	*0*	*14*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*199*	*40*	*8*	*5*	*0*	*0*	*0*	*0*
07:30 - 08:30	*373*	*67*	*10*	*4*	*2*	*2*	*0*	*0*	*18*	*4*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*205*	*38*	*7*	*4*	*0*	*1*	*0*	*0*
07:45 - 08:45	*369*	*52*	*9*	*3*	*2*	*1*	*0*	*0*	*17*	*2*	*0*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*211*	*38*	*6*	*5*	*0*	*2*	*0*	*0*
08:00 - 09:00	*362*	*47*	*10*	*5*	*2*	*3*	*1*	*0*	*20*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*204*	*32*	*8*	*5*	*0*	*2*	*0*	*0*
08:15 - 09:15	*357*	*51*	*10*	*3*	*3*	*3*	*1*	*0*	*17*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*182*	*34*	*7*	*4*	*0*	*2*	*0*	*0*
08:30 - 09:30	*343*	*60*	*13*	*7*	*5*	*5*	*1*	*0*	*10*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*196*	*35*	*6*	*6*	*0*	*2*	*0*	*0*
08:45 - 09:45	*367*	*67*	*11*	*9*	*4*	*5*	*1*	*0*	*10*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*204*	*36*	*5*	*7*	*0*	*2*	*0*	*0*
09:00 - 10:00	*341*	*67*	*11*	*8*	*3*	*3*	*0*	*0*	*12*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*221*	*39*	*3*	*8*	*0*	*3*	*0*	*0*

AM Total	**1071**	**206**	**33**	**17**	**8**	**9**	**1**	**0**	**45**	**8**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**599**	**107**	**17**	**16**	**1**	**5**	**0**	**0**

Daily Total	**1071**	**206**	**33**	**17**	**8**	**9**	**1**	**0**	**45**	**8**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**599**	**107**	**17**	**16**	**1**	**5**	**0**	**0**

AM Peak Hour

07:00 - 08:00	***368***	***92***	***12***	***4***	***3***	***3***	***0***	***0***	***13***	***5***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***174***	***36***	***6***	***3***	***1***	***0***	***0***	***0***

Advanced Trans		*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 1 - Botley		*Client:*	**Motion**
Classified Coun		*Date:*	**Tuesday 18 March 2025**

	D to A								D to B								D to C								D to D							
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
07:00 - 07:15	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	80	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	63	12	0	1	0	2	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	62	18	1	1	0	1	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	4	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	54	9	1	2	0	1	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	44	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	9	1	1	0	0	0	0	0	3	0	0	0	0	0	0	0	76	9	0	1	1	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	7	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	55	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	72	8	0	4	0	1	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	48	8	3	1	0	1	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	65	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	56	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 08:00	*14*	*2*	*1*	*0*	*0*	*1*	*0*	*0*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*259*	*53*	*2*	*4*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*17*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*223*	*47*	*2*	*4*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*19*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*205*	*43*	*2*	*3*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*22*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*219*	*34*	*1*	*3*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*25*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*220*	*34*	*2*	*2*	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*27*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*248*	*34*	*2*	*6*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*30*	*2*	*1*	*1*	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*251*	*34*	*5*	*7*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*31*	*2*	*0*	*1*	*0*	*1*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*240*	*36*	*5*	*6*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*30*	*2*	*1*	*1*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*241*	*39*	*3*	*6*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
AM Total	**69**	**7**	**3**	**1**	**0**	**2**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**720**	**126**	**7**	**12**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Daily Total	**69**	**7**	**3**	**1**	**0**	**2**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**720**	**126**	**7**	**12**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak Hour																																
07:00 - 08:00	***14***	***2***	***1***	***0***	***0***	***1***	***0***	***0***	***2***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***259***	***53***	***2***	***4***	***0***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 1 - Botley Road/Bursledon Road	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	Bursledon Road SB				Botley Road WB				Bursledon Road NB			Botley Road EB		
Time of Green	Lane 1	Lane 2		Time of Green	Lane 1			Time of Green	Lane 1	Lane 2	Time of Green	Lane 1	Lane 2	
06:59:50	36+	0		06:59:29	1			06:59:51	4	6	07:00:40	0	19+	*Count in Vehicles*
07:01:37	35+	0		07:01:16	1			07:01:38	3	10	07:03:17	0	18+	*Lane 1 = Nearest Kerb*
07:04:33	36+	0		07:03:54	4			07:04:34	1	30	07:06:13	0	17+	
07:07:10	27	0		07:06:49	3			07:07:11	2	13	07:08:50	0	18+	
07:09:47	30	0		07:09:26	7			07:09:48	4	19	07:11:27	1	17+	
07:12:25	32	0		07:12:03	4			07:12:25	4	12	07:14:05	0	17	
07:15:02	36+	0		07:14:41	5			07:15:03	5	14	07:16:42	0	19+	
07:17:39	37+	0		07:17:20	9			07:17:40	2	10	07:19:19	0	18+	
07:20:35	37+	0		07:19:55	3			07:20:35	1	16	07:22:14	0	19+	
07:23:12	36+	0		07:22:51	7			07:23:13	2	9	07:24:52	1	18+	
07:25:51	37+	0		07:25:28	5			07:25:50	2	13	07:27:29	0	18+	
07:28:26	36+	0		07:28:05	3			07:28:27	2	6	07:30:06	0	17+	
07:31:04	34	0		07:30:43	4			07:31:04	4	8	07:32:44	0	17+	
07:33:41	24	0		07:33:20	7			07:33:42	4	7	07:35:21	0	18+	
07:36:18	35+	0		07:35:57	9			07:36:19	5	10	07:37:58	0	16+	
07:39:14	36+	0		07:38:35	3			07:39:15	5	11	07:40:54	0	17+	
07:41:51	36+	0		07:41:30	0			07:41:52	2	8	07:43:31	0	16+	
07:44:28	37+	0		07:44:07	7			07:44:29	2	36	07:46:08	0	17+	
07:47:06	37+	0		07:46:44	7			07:47:06	4	25	07:48:45	1	18+	
07:49:43	36+	0		07:49:22	4			07:49:44	1	13	07:51:23	0	17+	
07:52:20	33	0		07:51:59	5			07:52:21	3	5	07:54:00	0	17+	
07:55:19	36+	0		07:54:36	5			07:55:20	5	35	07:56:59	0	17+	
07:58:14	37+	0		07:57:35	3			07:58:15	8	8	07:59:54	0	15	
08:00:52	35+	0	0	08:00:31	10		9	08:00:53	3	11	08:02:32	0	17+	-2
08:03:29	37+	0		08:03:08	8			08:03:30	6	8	08:05:09	0	18+	
08:06:24	36+	0		08:05:45	8			08:06:25	1	31	08:08:04	0	17+	
08:09:20	37+	0		08:08:40	11			08:09:21	1	17	08:10:59	0	17+	
08:11:57	37+	0		08:11:36	11			08:11:58	0	23	08:13:37	0	18+	
08:14:55	36+	0		08:14:13	6			08:14:56	1	30	08:16:35	0	17+	
08:17:32	35+	0		08:17:11	9			08:17:33	3	16	08:19:12	0	18+	
08:20:32	37+	0		08:19:48	9			08:20:33	5	13	08:22:12	0	17+	
08:23:09	37+	0		08:22:48	11			08:23:10	4	4	08:24:49	0	18+	
08:25:47	36+	0		08:25:26	8			08:25:48	7	1	08:27:27	0	17+	
08:28:42	35+	0		08:28:03	8			08:28:43	8	6	08:30:22	0	17+	
08:31:19	23	0		08:30:58	5			08:31:20	5	3	08:32:59	0	18+	
08:33:57	11	0		08:33:36	0			08:33:58	6	8	08:35:37	0	17+	
08:36:52	16	1		08:36:13	2			08:36:53	3	14	08:38:32	0	17+	

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 1 - Botley Road/Bursledon Road	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	Bursledon Road SB				Botley Road WB				Bursledon Road NB			Botley Road EB	
Time of Green	Lane 1	Lane 2		Time of Green	Lane 1			Time of Green	Lane 1	Lane 2	Time of Green	Lane 1	Lane 2
08:39:29	4	0		08:39:08	4			08:39:30	4	2	08:41:09	0	17+
08:42:25	15	0		08:41:45	5			08:42:25	3	12	08:44:05	0	18+
08:45:20	16	0		08:44:41	1			08:45:21	4	11	08:47:00	1	18+
08:47:58	19	0		08:47:36	2			08:47:58	3	9	08:49:37	0	18+
08:50:36	16	0		08:50:13	2			08:50:36	4	8	08:52:15	0	19+
08:53:30	13	0		08:52:51	7			08:53:31	4	17	08:55:10	0	19+
08:56:25	18	0		08:55:46	1			08:56:26	5	4	08:58:05	0	17+
08:59:03	6	0		08:58:41	1			08:59:04	7	6	09:00:42	0	17+
09:01:58	8	0		09:01:19	1			09:01:59	6	11	09:03:38	0	18+
09:04:35	7	0		09:04:14	3			09:04:36	4	7	09:06:15	0	17+
09:07:12	11	0		09:06:51	2			09:07:14	1	11	09:08:52	0	16+
09:09:50	10	0		09:09:29	0			09:09:51	1	8	09:11:30	0	18+
09:12:27	5	3		09:12:06	0			09:12:28	0	13	09:14:07	0	19+
09:15:04	14	2		09:14:43	0			09:15:05	2	12	09:16:44	0	18+
09:18:00	20	0		09:17:20	1			09:18:01	2	1	09:19:40	0	18+
09:20:37	19	0		09:20:16	2			09:20:38	6	14	09:22:17	0	17
09:23:15	21	2		09:22:53	2			09:23:15	7	15	09:24:54	0	15
09:25:52	18	0		09:25:30	4			09:25:53	2	18	09:27:32	0	11
09:28:29	13	0		09:28:08	1			09:28:30	5	22	09:30:09	0	9
09:31:11	22	0		09:30:50	1			09:31:12	3	7	09:33:01	1	9
09:34:04	7	1		09:33:42	0			09:34:05	5	15	09:35:53	0	19
09:36:56	12	0		09:36:35	1			09:36:56	3	23	09:38:46	0	18
09:39:48	12	0		09:39:27	1			09:39:49	2	20	09:41:38	1	15
09:42:41	3	2		09:42:19	1			09:42:41	6	23	09:44:30	0	9
09:45:33	10	0		09:45:11	1			09:45:33	7	9	09:47:23	0	9
09:48:25	9	0		09:48:04	0			09:48:26	4	12	09:50:15	1	5
09:51:17	8	0		09:50:56	4			09:51:18	4	16	09:53:07	0	18
09:54:09	5	0		09:53:48	3			09:54:10	7	11	09:55:59	0	11
09:57:02	10	0		09:56:41	1			09:57:03	6	16	09:58:52	0	13
09:59:54	6	0		09:59:33	1			09:59:55	2	16	10:01:44	0	9

Advanced Transport Research

Site 1 - Botley Road/Bursledon Road

Saturation Flows

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

AM Peak	Bursledon Road SB														Botley Road WB							Bursledon Road NB														Botley Road EB													
	Lane 1							Lane 2							Lane 1							Lane 1							Lane 2							Lane 1							Lane 2						
Cycle #	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value
1	9.0	2.5	18	15.0	83	175	11.5	*Insufficent queuing*							6.0	2.0	13	0.0	16	155	9.0	*Insufficent queuing*							8.0	2.0	16	8.0	83	176	10.0	*Insufficent queuing*							13.0	2.0	28	0.0	33	157	18.0
2	14.0	2.0	28	8.0	82	174	16.0								6.0	2.5	12	0.0	18	158	9.5								5.5	2.0	11	6.0	84	158	8.5								16.0	2.0	29	0.0	33	157	18.0
3	11.0	2.0	22	13.5	83	175	13.0								6.0	2.0	11	0.0	18	157	10.0								9.8	2.0	20	13.5	83	176	11.8								11.5	2.0	26	0.0	34	158	17.5
4	9.0	2.0	19	13.0	84	158	11.0								4.0	2.0	8	0.0	18	157	8.0								6.0	2.0	12	19.0	83	158	8.0								13.7	2.0	29	0.0	33	179	18.7
5	8.0	2.0	16	11.0	83	157	10.0								2.0	2.0	3	0.0	18	175	8.0								6.0	2.0	12	16.3	83	175	8.0								12.0	2.0	24.0	0.0	33	157	17.0
6	12.0	3.3	24	17.0	84	176	15.3								5.0	2.0	10	0.0	18	157	11.0								6.0	2.0	12	7.0	83	175	8.0								14.5	2.0	29	0.0	33	158	18.5
7	11.0	2.0	22.0	1.0	83	162	13.0								4.0	2.0	8	0.0	18	158	11.0								7.0	2.0	14	12.2	83	158	9.0								15.3	1.4	29	0.0	33	158	17.7
8	10.5	2.0	22.0	18.4	93	172	12.5								5.0	2.0	10	0.0	18	175	8.0								9.5	2.0	20	13.0	83	157	11.5								16.0	2.0	29	0.0	33	157	18.0
9	8.0	2.0	16	19.5	93	172	10.0																						9.0	2.0	18	7.0	82	157	11.0								17.0	2.0	31	0.0	33	157	19.0
10	8.0	3.0	15	20.3	93	172	11.0																						6.5	2.0	13	10.0	83	157	8.5								14.5	2.5	28	0.0	34	176	19.0
Total	100.5	22.8	202	136.7	861	1693	123.3	0.0	0	0	0	0	0	0.0	38.0	16.5	75	0	142	1292	74.5	0.0	0	0	0	0	0	0.0	73.3	20	148	112	830	1647	94.3	0.0	0	0	0	0	0	0.0	143.5	19.9	282	0	332	1614	181.4
Sat Flow	0.49752475							#DIV/0!							0.50666667							#DIV/0!							0.49527027							#DIV/0!							0.50886525						
	1791.08911							#DIV/0!							1824							#DIV/0!							1782.97297							#DIV/0!							1831.91489						
DOS	55.37%							#DIV/0!							52.82%							#DIV/0!							45.08%							#DIV/0!							84.94%						

Advanced Transport Research	*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 1 - Botley Road/Bursledon Road	*Client:*	**Motion**
Signal Timings	*Date:*	**Tuesday 18 March 2025**

Bursledon Road SB					Botley Road WB					Bursledon Road NB					Botley Road EB				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
06:59:50	07:00:20	07:00:23	07:01:35	07:01:37	06:59:29	06:59:44	06:59:47	07:01:14	07:01:16	06:59:51	07:00:25	07:00:28	07:01:36	07:01:38	06:59:03	06:59:23	06:59:26	07:00:38	07:00:40
07:01:37	07:02:58	07:03:01	07:04:31	07:04:33	07:01:16	07:01:31	07:01:34	07:03:52	07:03:54	07:01:38	07:02:58	07:03:01	07:04:32	07:04:34	07:00:40	07:01:10	07:01:13	07:03:15	07:03:17
07:04:33	07:05:53	07:05:56	07:07:08	07:07:10	07:03:54	07:04:09	07:04:12	07:06:47	07:06:49	07:04:34	07:05:54	07:05:57	07:07:09	07:07:11	07:03:17	07:03:47	07:03:50	07:06:11	07:06:13
07:07:10	07:08:30	07:08:33	07:09:45	07:09:47	07:06:49	07:07:04	07:07:07	07:09:24	07:09:26	07:07:11	07:08:31	07:08:34	07:09:46	07:09:48	07:06:13	07:06:43	07:06:46	07:08:48	07:08:50
07:09:47	07:11:07	07:11:10	07:12:23	07:12:25	07:09:26	07:09:41	07:09:44	07:12:01	07:12:03	07:09:48	07:11:08	07:11:11	07:12:23	07:12:25	07:08:50	07:09:20	07:09:23	07:11:25	07:11:27
07:12:25	07:13:45	07:13:48	07:15:00	07:15:02	07:12:03	07:12:19	07:12:22	07:14:39	07:14:41	07:12:25	07:13:45	07:13:48	07:15:01	07:15:03	07:11:27	07:11:57	07:12:00	07:14:03	07:14:05
07:15:02	07:16:22	07:16:25	07:17:37	07:17:39	07:14:41	07:14:56	07:14:59	07:17:18	07:17:20	07:15:03	07:16:23	07:16:26	07:17:38	07:17:40	07:14:05	07:14:35	07:14:38	07:16:40	07:16:42
07:17:39	07:18:59	07:19:02	07:20:33	07:20:35	07:17:20	07:17:33	07:17:36	07:19:53	07:19:55	07:17:40	07:19:00	07:19:03	07:20:33	07:20:35	07:16:42	07:17:12	07:17:15	07:19:17	07:19:19
07:20:35	07:21:55	07:21:58	07:23:10	07:23:12	07:19:55	07:20:11	07:20:14	07:22:49	07:22:51	07:20:35	07:21:55	07:21:58	07:23:11	07:23:13	07:19:19	07:19:49	07:19:52	07:22:12	07:22:14
07:23:12	07:24:32	07:24:35	07:25:49	07:25:51	07:22:51	07:23:06	07:23:09	07:25:26	07:25:28	07:23:13	07:24:33	07:24:36	07:25:48	07:25:50	07:22:14	07:22:45	07:22:48	07:24:50	07:24:52
07:25:51	07:27:09	07:27:12	07:28:24	07:28:26	07:25:28	07:25:43	07:25:46	07:28:03	07:28:05	07:25:50	07:27:10	07:27:13	07:28:25	07:28:27	07:24:52	07:25:22	07:25:25	07:27:27	07:27:29
07:28:26	07:29:47	07:29:50	07:31:02	07:31:04	07:28:05	07:28:20	07:28:23	07:30:41	07:30:43	07:28:27	07:29:47	07:29:50	07:31:02	07:31:04	07:27:29	07:27:59	07:28:02	07:30:04	07:30:06
07:31:04	07:32:24	07:32:27	07:33:39	07:33:41	07:30:43	07:30:58	07:31:01	07:33:18	07:33:20	07:31:04	07:32:25	07:32:28	07:33:40	07:33:42	07:30:06	07:30:37	07:30:40	07:32:42	07:32:44
07:33:41	07:35:01	07:35:04	07:36:16	07:36:18	07:33:20	07:33:35	07:33:38	07:35:55	07:35:57	07:33:42	07:35:02	07:35:05	07:36:17	07:36:19	07:32:44	07:33:14	07:33:17	07:35:19	07:35:21
07:36:18	07:37:38	07:37:41	07:39:12	07:39:14	07:35:57	07:36:12	07:36:15	07:38:33	07:38:35	07:36:19	07:37:39	07:37:42	07:39:13	07:39:15	07:35:21	07:35:51	07:35:54	07:37:56	07:37:58
07:39:14	07:40:34	07:40:37	07:41:49	07:41:51	07:38:35	07:38:50	07:38:53	07:41:28	07:41:30	07:39:15	07:40:35	07:40:38	07:41:50	07:41:52	07:37:58	07:38:28	07:38:31	07:40:52	07:40:54
07:41:51	07:43:11	07:43:14	07:44:26	07:44:28	07:41:30	07:41:45	07:41:48	07:44:05	07:44:07	07:41:52	07:43:12	07:43:15	07:44:27	07:44:29	07:40:54	07:41:24	07:41:27	07:43:29	07:43:31
07:44:28	07:45:48	07:45:51	07:47:04	07:47:06	07:44:07	07:44:22	07:44:25	07:46:42	07:46:44	07:44:29	07:45:49	07:45:52	07:47:04	07:47:06	07:43:31	07:44:01	07:44:04	07:46:06	07:46:08
07:47:06	07:48:26	07:48:29	07:49:41	07:49:43	07:46:44	07:46:59	07:47:02	07:49:20	07:49:22	07:47:06	07:48:26	07:48:29	07:49:42	07:49:44	07:46:08	07:46:38	07:46:41	07:48:43	07:48:45
07:49:43	07:51:03	07:51:06	07:52:18	07:52:20	07:49:22	07:49:37	07:49:40	07:51:57	07:51:59	07:49:44	07:51:04	07:51:07	07:52:19	07:52:21	07:48:45	07:49:15	07:49:18	07:51:21	07:51:23
07:52:20	07:53:40	07:53:43	07:55:17	07:55:19	07:51:59	07:52:14	07:52:17	07:54:34	07:54:36	07:52:21	07:53:41	07:53:44	07:55:18	07:55:20	07:51:23	07:51:53	07:51:56	07:53:58	07:54:00
07:55:19	07:56:39	07:56:42	07:58:12	07:58:14	07:54:36	07:54:51	07:54:54	07:57:33	07:57:35	07:55:20	07:56:40	07:56:43	07:58:13	07:58:15	07:54:00	07:54:30	07:54:33	07:56:57	07:56:59
07:58:14	07:59:34	07:59:37	08:00:50	08:00:52	07:57:35	07:57:50	07:57:53	08:00:29	08:00:31	07:58:15	07:59:35	07:59:38	08:00:51	08:00:53	07:56:59	07:57:29	07:57:32	07:59:52	07:59:54
08:00:52	08:02:12	08:02:15	08:03:27	08:03:29	08:00:31	08:00:46	08:00:49	08:03:06	08:03:08	08:00:53	08:02:13	08:02:16	08:03:28	08:03:30	07:59:54	08:00:24	08:00:27	08:02:30	08:02:32
08:03:29	08:04:49	08:04:52	08:06:22	08:06:24	08:03:08	08:03:23	08:03:26	08:05:43	08:05:45	08:03:30	08:04:50	08:04:53	08:06:23	08:06:25	08:02:32	08:03:02	08:03:05	08:05:07	08:05:09
08:06:24	08:07:44	08:07:47	08:09:18	08:09:20	08:05:45	08:06:00	08:06:03	08:08:38	08:08:40	08:06:25	08:07:45	08:07:48	08:09:19	08:09:21	08:05:09	08:05:39	08:05:42	08:08:02	08:08:04
08:09:20	08:10:40	08:10:43	08:11:55	08:11:57	08:08:40	08:08:56	08:08:59	08:11:34	08:11:36	08:09:21	08:10:41	08:10:44	08:11:56	08:11:58	08:08:04	08:08:34	08:08:37	08:10:57	08:10:59
08:11:57	08:13:17	08:13:20	08:14:53	08:14:55	08:11:36	08:11:51	08:11:54	08:14:11	08:14:13	08:11:58	08:13:18	08:13:21	08:14:54	08:14:56	08:10:59	08:11:30	08:11:33	08:13:35	08:13:37
08:14:55	08:16:15	08:16:18	08:17:30	08:17:32	08:14:13	08:14:28	08:14:31	08:17:09	08:17:11	08:14:56	08:16:16	08:16:19	08:17:31	08:17:33	08:13:37	08:14:07	08:14:10	08:16:33	08:16:35
08:17:32	08:18:52	08:18:55	08:20:30	08:20:32	08:17:11	08:17:26	08:17:29	08:19:46	08:19:48	08:17:33	08:18:53	08:18:56	08:20:31	08:20:33	08:16:35	08:17:05	08:17:08	08:19:10	08:19:12
08:20:32	08:21:52	08:21:55	08:23:07	08:23:09	08:19:48	08:20:03	08:20:06	08:22:46	08:22:48	08:20:33	08:21:53	08:21:56	08:23:08	08:23:10	08:19:12	08:19:42	08:19:45	08:22:10	08:22:12
08:23:09	08:24:30	08:24:33	08:25:45	08:25:47	08:22:48	08:23:03	08:23:06	08:25:24	08:25:26	08:23:10	08:24:30	08:24:33	08:25:46	08:25:48	08:22:12	08:22:42	08:22:45	08:24:47	08:24:49

Advanced Transport Research	*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 1 - Botley Road/Bursledon Road	*Client:*	**Motion**
Signal Timings	*Date:*	**Tuesday 18 March 2025**

Bursledon Road SB					Botley Road WB					Bursledon Road NB					Botley Road EB				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
08:25:47	08:27:07	08:27:10	08:28:40	08:28:42	08:25:26	08:25:41	08:25:44	08:28:01	08:28:03	08:25:48	08:27:08	08:27:11	08:28:41	08:28:43	08:24:49	08:25:20	08:25:23	08:27:25	08:27:27
08:28:42	08:30:02	08:30:05	08:31:17	08:31:19	08:28:03	08:28:18	08:28:21	08:30:56	08:30:58	08:28:43	08:30:03	08:30:06	08:31:18	08:31:20	08:27:27	08:27:57	08:28:00	08:30:20	08:30:22
08:31:19	08:32:40	08:32:43	08:33:55	08:33:57	08:30:58	08:31:13	08:31:16	08:33:34	08:33:36	08:31:20	08:32:40	08:32:43	08:33:56	08:33:58	08:30:22	08:30:52	08:30:55	08:32:57	08:32:59
08:33:57	08:35:17	08:35:20	08:36:50	08:36:52	08:33:36	08:33:51	08:33:54	08:36:11	08:36:13	08:33:58	08:35:18	08:35:21	08:36:51	08:36:53	08:32:59	08:33:29	08:33:32	08:35:35	08:35:37
08:36:52	08:38:12	08:38:15	08:39:27	08:39:29	08:36:13	08:36:28	08:36:31	08:39:06	08:39:08	08:36:53	08:38:13	08:38:16	08:39:28	08:39:30	08:35:37	08:36:07	08:36:10	08:38:30	08:38:32
08:39:29	08:40:50	08:40:53	08:42:23	08:42:25	08:39:08	08:39:23	08:39:26	08:41:43	08:41:45	08:39:30	08:40:50	08:40:53	08:42:23	08:42:25	08:38:32	08:39:02	08:39:05	08:41:07	08:41:09
08:42:25	08:43:45	08:43:48	08:45:18	08:45:20	08:41:45	08:42:01	08:42:04	08:44:39	08:44:41	08:42:25	08:43:46	08:43:49	08:45:19	08:45:21	08:41:09	08:41:39	08:41:42	08:44:03	08:44:05
08:45:20	08:46:40	08:46:43	08:47:56	08:47:58	08:44:41	08:44:56	08:44:59	08:47:34	08:47:36	08:45:21	08:46:41	08:46:44	08:47:56	08:47:58	08:44:05	08:44:35	08:44:38	08:46:58	08:47:00
08:47:58	08:49:18	08:49:21	08:50:34	08:50:36	08:47:36	08:47:51	08:47:54	08:50:11	08:50:13	08:47:58	08:49:18	08:49:21	08:50:34	08:50:36	08:47:00	08:47:30	08:47:33	08:49:35	08:49:37
08:50:36	08:51:55	08:51:58	08:53:28	08:53:30	08:50:13	08:50:29	08:50:32	08:52:49	08:52:51	08:50:36	08:51:56	08:51:59	08:53:29	08:53:31	08:49:37	08:50:07	08:50:10	08:52:13	08:52:15
08:53:30	08:54:50	08:54:53	08:56:23	08:56:25	08:52:51	08:53:06	08:53:09	08:55:44	08:55:46	08:53:31	08:54:51	08:54:54	08:56:24	08:56:26	08:52:15	08:52:45	08:52:48	08:55:08	08:55:10
08:56:25	08:57:45	08:57:48	08:59:01	08:59:03	08:55:46	08:56:01	08:56:04	08:58:39	08:58:41	08:56:26	08:57:46	08:57:49	08:59:02	08:59:04	08:55:10	08:55:40	08:55:43	08:58:03	08:58:05
08:59:03	09:00:23	09:00:26	09:01:56	09:01:58	08:58:41	08:58:57	08:59:00	09:01:17	09:01:19	08:59:04	09:00:23	09:00:26	09:01:57	09:01:59	08:58:05	08:58:35	08:58:38	09:00:40	09:00:42
09:01:58	09:03:19	09:03:22	09:04:33	09:04:35	09:01:19	09:01:34	09:01:37	09:04:12	09:04:14	09:01:59	09:03:19	09:03:22	09:04:34	09:04:36	09:00:42	09:01:13	09:01:16	09:03:36	09:03:38
09:04:35	09:05:55	09:05:58	09:07:10	09:07:12	09:04:14	09:04:29	09:04:32	09:06:49	09:06:51	09:04:36	09:05:56	09:05:59	09:07:12	09:07:14	09:03:38	09:04:08	09:04:11	09:06:13	09:06:15
09:07:12	09:08:33	09:08:36	09:09:48	09:09:50	09:06:51	09:07:06	09:07:09	09:09:27	09:09:29	09:07:14	09:08:33	09:08:36	09:09:49	09:09:51	09:06:15	09:06:45	09:06:48	09:08:50	09:08:52
09:09:50	09:11:10	09:11:13	09:12:25	09:12:27	09:09:29	09:09:44	09:09:47	09:12:04	09:12:06	09:09:51	09:11:11	09:11:14	09:12:26	09:12:28	09:08:52	09:09:22	09:09:25	09:11:28	09:11:30
09:12:27	09:13:48	09:13:51	09:15:02	09:15:04	09:12:06	09:12:21	09:12:24	09:14:41	09:14:43	09:12:28	09:13:48	09:13:51	09:15:03	09:15:05	09:11:30	09:12:00	09:12:03	09:14:05	09:14:07
09:15:04	09:16:25	09:16:28	09:17:58	09:18:00	09:14:43	09:14:58	09:15:01	09:17:18	09:17:20	09:15:05	09:16:25	09:16:28	09:17:59	09:18:01	09:14:07	09:14:37	09:14:40	09:16:42	09:16:44
09:18:00	09:19:20	09:19:23	09:20:35	09:20:37	09:17:20	09:17:36	09:17:39	09:20:14	09:20:16	09:18:01	09:19:21	09:19:24	09:20:36	09:20:38	09:16:44	09:17:15	09:17:18	09:19:38	09:19:40
09:20:37	09:21:57	09:22:00	09:23:13	09:23:15	09:20:16	09:20:31	09:20:34	09:22:51	09:22:53	09:20:38	09:21:58	09:22:01	09:23:13	09:23:15	09:19:40	09:20:10	09:20:13	09:22:15	09:22:17
09:23:15	09:24:35	09:24:38	09:25:50	09:25:52	09:22:53	09:23:08	09:23:11	09:25:28	09:25:30	09:23:15	09:24:35	09:24:38	09:25:51	09:25:53	09:22:17	09:22:47	09:22:50	09:24:52	09:24:54
09:25:52	09:27:12	09:27:15	09:28:27	09:28:29	09:25:30	09:25:45	09:25:48	09:28:06	09:28:08	09:25:53	09:27:13	09:27:16	09:28:28	09:28:30	09:24:54	09:25:24	09:25:27	09:27:30	09:27:32
09:28:29	09:29:49	09:29:52	09:31:09	09:31:11	09:28:08	09:28:23	09:28:26	09:30:48	09:30:50	09:28:30	09:29:50	09:29:53	09:31:10	09:31:12	09:27:32	09:28:02	09:28:05	09:30:07	09:30:09
09:31:11	09:32:41	09:32:44	09:34:02	09:34:04	09:30:50	09:31:05	09:31:08	09:33:40	09:33:42	09:31:12	09:32:42	09:32:45	09:34:03	09:34:05	09:30:09	09:30:44	09:30:47	09:32:59	09:33:01
09:34:04	09:35:34	09:35:37	09:36:54	09:36:56	09:33:42	09:33:57	09:34:00	09:36:33	09:36:35	09:34:05	09:35:34	09:35:37	09:36:54	09:36:56	09:33:01	09:33:36	09:33:39	09:35:51	09:35:53
09:36:56	09:38:26	09:38:29	09:39:46	09:39:48	09:36:35	09:36:50	09:36:53	09:39:25	09:39:27	09:36:56	09:38:27	09:38:30	09:39:47	09:39:49	09:35:53	09:36:29	09:36:32	09:38:44	09:38:46
09:39:48	09:41:18	09:41:21	09:42:39	09:42:41	09:39:27	09:39:42	09:39:45	09:42:17	09:42:19	09:39:49	09:41:19	09:41:22	09:42:39	09:42:41	09:38:46	09:39:21	09:39:24	09:41:36	09:41:38
09:42:41	09:44:11	09:44:14	09:45:31	09:45:33	09:42:19	09:42:34	09:42:37	09:45:09	09:45:11	09:42:41	09:44:11	09:44:14	09:45:31	09:45:33	09:41:38	09:42:13	09:42:16	09:44:28	09:44:30
09:45:33	09:47:03	09:47:06	09:48:23	09:48:25	09:45:11	09:45:27	09:45:30	09:48:02	09:48:04	09:45:33	09:47:04	09:47:07	09:48:24	09:48:26	09:44:30	09:45:05	09:45:08	09:47:21	09:47:23
09:48:25	09:49:55	09:49:58	09:51:15	09:51:17	09:48:04	09:48:19	09:48:22	09:50:54	09:50:56	09:48:26	09:49:56	09:49:59	09:51:16	09:51:18	09:47:23	09:47:58	09:48:01	09:50:13	09:50:15
09:51:17	09:52:47	09:52:50	09:54:07	09:54:09	09:50:56	09:51:11	09:51:14	09:53:46	09:53:48	09:51:18	09:52:48	09:52:51	09:54:08	09:54:10	09:50:15	09:50:50	09:50:53	09:53:05	09:53:07

Advanced Transport Research	*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 1 - Botley Road/Bursledon Road	*Client:*	**Motion**
Signal Timings	*Date:*	**Tuesday 18 March 2025**

Bursledon Road SB					Botley Road WB					Bursledon Road NB					Botley Road EB				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
09:54:09	09:55:40	09:55:43	09:57:00	09:57:02	09:53:48	09:54:03	09:54:06	09:56:39	09:56:41	09:54:10	09:55:40	09:55:43	09:57:01	09:57:03	09:53:07	09:53:42	09:53:45	09:55:57	09:55:59
09:57:02	09:58:32	09:58:35	09:59:52	09:59:54	09:56:41	09:56:56	09:56:59	09:59:31	09:59:33	09:57:03	09:58:33	09:58:36	09:59:53	09:59:55	09:55:59	09:56:35	09:56:38	09:58:50	09:58:52
09:59:54	10:01:24	10:01:27	10:02:45	10:02:47	09:59:33	09:59:48	09:59:51	10:02:23	10:02:25	09:59:55					09:58:52	09:59:27	09:59:30	10:01:42	10:01:44

Advanced Transport Research

Site 1 - Botley Road/Bursledon Road

Classified Counts

	A to A								A to B								A to C								A to D							
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
16:00 - 16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	121	21	3	3	1	4	0	0	11	2	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	133	23	5	1	3	4	0	0	10	1	0	0	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	136	22	1	4	0	2	0	0	5	1	0	0	0	1	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	123	14	0	3	0	1	0	0	14	1	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	127	7	0	0	0	3	1	0	10	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	128	12	0	1	1	0	0	0	5	2	1	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	141	11	0	0	0	0	1	0	12	3	1	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	9	1	1	1	0	0	0	14	1	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	100	7	0	0	0	1	0	0	14	3	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	125	5	1	1	0	2	0	0	14	1	0	0	0	1	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	99	2	0	0	1	0	0	0	16	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	89	5	0	0	0	5	0	0	11	2	0	0	0	0	0	0
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*513*	*80*	*9*	*11*	*4*	*11*	*0*	*0*	*40*	*5*	*0*	*0*	*0*	*2*	*0*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*8*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*519*	*66*	*6*	*8*	*3*	*10*	*1*	*0*	*39*	*3*	*0*	*0*	*0*	*2*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*514*	*55*	*1*	*8*	*1*	*6*	*1*	*0*	*34*	*4*	*1*	*0*	*0*	*1*	*0*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*8*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*519*	*44*	*0*	*4*	*1*	*4*	*2*	*0*	*41*	*6*	*2*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*7*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*516*	*39*	*1*	*2*	*2*	*3*	*2*	*0*	*41*	*6*	*2*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*8*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*489*	*39*	*1*	*2*	*2*	*1*	*1*	*0*	*45*	*9*	*2*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*8*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*486*	*32*	*2*	*2*	*1*	*3*	*1*	*0*	*54*	*8*	*1*	*0*	*0*	*1*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*444*	*23*	*2*	*2*	*2*	*3*	*0*	*0*	*58*	*5*	*0*	*0*	*0*	*1*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*413*	*19*	*1*	*1*	*1*	*8*	*0*	*0*	*55*	*6*	*0*	*0*	*0*	*1*	*0*	*0*
PM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1442**	**138**	**11**	**14**	**7**	**22**	**2**	**0**	**136**	**17**	**2**	**0**	**0**	**3**	**0**	**0**
Daily Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1442**	**138**	**11**	**14**	**7**	**22**	**2**	**0**	**136**	**17**	**2**	**0**	**0**	**3**	**0**	**0**
PM Peak Hour																																
16:00 - 17:00	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***7***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***513***	***80***	***9***	***11***	***4***	***11***	***0***	***0***	***40***	***5***	***0***	***0***	***0***	***2***	***0***	***0***

Advanced Trans
Site 1 - Botley F
Classified Coun

	B to A								B to B								B to C								B to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	2	1	0	0	0	0	0	0
16:15 - 16:30	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0
16:30 - 16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
17:00 - 17:15	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
17:15 - 17:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
17:30 - 17:45	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	0	6	0	0	0	0	0	0	0
17:45 - 18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	1	0	0	0	0	0	3	0
18:00 - 18:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 17:00	*7*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*6*	*3*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*4*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*7*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*31*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*16*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*7*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*2*	*1*	*0*	*0*	*1*	*0*	*0*	*14*	*0*	*0*	*0*	*0*	*0*	*3*	*0*
17:15 - 18:15	*6*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*3*	*1*	*0*	*0*	*1*	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*3*	*0*
17:30 - 18:30	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*4*	*1*	*0*	*0*	*1*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*1*	*4*	*0*
17:45 - 18:45	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*19*	*3*	*0*	*0*	*0*	*1*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*1*	*4*	*0*
18:00 - 19:00	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*1*	*1*	*0*
PM Total	**15**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**76**	**10**	**1**	**0**	**0**	**1**	**0**	**0**	**28**	**2**	**0**	**0**	**0**	**1**	**4**	**0**
Daily Total	**15**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**76**	**10**	**1**	**0**	**0**	**1**	**0**	**0**	**28**	**2**	**0**	**0**	**0**	**1**	**4**	**0**
PM Peak Hour																																
16:00 - 17:00	***7***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***27***	***6***	***0***	***0***	***0***	***0***	***0***	***0***	***11***	***2***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Trans
Site 1 - Botley F
Classified Coun

	C to A								C to B								C to C								C to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	80	22	4	0	0	2	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	19	0	0	0	2	0	0
16:15 - 16:30	73	12	1	2	0	2	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	10	2	0	0	1	0	0
16:30 - 16:45	84	22	0	1	0	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	16	0	1	0	3	0	0
16:45 - 17:00	77	12	2	1	0	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	10	2	0	0	0	0	0
17:00 - 17:15	78	15	0	1	0	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	22	3	2	0	0	0	0
17:15 - 17:30	96	11	0	0	0	2	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	9	0	0	1	0	0	0
17:30 - 17:45	89	7	1	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	17	0	0	0	2	0	0
17:45 - 18:00	107	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	13	1	0	0	2	0	0
18:00 - 18:15	84	10	0	0	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	77	9	0	0	0	1	0	0
18:15 - 18:30	97	6	0	1	0	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	14	0	0	0	2	0	0
18:30 - 18:45	67	6	0	0	0	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	6	0	0	0	1	0	0
18:45 - 19:00	89	9	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	6	0	0	0	0	0	0
16:00 - 17:00	*314*	*68*	*7*	*4*	*0*	*7*	*0*	*0*	*26*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*246*	*55*	*4*	*1*	*0*	*6*	*0*	*0*
16:15 - 17:15	*312*	*61*	*3*	*5*	*0*	*6*	*0*	*0*	*28*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*260*	*58*	*7*	*3*	*0*	*4*	*0*	*0*
16:30 - 17:30	*335*	*60*	*2*	*3*	*0*	*6*	*1*	*0*	*24*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*263*	*57*	*5*	*3*	*1*	*3*	*0*	*0*
16:45 - 17:45	*340*	*45*	*3*	*2*	*0*	*4*	*1*	*0*	*21*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*299*	*58*	*5*	*2*	*1*	*2*	*0*	*0*
17:00 - 18:00	*370*	*39*	*2*	*1*	*0*	*3*	*1*	*0*	*21*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*334*	*61*	*4*	*2*	*1*	*4*	*0*	*0*
17:15 - 18:15	*376*	*34*	*2*	*0*	*0*	*2*	*1*	*0*	*22*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*335*	*48*	*1*	*0*	*1*	*5*	*0*	*0*
17:30 - 18:30	*377*	*29*	*2*	*1*	*0*	*2*	*0*	*0*	*28*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*360*	*53*	*1*	*0*	*0*	*7*	*0*	*0*
17:45 - 18:45	*355*	*28*	*1*	*1*	*0*	*3*	*0*	*0*	*30*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*323*	*42*	*1*	*0*	*0*	*6*	*0*	*0*
18:00 - 19:00	*337*	*31*	*0*	*1*	*0*	*3*	*0*	*0*	*35*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*287*	*35*	*0*	*0*	*0*	*4*	*0*	*0*
PM Total	**1021**	**138**	**9**	**6**	**0**	**13**	**1**	**0**	**82**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**867**	**151**	**8**	**3**	**1**	**14**	**0**	**0**
Daily Total	**1021**	**138**	**9**	**6**	**0**	**13**	**1**	**0**	**82**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**867**	**151**	**8**	**3**	**1**	**14**	**0**	**0**
PM Peak Hour																																
16:00 - 17:00	***314***	***68***	***7***	***4***	***0***	***7***	***0***	***0***	***26***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***246***	***55***	***4***	***1***	***0***	***6***	***0***	***0***

Advanced Trans		*Job Number & Name:*	**41343 Bursledon, Southampton**
Site 1 - Botley F		*Client:*	**Motion**
Classified Coun		*Date:*	**Tuesday 12 November 2024**

	D to A								D to B								D to C								D to D							
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
16:00 - 16:15	10	1	0	0	0	1	0	0	4	0	0	0	0	0	0	0	73	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	11	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	76	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	7	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	64	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	6	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	69	9	1	0	0	1	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	8	0	0	0	0	1	0	0	6	1	0	0	0	0	1	0	59	5	0	1	0	4	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	9	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	60	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	8	0	2	0	0	0	0	0	4	0	0	0	0	0	0	0	65	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	54	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	10	0	0	0	0	1	0	0	7	0	0	0	0	0	0	0	68	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	8	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	58	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	13	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	66	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	14	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	74	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:00 - 17:00	*34*	*5*	*0*	*0*	*0*	*1*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*282*	*49*	*3*	*3*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*32*	*4*	*0*	*0*	*0*	*1*	*0*	*0*	*11*	*2*	*0*	*0*	*0*	*0*	*1*	*0*	*268*	*41*	*1*	*2*	*1*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*30*	*4*	*0*	*0*	*0*	*1*	*0*	*0*	*14*	*4*	*0*	*0*	*0*	*0*	*1*	*0*	*252*	*31*	*1*	*2*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*31*	*2*	*2*	*0*	*0*	*1*	*0*	*0*	*15*	*4*	*0*	*0*	*0*	*0*	*1*	*0*	*253*	*22*	*3*	*2*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*31*	*1*	*3*	*0*	*0*	*1*	*0*	*0*	*15*	*3*	*0*	*0*	*0*	*0*	*1*	*0*	*238*	*17*	*2*	*2*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*33*	*1*	*3*	*0*	*0*	*1*	*0*	*0*	*16*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*247*	*14*	*3*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*32*	*2*	*3*	*0*	*0*	*1*	*0*	*0*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*245*	*11*	*3*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*37*	*2*	*1*	*0*	*0*	*1*	*0*	*0*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*246*	*10*	*1*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*45*	*4*	*0*	*0*	*0*	*1*	*0*	*0*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*266*	*12*	*1*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PM Total	**110**	**10**	**3**	**0**	**0**	**3**	**0**	**0**	**34**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**786**	**78**	**6**	**5**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Daily Total	**110**	**10**	**3**	**0**	**0**	**3**	**0**	**0**	**34**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**786**	**78**	**6**	**5**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour																																
16:00 - 17:00	***34***	***5***	***0***	***0***	***0***	***1***	***0***	***0***	***9***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***282***	***49***	***3***	***3***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 1 - Botley Road/Bursledon Road	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 12 November 2024

	Bursledon Road SB				Botley Road WB				Bursledon Road NB			Botley Road EB	
Time of Green	Lane 1	Lane 2		Time of Green	Lane 1			Time of Green	Lane 1	Lane 2	Time of Green	Lane 1	Lane 2
16:01:55	13	0		16:01:40	5+			15:58:45	7	49	16:00:36	1	25+
16:05:35	29	0		16:05:02	2			16:02:13	58	8	16:04:04	1	20
16:08:47	24	2		16:08:08	5+			16:05:32	4	60	16:07:16	0	21+
16:12:16	22	1		16:12:07	5			16:09:12	59	4	16:11:03	0	23+
16:15:40	26	2		16:15:32	3			16:12:36	6	58	16:14:27	0	11+
16:19:30	23	1		16:18:58	4			16:16:02	3	59	16:17:53	0	25+
16:23:00	23	0		16:22:51	5			16:19:56	3	58	16:21:47	0	17+
16:25:47	27	1		16:25:39	2			16:23:23	4	60	16:24:43	1	15+
16:29:17	35	1		16:28:44	2			16:26:05	3	60	16:27:56	1	21+
16:32:46	19	0		16:32:38	1			16:29:42	6	59	16:31:33	0	18+
16:36:37	23	1		16:36:04	4			16:33:10	60	5	16:35:00	0	24+
16:40:25	27	1		16:39:52	3			16:36:57	3	58	16:38:48	1	20+
16:44:09	25	1		16:43:33	2			16:40:50	1	58	16:42:40	0	20+
16:47:14	23	2		16:46:41	2			16:44:06	59	6	16:45:57	1	18+
16:50:46	18	0		16:50:14	0			16:47:35	60	6	16:49:26	0	24+
16:54:18	9	0		16:53:39	2			16:51:04	58	6	16:52:55	0	20+
16:56:08	12	0		16:55:59	3			16:54:15	13	5	16:55:15	0	13+
16:58:39	14	3		16:58:06	2			16:56:32	5	16	16:57:22	1	17+
17:00:42	9	1		17:00:30	3			16:58:36	4	7	16:59:38	1	20+
17:03:08	9	0		17:02:50	0			17:00:59	6	20	17:02:09	0	13+
17:05:54	18	1		17:05:06	3			17:03:04	8	9	17:04:35	0	17+
17:09:14	14	2		17:08:19	1			17:05:51	6	20	17:07:40	0	19+
17:12:36	11	2		17:12:03	4			17:09:31	8	41	17:11:21	0	18+
17:14:28	12	0		17:14:20	1			17:12:33	28	7	17:13:34	0	21+
17:18:01	20	0		17:17:24	3			17:14:45	8	7	17:16:37	1	20+
17:20:53	11	1		17:20:30	3			17:18:26	4	21	17:19:49	0	18+
17:23:03	17	0		17:22:39	1			17:20:50	3	22	17:21:55	1	20+
17:26:30	13	1		17:25:59	2			17:23:24	2	51	17:25:15	1	20+
17:30:02	10	1		17:29:19	1			17:26:49	1	53	17:28:28	1	22+
17:33:18	17	2		17:32:38	5+			17:29:59	55	7	17:31:50	0	19+
17:36:43	13	4		17:36:35	3			17:33:40	4	58	17:35:31	1	22+
17:39:39	21	0		17:39:06	4			17:36:40	3	60	17:38:02	0	20+
17:43:03	15	0		17:42:31	5			17:39:56	4	60	17:41:47	0	15+
17:45:45	9	1		17:45:24	1			17:43:00	59	2	17:44:34	0	22+
17:49:18	9	3		17:48:54	1			17:46:01	7	57	17:47:52	0	18+
17:52:14	17	0		17:51:52	0			17:49:15	6	58	17:51:06	0	15+
17:55:21	10	1		17:55:13	0			17:52:41	5	59	17:54:32	1	11
17:58:21	8	1		17:57:38	1			17:55:18	6	57	17:57:09	0	7
18:01:02	16	0	7 -1	18:00:53	4	1		17:58:18	27	0	18:00:09	0	17+
18:03:09	8	2		18:02:52	1			18:00:59	7	6	18:02:13	0	6
18:04:30	7	2		18:04:22	0			18:03:06	7	6	18:03:48	0	3
18:06:08	13	1		18:05:48	0			18:04:27	4	8	18:05:23	0	3
18:07:56	8	1		18:07:36	2			18:06:05	4	14	18:07:07	1	5
18:10:39	9	1		18:10:08	1			18:08:13	9	7	18:09:25	0	16
18:13:09	10	0		18:12:54	1			18:10:36	5	12	18:12:10	1	13+
18:15:00	15	1		18:14:52	0			18:13:06	4	6	18:14:08	0	8
18:17:13	19	0		18:16:57	0			18:15:27	3	7	18:16:18	1	8
18:19:17	12	1		18:19:09	1			18:17:30	17	6	18:18:36	0	9
18:21:12	11	1		18:20:39	1			18:19:14	6	6	18:20:06	0	7
18:23:53	11	0		18:23:41	0			18:21:09	2	15	18:22:57	0	17

0 4

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 1 - Botley Road/Bursledon Road	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 12 November 2024

	Bursledon Road SB				Botley Road WB				Bursledon Road NB				Botley Road EB	
Time of Green	Lane 1	Lane 2		Time of Green	Lane 1			Time of Green	Lane 1	Lane 2	Time of Green	Lane 1	Lane 2
18:26:17	5	0		18:25:58	1			18:23:50	5	5	18:25:17	1	8
18:29:12	10	0		18:29:02	1			18:26:34	5	23	18:28:14	1	16+
18:31:01	2	0		18:30:51	3			18:29:09	4	13	18:30:12	0	7
18:32:45	13	1		18:32:27	0			18:31:18	4	6	18:31:52	0	8
18:34:50	15	2		18:34:07	0			18:32:42	8	5	18:33:26	0	15
18:37:26	11	2		18:37:18	2			18:35:11	5	25	18:36:30	0	17+
18:38:54	7	0		18:38:44	0			18:37:23	2	7	18:38:15	0	4
18:40:23	7	0		18:40:12	1			18:39:11	4	10	18:39:47	0	5
18:41:54	10	1		18:41:43	1			18:40:20	11	1	18:41:06	0	9
18:43:52	3	1		18:43:32	0			18:41:51	1	7	18:42:55	1	9
18:45:44	7	1		18:45:25	0			18:43:49	3	12	18:44:46	1	11
18:48:00	7	0		18:47:25	1			18:45:41	7	9	18:46:41	0	19+
18:50:31	7	1		18:50:23	0			18:47:57	11	6	18:49:18	0	20+
18:52:19	3	0		18:52:05	3			18:50:28	4	8	18:51:22	0	10
18:53:51	5	1		18:53:43	1			18:52:16	7	5	18:53:16	0	4
18:54:59	4	0		18:54:51	0			18:53:48	1	3	18:54:20	1	3
18:56:37	18	0		18:56:29	1			18:54:56	3	5	18:55:46	0	12
18:58:20	8	0		18:58:00	1			18:56:34	4	6	18:57:29	0	6
								18:58:37	4	19	18:59:40	1	8

Advanced Transport Research

Site 1 - Botley Road/Bursledon Road

Saturation Flows

Job Number & Name: 41343 Bursledon, Southampton

Client: Motion

Date: Tuesday 12 November 2024

PM Peak	Bursledon Road SB														Botley Road WB														Bursledon Road NB														Botley Road EB													
	Lane 1							Lane 2							Lane 1														Lane 1							Lane 2														Lane 1							Lane 2						
Cycle #	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value
1	11.5	2.0	22	20.3	120	220	13.5	*Insufficent queuing*							*Insufficent queuing*							37.5	2.5	78	0.0	99	199	59.5	38.3	2.0	80	0.0	92	220	63.7	*Insufficent queuing*							17.0	2.5	34	0.0	46	192	20.5
2	22.0	2.0	44	20.4	126	209	24.0															40.5	2.0	83	0.0	98	227	61.8	6.0	2.0	12	4.0	44	98	8.0								23.0	2.0	44	1.0	53	234	25.0
3	22.0	1.4	43	24.8	128	210	23.4															11.0	2.0	20	3.2	48	137	13.0	12.4	2.0	23	3.0	49	128	14.4								19.3	2.0	41.0	3.0	52	232	21.3
4	17.0	2.0	38	19.3	125	231	19.0															7.3	2.0	15	12.5	78	167	9.3	10.0	2.0	20	10.0	81	150	12.0								15.0	2.0	28	0.0	33	140	20.0
5	22.7	2.0	44	13.3	122	228	24.7															6.0	2.0	12	2.0	98	182	8.0	13.0	2.0	26	11.0	95	161	15.0								9.0	2.0	17	0.0	19.0	185	17.4
6	16.0	2.0	32	23.6	120	212	18.0															7.0	2.0	14	9.0	59	143	9.0	11.0	2.0	21	4.0	50	129	13.0								17.0	2.0	31	0.0	36	192	20.0
7	14.0	2.0	29	3.0	62	127	16.0															15.0	2.0	28	3.0	54	104	17.0	8.0	2.0	16	0.0	24	69	10.0								13.0	2.0	28	0.0	34	206	15.0
8	11.0	2.0	21	7.0	49	108	13.0															6.0	2.0	12	1.0	31	149	8.0	10.0	2.0	21	4.0	45	112	12.0								6.0	2.0	12	6.0	33	130	8.0
9	6.0	2.0	12	9.0	79	163	8.0															9.0	2.0	16	3.0	33	91	11.0	7.0	2.0	12	8.0	48	136	9.0								6.0	2.0	14	0.0	27.0	138	8.0
10	9.0	2.0	17.0	7.0	95	161	11.0															9.0	2.0	18	10.0	69	151	11.0	6.0	2.0	12	5.0	41	108	8.0								6.4	2.0	14	1.0	30	177	8.4
Total	**151.2**	**19.4**	**302**	**147.7**	**1026**	**1869**	**170.6**	**0.0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0.0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**148.3**	**20.5**	**296**	**43.7**	**667**	**1550**	**207.6**	**121.7**	**20**	**243**	**49**	**569**	**1311**	**165.1**	**0.0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**131.7**	**20.5**	**263**	**11**	**363**	**1826**	**163.6**
Sat Flow	**0.50066225**							**#DIV/0!**							**#DIV/0!**							**0.50101351**							**0.50082305**							**#DIV/0!**							**0.50076046**						
	1802.38411							**#DIV/0!**							**#DIV/0!**							**1803.64865**							**1802.96296**							**#DIV/0!**							**1802.73764**						
DOS	**58.19%**							**#DIV/0!**							**#DIV/0!**							**57.45%**							**59.90%**							**#DIV/0!**							**78.50%**						

Advanced Transport Research	*Job Number & Name:*	**41343 Bursledon, Southampton**
Site 1 - Botley Road/Bursledon Road	*Client:*	**Motion**
Signal Timings	*Date:*	**Tuesday 12 November 2024**

Bursledon Road SB					Botley Road WB					Bursledon Road NB					Botley Road EB				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
15:58:24	16:00:23	16:00:26	16:01:53	16:01:55	15:58:15	15:58:23	15:58:26	16:01:38	16:01:40	15:58:45	16:00:20	16:00:23	16:02:11	16:02:13	15:57:15	15:58:01	15:58:04	16:00:34	16:00:36
16:01:55	16:03:52	16:03:55	16:05:33	16:05:35	16:01:40	16:01:53	16:01:56	16:05:00	16:05:02	16:02:13	16:03:49	16:03:52	16:05:30	16:05:32	16:00:36	16:01:26	16:01:29	16:04:02	16:04:04
16:05:35	16:07:04	16:07:07	16:08:45	16:08:47	16:05:02	16:05:09	16:05:12	16:08:06	16:08:08	16:05:32	16:07:01	16:07:04	16:09:10	16:09:12	16:04:04	16:04:47	16:04:50	16:07:14	16:07:16
16:08:47	16:10:50	16:10:53	16:12:14	16:12:16	16:08:08	16:08:21	16:08:24	16:12:05	16:12:07	16:09:12	16:10:47	16:10:50	16:12:34	16:12:36	16:07:16	16:07:54	16:07:57	16:11:01	16:11:03
16:12:16	16:14:15	16:14:18	16:15:38	16:15:40	16:12:07	16:12:14	16:12:17	16:15:30	16:15:32	16:12:36	16:14:12	16:14:15	16:16:00	16:16:02	16:11:03	16:11:53	16:11:56	16:14:25	16:14:27
16:15:40	16:17:41	16:17:44	16:19:28	16:19:30	16:15:32	16:15:39	16:15:42	16:18:56	16:18:58	16:16:02	16:17:38	16:17:41	16:19:54	16:19:56	16:14:27	16:15:17	16:15:20	16:17:51	16:17:53
16:19:30	16:21:35	16:21:38	16:22:58	16:23:00	16:18:58	16:19:05	16:19:08	16:22:49	16:22:51	16:19:56	16:21:32	16:21:35	16:23:21	16:23:23	16:17:53	16:18:43	16:18:46	16:21:45	16:21:47
16:23:00	16:24:31	16:24:34	16:25:45	16:25:47	16:22:51	16:22:59	16:23:02	16:25:37	16:25:39	16:23:23	16:24:28	16:24:31	16:26:03	16:26:05	16:21:47	16:22:36	16:22:39	16:24:41	16:24:43
16:25:47	16:27:44	16:27:47	16:29:15	16:29:17	16:25:39	16:25:46	16:25:49	16:28:42	16:28:44	16:26:05	16:27:41	16:27:44	16:29:40	16:29:42	16:24:43	16:25:24	16:25:27	16:27:54	16:27:56
16:29:17	16:31:21	16:31:24	16:32:44	16:32:46	16:28:44	16:28:51	16:28:54	16:32:36	16:32:38	16:29:42	16:31:18	16:31:21	16:33:08	16:33:10	16:27:56	16:28:30	16:28:33	16:31:31	16:31:33
16:32:46	16:34:48	16:34:51	16:36:35	16:36:37	16:32:38	16:32:44	16:32:48	16:36:02	16:36:04	16:33:10	16:34:45	16:34:48	16:36:55	16:36:57	16:31:33	16:32:23	16:32:26	16:34:58	16:35:00
16:36:37	16:38:36	16:38:39	16:40:23	16:40:25	16:36:04	16:36:12	16:36:15	16:39:50	16:39:52	16:36:57	16:38:33	16:38:36	16:40:48	16:40:50	16:35:00	16:35:50	16:35:53	16:38:46	16:38:48
16:40:25	16:42:29	16:42:32	16:44:07	16:44:09	16:39:52	16:39:59	16:40:02	16:43:31	16:43:33	16:40:50	16:42:25	16:42:28	16:44:04	16:44:06	16:38:48	16:39:37	16:39:40	16:42:38	16:42:40
16:44:09	16:45:45	16:45:48	16:47:12	16:47:14	16:43:33	16:43:44	16:43:47	16:46:39	16:46:41	16:44:06	16:45:42	16:45:45	16:47:33	16:47:35	16:42:40	16:43:18	16:43:21	16:45:55	16:45:57
16:47:14	16:49:14	16:49:16	16:50:44	16:50:46	16:46:41	16:46:48	16:46:51	16:50:12	16:50:14	16:47:35	16:49:10	16:49:13	16:51:02	16:51:04	16:45:57	16:46:26	16:46:29	16:49:24	16:49:26
16:50:46	16:52:43	16:52:46	16:54:16	16:54:18	16:50:14	16:50:21	16:50:24	16:53:37	16:53:39	16:51:04	16:52:40	16:52:43	16:54:13	16:54:15	16:49:26	16:49:59	16:50:02	16:52:53	16:52:55
16:54:18	16:55:03	16:55:06	16:56:06	16:56:08	16:53:39	16:53:52	16:53:55	16:55:57	16:55:59	16:54:15	16:55:00	16:55:03	16:56:30	16:56:32	16:52:55	16:53:25	16:53:28	16:55:13	16:55:15
16:56:08	16:57:10	16:57:13	16:58:37	16:58:39	16:55:59	16:56:07	16:56:10	16:58:04	16:58:06	16:56:32	16:57:07	16:57:10	16:58:34	16:58:36	16:55:15	16:55:45	16:55:48	16:57:20	16:57:22
16:58:39	16:59:26	16:59:29	17:00:40	17:00:42	16:58:06	16:58:14	16:58:17	17:00:28	17:00:30	16:58:36	16:59:23	16:59:26	17:00:57	17:00:59	16:57:22	16:57:52	16:57:55	16:59:36	16:59:38
17:00:42	17:01:57	17:02:00	17:03:06	17:03:08	17:00:30	17:00:41	17:00:44	17:02:48	17:02:50	17:00:59	17:01:54	17:01:57	17:03:02	17:03:04	16:59:38	17:00:15	17:00:18	17:02:07	17:02:09
17:03:08	17:04:22	17:04:25	17:05:52	17:05:54	17:02:50	17:03:06	17:03:09	17:05:04	17:05:06	17:03:04	17:04:19	17:04:22	17:05:49	17:05:51	17:02:09	17:02:36	17:02:39	17:04:33	17:04:35
17:05:54	17:07:28	17:07:31	17:09:12	17:09:14	17:05:06	17:05:28	17:05:31	17:08:17	17:08:19	17:05:51	17:07:25	17:07:28	17:09:29	17:09:31	17:04:35	17:04:51	17:04:54	17:07:38	17:07:40
17:09:14	17:11:09	17:11:12	17:12:34	17:12:36	17:08:19	17:08:48	17:08:51	17:12:01	17:12:03	17:09:31	17:11:06	17:11:09	17:12:31	17:12:33	17:07:40	17:08:04	17:08:07	17:11:19	17:11:21
17:12:36	17:13:22	17:13:25	17:14:26	17:14:28	17:12:03	17:12:10	17:12:13	17:14:18	17:14:20	17:12:33	17:13:19	17:13:22	17:14:43	17:14:45	17:11:21	17:11:48	17:11:51	17:13:32	17:13:34
17:14:28	17:16:24	17:16:27	17:17:59	17:18:01	17:14:20	17:14:27	17:14:30	17:17:22	17:17:24	17:14:45	17:16:21	17:16:24	17:18:24	17:18:26	17:13:34	17:14:06	17:14:09	17:16:35	17:16:37
17:18:01	17:19:36	17:19:39	17:20:51	17:20:53	17:17:24	17:17:36	17:17:39	17:20:28	17:20:30	17:18:26	17:19:33	17:19:36	17:20:48	17:20:50	17:16:37	17:17:10	17:17:13	17:19:47	17:19:49
17:20:53	17:21:42	17:21:45	17:23:01	17:23:03	17:20:30	17:20:52	17:20:55	17:22:37	17:22:39	17:20:50	17:21:39	17:21:42	17:23:22	17:23:24	17:19:49	17:20:15	17:20:18	17:21:53	17:21:55
17:23:03	17:25:03	17:25:06	17:26:28	17:26:30	17:22:39	17:23:02	17:23:05	17:25:57	17:25:59	17:23:24	17:25:00	17:25:03	17:26:47	17:26:49	17:21:55	17:22:24	17:22:27	17:25:13	17:25:15
17:26:30	17:28:16	17:28:19	17:30:00	17:30:02	17:25:59	17:26:29	17:26:32	17:29:17	17:29:19	17:26:49	17:28:13	17:28:16	17:29:57	17:29:59	17:25:15	17:25:45	17:25:48	17:28:26	17:28:28
17:30:02	17:31:38	17:31:41	17:33:16	17:33:18	17:29:19	17:29:37	17:29:40	17:32:36	17:32:38	17:29:59	17:31:35	17:31:38	17:33:38	17:33:40	17:28:28	17:29:04	17:29:07	17:31:48	17:31:50
17:33:18	17:35:18	17:35:21	17:36:41	17:36:43	17:32:38	17:32:52	17:32:55	17:36:33	17:36:35	17:33:40	17:35:15	17:35:18	17:36:38	17:36:40	17:31:50	17:32:23	17:32:26	17:35:29	17:35:31
17:36:43	17:37:50	17:37:53	17:39:37	17:39:39	17:36:35	17:36:42	17:36:45	17:39:04	17:39:06	17:36:40	17:37:47	17:37:50	17:39:54	17:39:56	17:35:31	17:36:21	17:36:24	17:38:00	17:38:02

Advanced Transport Research		*Job Number & Name:*	**41343 Bursledon, Southampton**
Site 1 - Botley Road/Bursledon Road		*Client:*	**Motion**
Signal Timings		*Date:*	**Tuesday 12 November 2024**

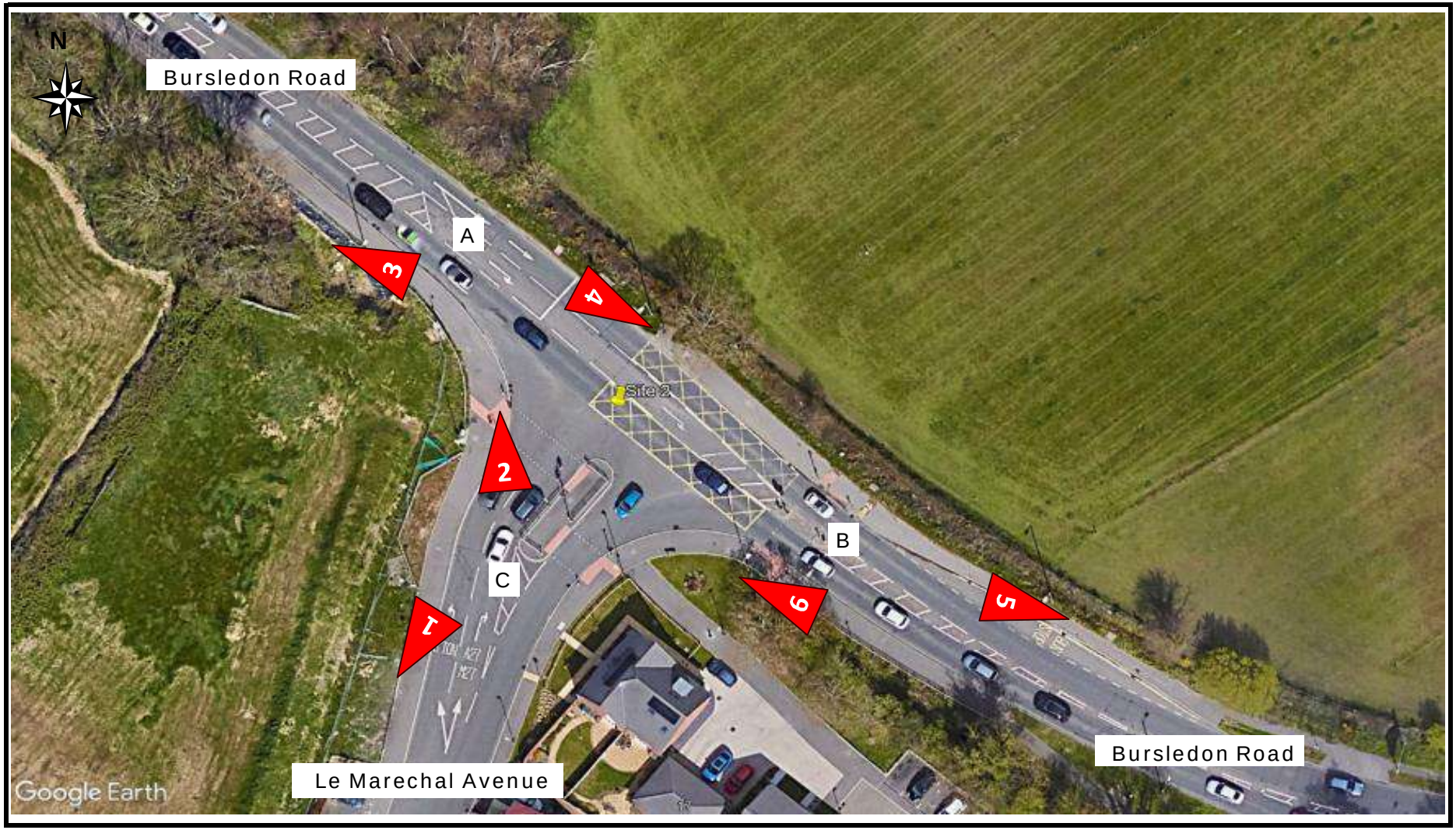
Bursledon Road SB					Botley Road WB					Bursledon Road NB					Botley Road EB				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
17:39:39	17:41:34	17:41:37	17:43:01	17:43:03	17:39:06	17:39:13	17:39:16	17:42:29	17:42:31	17:39:56	17:41:31	17:41:34	17:42:58	17:43:00	17:38:02	17:38:52	17:38:55	17:41:45	17:41:47
17:43:03	17:44:22	17:44:25	17:45:43	17:45:45	17:42:31	17:42:38	17:42:41	17:45:22	17:45:24	17:43:00	17:44:19	17:44:22	17:45:59	17:46:01	17:41:47	17:42:16	17:42:19	17:44:32	17:44:34
17:45:45	17:47:40	17:47:43	17:49:16	17:49:18	17:45:24	17:45:43	17:45:46	17:48:52	17:48:54	17:46:01	17:47:37	17:47:40	17:49:13	17:49:15	17:44:34	17:45:10	17:45:13	17:47:50	17:47:52
17:49:18	17:50:53	17:50:56	17:52:12	17:52:14	17:48:54	17:49:17	17:49:20	17:51:50	17:51:52	17:49:15	17:50:50	17:50:53	17:52:39	17:52:41	17:47:52	17:48:40	17:48:43	17:51:04	17:51:06
17:52:14	17:54:20	17:54:22	17:55:19	17:55:21	17:51:52	17:52:13	17:52:16	17:55:11	17:55:13	17:52:41	17:54:16	17:54:19	17:55:16	17:55:18	17:51:06	17:51:37	17:51:40	17:54:30	17:54:32
17:55:21	17:56:57	17:57:00	17:58:19	17:58:21	17:55:13	17:55:20	17:55:23	17:57:36	17:57:38	17:55:18	17:56:53	17:56:56	17:58:16	17:58:18	17:54:32	17:54:58	17:55:01	17:57:07	17:57:09
17:58:21	17:59:57	18:00:00	18:01:00	18:01:02	17:57:38	17:57:56	17:57:59	18:00:51	18:00:53	17:58:18	17:59:54	17:59:57	18:00:57	18:00:59	17:57:09	17:57:23	17:57:26	18:00:07	18:00:09
18:01:02	18:02:01	18:02:04	18:03:07	18:03:09	18:00:53	18:01:01	18:01:04	18:02:50	18:02:52	18:00:59	18:01:58	18:02:01	18:03:04	18:03:06	18:00:09	18:00:39	18:00:42	18:02:11	18:02:13
18:03:09	18:03:36	18:03:39	18:04:28	18:04:30	18:02:52	18:03:08	18:03:12	18:04:20	18:04:22	18:03:06	18:03:33	18:03:36	18:04:25	18:04:27	18:02:13	18:02:38	18:02:41	18:03:46	18:03:48
18:04:30	18:05:11	18:05:14	18:06:06	18:06:08	18:04:22	18:04:29	18:04:32	18:05:46	18:05:48	18:04:27	18:05:08	18:05:11	18:06:03	18:06:05	18:03:48	18:04:08	18:04:11	18:05:21	18:05:23
18:06:08	18:06:54	18:06:57	18:07:54	18:07:56	18:05:48	18:06:07	18:06:10	18:07:34	18:07:36	18:06:05	18:06:51	18:06:54	18:08:11	18:08:13	18:05:23	18:05:34	18:05:37	18:07:05	18:07:07
18:07:56	18:09:12	18:09:15	18:10:37	18:10:39	18:07:36	18:07:55	18:07:58	18:10:06	18:10:08	18:08:13	18:09:09	18:09:12	18:10:34	18:10:36	18:07:07	18:07:21	18:07:24	18:09:23	18:09:25
18:10:39	18:11:57	18:12:00	18:13:07	18:13:09	18:10:08	18:10:38	18:10:41	18:12:52	18:12:54	18:10:36	18:11:54	18:11:57	18:13:04	18:13:06	18:09:25	18:09:53	18:09:56	18:12:08	18:12:10
18:13:09	18:13:56	18:13:59	18:14:58	18:15:00	18:12:54	18:13:08	18:13:11	18:14:50	18:14:52	18:13:06	18:13:53	18:13:56	18:15:25	18:15:27	18:12:10	18:12:39	18:12:42	18:14:06	18:14:08
18:15:00	18:16:05	18:16:08	18:17:11	18:17:13	18:14:52	18:14:59	18:15:02	18:16:55	18:16:57	18:15:27	18:16:02	18:16:05	18:17:28	18:17:30	18:14:08	18:14:38	18:14:41	18:16:16	18:16:18
18:17:13	18:18:24	18:18:27	18:19:15	18:19:17	18:16:57	18:17:12	18:17:15	18:19:07	18:19:09	18:17:30	18:18:21	18:18:24	18:19:12	18:19:14	18:16:18	18:16:42	18:16:45	18:18:34	18:18:36
18:19:17	18:19:54	18:19:57	18:21:10	18:21:12	18:19:09	18:19:16	18:19:19	18:20:37	18:20:39	18:19:14	18:19:51	18:19:54	18:21:07	18:21:09	18:18:36	18:18:55	18:18:58	18:20:04	18:20:06
18:21:12	18:22:44	18:22:47	18:23:51	18:23:53	18:20:39	18:20:46	18:20:49	18:23:39	18:23:41	18:21:09	18:22:41	18:22:44	18:23:48	18:23:50	18:20:06	18:20:25	18:20:28	18:22:55	18:22:57
18:23:53	18:25:05	18:25:08	18:26:15	18:26:17	18:23:41	18:23:52	18:23:55	18:25:56	18:25:58	18:23:50	18:25:02	18:25:05	18:26:32	18:26:34	18:22:57	18:23:26	18:23:29	18:25:15	18:25:17
18:26:17	18:28:01	18:28:04	18:29:10	18:29:12	18:25:58	18:26:16	18:26:19	18:29:00	18:29:02	18:26:34	18:27:58	18:28:01	18:29:07	18:29:09	18:25:17	18:25:44	18:25:47	18:28:12	18:28:14
18:29:12	18:29:59	18:30:02	18:30:59	18:31:01	18:29:02	18:29:11	18:29:14	18:30:49	18:30:51	18:29:09	18:29:56	18:29:59	18:31:16	18:31:18	18:28:14	18:28:47	18:28:50	18:30:10	18:30:12
18:31:01	18:31:40	18:31:43	18:32:43	18:32:45	18:30:51	18:31:00	18:31:03	18:32:25	18:32:27	18:31:18	18:31:37	18:31:40	18:32:40	18:32:42	18:30:12	18:30:36	18:30:39	18:31:50	18:31:52
18:32:45	18:33:13	18:33:16	18:34:49	18:34:50	18:32:27	18:32:44	18:32:47	18:34:05	18:34:07	18:32:42	18:33:10	18:33:13	18:35:09	18:35:11	18:31:52	18:32:13	18:32:16	18:33:24	18:33:26
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18:37:26	18:38:02	18:38:05	18:38:52	18:38:54	18:37:18	18:37:25	18:37:28	18:38:42	18:38:44	18:37:23	18:37:59	18:38:02	18:39:09	18:39:11	18:36:30	18:37:04	18:37:07	18:38:13	18:38:15
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18:40:23	18:40:53	18:40:56	18:41:52	18:41:54	18:40:12	18:40:22	18:40:25	18:41:41	18:41:43	18:40:20	18:40:50	18:40:53	18:41:49	18:41:51	18:39:47	18:39:58	18:40:01	18:41:04	18:41:06
18:41:54	18:42:43	18:42:46	18:43:50	18:43:52	18:41:43	18:41:53	18:41:56	18:43:30	18:43:32	18:41:51	18:42:40	18:42:43	18:43:47	18:43:49	18:41:06	18:41:28	18:41:31	18:42:53	18:42:55
18:43:52	18:44:34	18:44:37	18:45:42	18:45:44	18:43:32	18:43:51	18:43:54	18:45:23	18:45:25	18:43:49	18:44:31	18:44:34	18:45:39	18:45:41	18:42:55	18:43:18	18:43:21	18:44:44	18:44:46
18:45:44	18:46:29	18:46:32	18:47:58	18:48:00	18:45:25	18:45:43	18:45:46	18:47:23	18:47:25	18:45:41	18:46:26	18:46:29	18:47:55	18:47:57	18:44:46	18:45:11	18:45:14	18:46:39	18:46:41
18:48:00	18:49:06	18:49:09	18:50:29	18:50:31	18:47:25	18:47:34	18:47:37	18:50:21	18:50:23	18:47:57	18:49:03	18:49:06	18:50:26	18:50:28	18:46:41	18:47:11	18:47:14	18:49:16	18:49:18
18:50:31	18:51:09	18:51:12	18:52:17	18:52:19	18:50:23	18:50:30	18:50:33	18:52:03	18:52:05	18:50:28	18:51:06	18:51:09	18:52:14	18:52:16	18:49:18	18:50:08	18:50:11	18:51:20	18:51:22

Advanced Transport Research	*Job Number & Name:*	**41343 Bursledon, Southampton**
Site 1 - Botley Road/Bursledon Road	*Client:*	**Motion**
Signal Timings	*Date:*	**Tuesday 12 November 2024**

Bursledon Road SB					Botley Road WB					Bursledon Road NB					Botley Road EB				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
18:52:19	18:53:03	18:53:06	18:53:49	18:53:51	18:52:05	18:52:18	18:52:21	18:53:41	18:53:43	18:52:16	18:53:00	18:53:03	18:53:46	18:53:48	18:51:22	18:51:50	18:51:53	18:53:14	18:53:16
18:53:51	18:54:08	18:54:11	18:54:57	18:54:59	18:53:43	18:53:50	18:53:53	18:54:49	18:54:51	18:53:48	18:54:05	18:54:08	18:54:54	18:54:56	18:53:16	18:53:28	18:53:31	18:54:18	18:54:20
18:54:59	18:55:33	18:55:36	18:56:35	18:56:37	18:54:51	18:54:58	18:55:01	18:56:27	18:56:29	18:54:56	18:55:30	18:55:33	18:56:32	18:56:34	18:54:20	18:54:37	18:54:40	18:55:44	18:55:46
18:56:37	18:57:16	18:57:19	18:58:18	18:58:20	18:56:29	18:56:36	18:56:39	18:57:58	18:58:00	18:56:34	18:57:13	18:57:16	18:58:35	18:58:37	18:55:46	18:56:14	18:56:17	18:57:27	18:57:29
18:58:20	18:59:27	18:59:30			18:58:00	18:58:19	18:58:22			18:58:37	18:59:24	18:59:27			18:57:29	18:57:46	18:57:49	18:59:38	18:59:40

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue	*Date:*	Tuesday 18 Mar 2025

Job Type:	Junction Count				
Co-ordinates:	50.897049°N, 1.322783°W	*Postcode:*	SO31 8LW	*Times:*	0700-1000 1600-1900



Advanced Transport Research

Site 2 - Bursledon Road/Le Marechal Avenue

Classified Counts

	A to A								A to B								A to C							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	0	0	0	0	0	0	0	0	192	68	7	0	1	2	0	0	2	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	221	56	3	1	1	3	1	0	2	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	182	60	6	2	0	3	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	152	34	4	3	0	1	0	0	1	1	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	110	25	3	3	0	1	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	173	21	2	2	2	4	0	0	4	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	202	33	2	4	1	2	0	0	5	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	193	33	4	1	1	0	0	0	3	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	148	29	3	5	0	1	0	0	6	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	195	27	4	5	2	1	0	0	6	1	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	143	30	6	1	2	1	0	0	3	2	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	158	29	3	4	1	0	0	0	3	0	0	0	0	0	0	0
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*747*	*218*	*20*	*6*	*2*	*9*	*1*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*665*	*175*	*16*	*9*	*1*	*8*	*1*	*0*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*617*	*140*	*15*	*10*	*2*	*9*	*0*	*0*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*637*	*113*	*11*	*12*	*3*	*8*	*0*	*0*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*678*	*112*	*11*	*10*	*4*	*7*	*0*	*0*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*716*	*116*	*11*	*12*	*4*	*7*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*738*	*122*	*13*	*15*	*4*	*4*	*0*	*0*	*20*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*679*	*119*	*17*	*12*	*5*	*3*	*0*	*0*	*18*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*644*	*115*	*16*	*15*	*5*	*3*	*0*	*0*	*18*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
AM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2069**	**445**	**47**	**31**	**11**	**19**	**1**	**0**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
Daily Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2069**	**445**	**47**	**31**	**11**	**19**	**1**	**0**	**35**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak Hour																								
07:00 - 08:00	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***747***	***218***	***20***	***6***	***2***	***9***	***1***	***0***	***5***	***1***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Trans

Site 2 - Bursled

Classified Coun

	B to A								B to B								B to C							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	139	30	3	1	1	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0
07:15 - 07:30	118	28	7	3	1	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 - 07:45	128	37	6	2	1	1	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0
07:45 - 08:00	144	27	3	2	1	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0
08:00 - 08:15	151	19	5	4	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
08:15 - 08:30	125	19	2	1	0	3	1	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0
08:30 - 08:45	130	17	4	3	1	1	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0
08:45 - 09:00	137	21	5	2	2	1	1	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	0
09:00 - 09:15	125	28	3	2	1	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	0
09:15 - 09:30	143	31	4	6	2	3	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0
09:30 - 09:45	153	28	1	6	0	3	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0
09:45 - 10:00	149	25	3	3	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0

07:00 - 08:00	*529*	*122*	*19*	*8*	*4*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*8*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*541*	*111*	*21*	*11*	*3*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*20*	*5*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*548*	*102*	*16*	*9*	*2*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*33*	*6*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*550*	*82*	*14*	*10*	*2*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*44*	*5*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*543*	*76*	*16*	*10*	*3*	*5*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*55*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*517*	*85*	*14*	*8*	*4*	*5*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*4*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*535*	*97*	*16*	*13*	*6*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*558*	*108*	*13*	*16*	*5*	*7*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*61*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*570*	*112*	*11*	*17*	*5*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*43*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
AM Total	**1642**	**310**	**46**	**35**	**12**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**123**	**13**	**0**	**0**	**0**	**0**	**0**	**0**

Daily Total	**1642**	**310**	**46**	**35**	**12**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**123**	**13**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak Hour																								
07:00 - 08:00	***529***	***122***	***19***	***8***	***4***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***25***	***8***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Trans	*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 2 - Bursled	*Client:*	**Motion**
Classified Coun	*Date:*	**Tuesday 18 March 2025**

	C to A								C to B								C to C							
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
07:00 - 07:15	3	2	0	0	0	0	0	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	7	0	0	0	0	0	0	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	5	0	0	0	0	0	0	0	38	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	11	1	0	0	0	0	0	0	46	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	16	0	0	0	0	0	0	0	43	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	12	0	0	0	0	0	0	0	35	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	9	3	0	0	0	0	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	6	0	0	0	0	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	2	1	0	0	0	0	0	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	5	0	0	0	0	1	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	6	0	0	0	0	0	0	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	3	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 08:00	*26*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*127*	*18*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*39*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*149*	*15*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*44*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*162*	*14*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*48*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*147*	*10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*43*	*3*	*0*	*0*	*0*	*1*	*0*	*0*	*113*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*29*	*4*	*0*	*0*	*0*	*1*	*0*	*0*	*83*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*22*	*4*	*0*	*0*	*0*	*2*	*0*	*0*	*54*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*19*	*1*	*0*	*0*	*0*	*2*	*0*	*0*	*51*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*16*	*1*	*0*	*0*	*0*	*1*	*0*	*0*	*48*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
AM Total	**85**	**7**	**0**	**0**	**0**	**2**	**0**	**0**	**288**	**32**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Daily Total	**85**	**7**	**0**	**0**	**0**	**2**	**0**	**0**	**288**	**32**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak Hour																								
07:00 - 08:00	***26***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***127***	***18***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	Bursledon Road SB			Bursledon Road NB			Le Marechal Avenue		
Time of Green	Lane 1	Lane 2	Time of Green	Lane 1		Time of Green	Lane 1	Time of Green	Lane 2
06:59:57	7	0	06:59:55	2		06:59:39	0	06:59:39	3
07:04:02	1	0	07:04:00	0		07:03:44	0	07:03:44	3
07:04:57	4	0	07:04:55	2		07:04:39	0	07:04:39	3
07:06:33	16	0	07:06:31	2		07:06:00	0	07:06:00	4
07:08:22	11	0	07:08:20	8		07:08:04	0	07:08:04	2
07:09:43	12	0	07:09:41	9		07:09:23	2	07:09:23	2
07:11:09	30	0	07:11:07	1		07:10:48	0	07:10:48	3
07:13:19	16	0	07:13:17	1		07:12:48	0	07:12:48	2
07:14:46	11	0	07:14:44	2		07:14:20	3	07:14:20	3
07:16:03	12	0	07:16:01	2		07:15:42	0	07:15:42	4
07:18:19	12	0	07:18:17	3		07:17:55	1	07:17:55	5
07:20:35	13	1	07:20:33	8		07:20:10	2	07:20:10	7
07:22:06	10	0	07:22:04	9		07:21:21	0	07:21:48	3
07:23:38	9	0	07:23:36	4		07:22:54	1	07:23:20	0
07:25:22	14	0	07:25:20	3		07:25:04	0	07:25:04	3
07:28:13	6	0	07:28:11	3		07:27:27	0	07:27:54	4
07:29:30	6	0	07:29:28	0		07:29:12	0	07:29:12	2
07:31:35	12	0	07:31:33	4		07:31:13	0	07:31:13	5

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	Bursledon Road SB			Bursledon Road NB			Le Marechal Avenue		
Time of Green	Lane 1	Lane 2	Time of Green	Lane 1		Time of Green	Lane 1	Time of Green	Lane 2
07:32:41	30	0	07:32:39	3		07:32:19	0	07:32:19	2
07:34:25	7	0	07:34:23	1		07:34:07	0	07:34:07	2
07:36:24	27	0	07:36:22	7		07:35:58	1	07:35:58	4
07:38:59	28	0	07:38:57	4		07:38:32	2	07:38:32	6
07:41:04	38	0	07:41:02	11		07:40:43	0	07:40:43	4
07:42:47	9	0	07:42:45	1		07:42:23	1	07:42:23	3
07:44:17	30	0	07:44:15	9		07:43:43	0	07:43:43	4
07:45:21	14	0	07:45:18	3		07:44:58	2	07:44:58	2
07:47:22	32	0	07:47:20	9		07:46:51	1	07:46:51	10
07:49:45	15	0	07:49:43	5		07:49:16	0	07:49:16	5
07:51:59	13	0	07:51:57	8		07:51:42	0	07:51:42	1
07:53:26	48	0	07:53:24	4		07:52:57	2	07:52:57	5
07:54:43	55	0	07:54:41	0		07:54:25	2	07:54:25	0
07:56:14	10	0	07:56:12	1		07:55:48	0	07:55:48	5
07:57:15	54	0	07:57:13	0		07:56:49	0	07:56:49	6
07:58:32	60	0	07:58:30	5		07:58:04	0	07:58:04	8
08:00:25	30	0	08:00:23	8		08:00:06	1	08:00:06	2
08:01:53	35	0	08:01:51	4		08:01:28	2	08:01:28	6

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Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	Bursledon Road SB			Bursledon Road NB			Le Marechal Avenue		
Time of Green	Lane 1	Lane 2	Time of Green	Lane 1		Time of Green	Lane 1	Time of Green	Lane 2
08:03:36	54	0	08:03:34	0		08:03:06	2	08:03:06	3
08:04:47	50	0	08:04:45	2		08:04:26	1	08:04:26	3
08:06:41	52	0	08:06:39	4		08:06:17	1	08:06:17	4
08:07:47	60	0	08:07:45	7		08:07:27	0	08:07:27	5
08:09:24	25	0	08:09:22	0		08:08:59	3	08:08:59	3
08:10:53	55	0	08:10:51	1		08:10:28	2	08:10:28	6
08:12:39	58	0	08:12:37	6		08:12:19	0	08:12:19	2
08:13:52	62	0	08:13:50	3		08:13:30	2	08:13:30	3
08:15:07	60	0	08:15:05	1		08:14:44	0	08:14:44	5
08:17:52	59	0	08:17:50	3		08:17:07	1	08:17:07	6
08:18:57	63	0	08:18:55	0		08:18:36	0	08:18:36	5
08:19:56	61	0	08:19:54	0		08:19:32	0	08:19:32	4
08:22:18	11	0	08:22:16	9		08:21:52	2	08:21:52	8
08:23:44	6	0	08:23:42	3		08:23:19	3	08:23:19	4
08:25:13	48	0	08:25:11	8		08:24:25	0	08:24:51	2
08:26:23	5	0	08:26:21	2		08:26:03	1	08:26:03	2
08:28:33	8	0	08:28:31	4		08:28:11	2	08:28:11	3
08:30:44	35	0	08:30:42	8		08:30:17	2	08:30:17	2

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	Bursledon Road SB			Bursledon Road NB			Le Marechal Avenue		
Time of Green	Lane 1	Lane 2	Time of Green	Lane 1		Time of Green	Lane 1	Time of Green	Lane 2
08:32:35	30	0	08:32:33	3		08:32:10	3	08:32:10	4
08:34:18	9	0	08:34:16	5		08:33:54	1	08:33:54	4
08:36:05	5	0	08:36:03	0		08:35:45	2	08:35:45	1
08:39:08	0	0	08:39:07	8		08:38:50	0	08:38:50	2
08:41:56	5	0	08:41:54	0		08:41:30	1	08:41:30	1
08:42:59	0	0	08:42:57	1		08:42:41	0	08:42:41	2
08:44:08	8	0	08:44:06	0		08:43:51	0	08:43:51	1
08:46:27	8	0	08:46:25	3		08:46:07	0	08:46:07	4
08:48:17	8	0	08:48:15	1		08:47:56	1	08:47:56	3
08:49:52	8	0	08:49:50	4		08:49:34	1	08:49:34	0
08:51:10	1	0	08:51:08	1		08:50:53	0	08:50:53	1
08:52:42	0	0	08:52:40	2		08:52:22	0	08:52:22	3
08:55:26	1	0	08:55:24	5		08:55:08	2	08:55:08	0
08:57:10	0	0	08:57:08	1		08:56:50	0	08:56:50	0
08:58:43	0	0	08:58:41	1		08:58:25	1	08:58:25	0
09:00:22	0	0	09:00:20	0		09:00:02	0	09:00:02	2
09:01:22	0	0	09:01:20	0		09:01:04	0	09:01:04	1
09:03:39	3	0	09:03:37	0		09:03:21	0	09:03:21	2

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	Bursledon Road SB			Bursledon Road NB			Le Marechal Avenue		
Time of Green	Lane 1	Lane 2	Time of Green	Lane 1		Time of Green	Lane 1	Time of Green	Lane 2
09:05:35	6	0	09:05:33	0		09:05:17	1	09:05:17	0
09:06:37	1	0	09:06:35	2		09:06:19	0	09:06:19	3
09:07:45	2	0	09:07:43	1		09:07:27	0	09:07:27	1
09:09:47	2	0	09:09:45	0		09:09:29	1	09:09:29	0
09:10:42	6	0	09:10:40	0		09:10:25	0	09:10:25	1
09:11:49	1	0	09:11:48	0		09:11:29	1	09:11:29	0
09:13:21	0	0	09:13:19	0		09:13:03	0	09:13:03	0
09:14:19	0	0	09:14:17	0		09:14:01	0	09:14:01	2
09:17:30	2	0	09:17:28	0		09:17:13	0	09:17:13	1
09:20:16	2	0	09:20:14	8		09:19:52	3	09:19:52	3
09:23:09	0	0	09:23:07	1		09:22:51	0	09:22:51	1
09:25:37	0	0	09:25:35	4		09:25:19	0	09:25:19	1
09:26:45	4	1	09:26:43	1		09:26:27	1	09:26:27	1
09:29:01	1	0	09:28:59	4		09:28:43	1	09:28:43	0
09:30:25	0	0	09:30:23	8		09:30:08	0	09:30:08	1

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	Bursledon Road SB			Bursledon Road NB			Le Marechal Avenue		
Time of Green	Lane 1	Lane 2	Time of Green	Lane 1		Time of Green	Lane 1	Time of Green	Lane 2
09:32:06	5	0	09:32:04	4		09:31:45	0	09:31:45	4
09:34:08	2	0	09:34:07	0		09:33:50	0	09:33:50	2
09:35:12	8	0	09:35:10	0		09:34:50	0	09:34:50	1
09:36:43	0	0	09:36:41	0		09:36:25	1	09:36:25	1
09:37:57	7	0	09:37:55	1		09:37:39	0	09:37:39	1
09:39:49	7	0	09:39:46	4		09:39:21	1	09:39:21	4
09:40:47	5	0	09:40:45	1		09:40:29	0	09:40:29	1
09:41:41	3	0	09:41:39	1		09:41:23	0	09:41:23	1
09:43:28	2	1	09:43:26	0		09:43:09	0	09:43:09	1
09:44:33	5	0	09:44:31	0		09:44:11	1	09:44:11	1
09:47:36	3	0	09:47:34	1		09:47:18	1	09:47:18	1
09:48:39	4	0	09:48:37	1		09:48:21	1	09:48:21	0
09:49:40	4	0	09:49:38	3		09:49:22	0	09:49:22	1
09:50:42	0	0	09:50:40	1		09:50:23	0	09:50:23	2
09:55:21	6	0	09:55:19	8		09:55:02	1	09:55:02	1
09:56:47	1	0	09:56:45	0		09:56:27	0	09:56:27	2
09:59:39	1	0	09:59:37	2		09:59:21	0	09:59:21	1

Advanced Transport Research		*Job Number & Name:*	42573 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue		*Client:*	Motion
Saturation Flows		*Date:*	Tuesday 18 March 2025

AM Peak	Bursledon Road SB														Bursledon Road NB							Le Marachel Avenue													
	Lane 1							Lane 2							Lane 1							Lane 1							Lane 2						
Cycle #	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value
1	14.5	2.0	29	20.0	91	109	16.5	*Insufficent queuing*							6.0	2.0	12	11.0	60	81	8.0	*Insufficent queuing*							8.0	2.0	16	1.0	23	145	10.0
2	9.9	2.0	20	12.0	60	81	11.9								7.0	2.0	14	16.0	65	86	9.0								6.0	2.0	11	1.0	21	122	8.0
3	10.0	2.5	20	15.0	65	86	12.5								6.0	2.0	12	7.0	46	91	8.0								6.0	2.0	12	0.0	18	87	8.0
4	14.0	2.0	26	13.5	61	87	16.0								7.0	2.0	13	14.5	48	92	9.0														
5	9.0	2.0	18	9.0	60	86	11.0								9.0	2.0	18	15.0	78	103	11.0														
6	6.0	2.0	12	32.0	104	131	8.0								7.0	2.0	14	18.5	114	143	9.0														
7	8.3	2.0	17.0	24.5	86	107	10.3								6.0	2.0	11.0	10.0	58	87	8.0														
8	6.0	2.0	12.0	23.5	119	139	8.0								7.0	2.0	14.0	11.0	60	86	9.0														
9	6.0	2.0	11	30.0	89	110	8.0								6.0	2.0	12	16.5	86	111	8.0														
10	6.0	2.0	13	5.0	73	91	8.0								6.0	2.0	12	35.5	154	173	8.0														
Total	**89.7**	**20.5**	**178**	**184.5**	**808**	**1027**	**110.2**	**0.0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**67.0**	**20**	**132**	**155**	**769**	**1053**	**87.0**	**0.0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**20.0**	**6**	**39**	**2**	**62**	**354**	**26.0**
Sat Flow	0.503932584							#DIV/0!							0.507575758							#DIV/0!							0.512820513						
	1814.157303							#DIV/0!							1827.272727							#DIV/0!							1846.153846						
DOS	67.34%							#DIV/0!							56.88%							#DIV/0!							69.19%						

Advanced Transport Research		*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 2 - Bursledon Road/Le Marechal Avenue		*Client:*	**Motion**
Signal Timings		*Date:*	**Tuesday 18 March 2025**

Bursledon Road SB					Bursledon Road NB					Le Marechal Avenue (Lane 1)					Le Marechal Avenue (Lane 2)				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
06:57:58	06:59:36	06:59:39	06:59:55	06:59:57	06:57:57	06:59:34	06:59:37	06:59:53	06:59:55	06:59:39	06:59:46	06:59:49	07:03:42	07:03:44	06:59:39	06:59:46	06:59:49	07:03:42	07:03:44
06:59:57	07:03:41	07:03:44	07:04:00	07:04:02	06:59:55	07:03:39	07:03:42	07:03:58	07:04:00	07:03:44	07:03:52	07:03:55	07:04:37	07:04:39	07:03:44	07:03:52	07:03:55	07:04:37	07:04:39
07:04:02	07:04:35	07:04:38	07:04:55	07:04:57	07:04:00	07:04:33	07:04:36	07:04:53	07:04:55	07:04:39	07:04:46	07:04:49	07:05:58	07:06:00	07:04:39	07:04:46	07:04:49	07:05:58	07:06:00
07:04:57	07:05:56	07:05:59	07:06:31	07:06:33	07:04:55	07:05:54	07:05:57	07:06:29	07:06:31	07:06:00	07:06:09	07:06:12	07:08:02	07:08:04	07:06:00	07:06:09	07:06:12	07:08:02	07:08:04
07:06:33	07:08:01	07:08:04	07:08:20	07:08:22	07:06:31	07:07:59	07:08:02	07:08:18	07:08:20	07:08:04	07:08:11	07:08:14	07:09:21	07:09:23	07:08:04	07:08:11	07:08:14	07:09:21	07:09:23
07:08:22	07:09:19	07:09:22	07:09:41	07:09:43	07:08:20	07:09:17	07:09:20	07:09:39	07:09:41	07:09:23	07:09:32	07:09:35	07:10:46	07:10:48	07:09:23	07:09:32	07:09:35	07:10:46	07:10:48
07:09:43	07:10:45	07:10:48	07:11:07	07:11:09	07:09:41	07:10:43	07:10:46	07:11:05	07:11:07	07:10:48	07:10:58	07:11:01	07:12:46	07:12:48	07:10:48	07:10:58	07:11:01	07:12:46	07:12:48
07:11:09	07:12:45	07:12:48	07:13:17	07:13:19	07:11:07	07:12:43	07:12:46	07:13:15	07:13:17	07:12:48	07:12:55	07:12:58	07:14:18	07:14:20	07:12:48	07:12:55	07:12:58	07:14:18	07:14:20
07:13:19	07:14:17	07:14:20	07:14:44	07:14:46	07:13:17	07:14:15	07:14:18	07:14:42	07:14:44	07:14:20	07:14:35	07:14:38	07:15:40	07:15:42	07:14:20	07:14:35	07:14:38	07:15:40	07:15:42
07:14:46	07:15:39	07:15:42	07:16:01	07:16:03	07:14:44	07:15:37	07:15:40	07:15:59	07:16:01	07:15:42	07:15:53	07:15:56	07:17:53	07:17:55	07:15:42	07:15:53	07:15:56	07:17:53	07:17:55
07:16:03	07:17:51	07:17:54	07:18:17	07:18:19	07:16:01	07:17:49	07:17:52	07:18:15	07:18:17	07:17:55	07:18:08	07:18:11	07:20:08	07:20:10	07:17:55	07:18:08	07:18:11	07:20:08	07:20:10
07:18:19	07:20:07	07:20:10	07:20:33	07:20:35	07:18:17	07:20:05	07:20:08	07:20:31	07:20:33	07:20:10	07:20:25	07:20:28	07:21:19	07:21:21	07:20:10	07:20:25	07:20:28	07:21:46	07:21:48
07:20:35	07:21:46	07:21:49	07:22:04	07:22:06	07:20:33	07:21:16	07:21:19	07:22:02	07:22:04	07:21:21	07:21:55	07:21:58	07:22:52	07:22:54	07:21:48	07:21:55	07:21:58	07:23:18	07:23:20
07:22:06	07:23:19	07:23:22	07:23:36	07:23:38	07:22:04	07:22:49	07:22:52	07:23:34	07:23:36	07:22:54	07:23:27	07:23:30	07:25:02	07:25:04	07:23:20	07:23:27	07:23:30	07:25:02	07:25:04
07:23:38	07:25:01	07:25:04	07:25:20	07:25:22	07:23:36	07:24:59	07:25:02	07:25:18	07:25:20	07:25:04	07:25:11	07:25:14	07:27:25	07:27:27	07:25:04	07:25:11	07:25:14	07:27:52	07:27:54
07:25:22	07:27:51	07:27:54	07:28:11	07:28:13	07:25:20	07:27:21	07:27:24	07:28:09	07:28:11	07:27:27	07:28:02	07:28:05	07:29:10	07:29:12	07:27:54	07:28:02	07:28:05	07:29:10	07:29:12
07:28:13	07:29:09	07:29:12	07:29:28	07:29:30	07:28:11	07:29:07	07:29:10	07:29:26	07:29:28	07:29:12	07:29:19	07:29:22	07:31:11	07:31:13	07:29:12	07:29:19	07:29:22	07:31:11	07:31:13
07:29:30	07:31:09	07:31:12	07:31:33	07:31:35	07:29:28	07:31:07	07:31:10	07:31:31	07:31:33	07:31:13	07:31:24	07:31:27	07:32:17	07:32:19	07:31:13	07:31:24	07:31:27	07:32:17	07:32:19
07:31:35	07:32:16	07:32:19	07:32:39	07:32:41	07:31:33	07:32:14	07:32:17	07:32:37	07:32:39	07:32:19	07:32:30	07:32:33	07:34:05	07:34:07	07:32:19	07:32:30	07:32:33	07:34:05	07:34:07
07:32:41	07:34:04	07:34:07	07:34:23	07:34:25	07:32:39	07:34:02	07:34:05	07:34:21	07:34:23	07:34:07	07:34:15	07:34:18	07:35:56	07:35:58	07:34:07	07:34:15	07:34:18	07:35:56	07:35:58
07:34:25	07:35:54	07:35:57	07:36:22	07:36:24	07:34:23	07:35:52	07:35:55	07:36:20	07:36:22	07:35:58	07:36:13	07:36:16	07:38:30	07:38:32	07:35:58	07:36:13	07:36:16	07:38:30	07:38:32
07:36:24	07:38:29	07:38:32	07:38:57	07:38:59	07:36:22	07:38:27	07:38:30	07:38:55	07:38:57	07:38:32	07:38:48	07:38:51	07:40:41	07:40:43	07:38:32	07:38:48	07:38:51	07:40:41	07:40:43
07:38:59	07:40:40	07:40:43	07:41:02	07:41:04	07:38:57	07:40:38	07:40:41	07:41:00	07:41:02	07:40:43	07:40:53	07:40:56	07:42:21	07:42:23	07:40:43	07:40:53	07:40:56	07:42:21	07:42:23
07:41:04	07:42:19	07:42:22	07:42:45	07:42:47	07:41:02	07:42:17	07:42:20	07:42:43	07:42:45	07:42:23	07:42:36	07:42:39	07:43:41	07:43:43	07:42:23	07:42:36	07:42:39	07:43:41	07:43:43
07:42:47	07:43:40	07:43:43	07:44:15	07:44:17	07:42:45	07:43:38	07:43:41	07:44:13	07:44:15	07:43:43	07:44:07	07:44:10	07:44:56	07:44:58	07:43:43	07:44:07	07:44:10	07:44:56	07:44:58
07:44:17	07:44:54	07:44:57	07:45:19	07:45:21	07:44:15	07:44:52	07:44:55	07:45:16	07:45:18	07:44:58	07:45:09	07:45:12	07:46:49	07:46:51	07:44:58	07:45:09	07:45:12	07:46:49	07:46:51
07:45:21	07:46:47	07:46:50	07:47:20	07:47:22	07:45:18	07:46:45	07:46:48	07:47:18	07:47:20	07:46:51	07:47:11	07:47:14	07:49:14	07:49:16	07:46:51	07:47:11	07:47:14	07:49:14	07:49:16
07:47:22	07:49:13	07:49:16	07:49:43	07:49:45	07:47:20	07:49:11	07:49:14	07:49:41	07:49:43	07:49:16	07:49:35	07:49:38	07:51:40	07:51:42	07:49:16	07:49:35	07:49:38	07:51:40	07:51:42
07:49:45	07:51:39	07:51:42	07:51:57	07:51:59	07:49:43	07:51:37	07:51:40	07:51:55	07:51:57	07:51:42	07:51:49	07:51:52	07:52:55	07:52:57	07:51:42	07:51:49	07:51:52	07:52:55	07:52:57
07:51:59	07:52:54	07:52:57	07:53:24	07:53:26	07:51:57	07:52:52	07:52:55	07:53:22	07:53:24	07:52:57	07:53:16	07:53:19	07:54:23	07:54:25	07:52:57	07:53:16	07:53:19	07:54:23	07:54:25
07:53:26	07:54:22	07:54:25	07:54:41	07:54:43	07:53:24	07:54:20	07:54:23	07:54:39	07:54:41	07:54:25	07:54:32	07:54:35	07:55:46	07:55:48	07:54:25	07:54:32	07:54:35	07:55:46	07:55:48
07:54:43	07:55:44	07:55:47	07:56:12	07:56:14	07:54:41	07:55:42	07:55:45	07:56:10	07:56:12	07:55:48	07:56:03	07:56:06	07:56:47	07:56:49	07:55:48	07:56:03	07:56:06	07:56:47	07:56:49

Advanced Transport Research

Site 2 - Bursledon Road/Le Marechal Avenue

Classified Counts

	A to A								A to B								A to C							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	0	0	0	0	0	0	0	0	194	37	5	3	1	4	0	0	6	1	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	203	39	5	2	3	4	0	0	6	1	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	205	39	1	6	0	3	0	0	5	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	194	21	0	3	0	1	0	0	6	1	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	174	16	1	1	0	8	1	0	4	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	193	25	0	1	1	0	0	0	13	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	196	17	2	1	0	1	0	0	10	2	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	168	18	2	1	1	3	0	0	10	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	162	16	1	0	0	2	0	0	5	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	168	12	1	1	0	3	0	0	8	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	167	11	0	0	1	1	0	0	10	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	155	12	0	0	0	6	0	0	6	1	0	0	0	1	0	0
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*796*	*136*	*11*	*14*	*4*	*12*	*0*	*0*	*23*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*776*	*115*	*7*	*12*	*3*	*16*	*1*	*0*	*21*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*766*	*101*	*2*	*11*	*1*	*12*	*1*	*0*	*28*	*1*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*757*	*79*	*3*	*6*	*1*	*10*	*1*	*0*	*33*	*3*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*731*	*76*	*5*	*4*	*2*	*12*	*1*	*0*	*37*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*719*	*76*	*5*	*3*	*2*	*6*	*0*	*0*	*38*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*694*	*63*	*6*	*3*	*1*	*9*	*0*	*0*	*33*	*2*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*665*	*57*	*4*	*2*	*2*	*9*	*0*	*0*	*33*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*652*	*51*	*2*	*1*	*1*	*12*	*0*	*0*	*29*	*1*	*0*	*0*	*0*	*1*	*0*	*0*
PM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2179**	**263**	**18**	**19**	**7**	**36**	**1**	**0**	**89**	**6**	**0**	**0**	**0**	**1**	**0**	**0**
Daily Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2179**	**263**	**18**	**19**	**7**	**36**	**1**	**0**	**89**	**6**	**0**	**0**	**0**	**1**	**0**	**0**
PM Peak Hour																								
17:00 - 18:00	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***731***	***76***	***5***	***4***	***2***	***12***	***1***	***0***	***37***	***2***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Trans

Site 2 - Bursled

Classified Coun

	B to A								B to B								B to C							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	137	48	5	1	1	4	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0
16:15 - 16:30	154	22	2	3	0	3	0	0	0	0	0	0	0	0	0	0	22	6	0	0	0	1	0	0
16:30 - 16:45	136	31	2	2	0	5	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0
16:45 - 17:00	128	21	2	0	0	1	1	0	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	0
17:00 - 17:15	166	35	2	2	0	2	1	0	0	0	0	0	0	0	0	0	25	1	1	0	0	0	0	0
17:15 - 17:30	187	30	1	0	1	2	1	0	0	0	0	0	0	0	0	0	24	3	0	0	0	0	0	0
17:30 - 17:45	166	22	0	0	0	4	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	0
17:45 - 18:00	193	22	1	0	0	5	0	0	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	0
18:00 - 18:15	165	19	1	0	1	2	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	1	0	0
18:15 - 18:30	179	20	1	1	0	3	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	0	0	0
18:30 - 18:45	139	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	0
18:45 - 19:00	161	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	0
16:00 - 17:00	*555*	*122*	*11*	*6*	*1*	*13*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*13*	*0*	*0*	*0*	*1*	*0*	*0*
16:15 - 17:15	*584*	*109*	*8*	*7*	*0*	*11*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*82*	*10*	*1*	*0*	*0*	*1*	*0*	*0*
16:30 - 17:30	*617*	*117*	*7*	*4*	*1*	*10*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*84*	*7*	*1*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*647*	*108*	*5*	*2*	*1*	*9*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*89*	*8*	*1*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*712*	*109*	*4*	*2*	*1*	*13*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*92*	*8*	*1*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*711*	*93*	*3*	*0*	*2*	*13*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*84*	*8*	*0*	*0*	*0*	*1*	*0*	*0*
17:30 - 18:30	*703*	*83*	*3*	*1*	*1*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*81*	*8*	*0*	*0*	*0*	*1*	*0*	*0*
17:45 - 18:45	*676*	*74*	*3*	*1*	*1*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*80*	*9*	*0*	*0*	*0*	*1*	*0*	*0*
18:00 - 19:00	*644*	*64*	*2*	*1*	*1*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*78*	*9*	*0*	*0*	*0*	*1*	*0*	*0*
PM Total	**1911**	**295**	**17**	**9**	**3**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**239**	**30**	**1**	**0**	**0**	**2**	**0**	**0**
Daily Total	**1911**	**295**	**17**	**9**	**3**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**239**	**30**	**1**	**0**	**0**	**2**	**0**	**0**
PM Peak Hour																								
17:00 - 18:00	***712***	***109***	***4***	***2***	***1***	***13***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***92***	***8***	***1***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 12 November 2024

	Bursledon Road SB			Bursledon Road NB			Le Marechal Avenue			
Time of Green	Lane 1	Lane 2	Time of Green	Lane 1		Time of Green	Lane 1		Time of Green	Lane 2
16:00:12	5	1	16:00:12	6		15:59:55	1		15:59:55	2
16:02:38	1	0	16:02:38	9		16:02:24	1		16:02:24	1
16:04:17	2	0	16:04:17	21		16:05:47	1		16:05:47	3
16:06:03	0	0	16:06:03	15		16:07:41	1		16:07:41	0
16:07:55	4	0	16:07:55	11		16:13:00	1		16:13:00	0
16:13:14	6	0	16:13:14	9		16:16:39	1		16:16:39	2
16:16:54	8	0	16:16:54	10		16:18:38	0		16:18:38	2
16:18:52	19	0	16:18:52	15		16:21:00	3		16:21:00	2
16:21:15	8	0	16:21:15	21		16:22:45	2		16:22:45	1
16:22:59	4	0	16:22:59	12		16:24:41	0		16:24:41	1
16:24:55	8	0	16:24:55	19		16:26:04	1		16:26:04	0
16:26:18	0	0	16:26:18	4		16:27:37	1		16:27:37	1
16:27:51	4	0	16:27:52	21		16:29:48	1		16:29:48	0
16:30:01	4	0	16:30:01	13		16:31:58	0		16:31:58	1
16:32:12	6	0	16:32:12	10		16:33:35	0		16:33:35	2
16:33:49	6	0	16:33:49	7		16:34:51	0		16:35:09	0
16:35:23	2	1	16:35:23	20		16:36:52	0		16:36:52	1
16:37:06	0	0	16:37:06	8		16:38:25	1		16:38:25	0
16:38:53	9	0	16:38:54	19		16:40:54	0		16:41:08	2
16:41:22	4	1	16:41:22	21		16:43:13	0		16:43:13	1
16:43:30	0	0	16:43:30	10		16:45:07	0		16:45:07	1
16:45:21	7	0	16:45:21	9		16:46:51	1		16:46:51	0
16:47:05	4	0	16:47:05	4		16:48:46	1		16:48:46	0
16:49:00	8	0	16:49:00	8		16:50:05	0		16:50:05	1
16:50:19	5	0	16:50:20	5		16:51:12	0		16:51:12	3
16:51:26	0	0	16:51:26	2		16:52:40	2		16:52:40	1
16:52:54	0	0	16:52:54	2		16:54:03	1		16:54:03	1
16:54:16	6	1	16:54:16	1		16:56:36	0		16:56:36	1
16:56:49	4	0	16:56:50	1		16:57:32	0		16:57:32	1
16:57:46	2	0	16:57:47	0		17:00:48	0		17:01:11	1
17:01:27	3	1	17:01:27	9		17:02:27	0		17:02:27	1
17:02:41	0	0	17:02:41	10		17:05:14	0		17:05:14	2
17:05:28	4	0	17:05:28	1		17:06:27	0		17:06:27	1
17:06:41	3	0	17:06:41	2		17:07:49	3		17:07:49	2
17:08:07	2	0	17:08:07	2		17:10:01	0		17:10:01	1
17:10:14	7	0	17:10:15	1		17:12:25	1		17:12:25	1
17:12:39	7	0	17:12:39	0		17:13:13	0		17:13:13	1
17:13:27	3	0	17:13:28	2		17:14:26	0		17:14:26	1
17:14:40	5	0	17:14:40	9		17:16:03	0		17:16:03	1
17:16:17	6	0	17:16:17	1		17:16:55	0		17:16:55	1
17:17:09	2	0	17:17:09	3		17:22:31	0		17:22:31	1
17:22:45	4	0	17:22:45	1		17:23:40	0		17:23:40	1
17:23:54	5	0	17:23:55	2		17:24:46	0		17:26:36	1
17:25:00	1	0	17:25:00	1		17:26:36	0		17:28:04	1
17:26:50	1	0	17:26:50	5		17:28:04	0		17:31:37	0
17:28:18	4	0	17:28:18	1		17:31:37	1		17:33:33	1

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 12 November 2024

	Bursledon Road SB			Bursledon Road NB			Le Marechal Avenue			
Time of Green	Lane 1	Lane 2	Time of Green	Lane 1		Time of Green	Lane 1		Time of Green	Lane 2
17:31:51	5	0	17:31:51	14		17:33:33	1		17:34:56	1
17:33:47	0	0	17:33:47	7		17:34:56	1		17:36:51	1
17:35:10	7	1	17:35:10	13		17:36:51	1		17:38:32	1
17:37:05	2	0	17:37:05	2		17:38:32	0		17:39:34	1
17:38:46	0	0	17:38:47	10		17:39:34	0		17:41:25	1
17:39:48	0	0	17:39:48	10		17:41:25	1		17:43:39	3
17:41:39	5	1	17:41:39	19		17:43:39	2		17:45:03	0
17:43:59	7	0	17:43:59	13		17:45:03	1		17:47:24	2
17:45:17	0	0	17:45:17	4		17:47:24	2		17:49:09	1
17:47:45	4	0	17:47:45	21		17:49:09	0		17:51:17	1
17:49:23	10	0	17:49:23	4		17:51:17	0		17:53:12	2
17:51:34	1	0	17:51:34	14		17:53:12	0		17:54:46	1
17:53:26	4	0	17:53:26	7		17:54:46	0		17:57:16	0
17:55:00	1	0	17:55:00	14		17:57:16	1		18:00:12	1
17:57:30	2	0	17:57:30	1		17:59:59	0		18:01:56	2
18:00:26	2	0	18:00:26	1		18:01:56	0	0	18:02:51	1
18:02:10	5	0	18:02:10	2		18:02:51	0		18:04:14	1
18:03:04	5	0	18:03:04	2		18:04:14	0		18:06:05	1
18:04:28	0	0	18:04:28	3		18:06:05	0		18:07:31	1
18:06:18	2	0	18:06:18	1		18:07:17	0		18:08:30	2
18:07:45	0	0	18:07:45	6		18:08:30	0		18:10:48	3
18:08:44	3	0	18:08:44	2		18:10:48	0		18:14:30	1
18:11:02	0	0	18:11:02	1		18:14:30	0		18:16:32	0
18:14:45	0	0	18:14:46	3		18:15:18	0		18:17:21	0
18:15:32	0	0	18:15:32	0		18:16:32	1		18:19:15	1
18:16:46	0	0	18:16:46	0		18:17:21	1		18:22:50	3
18:17:35	0	0	18:17:35	1		18:19:15	0		18:24:34	3
18:19:28	4	0	18:19:29	6		18:20:12	0		18:26:10	0
18:20:25	0	0	18:20:25	0		18:22:50	0		18:27:27	0
18:23:03	0	0	18:23:04	0		18:24:34	0		18:31:01	1
18:24:49	7	0	18:24:49	10		18:26:10	1		18:32:07	0
18:26:23	4	0	18:26:23	1		18:27:27	1		18:33:00	1
18:27:41	4	0	18:27:41	1		18:31:01	0		18:37:02	1
18:31:15	3	0	18:31:15	2		18:32:07	2		18:38:48	3
18:32:21	0	0	18:32:21	2		18:33:00	0		18:40:11	1
18:33:14	0	0	18:33:14	1		18:37:02	2		18:41:22	1
18:37:24	7	0	18:37:24	3		18:38:48	0		18:43:12	1
18:39:04	0	0	18:39:04	6		18:40:11	0		18:44:53	1
18:40:25	0	0	18:40:26	0		18:41:22	1		18:46:09	0
18:41:35	2	0	18:41:35	2		18:43:12	0		18:48:33	3
18:43:26	0	0	18:43:26	1		18:44:53	1		18:49:19	2
18:45:07	0	0	18:45:07	1		18:46:09	1		18:49:50	1
18:46:23	1	0	18:46:23	0		18:48:33	0		18:51:10	0
18:48:47	6	0	18:48:47	0		18:49:19	0		18:52:36	1
18:49:32	0	0	18:49:33	0		18:49:50	0		18:54:08	1
18:50:04	6	0	18:50:05	0		18:51:10	1		18:55:16	1

0

Advanced Transport Research		*Job Number & Name:*	41343 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue		*Client:*	Motion
Saturation Flows		*Date:*	Tuesday 12 November 2024

PM Peak	Bursledon Road SB														Bursledon Road NB							Le Marachel Avenue													
	Lane 1							Lane 2							Lane 1							Lane 1							Lane 2						
Cycle #	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value
1	6.0	2.0	12	25.5	100	118	8.0	*Insufficent queuing*							7.5	2.0	15	48.4	201	220	9.5	*Insufficent queuing*							*Insufficent queuing*						
2	17.0	3.3	34	24.4	124	143	20.3								10.5	2.0	21	10.0	98	116	12.5														
3	7.0	2.0	14	23.0	86	104	9.0								5.4	2.0	10	1.0	57	94	7.4														
4	6.0	2.0	12	16.4	64	83	8.0								6.0	2.0	12	2.0	75	108	8.0														
5	7.0	2.0	14	25.6	133	149	9.0								7.5	2.0	15	11.5	56	74	9.5														
6	6.4	2.0	13	7.0	61	79	8.4								8.0	3.3	16	42.8	149	167	11.3														
7	6.0	1.4	11	3.0	30	48	7.4								7.0	2.0	14.0	15.4	78	97	9.0														
8	8.0	2.0	16	29.5	110	131	10.0								12.0	2.0	24.0	22.0	98	116	14.0														
9															8.0	2.0	16	20.0	76	94	10.0														
10															6.0	2.0	13	11.0	73	91	8.0														
Total	63.4	16.7	126	154.4	708	855	80.1	0.0	0	0	0	0	0	0.0	77.9	21.3	156	184.1	961	1177	99.2	0.0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0.0
Sat Flow	0.503174603							#DIV/0!							0.499358974							#DIV/0!							#DIV/0!						
	1811.428571							#DIV/0!							1797.692308							#DIV/0!							#DIV/0!						
DOS	61.14%							#DIV/0!							54.60%							#DIV/0!							#DIV/0!						

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 12 November 2024

	Bursledon Road SB			Bursledon Road NB			Le Marechal Avenue			
Time of Green	Lane 1	Lane 2	Time of Green	Lane 1		Time of Green	Lane 1		Time of Green	Lane 2
18:51:23	4	0	18:51:23	4		18:52:21	1		18:56:36	1
18:52:50	2	0	18:52:50	8		18:54:08	1		18:58:45	1
18:54:21	1	0	18:54:21	3		18:55:16	0		18:59:26	1
18:55:29	0	0	18:55:30	4		18:56:36	0			
18:56:49	6	0	18:56:49	3		18:58:45	2			
18:58:59	0	0	18:58:59	6		18:59:26	0			
18:59:42	1	0	18:59:42	1						

Advanced Transport Research	*Job Number & Name:*	**41343 Bursledon, Southampton**
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	**Motion**
Signal Timings	*Date:*	**Tuesday 12 November 2024**

Bursledon Road SB					Bursledon Road NB					Le Marechal Avenue (Lane 1)					Le Marechal Avenue (Lane 2)				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
15:57:54	15:59:48	15:59:51	16:00:10	16:00:12	15:57:54	15:59:48	15:59:51	16:00:10	16:00:12	15:59:55	16:00:05	16:00:08	16:02:22	16:02:24	15:59:55	16:00:05	16:00:08	16:02:22	16:02:24
16:00:12	16:02:17	16:02:20	16:02:36	16:02:38	16:00:12	16:02:17	16:02:20	16:02:36	16:02:38	16:02:24	16:02:31	16:02:34	16:05:45	16:05:47	16:02:24	16:02:31	16:02:34	16:05:45	16:05:47
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Advanced Transport Research

Site 2 - Bursledon Road/Le Marechal Avenue

Signal Timings

Job Number & Name: **41343 Bursledon, Southampton**

Client: **Motion**

Date: **Tuesday 12 November 2024**

Bursledon Road SB					Bursledon Road NB					Le Marechal Avenue (Lane 1)					Le Marechal Avenue (Lane 2)				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
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Advanced Transport Research		*Job Number & Name:*	**41343 Bursledon, Southampton**
Site 2 - Bursledon Road/Le Marechal Avenue		*Client:*	**Motion**
Signal Timings		*Date:*	**Tuesday 12 November 2024**

Bursledon Road SB					Bursledon Road NB					Le Marechal Avenue (Lane 1)					Le Marechal Avenue (Lane 2)				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
18:03:04	18:04:07	18:04:10	18:04:26	18:04:28	18:03:04	18:04:07	18:04:10	18:04:26	18:04:28	18:06:05	18:06:12	18:06:15	18:07:15	18:07:17	18:07:31	18:07:39	18:07:42	18:08:28	18:08:30
18:04:28	18:05:57	18:06:00	18:06:16	18:06:18	18:04:28	18:05:57	18:06:00	18:06:16	18:06:18	18:07:17	18:07:39	18:07:42	18:08:28	18:08:30	18:08:30	18:08:38	18:08:41	18:10:46	18:10:48
18:06:18	18:07:26	18:07:29	18:07:43	18:07:45	18:06:18	18:07:10	18:07:13	18:07:43	18:07:45	18:08:30	18:08:38	18:08:41	18:10:46	18:10:48	18:10:48	18:10:55	18:10:58	18:14:28	18:14:30
18:07:45	18:08:23	18:08:26	18:08:42	18:08:44	18:07:45	18:08:23	18:08:26	18:08:42	18:08:44	18:10:48	18:10:55	18:10:58	18:14:28	18:14:30	18:14:30	18:14:39	18:14:42	18:16:30	18:16:32
18:08:44	18:10:40	18:10:43	18:11:00	18:11:02	18:08:44	18:10:41	18:10:44	18:11:00	18:11:02	18:14:30	18:14:39	18:14:42	18:15:16	18:15:18	18:16:32	18:16:40	18:16:43	18:17:19	18:17:21
18:11:02	18:14:22	18:14:25	18:14:43	18:14:45	18:11:02	18:14:22	18:14:25	18:14:44	18:14:46	18:15:18	18:15:26	18:15:29	18:16:30	18:16:32	18:17:21	18:17:28	18:17:31	18:19:13	18:19:15
18:14:45	18:15:25	18:15:28	18:15:30	18:15:32	18:14:46	18:15:11	18:15:14	18:15:30	18:15:32	18:16:32	18:16:40	18:16:43	18:17:19	18:17:21	18:19:15	18:19:22	18:19:25	18:22:48	18:22:50
18:15:32	18:16:25	18:16:28	18:16:44	18:16:46	18:15:32	18:16:25	18:16:28	18:16:44	18:16:46	18:17:21	18:17:28	18:17:31	18:19:13	18:19:15	18:22:50	18:22:57	18:23:00	18:24:32	18:24:34
18:16:46	18:17:14	18:17:17	18:17:33	18:17:35	18:16:46	18:17:14	18:17:17	18:17:33	18:17:35	18:19:15	18:19:22	18:19:25	18:20:10	18:20:12	18:24:34	18:24:41	18:24:44	18:26:08	18:26:10
18:17:35	18:19:07	18:19:10	18:19:26	18:19:28	18:17:35	18:19:08	18:19:11	18:19:27	18:19:29	18:20:12	18:20:19	18:20:22	18:22:48	18:22:50	18:26:10	18:26:17	18:26:20	18:27:25	18:27:27
18:19:28	18:20:18	18:20:21	18:20:23	18:20:25	18:19:29	18:20:04	18:20:07	18:20:23	18:20:25	18:22:50	18:22:57	18:23:00	18:24:32	18:24:34	18:27:27	18:27:34	18:27:37	18:30:59	18:31:01
18:20:25	18:22:42	18:22:45	18:23:01	18:23:03	18:20:25	18:22:43	18:22:46	18:23:02	18:23:04	18:24:34	18:24:41	18:24:44	18:26:08	18:26:10	18:31:01	18:31:08	18:31:11	18:32:05	18:32:07
18:23:03	18:24:26	18:24:29	18:24:47	18:24:49	18:23:04	18:24:26	18:24:29	18:24:47	18:24:49	18:26:10	18:26:17	18:26:20	18:27:25	18:27:27	18:32:07	18:32:14	18:32:17	18:32:58	18:33:00
18:24:49	18:26:02	18:26:05	18:26:21	18:26:23	18:24:49	18:26:02	18:26:05	18:26:21	18:26:23	18:27:27	18:27:34	18:27:37	18:30:59	18:31:01	18:33:00	18:33:08	18:33:11	18:37:00	18:37:02
18:26:23	18:27:20	18:27:23	18:27:39	18:27:41	18:26:23	18:27:20	18:27:23	18:27:39	18:27:41	18:31:01	18:31:08	18:31:11	18:32:05	18:32:07	18:37:02	18:37:17	18:37:20	18:38:46	18:38:48
18:27:41	18:30:53	18:30:56	18:31:13	18:31:15	18:27:41	18:30:54	18:30:57	18:31:13	18:31:15	18:32:07	18:32:14	18:32:17	18:32:58	18:33:00	18:38:48	18:38:58	18:39:01	18:40:09	18:40:11
18:31:15	18:32:00	18:32:03	18:32:19	18:32:21	18:31:15	18:32:00	18:32:03	18:32:19	18:32:21	18:33:00	18:33:08	18:33:11	18:37:00	18:37:02	18:40:11	18:40:19	18:40:22	18:41:20	18:41:22
18:32:21	18:32:53	18:32:56	18:33:12	18:33:14	18:32:21	18:32:53	18:32:56	18:33:12	18:33:14	18:37:02	18:37:17	18:37:20	18:38:46	18:38:48	18:41:22	18:41:29	18:41:32	18:43:10	18:43:12
18:33:14	18:36:55	18:36:58	18:37:22	18:37:24	18:33:14	18:36:55	18:36:58	18:37:22	18:37:24	18:38:48	18:38:58	18:39:01	18:40:09	18:40:11	18:43:12	18:43:20	18:43:23	18:44:51	18:44:53
18:37:24	18:38:41	18:38:44	18:39:02	18:39:04	18:37:24	18:38:41	18:38:44	18:39:02	18:39:04	18:40:11	18:40:19	18:40:22	18:41:20	18:41:22	18:44:53	18:45:01	18:45:04	18:46:07	18:46:09
18:39:04	18:40:04	18:40:07	18:40:23	18:40:25	18:39:04	18:40:04	18:40:07	18:40:24	18:40:26	18:41:22	18:41:29	18:41:32	18:43:10	18:43:12	18:46:09	18:46:16	18:46:19	18:48:31	18:48:33
18:40:25	18:41:14	18:41:17	18:41:33	18:41:35	18:40:26	18:41:14	18:41:17	18:41:33	18:41:35	18:43:12	18:43:20	18:43:23	18:44:51	18:44:53	18:48:33	18:48:40	18:48:43	18:49:17	18:49:19
18:41:35	18:43:05	18:43:08	18:43:24	18:43:26	18:41:35	18:43:05	18:43:08	18:43:24	18:43:26	18:44:53	18:45:01	18:45:04	18:46:07	18:46:09	18:49:19	18:49:26	18:49:29	18:49:48	18:49:50
18:43:26	18:44:46	18:44:49	18:45:05	18:45:07	18:43:26	18:44:46	18:44:49	18:45:05	18:45:07	18:46:09	18:46:16	18:46:19	18:48:31	18:48:33	18:49:50	18:49:58	18:50:01	18:51:08	18:51:10
18:45:07	18:46:02	18:46:05	18:46:21	18:46:23	18:45:07	18:46:02	18:46:05	18:46:21	18:46:23	18:48:33	18:48:40	18:48:43	18:49:17	18:49:19	18:51:10	18:51:17	18:51:20	18:52:34	18:52:36
18:46:23	18:48:25	18:48:28	18:48:45	18:48:47	18:46:23	18:48:25	18:48:28	18:48:45	18:48:47	18:49:19	18:49:26	18:49:29	18:49:48	18:49:50	18:52:36	18:52:44	18:52:47	18:54:06	18:54:08
18:48:47	18:49:11	18:49:14	18:49:30	18:49:32	18:48:47	18:49:12	18:49:15	18:49:31	18:49:33	18:49:50	18:49:58	18:50:01	18:51:08	18:51:10	18:54:08	18:54:15	18:54:18	18:55:14	18:55:16
18:49:32	18:49:43	18:49:46	18:50:02	18:50:04	18:49:33	18:49:43	18:49:46	18:50:03	18:50:05	18:51:10	18:51:17	18:51:20	18:52:19	18:52:21	18:55:16	18:55:23	18:55:26	18:56:34	18:56:36
18:50:04	18:51:02	18:51:05	18:51:21	18:51:23	18:50:05	18:51:02	18:51:05	18:51:21	18:51:23	18:52:21	18:52:44	18:52:47	18:54:06	18:54:08	18:56:36	18:56:43	18:56:46	18:58:43	18:58:45
18:51:23	18:52:31	18:52:34	18:52:48	18:52:50	18:51:23	18:52:14	18:52:17	18:52:48	18:52:50	18:54:08	18:54:15	18:54:18	18:55:14	18:55:16	18:58:45	18:58:52	18:58:55	18:59:24	18:59:26
18:52:50	18:54:00	18:54:03	18:54:19	18:54:21	18:52:50	18:54:00	18:54:03	18:54:19	18:54:21	18:55:16	18:55:23	18:55:26	18:56:34	18:56:36	18:59:26	18:59:35	18:59:38		
18:54:21	18:55:08	18:55:11	18:55:27	18:55:29	18:54:21	18:55:08	18:55:11	18:55:28	18:55:30	18:56:36	18:56:43	18:56:46	18:58:43	18:58:45					

Advanced Transport Research	*Job Number & Name:*	**41343 Bursledon, Southampton**
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	**Motion**
Signal Timings	*Date:*	**Tuesday 12 November 2024**

Bursledon Road SB					Bursledon Road NB					Le Marechal Avenue (Lane 1)					Le Marechal Avenue (Lane 2)				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
18:55:29	18:56:28	18:56:31	18:56:47	18:56:49	18:55:30	18:56:28	18:56:31	18:56:47	18:56:49	18:58:45	18:58:52	18:58:55	18:59:24	18:59:26					
18:56:49	18:58:37	18:58:40	18:58:57	18:58:59	18:56:49	18:58:37	18:58:40	18:58:57	18:58:59	18:59:26	18:59:35	18:59:38							
18:58:59	18:59:19	18:59:22	18:59:40	18:59:42	18:58:59	18:59:19	18:59:22	18:59:40	18:59:42										
18:59:42	18:59:58	19:00:01			18:59:42														

Advanced Trans		*Job Number & Name:*	**41343 Bursledon, Southampton**
Site 2 - Bursled		*Client:*	**Motion**
Classified Coun		*Date:*	**Tuesday 12 November 2024**

	C to A								C to B								C to C							
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
16:00 - 16:15	5	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	7	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	2	1	0	0	0	0	0	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	5	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	6	1	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	7	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	4	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0	0	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	5	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	6	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	5	1	0	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 17:00	*19*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*30*	*4*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*20*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*36*	*3*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*13*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*33*	*2*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*18*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*36*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*17*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*38*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*17*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*40*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*16*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*39*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*17*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*43*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*

PM Total	**53**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**112**	**10**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Daily Total	**53**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**112**	**10**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour																								
17:00 - 18:00	***17***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***39***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research		*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 2 - Bursledon Road/Le Marechal Avenue		*Client:*	**Motion**
Signal Timings		*Date:*	**Tuesday 18 March 2025**

Bursledon Road SB					Bursledon Road NB					Le Marechal Avenue (Lane 1)					Le Marechal Avenue (Lane 2)				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
07:56:14	07:56:46	07:56:49	07:57:13	07:57:15	07:56:12	07:56:44	07:56:47	07:57:11	07:57:13	07:56:49	07:57:04	07:57:07	07:58:02	07:58:04	07:56:49	07:57:04	07:57:07	07:58:02	07:58:04
07:57:15	07:58:01	07:58:04	07:58:30	07:58:32	07:57:13	07:57:59	07:58:02	07:58:28	07:58:30	07:58:04	07:58:22	07:58:25	08:00:04	08:00:06	07:58:04	07:58:22	07:58:25	08:00:04	08:00:06
07:58:32	08:00:03	08:00:06	08:00:23	08:00:25	07:58:30	08:00:01	08:00:04	08:00:21	08:00:23	08:00:06	08:00:14	08:00:17	08:01:26	08:01:28	08:00:06	08:00:14	08:00:17	08:01:26	08:01:28
08:00:25	08:01:25	08:01:28	08:01:51	08:01:53	08:00:23	08:01:23	08:01:26	08:01:49	08:01:51	08:01:28	08:01:42	08:01:45	08:03:04	08:03:06	08:01:28	08:01:42	08:01:45	08:03:04	08:03:06
08:01:53	08:03:03	08:03:06	08:03:34	08:03:36	08:01:51	08:03:01	08:03:04	08:03:32	08:03:34	08:03:06	08:03:25	08:03:28	08:04:24	08:04:26	08:03:06	08:03:25	08:03:28	08:04:24	08:04:26
08:03:36	08:04:23	08:04:26	08:04:45	08:04:47	08:03:34	08:04:21	08:04:24	08:04:43	08:04:45	08:04:26	08:04:36	08:04:39	08:06:15	08:06:17	08:04:26	08:04:36	08:04:39	08:06:15	08:06:17
08:04:47	08:06:13	08:06:16	08:06:39	08:06:41	08:04:45	08:06:11	08:06:14	08:06:37	08:06:39	08:06:17	08:06:30	08:06:33	08:07:25	08:07:27	08:06:17	08:06:30	08:06:33	08:07:25	08:07:27
08:06:41	08:07:24	08:07:27	08:07:45	08:07:47	08:06:39	08:07:22	08:07:25	08:07:43	08:07:45	08:07:27	08:07:37	08:07:40	08:08:57	08:08:59	08:07:27	08:07:37	08:07:40	08:08:57	08:08:59
08:07:47	08:08:56	08:08:59	08:09:22	08:09:24	08:07:45	08:08:54	08:08:57	08:09:20	08:09:22	08:08:59	08:09:13	08:09:16	08:10:26	08:10:28	08:08:59	08:09:13	08:09:16	08:10:26	08:10:28
08:09:24	08:10:25	08:10:28	08:10:51	08:10:53	08:09:22	08:10:23	08:10:26	08:10:49	08:10:51	08:10:28	08:10:43	08:10:46	08:12:17	08:12:19	08:10:28	08:10:43	08:10:46	08:12:17	08:12:19
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Advanced Transport Research		*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 2 - Bursledon Road/Le Marechal Avenue		*Client:*	**Motion**
Signal Timings		*Date:*	**Tuesday 18 March 2025**

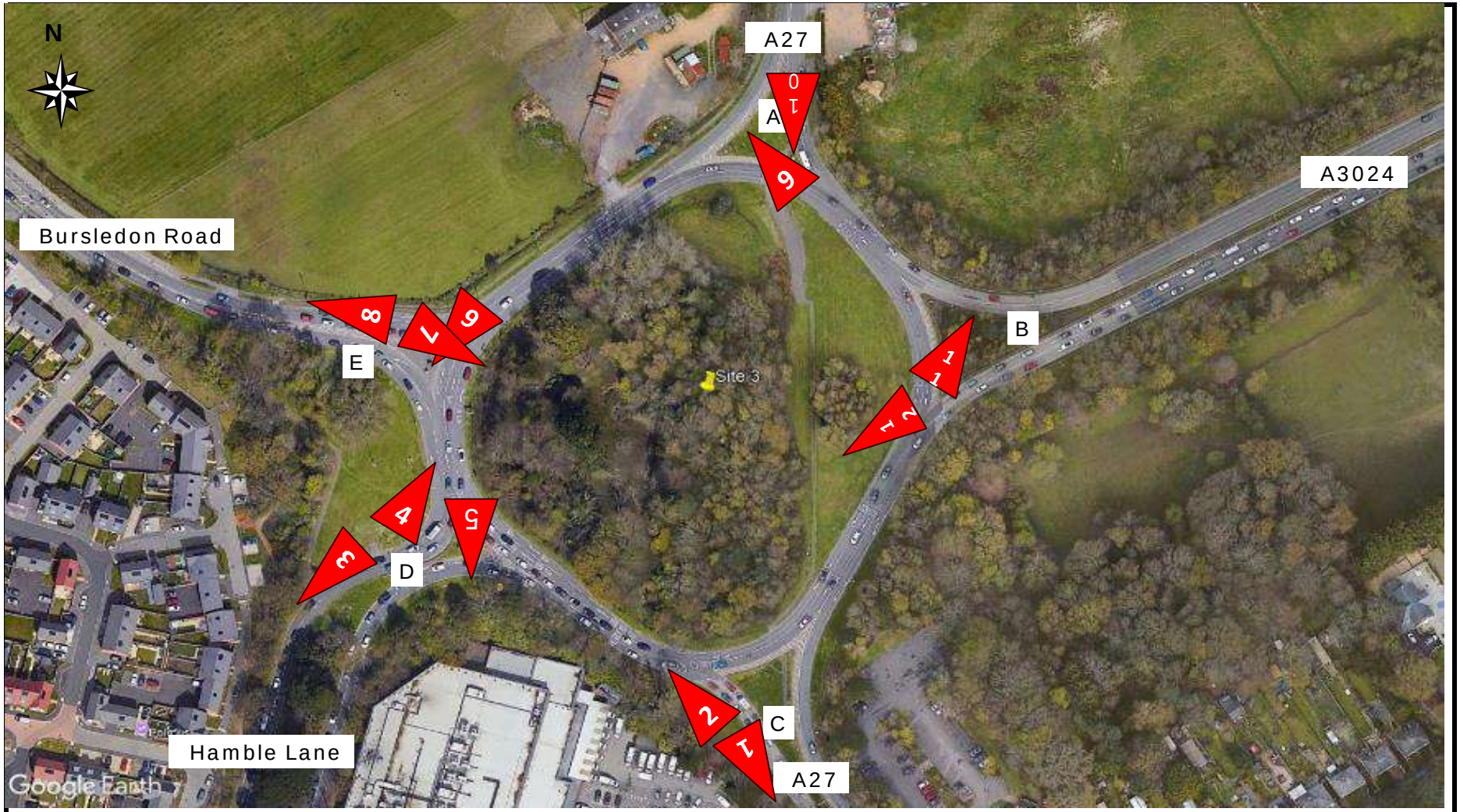
Bursledon Road SB					Bursledon Road NB					Le Marechal Avenue (Lane 1)					Le Marechal Avenue (Lane 2)				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
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Advanced Transport Research	*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	**Motion**
Signal Timings	*Date:*	**Tuesday 18 March 2025**

Bursledon Road SB					Bursledon Road NB					Le Marechal Avenue (Lane 1)					Le Marechal Avenue (Lane 2)				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
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09:55:21	09:56:24	09:56:27	09:56:45	09:56:47	09:55:19	09:56:22	09:56:25	09:56:43	09:56:45	09:56:27	09:56:36	09:56:39	09:59:19	09:59:21	09:56:27	09:56:36	09:56:39	09:59:19	09:59:21
09:56:47	09:59:17	09:59:20	09:59:37	09:59:39	09:56:45	09:59:15	09:59:18	09:59:35	09:59:37	09:59:21	09:59:28	09:59:31	10:00:13	10:00:15	09:59:21	09:59:28	09:59:31	10:00:13	10:00:15
09:59:39	10:00:12	10:00:15	10:00:31	10:00:33	09:59:37	10:00:10	10:00:13	10:00:29	10:00:31	10:00:15	10:00:22	10:00:25	10:03:15	10:03:17	10:00:15	10:00:22	10:00:25	10:03:15	10:03:17

Advanced Transport Research	Job Number & Name:	42573 Bursledon, Southampton
Site 3 - A3024/A27	Date:	Tuesday 18 Mar 2025

Job Type:	Junction Count				
Co-ordinates:	50.896363°N, 1.319209°W	Postcode:	SO31 8DW	Times:	0700-1000 1600-1900



Advanced Transport Research

Site 3 - A3024/A27

Classified Counts

	A to A								A to B								A to C								A to D								A to E							
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
07:00 - 07:15	0	0	0	0	0	0	0	0	30	1	0	1	0	0	0	0	23	7	2	0	0	0	0	0	28	6	0	0	0	0	0	0	3	1	0	0	1	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	34	8	0	0	0	0	0	0	19	8	1	0	0	1	0	0	25	6	1	0	0	0	0	0	5	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	48	9	0	0	0	0	0	0	22	8	0	0	0	0	0	0	32	7	0	0	0	1	0	0	8	1	1	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	0	24	7	0	0	0	0	0	0	37	5	1	0	0	0	0	0	14	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	21	4	0	0	0	0	0	0	21	4	0	0	0	0	0	0	35	3	1	2	0	1	0	0	9	0	1	2	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	44	6	0	0	0	0	0	0	39	6	0	1	0	2	0	0	48	4	2	1	0	1	0	0	12	3	1	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	47	3	0	0	0	0	0	0	17	2	0	0	0	2	0	0	44	6	0	0	0	0	0	0	10	1	1	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	43	8	0	0	0	0	0	0	25	2	0	0	0	1	1	0	54	3	0	0	0	3	0	0	19	1	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	35	6	0	0	0	0	0	0	26	5	1	0	0	0	0	0	56	6	0	0	0	1	0	0	11	2	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	24	4	1	0	0	0	0	0	21	3	0	0	0	0	0	0	43	2	0	0	0	0	0	0	21	2	0	1	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	26	0	0	0	1	0	0	0	24	6	0	0	0	0	0	0	41	4	3	1	0	1	0	0	14	3	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	23	6	0	0	0	0	0	0	18	5	1	0	0	0	0	0	53	5	0	0	0	0	0	0	14	0	0	0	1	0	0	0

07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*146*	*22*	*0*	*1*	*0*	*0*	*0*	*0*	*88*	*30*	*3*	*0*	*0*	*1*	*0*	*0*	*122*	*24*	*2*	*0*	*0*	*1*	*0*	*0*	*30*	*2*	*1*	*0*	*1*	*0*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*137*	*25*	*0*	*0*	*0*	*0*	*0*	*0*	*86*	*27*	*1*	*0*	*0*	*1*	*0*	*0*	*129*	*21*	*3*	*2*	*0*	*2*	*0*	*0*	*36*	*1*	*2*	*2*	*0*	*0*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*147*	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*106*	*25*	*0*	*1*	*0*	*2*	*0*	*0*	*152*	*19*	*4*	*3*	*0*	*3*	*0*	*0*	*43*	*4*	*3*	*2*	*0*	*0*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*146*	*17*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*19*	*0*	*1*	*0*	*4*	*0*	*0*	*164*	*18*	*4*	*3*	*0*	*2*	*0*	*0*	*45*	*4*	*3*	*2*	*0*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*155*	*21*	*0*	*0*	*0*	*0*	*0*	*0*	*102*	*14*	*0*	*1*	*0*	*5*	*1*	*0*	*181*	*16*	*3*	*3*	*0*	*5*	*0*	*0*	*50*	*5*	*3*	*2*	*0*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*169*	*23*	*0*	*0*	*0*	*0*	*0*	*0*	*107*	*15*	*1*	*1*	*0*	*5*	*1*	*0*	*202*	*19*	*2*	*1*	*0*	*5*	*0*	*0*	*52*	*7*	*2*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*149*	*21*	*1*	*0*	*0*	*0*	*0*	*0*	*89*	*12*	*1*	*0*	*0*	*3*	*1*	*0*	*197*	*17*	*0*	*0*	*0*	*4*	*0*	*0*	*61*	*6*	*1*	*1*	*0*	*0*	*0*	*0*
08:45 - 09:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*128*	*18*	*1*	*0*	*1*	*0*	*0*	*0*	*96*	*16*	*1*	*0*	*0*	*1*	*1*	*0*	*194*	*15*	*3*	*1*	*0*	*5*	*0*	*0*	*65*	*8*	*0*	*1*	*0*	*0*	*0*	*0*
09:00 - 10:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*108*	*16*	*1*	*0*	*1*	*0*	*0*	*0*	*89*	*19*	*2*	*0*	*0*	*0*	*0*	*0*	*193*	*17*	*3*	*1*	*0*	*2*	*0*	*0*	*60*	*7*	*0*	*1*	*1*	*0*	*0*	*0*

AM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**409**	**59**	**1**	**1**	**1**	**0**	**0**	**0**	**279**	**63**	**5**	**1**	**0**	**6**	**1**	**0**	**496**	**57**	**8**	**4**	**0**	**8**	**0**	**0**	**140**	**14**	**4**	**3**	**2**	**0**	**0**	**0**

Daily Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**409**	**59**	**1**	**1**	**1**	**0**	**0**	**0**	**279**	**63**	**5**	**1**	**0**	**6**	**1**	**0**	**496**	**57**	**8**	**4**	**0**	**8**	**0**	**0**	**140**	**14**	**4**	**3**	**2**	**0**	**0**	**0**
AM Peak Hour																																								
07:00 - 08:00	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***146***	***22***	***0***	***1***	***0***	***0***	***0***	***0***	***88***	***30***	***3***	***0***	***0***	***1***	***0***	***0***	***122***	***24***	***2***	***0***	***0***	***1***	***0***	***0***	***30***	***2***	***1***	***0***	***1***	***0***	***0***	***0***

Advanced Transp

Site 3 - A3024/

Classified Count

	B to A								B to B								B to C								B to D								B to E							
Times	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
07:00 - 07:15	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	9	1	0	1	0	0	0	101	24	3	2	1	0	0	0	94	22	3	2	1	0	0	0
07:15 - 07:30	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	10	1	2	2	0	0	0	122	30	7	3	0	0	0	0	83	23	5	2	0	1	0	0
07:30 - 07:45	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	6	3	0	0	0	0	0	129	31	4	1	0	2	0	0	85	26	2	2	0	0	0	0
07:45 - 08:00	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17	8	3	1	0	0	0	0	169	18	3	2	1	1	0	0	99	24	2	3	0	0	0	0
08:00 - 08:15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	10	4	0	1	0	0	0	140	37	5	1	0	3	0	0	82	11	3	2	0	0	0	0
08:15 - 08:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	6	4	0	0	0	0	0	99	15	12	0	0	1	0	0	81	18	1	1	0	3	0	0
08:30 - 08:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	10	3	2	0	0	0	0	118	22	3	2	1	1	0	0	75	14	3	2	0	1	0	0
08:45 - 09:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	9	1	0	0	0	0	0	106	21	7	4	0	0	0	0	65	20	4	2	1	0	0	0
09:00 - 09:15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	1	0	0	119	26	2	0	0	0	0	0	80	21	1	2	0	0	0	0
09:15 - 09:30	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	3	1	0	0	0	0	0	136	24	6	1	0	0	0	0	75	14	4	6	2	0	0	0
09:30 - 09:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	6	0	0	0	0	0	0	119	19	6	6	1	1	0	0	76	16	1	6	0	2	0	0
09:45 - 10:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	5	2	0	0	0	0	0	103	19	4	6	1	1	0	0	84	23	2	3	0	0	0	0
07:00 - 08:00	*13*	*12*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*82*	*33*	*8*	*3*	*3*	*0*	*0*	*0*	*521*	*103*	*17*	*8*	*2*	*3*	*0*	*0*	*361*	*95*	*12*	*9*	*1*	*1*	*0*	*0*
07:15 - 08:15	*12*	*8*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*75*	*34*	*11*	*3*	*3*	*0*	*0*	*0*	*560*	*116*	*19*	*7*	*1*	*6*	*0*	*0*	*349*	*84*	*12*	*9*	*0*	*1*	*0*	*0*
07:30 - 08:30	*13*	*5*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*30*	*14*	*1*	*1*	*0*	*0*	*0*	*537*	*101*	*24*	*4*	*1*	*7*	*0*	*0*	*347*	*79*	*8*	*8*	*0*	*3*	*0*	*0*
07:45 - 08:45	*6*	*4*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*75*	*34*	*14*	*3*	*1*	*0*	*0*	*0*	*526*	*92*	*23*	*5*	*2*	*6*	*0*	*0*	*337*	*67*	*9*	*8*	*0*	*4*	*0*	*0*
08:00 - 09:00	*6*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*35*	*12*	*2*	*1*	*0*	*0*	*0*	*463*	*95*	*27*	*7*	*1*	*5*	*0*	*0*	*303*	*63*	*11*	*7*	*1*	*4*	*0*	*0*
08:15 - 09:15	*8*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*78*	*29*	*8*	*2*	*0*	*1*	*0*	*0*	*442*	*84*	*24*	*6*	*1*	*2*	*0*	*0*	*301*	*73*	*9*	*7*	*1*	*4*	*0*	*0*
08:30 - 09:30	*8*	*4*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*78*	*26*	*5*	*2*	*0*	*1*	*0*	*0*	*479*	*93*	*18*	*7*	*1*	*1*	*0*	*0*	*295*	*69*	*12*	*12*	*3*	*1*	*0*	*0*
08:45 - 09:45	*10*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*81*	*22*	*2*	*0*	*0*	*1*	*0*	*0*	*480*	*90*	*21*	*11*	*1*	*1*	*0*	*0*	*296*	*71*	*10*	*16*	*3*	*2*	*0*	*0*
09:00 - 10:00	*10*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*94*	*18*	*3*	*0*	*0*	*1*	*0*	*0*	*477*	*88*	*18*	*13*	*2*	*2*	*0*	*0*	*315*	*74*	*8*	*17*	*2*	*2*	*0*	*0*
AM Total	**29**	**17**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**245**	**86**	**23**	**5**	**4**	**1**	**0**	**0**	**1461**	**286**	**62**	**28**	**5**	**10**	**0**	**0**	**979**	**232**	**31**	**33**	**4**	**7**	**0**	**0**
Daily Total	**29**	**17**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**245**	**86**	**23**	**5**	**4**	**1**	**0**	**0**	**1461**	**286**	**62**	**28**	**5**	**10**	**0**	**0**	**979**	**232**	**31**	**33**	**4**	**7**	**0**	**0**
AM Peak Hour																																								
07:00 - 08:00	***13***	***12***	***1***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***82***	***33***	***8***	***3***	***3***	***0***	***0***	***0***	***521***	***103***	***17***	***8***	***2***	***3***	***0***	***0***	***361***	***95***	***12***	***9***	***1***	***1***	***0***	***0***

Advanced Transp

Site 3 - A3024/

Classified Count

	C to A								C to B								C to C								C to D								C to E							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	68	11	0	0	0	1	0	0	31	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	1	0	0	41	9	0	0	0	0	0	0
07:15 - 07:30	73	14	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	0	34	4	1	0	0	1	0	0
07:30 - 07:45	78	13	0	0	1	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	27	7	2	0	1	0	0	0
07:45 - 08:00	58	3	2	0	0	0	0	0	14	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	32	6	0	0	0	0	0	0
08:00 - 08:15	65	5	1	0	1	2	1	0	16	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	1	0	0	50	6	0	0	0	0	1	0
08:15 - 08:30	42	6	1	0	0	1	1	0	15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8	3	2	0	0	0	0	0	30	1	0	0	0	0	2	0
08:30 - 08:45	33	7	2	0	0	0	0	0	17	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	0	38	1	0	0	1	0	0	0
08:45 - 09:00	34	4	0	0	0	0	0	0	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	1	0	0	0	0	0	41	1	1	0	1	1	0	0
09:00 - 09:15	30	7	1	0	0	0	0	0	22	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17	2	1	0	0	0	0	0	38	4	0	0	1	0	0	0
09:15 - 09:30	31	5	2	0	0	1	0	0	22	5	3	0	0	1	0	0	0	0	0	0	0	0	0	0	15	6	0	0	0	0	0	0	38	9	0	0	0	3	0	0
09:30 - 09:45	37	5	2	0	0	0	0	0	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16	5	1	0	0	0	0	0	39	8	0	0	0	1	0	0
09:45 - 10:00	32	3	1	0	1	0	0	0	22	2	4	0	0	1	0	0	0	0	0	0	0	0	0	0	18	4	2	0	0	0	0	0	36	2	1	0	1	0	0	0
07:00 - 08:00	*277*	*41*	*6*	*0*	*1*	*1*	*0*	*0*	*90*	*13*	*2*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*56*	*5*	*1*	*0*	*0*	*1*	*0*	*0*	*134*	*26*	*3*	*0*	*1*	*1*	*0*	*0*
07:15 - 08:15	*274*	*35*	*7*	*0*	*2*	*2*	*1*	*0*	*75*	*7*	*5*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*58*	*6*	*1*	*0*	*0*	*1*	*0*	*0*	*143*	*23*	*3*	*0*	*1*	*1*	*1*	*0*
07:30 - 08:30	*243*	*27*	*4*	*0*	*2*	*3*	*2*	*0*	*65*	*8*	*7*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*53*	*8*	*2*	*0*	*0*	*1*	*0*	*0*	*139*	*20*	*2*	*0*	*1*	*0*	*3*	*0*
07:45 - 08:45	*198*	*21*	*6*	*0*	*1*	*3*	*2*	*0*	*62*	*10*	*10*	*2*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*54*	*6*	*2*	*0*	*0*	*1*	*0*	*0*	*150*	*14*	*0*	*0*	*1*	*0*	*3*	*0*
08:00 - 09:00	*174*	*22*	*4*	*0*	*1*	*3*	*2*	*0*	*66*	*10*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*58*	*7*	*3*	*0*	*0*	*1*	*0*	*0*	*159*	*9*	*1*	*0*	*2*	*1*	*3*	*0*
08:15 - 09:15	*139*	*24*	*4*	*0*	*0*	*1*	*1*	*0*	*72*	*10*	*7*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*57*	*8*	*4*	*0*	*0*	*0*	*0*	*0*	*147*	*7*	*1*	*0*	*3*	*1*	*2*	*0*
08:30 - 09:30	*128*	*23*	*5*	*0*	*0*	*1*	*0*	*0*	*79*	*14*	*8*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*64*	*11*	*2*	*0*	*0*	*0*	*0*	*0*	*155*	*15*	*1*	*0*	*3*	*4*	*0*	*0*
08:45 - 09:45	*132*	*21*	*5*	*0*	*0*	*1*	*0*	*0*	*84*	*12*	*7*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*64*	*15*	*3*	*0*	*0*	*0*	*0*	*0*	*156*	*22*	*1*	*0*	*2*	*5*	*0*	*0*
09:00 - 10:00	*130*	*20*	*6*	*0*	*1*	*1*	*0*	*0*	*88*	*10*	*10*	*1*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*66*	*17*	*4*	*0*	*0*	*0*	*0*	*0*	*151*	*23*	*1*	*0*	*2*	*4*	*0*	*0*
AM Total	**581**	**83**	**16**	**0**	**3**	**5**	**2**	**0**	**244**	**33**	**22**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**180**	**29**	**8**	**0**	**0**	**2**	**0**	**0**	**444**	**58**	**5**	**0**	**5**	**6**	**3**	**0**
Daily Total	**581**	**83**	**16**	**0**	**3**	**5**	**2**	**0**	**244**	**33**	**22**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**180**	**29**	**8**	**0**	**0**	**2**	**0**	**0**	**444**	**58**	**5**	**0**	**5**	**6**	**3**	**0**
AM Peak Hour																																								
07:00 - 08:00	***277***	***41***	***6***	***0***	***1***	***1***	***0***	***0***	***90***	***13***	***2***	***1***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***56***	***5***	***1***	***0***	***0***	***1***	***0***	***0***	***134***	***26***	***3***	***0***	***1***	***1***	***0***	***0***

Advanced Transp

Site 3 - A3024/

Classified Count

	D to A								D to B								D to C								D to D								D to E							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	68	19	2	0	0	1	0	0	130	39	3	0	0	0	0	0	7	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	0
07:15 - 07:30	82	17	1	0	0	1	0	0	147	42	3	3	0	0	0	0	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	0	0	0
07:30 - 07:45	75	17	1	0	0	0	0	0	155	27	2	0	0	1	0	0	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	4	1	0	0	1	0	0
07:45 - 08:00	87	13	0	1	1	0	0	0	122	22	3	0	0	0	0	0	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	1	0	1	0	0	0
08:00 - 08:15	111	18	0	0	0	0	0	0	88	15	3	2	0	0	0	0	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	0
08:15 - 08:30	62	9	2	0	0	0	0	0	122	25	6	2	0	0	0	0	35	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0
08:30 - 08:45	48	5	2	0	0	0	0	0	163	30	1	2	0	0	0	0	23	8	1	1	0	1	0	0	0	0	0	0	0	0	0	0	18	1	0	1	0	0	0	0
08:45 - 09:00	40	7	0	0	0	0	0	0	149	23	3	2	0	0	0	0	23	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	31	1	1	0	0	0	0	0
09:00 - 09:15	42	5	1	0	0	0	0	0	123	31	1	2	1	2	0	0	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20	3	2	0	0	0	0	0
09:15 - 09:30	35	7	2	0	0	0	0	0	123	26	5	1	0	0	0	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	6	0	0	0	0	0	0
09:30 - 09:45	39	6	1	0	0	0	0	0	128	16	3	3	0	1	0	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0
09:45 - 10:00	42	3	3	0	0	1	0	0	133	15	1	0	1	1	0	0	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0
07:00 - 08:00	*312*	*66*	*4*	*1*	*1*	*2*	*0*	*0*	*554*	*130*	*11*	*3*	*0*	*1*	*0*	*0*	*58*	*12*	*3*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*46*	*12*	*3*	*0*	*1*	*1*	*0*	*0*
07:15 - 08:15	*355*	*65*	*2*	*1*	*1*	*1*	*0*	*0*	*512*	*106*	*11*	*5*	*0*	*1*	*0*	*0*	*63*	*21*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*43*	*10*	*4*	*0*	*1*	*1*	*0*	*0*
07:30 - 08:30	*335*	*57*	*3*	*1*	*1*	*0*	*0*	*0*	*487*	*89*	*14*	*4*	*0*	*1*	*0*	*0*	*86*	*24*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*57*	*9*	*3*	*0*	*1*	*1*	*0*	*0*
07:45 - 08:45	*308*	*45*	*4*	*1*	*1*	*0*	*0*	*0*	*495*	*92*	*13*	*6*	*0*	*0*	*0*	*0*	*86*	*26*	*2*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*59*	*6*	*2*	*1*	*1*	*0*	*0*	*0*
08:00 - 09:00	*261*	*39*	*4*	*0*	*0*	*0*	*0*	*0*	*522*	*93*	*13*	*8*	*0*	*0*	*0*	*0*	*93*	*31*	*3*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*79*	*4*	*2*	*1*	*0*	*0*	*0*	*0*
08:15 - 09:15	*192*	*26*	*5*	*0*	*0*	*0*	*0*	*0*	*557*	*109*	*11*	*8*	*1*	*2*	*0*	*0*	*102*	*26*	*5*	*3*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*90*	*5*	*3*	*1*	*0*	*0*	*0*	*0*
08:30 - 09:30	*165*	*24*	*5*	*0*	*0*	*0*	*0*	*0*	*558*	*110*	*10*	*7*	*1*	*2*	*0*	*0*	*87*	*28*	*5*	*2*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*90*	*11*	*3*	*1*	*0*	*0*	*0*	*0*
08:45 - 09:45	*156*	*25*	*4*	*0*	*0*	*0*	*0*	*0*	*523*	*96*	*12*	*8*	*1*	*3*	*0*	*0*	*84*	*22*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*100*	*10*	*3*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*158*	*21*	*7*	*0*	*0*	*1*	*0*	*0*	*507*	*88*	*10*	*6*	*2*	*4*	*0*	*0*	*75*	*18*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*89*	*10*	*2*	*0*	*0*	*0*	*0*	*0*
AM Total	**731**	**126**	**15**	**1**	**1**	**3**	**0**	**0**	**1583**	**311**	**34**	**17**	**2**	**5**	**0**	**0**	**226**	**61**	**9**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**214**	**26**	**7**	**1**	**1**	**1**	**0**	**0**
Daily Total	**731**	**126**	**15**	**1**	**1**	**3**	**0**	**0**	**1583**	**311**	**34**	**17**	**2**	**5**	**0**	**0**	**226**	**61**	**9**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**214**	**26**	**7**	**1**	**1**	**1**	**0**	**0**
AM Peak Hour																																								
07:00 - 08:00	***312***	***66***	***4***	***1***	***1***	***2***	***0***	***0***	***554***	***130***	***11***	***3***	***0***	***1***	***0***	***0***	***58***	***12***	***3***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***46***	***12***	***3***	***0***	***1***	***1***	***0***	***0***

Advanced Transp		*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 3 - A3024/		*Client:*	**Motion**
Classified Count		*Date:*	**Tuesday 18 March 2025**

	E to A								E to B								E to C								E to D								E to E							
Times	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
07:00 - 07:15	26	7	0	0	1	0	0	0	143	47	5	0	0	0	0	0	29	14	0	0	0	2	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	39	9	0	0	0	0	0	0	146	45	5	1	1	2	0	0	50	9	0	0	0	2	1	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	38	9	0	0	0	0	0	0	116	39	2	1	0	1	0	0	58	11	2	0	0	2	0	0	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	55	5	0	0	0	0	0	0	107	22	2	3	0	1	0	0	23	7	2	0	0	0	0	0	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	35	8	1	1	0	0	0	0	72	14	1	3	0	0	0	0	28	6	1	0	0	2	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	32	5	0	1	0	0	0	0	115	8	1	1	2	1	0	0	57	5	0	0	0	3	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	28	4	1	0	0	0	0	0	138	26	2	4	1	1	0	0	58	5	0	0	0	1	0	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	19	4	0	0	0	0	0	0	116	19	2	1	0	0	0	0	54	4	2	0	0	0	0	0	12	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	24	3	1	0	0	1	0	0	80	19	2	5	0	0	0	0	49	5	0	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	35	2	0	0	0	1	0	0	124	17	3	4	2	0	0	0	31	6	1	1	0	0	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	21	2	0	0	0	0	0	0	92	18	6	1	2	1	0	0	34	8	0	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	22	3	0	1	0	0	0	0	91	22	1	3	1	0	0	0	40	2	1	0	0	0	0	0	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0

07:00 - 08:00	*158*	*30*	*0*	*0*	*1*	*0*	*0*	*0*	*512*	*153*	*14*	*5*	*1*	*4*	*0*	*0*	*160*	*41*	*4*	*0*	*0*	*6*	*1*	*0*	*35*	*12*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*167*	*31*	*1*	*1*	*0*	*0*	*0*	*0*	*441*	*120*	*10*	*8*	*1*	*4*	*0*	*0*	*159*	*33*	*5*	*0*	*0*	*6*	*1*	*0*	*36*	*10*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*160*	*27*	*1*	*2*	*0*	*0*	*0*	*0*	*410*	*83*	*6*	*8*	*2*	*3*	*0*	*0*	*166*	*29*	*5*	*0*	*0*	*7*	*0*	*0*	*40*	*9*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*150*	*22*	*2*	*2*	*0*	*0*	*0*	*0*	*432*	*70*	*6*	*11*	*3*	*3*	*0*	*0*	*166*	*23*	*3*	*0*	*0*	*6*	*0*	*0*	*45*	*9*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*114*	*21*	*2*	*2*	*0*	*0*	*0*	*0*	*441*	*67*	*6*	*9*	*3*	*2*	*0*	*0*	*197*	*20*	*3*	*0*	*0*	*6*	*0*	*0*	*47*	*11*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*103*	*16*	*2*	*1*	*0*	*1*	*0*	*0*	*449*	*72*	*7*	*11*	*3*	*2*	*0*	*0*	*218*	*19*	*2*	*0*	*0*	*4*	*0*	*0*	*49*	*12*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*106*	*13*	*2*	*0*	*0*	*2*	*0*	*0*	*458*	*81*	*9*	*14*	*3*	*1*	*0*	*0*	*192*	*20*	*3*	*1*	*0*	*1*	*0*	*0*	*49*	*12*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*99*	*11*	*1*	*0*	*0*	*2*	*0*	*0*	*412*	*73*	*13*	*11*	*4*	*1*	*0*	*0*	*168*	*23*	*3*	*1*	*0*	*0*	*0*	*0*	*52*	*12*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*102*	*10*	*1*	*1*	*0*	*2*	*0*	*0*	*387*	*76*	*12*	*13*	*5*	*1*	*0*	*0*	*154*	*21*	*2*	*1*	*0*	*0*	*0*	*0*	*54*	*10*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
AM Total	**374**	**61**	**3**	**3**	**1**	**2**	**0**	**0**	**1340**	**296**	**32**	**27**	**9**	**7**	**0**	**0**	**511**	**82**	**9**	**1**	**0**	**12**	**1**	**0**	**136**	**33**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Daily Total	**374**	**61**	**3**	**3**	**1**	**2**	**0**	**0**	**1340**	**296**	**32**	**27**	**9**	**7**	**0**	**0**	**511**	**82**	**9**	**1**	**0**	**12**	**1**	**0**	**136**	**33**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak Hour																																								
07:00 - 08:00	***158***	***30***	***0***	***0***	***1***	***0***	***0***	***0***	***512***	***153***	***14***	***5***	***1***	***4***	***0***	***0***	***160***	***41***	***4***	***0***	***0***	***6***	***1***	***0***	***35***	***12***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

	Hamble Lane				Bursledon Road			
Time of Green	Lane 1	Lane 2	Lane 3		Time of Green	Lane 1	Lane 2	Lane 3
07:00:52	0	12+	7		07:00:13	0	2	3
07:02:05	0	11+	7		07:01:28	0	4	9
07:03:18	0	11+	4		07:02:41	1	4	8
07:04:31	0	11+	4		07:03:50	1	2	10
07:05:44	1	10+	5		07:05:06	4	2	6
07:06:53	0	9+	5		07:06:19	0	4	10
07:08:09	0	10+	10+		07:07:28	1	12	9
07:09:22	0	10+	9+		07:08:41	2	2	5
07:10:31	1	11+	8		07:09:57	0	3	5
07:11:47	1	6	5		07:11:05	1	4	10
07:13:00	0	11+	7		07:12:17	1	5	10
07:14:09	1	11+	8		07:13:33	1	2	7
07:15:25	0	11+	10+		07:14:42	2	4	10
07:16:38	0	9+	9		07:15:58	4	4	8
07:17:47	0	11+	11+		07:17:12	3	4	7
07:18:59	1	10+	10+		07:18:25	0	4	10
07:20:15	0	10+	10+		07:19:38	5	5	10
07:21:24	0	9+	10+		07:20:51	3	4	5
07:22:40	0	11+	10+		07:22:03	3	5	10
07:23:53	1	10+	9+		07:23:16	2	4	9
07:25:06	0	11+	9		07:24:29	3	6	10
07:26:19	0	9+	9+		07:25:42	2	3	9
07:27:32	0	11+	10+		07:26:56	1	9	10
07:28:45	0	11+	9+		07:28:08	3	7	10
07:29:54	0	11+	9+		07:29:21	2	6	11
07:31:10	0	10+	11+		07:30:34	4	3	10
07:32:23	0	11+	11+		07:31:47	0	4	10
07:33:36	1	11+	7		07:33:00	2	7	8
07:34:49	0	10+	9+		07:34:13	3	3	10
07:36:02	1	11+	11+		07:35:26	2	9	10
07:37:15	2	9	7		07:36:39	3	3	8

	A27 SB			A3024			A27 NB			
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2		
07:00 - 07:05	2	2		4	1		6	6		
07:05 - 07:10	5	2		6	3		10	12		
07:10 - 07:15	7	6		3	3		3	12		
07:15 - 07:20	5	3		4	4		5	18+		
07:20 - 07:25	5	2		5	6		6	18+		
07:25 - 07:30	7	4		4	6		6	17+		
07:30 - 07:35	12	6		4	4		6	18+		
07:35 - 07:40	11	9		13	7		3	6		
07:40 - 07:45	8	19		12	9		10	8		
07:45 - 07:50	8	21+		9	6		3	9		
07:50 - 07:55	11	22+		7	3		8	6		
07:55 - 08:00	10	21+		11	5		10	12		
08:00 - 08:05	5	21+	3 19	7	5	3 6	8	14	2 2	
08:05 - 08:10	11	21+		36	6		3	5		
08:10 - 08:15	6	20+		15	8		4	4		
08:15 - 08:20	11	21+		10	4		2	3		
08:20 - 08:25	10	22+		12	9		3	2		
08:25 - 08:30	11	12		40	13		6	6		
08:30 - 08:35	8	4		9	6		4	2		
08:35 - 08:40	4	5		12	3		3	7		
08:40 - 08:45	8	4		9	5		1	3		
08:45 - 08:50	7	9		9	2		3	3		
08:50 - 08:55	9	6		37	5		6	8		
08:55 - 09:00	4	3		12	5		3	6		
09:00 - 09:05	6	5		11	5		4	7		
09:05 - 09:10	5	2		7	4		4	7		
09:10 - 09:15	8	3		8	5		5	4		
09:15 - 09:20	9	14		7	4		4	6		
09:20 - 09:25	7	6		8	4		6	6		
09:25 - 09:30	4	9		37	5		6	5		
09:30 - 09:35	6	3		6	4		6	6		

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	Hamble Lane				Bursledon Road		
Time of Green	Lane 1	Lane 2	Lane 3	Time of Green	Lane 1	Lane 2	Lane 3
07:38:28	1	10	5	07:37:46	4	6	10
07:39:41	0	10+	7	07:39:00	2	6	10
07:40:50	0	11+	8	07:40:12	0	3	10
07:42:06	0	10+	10+	07:41:28	4	5	9
07:43:19	1	11+	10+	07:42:37	4	4	10
07:44:28	0	12+	11+	07:43:53	3	7	5

	A27 SB			A3024			A27 NB	
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2
09:35 - 09:40	5	6		4	4		5	5
09:40 - 09:45	6	4		8	3		2	4
09:45 - 09:50	3	4		7	8		4	7
09:50 - 09:55	4	2		3	3		6	3
09:55 - 10:00	3	2		5	4		4	5

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

	Hamble Lane				Bursledon Road			
Time of Green	Lane 1	Lane 2	Lane 3		Time of Green	Lane 1	Lane 2	Lane 3
07:45:40	0	11+	10+		07:45:06	3	3	10
07:46:56	0	11+	11+		07:46:19	7	3	10
07:48:05	1	9+	10+		07:47:32	2	6	7
07:49:21	0	9+	7		07:48:45	4	7	9
07:50:34	1	11+	11+		07:49:54	1	6	7
07:51:47	0	11+	5		07:51:10	2	9	10
07:52:52	0	11+	8		07:52:19	0	6	10
07:54:11	0	9+	10+		07:53:31	2	5	10
07:55:24	0	10+	9+		07:54:47	4	5	10
07:56:33	0	11+	11+		07:56:00	3	11	10
07:57:49	0	11+	11+		07:57:13	0	11	10
07:59:02	0	11+	9+		07:58:26	5	6	7
08:00:15	0	11+	9+	0 -1 2	07:59:35	0	5	12
08:01:24	0	8+	9+		08:00:52	0	7	10
08:02:40	0	11+	10+		08:02:04	1	8	10
08:03:53	2	10+	9+		08:03:17	0	4	12
08:05:06	0	12+	10+		08:04:30	0	3	10
08:06:19	1	11+	11+		08:05:43	0	3	10
08:07:24	1	11+	11+		08:06:57	0	1	10
08:08:43	0	9+	10+		08:08:05	2	7	10
08:09:56	1	9+	10+		08:09:17	3	9	10
08:11:05	0	11+	10+		08:10:29	1	2	10
08:12:21	0	11+	11+		08:11:42	4	3	10
08:13:30	0	10+	10+		08:12:58	1	3	10
08:14:42	0	9+	9+		08:14:10	3	7	10
08:15:58	0	11+	8+		08:15:19	2	6	10
08:17:07	0	10+	10+		08:16:35	1	7	10
08:18:19	0	11+	9+		08:17:44	0	10	10
08:19:31	0	10+	10+		08:18:56	0	4	10
08:20:47	2	7+	11+		08:20:08	0	3	10
08:22:00	1	11+	11+		08:21:20	3	6	6

	A27 SB			A3024			A27 NB	
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

	Hamble Lane				Bursledon Road			
Time of Green	Lane 1	Lane 2	Lane 3		Time of Green	Lane 1	Lane 2	Lane 3
08:23:09	1	11+	11+		08:22:32	3	4	10
08:24:21	1	11+	10+		08:23:44	2	4	9
08:25:33	0	11+	10+		08:25:00	1	8	8
08:26:41	1	10+	10+		08:26:13	0	3	7
08:28:00	1	10+	10+		08:27:26	4	7	10
08:29:13	0	9	10+		08:28:31	1	4	10
08:30:26	0	10+	10+		08:29:46	1	10	6
08:31:39	0	6	9+		08:30:58	3	2	10
08:32:52	1	9	10+		08:32:10	0	7	10
08:34:05	0	10+	8+		08:33:22	2	8	6
08:35:10	0	7	9+		08:34:38	2	1	8
08:36:21	1	9+	10+		08:35:47	0	10	9
08:37:40	0	6	9+		08:37:03	0	10	7
08:38:53	0	11+	8		08:38:16	0	6	7
08:40:06	0	11+	10+		08:39:25	0	2	10
08:41:15	0	11+	7		08:40:41	0	5	10
08:42:27	1	9+	7		08:41:54	3	1	3
08:43:39	2	8	7		08:43:07	3	4	4
08:44:55	1	4	7		08:44:20	0	7	4
08:46:08	0	8+	1		08:45:25	1	7	8
08:47:21	1	7	8		08:46:45	3	1	1
08:48:34	1	7	7		08:47:57	1	5	10
08:49:47	0	9+	7		08:49:02	2	4	10
08:51:00	2	8	7		08:50:22	0	8	8
08:52:13	0	8	9		08:51:30	0	3	9
08:53:22	2	5	3		08:52:46	3	3	4
08:54:30	1	9	9+		08:53:51	0	8	5
08:55:49	0	8+	6		08:55:10	2	6	10
08:56:54	0	10+	7		08:56:20	1	4	4
08:58:09	1	10+	3		08:57:35	2	4	1
08:59:21	0	10	6		08:58:48	1	4	3

	A27 SB			A3024			A27 NB	
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

	Hamble Lane				Bursledon Road			
Time of Green	Lane 1	Lane 2	Lane 3		Time of Green	Lane 1	Lane 2	Lane 3
09:00:33	1	8	7		09:00:01	1	3	4
09:01:41	0	7	4		09:01:11	0	0	9
09:02:56	0	6	7		09:02:22	1	6	5
09:04:08	0	7	6		09:03:38	0	9	6
09:05:13	2	7	5		09:04:39	1	6	2
09:06:16	1	11+	5		09:05:43	0	6	2
09:07:17	2	4	5		09:06:43	1	1	4
09:08:16	0	5	4		09:07:43	3	2	4
09:09:09	0	9+	3		09:08:43	1	5	5
09:10:01	0	2	3		09:09:40	0	0	5
09:11:04	2	2	7		09:10:33	4	4	6
09:11:59	1	7	4		09:11:33	2	7	10
09:12:52	2	10+	6		09:12:22	0	3	5
09:13:41	0	7	4		09:13:18	1	2	3
09:14:33	0	6	4		09:14:09	1	8	5
09:15:18	0	5	5		09:14:58	0	3	2
09:16:06	0	5	4		09:15:45	5	5	2
09:16:51	0	5	10+		09:16:30	0	4	6
09:17:36	0	7	9		09:17:15	4	11	4
09:18:21	1	9+	9+		09:17:54	0	9	5
09:19:02	2	10+	10+		09:18:39	0	5	0
09:19:48	0	10+	10+		09:19:27	2	7	5
09:20:40	2	8	6		09:20:16	1	6	5
09:21:33	0	11+	9		09:21:07	4	5	7
09:22:30	1	5	3		09:22:03	2	8	1
09:23:27	0	3	2		09:22:59	0	4	4
09:24:24	2	4	6		09:23:56	0	8	5
09:25:17	0	7	6		09:24:48	5	2	6
09:26:10	0	9+	2		09:25:39	0	0	4
09:26:57	0	7	4		09:26:35	1	3	2
09:27:49	0	6	4		09:27:24	0	6	5

	A27 SB			A3024			A27 NB	
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

	Hamble Lane				Bursledon Road			
Time of Green	Lane 1	Lane 2	Lane 3		Time of Green	Lane 1	Lane 2	Lane 3
09:28:37	0	9	5		09:28:09	1	7	6
09:29:21	0	9+	8+		09:28:55	1	4	2
09:30:04	2	6	8		09:29:39	1	4	2
09:30:47	2	4	5		09:30:28	0	0	1
09:31:42	0	7	2		09:31:16	1	5	0
09:32:31	1	6	6		09:32:07	0	2	0
09:33:31	0	6	6		09:32:59	0	12	3
09:34:32	0	1	2		09:33:57	0	2	10
09:35:32	0	5	5		09:34:54	0	0	1
09:36:08	0	9+	3		09:35:52	0	2	6
09:36:44	0	10+	8		09:36:27	0	4	2
09:37:20	0	10+	7		09:37:03	1	1	0
09:37:56	1	7	6		09:37:39	2	6	5
09:38:32	0	9+	4		09:38:16	0	2	3
09:39:08	2	9+	8		09:38:51	0	7	0
09:40:02	0	10	4		09:39:31	1	6	9
09:41:06	1	10	7		09:40:33	1	3	8
09:42:00	0	7	6		09:41:32	4	3	2
09:42:59	0	5	5		09:42:33	0	1	5
09:43:49	0	2	2		09:43:26	1	2	2
09:44:38	1	2	0		09:44:14	0	3	8
09:45:24	2	7	1		09:44:58	0	1	4
09:46:12	1	7	2		09:45:48	2	6	3
09:47:03	1	9+	7		09:46:36	0	3	5
09:47:54	0	7	5		09:47:29	1	4	4
09:48:56	1	5	0		09:48:26	0	9	4
09:49:55	0	4	5		09:49:27	0	4	6
09:50:45	0	6	4		09:50:27	4	5	6
09:51:21	0	6	5		09:51:03	1	3	1
09:51:57	1	5	6		09:51:39	1	2	1
09:52:33	0	7	4		09:52:15	1	2	3

	A27 SB			A3024			A27 NB	
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	Hamble Lane				Bursledon Road		
Time of Green	Lane 1	Lane 2	Lane 3	Time of Green	Lane 1	Lane 2	Lane 3
09:53:09	1	8	8	09:52:51	2	2	4
09:53:45	1	6	6	09:53:27	0	2	1
09:54:22	0	6	4	09:54:04	0	0	1
09:54:59	1	5	5	09:54:41	1	1	2
09:55:36	1	2	5	09:55:18	0	2	1
09:56:13	1	4	4	09:55:55	0	1	6
09:56:49	0	9+	0	09:56:31	0	5	1
09:57:26	0	10+	2	09:57:09	0	2	3
09:58:02	0	9+	4	09:57:45	1	2	1
09:58:51	0	9+	6	09:58:25	0	6	4
09:59:50	0	8+	3	09:59:22	1	5	4

	A27 SB			A3024			A27 NB	
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2

Advanced Transport Research
Site 3 - A3024/A27
Saturation Flows

Job Number & Name: 42573 Bursledon, Southampton
Client: Motion
Date: Tuesday 18 March 2025

AM Peak	Bursledon Road																													Hamble Lane																						
	Lane 1							Lane 2							Lane 3															Lane 1							Lane 2							Lane 3						
Cycle #	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value
1	*Insufficent queuing*							11.0	2.0	18	2.0	35	73	13.0	8.0	2.0	15	4.0	36	76	10.0	*Insufficent queuing*							7.0	2.0	13	2.0	25	73	9.0	8.0	2.0	15	2.0	23	73	10.0							
2								7.0	2.0	16	1.0	34	72	9.0	8.0	2.0	16	2.0	28	69	10.0								8.5	2.0	16	2.0	24	73	10.5	9.0	2.0	17	5.0	29	72	11.0							
3								6.0	2.0	12	1.0	27	73	8.0	8.0	2.0	16	4.0	30	72	10.0								7.5	2.0	12	2.0	25	73	9.5	9.5	2.0	19	4.0	29	73	11.5							
4								8.0	2.0	19	2.0	34	72	10.0	8.0	2.0	15	2.0	30	73	10.0								7.0	2.5	14	1.0	22	73	9.5	9.0	2.0	16	6.0	28	69	11.0							
5								8.0	2.5	13	1.0	28	76	10.5	8.0	2.0	18	3.0	29	72	10.0								6.0	2.0	12	5.5	33	76	8.0	9.0	2.0	17.0	2.0	28	73	11.0							
6								8.0	2.0	16	2.0	31	73	10.0	8.4	2.0	16	3.0	31	72	10.4								6.0	2.0	12	2.0	22	73	8.0	9.0	2.0	17	1.0	24	69	11.0							
7								6.5	2.0	13.0	1.0	34	79	8.5	8.0	2.0	15.0	4.0	32	65	10.0								6.0	2.0	9.0	2.0	25	69	8.0	8.0	2.0	15	3.0	24	73	10.0							
8								8.0	2.0	17.0	2.0	24	61	10.0	8.5	2.0	16.0	3.0	33	70	10.5								4.5	2.0	11.0	0.0	19	53	8.5	7.0	2.0	14	5.0	32	79	9.0							
9								7.0	2.0	14	0.0	21	45	9.0	8.0	2.0	15	0.0	20	49	10.0								8.0	2.0	16	0.0	22	64	10.0	8.0	2.0	15	0.0	17	46	10.0							
10								6.0	2.0	16	1.0	21	56	8.0	8.0	2.5	14	0.0	29	57	10.5								8.0	2.0	13	0.0	18	54	10.0	8.0	2.0	16	0.0	20	52	10.0							
Total	0.0	0	0	0	0	0	0.0	75.5	20.5	154	13	289	680	96.0	80.9	20.5	156	25	298	675	101.4	0.0	0	0	0	0	0	0.0	68.5	20.5	128	16.5	235	681	91.0	84.5	20	161	28	254	679	104.5							
Sat Flow	#DIV/0!							0.49025974							0.51858974							#DIV/0!							0.53515625							0.52484472													
	#DIV/0!							1764.93506							1866.92308							#DIV/0!							1926.5625							1889.44099													
DOS	#DIV/0!							62.46%							68.53%							#DIV/0!							67.59%							84.39%													

Advanced Transport Research	*Job Number & Name:* 42573 Bursledon, Southampton
Site 3 - A3024/A27	*Client:* Motion
Signal Timings	*Date:* Tuesday 18 March 2025

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
07:00:13	07:00:43	07:00:46	07:01:26	07:01:28	06:59:39	07:00:01	07:00:04	07:00:50	07:00:52
07:01:28	07:01:56	07:01:59	07:02:39	07:02:41	07:00:52	07:01:17	07:01:20	07:02:03	07:02:05
07:02:41	07:03:09	07:03:12	07:03:48	07:03:50	07:02:05	07:02:30	07:02:33	07:03:16	07:03:18
07:03:50	07:04:23	07:04:26	07:05:04	07:05:06	07:03:18	07:03:39	07:03:42	07:04:29	07:04:31
07:05:06	07:05:36	07:05:39	07:06:17	07:06:19	07:04:31	07:04:55	07:04:58	07:05:42	07:05:44
07:06:19	07:06:44	07:06:47	07:07:26	07:07:28	07:05:44	07:06:08	07:06:11	07:06:51	07:06:53
07:07:28	07:08:00	07:08:03	07:08:39	07:08:41	07:06:53	07:07:17	07:07:20	07:08:07	07:08:09
07:08:41	07:09:13	07:09:16	07:09:55	07:09:57	07:08:09	07:08:29	07:08:32	07:09:20	07:09:22
07:09:57	07:10:22	07:10:25	07:11:03	07:11:05	07:09:22	07:09:45	07:09:48	07:10:29	07:10:31
07:11:05	07:11:38	07:11:41	07:12:15	07:12:17	07:10:31	07:10:54	07:10:57	07:11:45	07:11:47
07:12:17	07:12:52	07:12:55	07:13:31	07:13:33	07:11:47	07:12:06	07:12:09	07:12:58	07:13:00
07:13:33	07:14:01	07:14:04	07:14:40	07:14:42	07:13:00	07:13:22	07:13:25	07:14:07	07:14:09
07:14:42	07:15:17	07:15:20	07:15:56	07:15:58	07:14:09	07:14:31	07:14:34	07:15:23	07:15:25
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07:18:25	07:18:50	07:18:53	07:19:36	07:19:38	07:17:47	07:18:13	07:18:16	07:18:57	07:18:59
07:19:38	07:20:07	07:20:10	07:20:49	07:20:51	07:18:59	07:19:26	07:19:29	07:20:13	07:20:15
07:20:51	07:21:16	07:21:19	07:22:01	07:22:03	07:20:15	07:20:40	07:20:43	07:21:22	07:21:24
07:22:03	07:22:32	07:22:35	07:23:14	07:23:16	07:21:24	07:21:52	07:21:55	07:22:38	07:22:40
07:23:16	07:23:45	07:23:48	07:24:27	07:24:29	07:22:40	07:23:05	07:23:08	07:23:51	07:23:53
07:24:29	07:24:58	07:25:01	07:25:40	07:25:42	07:23:53	07:24:18	07:24:21	07:25:04	07:25:06
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07:26:56	07:27:23	07:27:26	07:28:06	07:28:08	07:26:19	07:26:44	07:26:47	07:27:30	07:27:32
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07:37:46	07:38:19	07:38:22	07:38:58	07:39:00	07:37:15	07:37:37	07:37:40	07:38:26	07:38:28
07:39:00	07:39:32	07:39:35	07:40:10	07:40:12	07:38:28	07:38:49	07:38:52	07:39:39	07:39:41
07:40:12	07:40:41	07:40:44	07:41:26	07:41:28	07:39:41	07:40:01	07:40:04	07:40:48	07:40:50
07:41:28	07:41:57	07:42:00	07:42:35	07:42:37	07:40:50	07:41:17	07:41:20	07:42:04	07:42:06
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07:43:53	07:44:19	07:44:22	07:45:04	07:45:06	07:43:19	07:43:42	07:43:45	07:44:26	07:44:28
07:45:06	07:45:31	07:45:34	07:46:17	07:46:19	07:44:28	07:44:55	07:44:58	07:45:38	07:45:40
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07:47:32	07:47:56	07:47:59	07:48:43	07:48:45	07:46:56	07:47:21	07:47:24	07:48:03	07:48:05
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08:03:17	08:03:45	08:03:48	08:04:28	08:04:30	08:02:40	08:03:06	08:03:09	08:03:51	08:03:53
08:04:30	08:04:57	08:05:00	08:05:41	08:05:43	08:03:53	08:04:19	08:04:22	08:05:04	08:05:06
08:05:43	08:06:10	08:06:13	08:06:55	08:06:57	08:05:06	08:05:32	08:05:35	08:06:17	08:06:19
08:06:57	08:07:15	08:07:18	08:08:03	08:08:05	08:06:19	08:06:45	08:06:48	08:07:22	08:07:24
08:08:05	08:08:35	08:08:38	08:09:15	08:09:17	08:07:24	08:07:54	08:07:57	08:08:41	08:08:43

Advanced Transport Research		*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 3 - A3024/A27		*Client:*	**Motion**
Signal Timings		*Date:*	**Tuesday 18 March 2025**

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
08:09:17	08:09:48	08:09:51	08:10:27	08:10:29	08:08:43	08:09:06	08:09:09	08:09:54	08:09:56
08:10:29	08:10:56	08:10:59	08:11:40	08:11:42	08:09:56	08:10:18	08:10:21	08:11:03	08:11:05
08:11:42	08:12:12	08:12:15	08:12:56	08:12:58	08:11:05	08:11:30	08:11:33	08:12:19	08:12:21
08:12:58	08:13:22	08:13:25	08:14:08	08:14:10	08:12:21	08:12:46	08:12:49	08:13:28	08:13:30
08:14:10	08:14:33	08:14:36	08:15:17	08:15:19	08:13:30	08:13:59	08:14:02	08:14:40	08:14:42
08:15:19	08:15:49	08:15:52	08:16:33	08:16:35	08:14:42	08:15:08	08:15:11	08:15:56	08:15:58
08:16:35	08:16:58	08:17:01	08:17:42	08:17:44	08:15:58	08:16:24	08:16:27	08:17:05	08:17:07
08:17:44	08:18:10	08:18:13	08:18:54	08:18:56	08:17:07	08:17:33	08:17:36	08:18:17	08:18:19
08:18:56	08:19:22	08:19:25	08:20:06	08:20:08	08:18:19	08:18:45	08:18:48	08:19:29	08:19:31
08:20:08	08:20:38	08:20:41	08:21:18	08:21:20	08:19:31	08:19:57	08:20:00	08:20:45	08:20:47
08:21:20	08:21:51	08:21:54	08:22:30	08:22:32	08:20:47	08:21:09	08:21:12	08:21:58	08:22:00
08:22:32	08:23:00	08:23:03	08:23:42	08:23:44	08:22:00	08:22:21	08:22:24	08:23:07	08:23:09
08:23:44	08:24:12	08:24:15	08:24:58	08:25:00	08:23:09	08:23:33	08:23:36	08:24:19	08:24:21
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08:27:26	08:27:51	08:27:54	08:28:29	08:28:31	08:26:41	08:27:15	08:27:18	08:27:58	08:28:00
08:28:31	08:29:04	08:29:07	08:29:44	08:29:46	08:28:00	08:28:20	08:28:23	08:29:11	08:29:13
08:29:46	08:30:17	08:30:20	08:30:56	08:30:58	08:29:13	08:29:35	08:29:38	08:30:24	08:30:26
08:30:58	08:31:30	08:31:33	08:32:08	08:32:10	08:30:26	08:30:47	08:30:50	08:31:37	08:31:39
08:32:10	08:32:43	08:32:46	08:33:20	08:33:22	08:31:39	08:31:59	08:32:02	08:32:50	08:32:52
08:33:22	08:33:56	08:33:59	08:34:36	08:34:38	08:32:52	08:33:11	08:33:14	08:34:03	08:34:05
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08:38:16	08:38:44	08:38:47	08:39:23	08:39:25	08:37:40	08:38:05	08:38:08	08:38:51	08:38:53
08:39:25	08:39:57	08:40:00	08:40:39	08:40:41	08:38:53	08:39:14	08:39:17	08:40:04	08:40:06
08:40:41	08:41:06	08:41:09	08:41:52	08:41:54	08:40:06	08:40:30	08:40:33	08:41:13	08:41:15
08:41:54	08:42:18	08:42:21	08:43:05	08:43:07	08:41:15	08:41:43	08:41:46	08:42:25	08:42:27
08:43:07	08:43:30	08:43:33	08:44:18	08:44:20	08:42:27	08:42:56	08:42:59	08:43:37	08:43:39
08:44:20	08:44:46	08:44:49	08:45:23	08:45:25	08:43:39	08:44:09	08:44:12	08:44:53	08:44:55
08:45:25	08:46:04	08:46:07	08:46:43	08:46:45	08:44:55	08:45:14	08:45:17	08:46:06	08:46:08
08:46:45	08:47:12	08:47:15	08:47:55	08:47:57	08:46:08	08:46:33	08:46:36	08:47:19	08:47:21
08:47:57	08:48:26	08:48:29	08:49:00	08:49:02	08:47:21	08:47:46	08:47:49	08:48:32	08:48:34
08:49:02	08:49:38	08:49:41	08:50:20	08:50:22	08:48:34	08:48:51	08:48:54	08:49:45	08:49:47
08:50:22	08:50:51	08:50:54	08:51:28	08:51:30	08:49:47	08:50:10	08:50:13	08:50:58	08:51:00
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08:52:46	08:53:13	08:53:16	08:53:49	08:53:51	08:52:13	08:52:35	08:52:38	08:53:20	08:53:22
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08:55:10	08:55:40	08:55:43	08:56:18	08:56:20	08:54:30	08:54:59	08:55:02	08:55:47	08:55:49
08:56:20	08:56:45	08:56:48	08:57:33	08:57:35	08:55:49	08:56:08	08:56:11	08:56:52	08:56:54
08:57:35	08:58:00	08:58:03	08:58:46	08:58:48	08:56:54	08:57:24	08:57:27	08:58:07	08:58:09
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09:00:01	09:00:25	09:00:28	09:01:09	09:01:11	08:59:21	08:59:50	08:59:53	09:00:31	09:00:33
09:01:11	09:01:32	09:01:35	09:02:20	09:02:22	09:00:33	09:00:59	09:01:02	09:01:39	09:01:41
09:02:22	09:02:47	09:02:50	09:03:36	09:03:38	09:01:41	09:02:11	09:02:14	09:02:54	09:02:56
09:03:38	09:03:59	09:04:02	09:04:37	09:04:39	09:02:56	09:03:27	09:03:30	09:04:06	09:04:08
09:04:39	09:05:04	09:05:07	09:05:41	09:05:43	09:04:08	09:04:28	09:04:31	09:05:11	09:05:13
09:05:43	09:06:07	09:06:10	09:06:41	09:06:43	09:05:13	09:05:32	09:05:35	09:06:14	09:06:16
09:06:43	09:07:08	09:07:11	09:07:41	09:07:43	09:06:16	09:06:33	09:06:36	09:07:15	09:07:17
09:07:43	09:08:07	09:08:10	09:08:41	09:08:43	09:07:17	09:07:32	09:07:35	09:08:14	09:08:16
09:08:43	09:09:00	09:09:03	09:09:38	09:09:40	09:08:16	09:08:32	09:08:35	09:09:07	09:09:09
09:09:40	09:09:52	09:09:55	09:10:31	09:10:33	09:09:09	09:09:29	09:09:32	09:09:59	09:10:01
09:10:33	09:10:55	09:10:58	09:11:31	09:11:33	09:10:01	09:10:22	09:10:25	09:11:02	09:11:04
09:11:33	09:11:50	09:11:53	09:12:20	09:12:22	09:11:04	09:11:22	09:11:25	09:11:57	09:11:59
09:12:22	09:12:43	09:12:46	09:13:16	09:13:18	09:11:59	09:12:11	09:12:14	09:12:50	09:12:52
09:13:18	09:13:32	09:13:35	09:14:07	09:14:09	09:12:52	09:13:07	09:13:10	09:13:39	09:13:41
09:14:09	09:14:24	09:14:27	09:14:56	09:14:58	09:13:41	09:13:58	09:14:01	09:14:31	09:14:33

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Signal Timings	*Date:*	Tuesday 18 March 2025

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
09:14:58	09:15:09	09:15:12	09:15:43	09:15:45	09:14:33	09:14:47	09:14:50	09:15:16	09:15:18
09:15:45	09:15:57	09:16:00	09:16:28	09:16:30	09:15:18	09:15:34	09:15:37	09:16:04	09:16:06
09:16:30	09:16:42	09:16:45	09:17:13	09:17:15	09:16:06	09:16:19	09:16:22	09:16:49	09:16:51
09:17:15	09:17:27	09:17:30	09:17:52	09:17:54	09:16:51	09:17:04	09:17:07	09:17:34	09:17:36
09:17:54	09:18:12	09:18:15	09:18:37	09:18:39	09:17:36	09:17:43	09:17:46	09:18:19	09:18:21
09:18:39	09:18:53	09:18:56	09:19:25	09:19:27	09:18:21	09:18:28	09:18:31	09:19:00	09:19:02
09:19:27	09:19:39	09:19:42	09:20:14	09:20:16	09:19:02	09:19:16	09:19:19	09:19:46	09:19:48
09:20:16	09:20:31	09:20:34	09:21:05	09:21:07	09:19:48	09:20:05	09:20:08	09:20:38	09:20:40
09:21:07	09:21:25	09:21:28	09:22:01	09:22:03	09:20:40	09:20:56	09:20:59	09:21:31	09:21:33
09:22:03	09:22:21	09:22:24	09:22:57	09:22:59	09:21:33	09:21:51	09:21:54	09:22:28	09:22:30
09:22:59	09:23:18	09:23:21	09:23:54	09:23:56	09:22:30	09:22:48	09:22:51	09:23:25	09:23:27
09:23:56	09:24:15	09:24:18	09:24:46	09:24:48	09:23:27	09:23:45	09:23:48	09:24:22	09:24:24
09:24:48	09:25:08	09:25:11	09:25:37	09:25:39	09:24:24	09:24:36	09:24:39	09:25:15	09:25:17
09:25:39	09:26:01	09:26:04	09:26:33	09:26:35	09:25:17	09:25:28	09:25:31	09:26:08	09:26:10
09:26:35	09:26:48	09:26:51	09:27:22	09:27:24	09:26:10	09:26:24	09:26:27	09:26:55	09:26:57
09:27:24	09:27:40	09:27:43	09:28:07	09:28:09	09:26:57	09:27:13	09:27:16	09:27:47	09:27:49
09:28:09	09:28:29	09:28:32	09:28:53	09:28:55	09:27:49	09:27:58	09:28:01	09:28:35	09:28:37
09:28:55	09:29:12	09:29:15	09:29:37	09:29:39	09:28:37	09:28:44	09:28:47	09:29:19	09:29:21
09:29:39	09:29:55	09:29:58	09:30:26	09:30:28	09:29:21	09:29:28	09:29:31	09:30:02	09:30:04
09:30:28	09:30:39	09:30:42	09:31:14	09:31:16	09:30:04	09:30:16	09:30:19	09:30:45	09:30:47
09:31:16	09:31:34	09:31:37	09:32:05	09:32:07	09:30:47	09:31:05	09:31:08	09:31:40	09:31:42
09:32:07	09:32:23	09:32:26	09:32:57	09:32:59	09:31:42	09:31:56	09:31:59	09:32:29	09:32:31
09:32:59	09:33:23	09:33:26	09:33:55	09:33:57	09:32:31	09:32:47	09:32:50	09:33:29	09:33:31
09:33:57	09:34:23	09:34:26	09:34:52	09:34:54	09:33:31	09:33:45	09:33:48	09:34:30	09:34:32
09:34:54	09:35:23	09:35:26	09:35:50	09:35:52	09:34:32	09:34:43	09:34:46	09:35:30	09:35:32
09:35:52	09:36:00	09:36:03	09:36:25	09:36:27	09:35:32	09:35:40	09:35:43	09:36:06	09:36:08
09:36:27	09:36:35	09:36:38	09:37:01	09:37:03	09:36:08	09:36:16	09:36:19	09:36:42	09:36:44
09:37:03	09:37:11	09:37:14	09:37:37	09:37:39	09:36:44	09:36:52	09:36:55	09:37:18	09:37:20
09:37:39	09:37:48	09:37:51	09:38:14	09:38:16	09:37:20	09:37:28	09:37:31	09:37:54	09:37:56
09:38:16	09:38:24	09:38:27	09:38:49	09:38:51	09:37:56	09:38:04	09:38:07	09:38:30	09:38:32
09:38:51	09:38:59	09:39:02	09:39:29	09:39:31	09:38:32	09:38:40	09:38:43	09:39:06	09:39:08
09:39:31	09:39:53	09:39:56	09:40:31	09:40:33	09:39:08	09:39:20	09:39:23	09:40:00	09:40:02
09:40:33	09:40:57	09:41:00	09:41:30	09:41:32	09:40:02	09:40:21	09:40:24	09:41:04	09:41:06
09:41:32	09:41:51	09:41:54	09:42:31	09:42:33	09:41:06	09:41:21	09:41:24	09:41:58	09:42:00
09:42:33	09:42:50	09:42:53	09:43:24	09:43:26	09:42:00	09:42:21	09:42:24	09:42:57	09:42:59
09:43:26	09:43:40	09:43:43	09:44:12	09:44:14	09:42:59	09:43:14	09:43:17	09:43:47	09:43:49
09:44:14	09:44:29	09:44:32	09:44:56	09:44:58	09:43:49	09:44:04	09:44:07	09:44:36	09:44:38
09:44:58	09:45:15	09:45:18	09:45:46	09:45:48	09:44:38	09:44:46	09:44:49	09:45:22	09:45:24
09:45:48	09:46:03	09:46:06	09:46:34	09:46:36	09:45:24	09:45:36	09:45:39	09:46:10	09:46:12
09:46:36	09:46:54	09:46:57	09:47:27	09:47:29	09:46:12	09:46:26	09:46:29	09:47:01	09:47:03
09:47:29	09:47:45	09:47:48	09:48:24	09:48:26	09:47:03	09:47:18	09:47:21	09:47:52	09:47:54
09:48:26	09:48:47	09:48:50	09:49:25	09:49:27	09:47:54	09:48:15	09:48:18	09:48:54	09:48:56
09:49:27	09:49:46	09:49:49	09:50:25	09:50:27	09:48:56	09:49:16	09:49:19	09:49:53	09:49:55
09:50:27	09:50:36	09:50:39	09:51:01	09:51:03	09:49:55	09:50:16	09:50:19	09:50:43	09:50:45
09:51:03	09:51:12	09:51:15	09:51:37	09:51:39	09:50:45	09:50:52	09:50:55	09:51:19	09:51:21
09:51:39	09:51:48	09:51:51	09:52:13	09:52:15	09:51:21	09:51:28	09:51:31	09:51:55	09:51:57
09:52:15	09:52:24	09:52:27	09:52:49	09:52:51	09:51:57	09:52:04	09:52:07	09:52:31	09:52:33
09:52:51	09:53:00	09:53:03	09:53:25	09:53:27	09:52:33	09:52:40	09:52:43	09:53:07	09:53:09
09:53:27	09:53:36	09:53:39	09:54:02	09:54:04	09:53:09	09:53:16	09:53:19	09:53:43	09:53:45
09:54:04	09:54:13	09:54:16	09:54:39	09:54:41	09:53:45	09:53:53	09:53:56	09:54:20	09:54:22
09:54:41	09:54:50	09:54:53	09:55:16	09:55:18	09:54:22	09:54:30	09:54:33	09:54:57	09:54:59
09:55:18	09:55:27	09:55:30	09:55:53	09:55:55	09:54:59	09:55:07	09:55:10	09:55:34	09:55:36
09:55:55	09:56:04	09:56:07	09:56:29	09:56:31	09:55:36	09:55:44	09:55:47	09:56:11	09:56:13
09:56:31	09:56:40	09:56:43	09:57:07	09:57:09	09:56:13	09:56:20	09:56:23	09:56:47	09:56:49
09:57:09	09:57:17	09:57:20	09:57:43	09:57:45	09:56:49	09:56:57	09:57:00	09:57:24	09:57:26
09:57:45	09:57:53	09:57:56	09:58:23	09:58:25	09:57:26	09:57:34	09:57:37	09:58:00	09:58:02
09:58:25	09:58:42	09:58:45	09:59:20	09:59:22	09:58:02	09:58:14	09:58:17	09:58:49	09:58:51

Advanced Transport Research	*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 3 - A3024/A27	*Client:*	**Motion**
Signal Timings	*Date:*	**Tuesday 18 March 2025**

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
09:59:22	09:59:41	09:59:44	10:00:27	10:00:29	09:58:51	09:59:11	09:59:14	09:59:48	09:59:50
					09:59:50	10:00:18	10:00:21	10:00:50	10:00:52

Advanced Transport Research

Site 3 - A3024/A27

Classified Counts

	A to A								A to B								A to C								A to D								A to E							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	0	0	0	0	0	0	0	0	31	9	1	0	0	0	0	0	38	7	1	0	0	0	1	0	47	9	1	0	0	0	0	0	11	3	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	37	12	0	0	0	0	0	0	43	8	1	0	0	0	0	0	51	8	0	0	0	0	0	0	6	1	1	0	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	37	10	1	0	0	0	0	0	31	5	0	0	0	2	0	0	66	5	0	0	0	2	0	0	11	2	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	35	5	0	0	0	0	0	0	38	8	0	0	0	2	0	0	67	8	0	0	0	1	0	0	9	2	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	28	4	0	0	0	1	0	0	56	3	2	0	1	0	0	0	58	8	0	0	0	0	0	0	8	7	1	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	0	39	1	0	0	0	1	0	0	73	7	0	0	0	1	0	0	7	1	0	0	0	0	1	0
17:30 - 17:45	0	0	0	0	0	0	0	0	37	3	0	0	0	0	0	0	48	1	0	0	0	1	1	0	66	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	46	12	0	0	0	0	0	0	60	1	0	0	0	1	1	0	82	6	0	0	0	1	0	0	7	0	0	0	0	2	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	43	6	0	0	0	0	0	0	33	3	0	0	0	1	0	0	92	3	0	0	0	1	0	0	5	0	0	0	0	2	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	47	3	0	0	0	1	0	0	40	2	0	0	0	0	0	0	89	9	0	0	0	3	0	0	4	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	54	3	0	0	0	0	0	0	44	4	0	0	0	0	1	0	78	5	0	0	0	0	0	0	6	0	0	0	0	1	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	37	7	1	0	0	0	0	0	33	1	0	0	0	0	0	0	88	4	0	0	0	2	0	0	8	3	0	0	0	0	0	0
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*140*	*36*	*2*	*0*	*0*	*0*	*0*	*0*	*150*	*28*	*2*	*0*	*0*	*4*	*1*	*0*	*231*	*30*	*1*	*0*	*0*	*3*	*0*	*0*	*37*	*8*	*1*	*0*	*0*	*1*	*0*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*137*	*31*	*1*	*0*	*0*	*1*	*0*	*0*	*168*	*24*	*3*	*0*	*1*	*4*	*0*	*0*	*242*	*29*	*0*	*0*	*0*	*3*	*0*	*0*	*34*	*12*	*2*	*0*	*0*	*1*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*134*	*23*	*1*	*0*	*0*	*1*	*0*	*0*	*164*	*17*	*2*	*0*	*1*	*5*	*0*	*0*	*264*	*28*	*0*	*0*	*0*	*4*	*0*	*0*	*35*	*12*	*1*	*0*	*0*	*0*	*1*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*134*	*16*	*0*	*0*	*0*	*1*	*0*	*0*	*181*	*13*	*2*	*0*	*1*	*4*	*1*	*0*	*264*	*30*	*0*	*0*	*0*	*2*	*0*	*0*	*31*	*10*	*1*	*0*	*0*	*0*	*1*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*145*	*23*	*0*	*0*	*0*	*1*	*0*	*0*	*203*	*6*	*2*	*0*	*1*	*3*	*2*	*0*	*279*	*28*	*0*	*0*	*0*	*2*	*0*	*0*	*29*	*8*	*1*	*0*	*0*	*2*	*1*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*160*	*25*	*0*	*0*	*0*	*0*	*0*	*0*	*180*	*6*	*0*	*0*	*0*	*4*	*2*	*0*	*313*	*23*	*0*	*0*	*0*	*3*	*0*	*0*	*26*	*1*	*0*	*0*	*0*	*4*	*1*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*173*	*24*	*0*	*0*	*0*	*1*	*0*	*0*	*181*	*7*	*0*	*0*	*0*	*3*	*2*	*0*	*329*	*25*	*0*	*0*	*0*	*5*	*0*	*0*	*23*	*0*	*0*	*0*	*0*	*4*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*190*	*24*	*0*	*0*	*0*	*1*	*0*	*0*	*177*	*10*	*0*	*0*	*0*	*2*	*2*	*0*	*341*	*23*	*0*	*0*	*0*	*5*	*0*	*0*	*22*	*0*	*0*	*0*	*0*	*5*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*181*	*19*	*1*	*0*	*0*	*1*	*0*	*0*	*150*	*10*	*0*	*0*	*0*	*1*	*1*	*0*	*347*	*21*	*0*	*0*	*0*	*6*	*0*	*0*	*23*	*3*	*0*	*0*	*0*	*3*	*0*	*0*
PM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**466**	**78**	**3**	**0**	**0**	**2**	**0**	**0**	**503**	**44**	**4**	**0**	**1**	**8**	**4**	**0**	**857**	**79**	**1**	**0**	**0**	**11**	**0**	**0**	**89**	**19**	**2**	**0**	**0**	**6**	**1**	**0**
Daily Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**466**	**78**	**3**	**0**	**0**	**2**	**0**	**0**	**503**	**44**	**4**	**0**	**1**	**8**	**4**	**0**	**857**	**79**	**1**	**0**	**0**	**11**	**0**	**0**	**89**	**19**	**2**	**0**	**0**	**6**	**1**	**0**
PM Peak Hour																																								
16:00 - 17:00	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***140***	***36***	***2***	***0***	***0***	***0***	***0***	***0***	***150***	***28***	***2***	***0***	***0***	***4***	***1***	***0***	***231***	***30***	***1***	***0***	***0***	***3***	***0***	***0***	***37***	***8***	***1***	***0***	***0***	***1***	***0***	***0***

Advanced Transp
Site 3 - A3024/
Classified Count

	B to A								B to B								B to C								B to D								B to E							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	1	0	0	0	139	25	2	0	0	1	0	0	105	33	2	1	1	2	0	0
16:15 - 16:30	7	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	0	116	34	2	1	0	1	0	0	119	16	1	3	0	3	0	0
16:30 - 16:45	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	1	0	0	62	13	0	1	0	0	0	0	69	24	1	2	0	2	0	0
16:45 - 17:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	1	0	0	0	65	16	1	1	1	1	0	0	82	15	2	0	0	0	0	0
17:00 - 17:15	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	1	1	0	0	90	13	3	1	0	0	0	0	121	24	1	2	0	0	0	0
17:15 - 17:30	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	2	0	1	0	0	0	84	17	2	1	0	3	0	0	132	20	0	0	1	0	0	0
17:30 - 17:45	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	0	112	9	0	1	0	0	0	0	130	17	0	0	0	1	0	0
17:45 - 18:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	1	0	0	102	16	0	1	0	1	0	0	145	17	0	0	0	0	0	0
18:00 - 18:15	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	1	0	0	0	136	13	1	0	0	2	0	0	135	17	0	0	1	1	0	0
18:15 - 18:30	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	1	0	0	124	12	0	0	0	0	0	0	128	15	0	1	0	1	0	0
18:30 - 18:45	7	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	0	148	12	0	0	0	0	0	0	100	10	0	0	0	0	0	0
18:45 - 19:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	0	141	11	0	0	0	0	0	0	97	6	0	0	0	0	0	0
16:00 - 17:00	*25*	*16*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*43*	*10*	*0*	*0*	*2*	*1*	*0*	*0*	*382*	*88*	*5*	*3*	*1*	*3*	*0*	*0*	*375*	*88*	*6*	*6*	*1*	*7*	*0*	*0*
16:15 - 17:15	*23*	*14*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*37*	*9*	*0*	*0*	*2*	*2*	*0*	*0*	*333*	*76*	*6*	*4*	*1*	*2*	*0*	*0*	*391*	*79*	*5*	*7*	*0*	*5*	*0*	*0*
16:30 - 17:30	*22*	*13*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*43*	*8*	*2*	*0*	*3*	*2*	*0*	*0*	*301*	*59*	*6*	*4*	*1*	*4*	*0*	*0*	*404*	*83*	*4*	*4*	*1*	*2*	*0*	*0*
16:45 - 17:45	*23*	*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*57*	*8*	*2*	*0*	*3*	*1*	*0*	*0*	*351*	*55*	*6*	*4*	*1*	*4*	*0*	*0*	*465*	*76*	*3*	*2*	*1*	*1*	*0*	*0*
17:00 - 18:00	*24*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*69*	*8*	*2*	*0*	*2*	*2*	*0*	*0*	*388*	*55*	*5*	*4*	*0*	*4*	*0*	*0*	*528*	*78*	*1*	*2*	*1*	*1*	*0*	*0*
17:15 - 18:15	*29*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*8*	*2*	*0*	*2*	*1*	*0*	*0*	*434*	*55*	*3*	*3*	*0*	*6*	*0*	*0*	*542*	*71*	*0*	*0*	*2*	*2*	*0*	*0*
17:30 - 18:30	*27*	*11*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*74*	*7*	*0*	*0*	*1*	*2*	*0*	*0*	*474*	*50*	*1*	*2*	*0*	*3*	*0*	*0*	*538*	*66*	*0*	*1*	*1*	*3*	*0*	*0*
17:45 - 18:45	*27*	*12*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*89*	*6*	*0*	*0*	*1*	*2*	*0*	*0*	*510*	*53*	*1*	*1*	*0*	*3*	*0*	*0*	*508*	*59*	*0*	*1*	*1*	*2*	*0*	*0*
18:00 - 19:00	*27*	*12*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*93*	*6*	*0*	*0*	*1*	*1*	*0*	*0*	*549*	*48*	*1*	*0*	*0*	*2*	*0*	*0*	*460*	*48*	*0*	*1*	*1*	*2*	*0*	*0*
PM Total	**76**	**39**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**205**	**24**	**2**	**0**	**5**	**4**	**0**	**0**	**1319**	**191**	**11**	**7**	**1**	**9**	**0**	**0**	**1363**	**214**	**7**	**9**	**3**	**10**	**0**	**0**
Daily Total	**76**	**39**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**205**	**24**	**2**	**0**	**5**	**4**	**0**	**0**	**1319**	**191**	**11**	**7**	**1**	**9**	**0**	**0**	**1363**	**214**	**7**	**9**	**3**	**10**	**0**	**0**
PM Peak Hour																																									
16:00 - 17:00	***25***	***16***	***1***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***43***	***10***	***0***	***0***	***2***	***1***	***0***	***0***	***382***	***88***	***5***	***3***	***1***	***3***	***0***	***0***	***375***	***88***	***6***	***6***	***1***	***7***	***0***	***0***

Advanced Transp

Site 3 - A3024/

Classified Count

	C to A								C to B								C to C								C to D								C to E							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	26	4	0	0	0	1	1	0	7	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	20	14	3	0	0	2	0	0
16:15 - 16:30	43	7	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	1	0	0	36	4	0	0	0	0	0	0
16:30 - 16:45	46	9	0	0	0	2	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	38	6	0	0	0	2	0	0
16:45 - 17:00	34	2	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	34	2	1	0	0	0	1	0
17:00 - 17:15	44	4	0	0	0	2	0	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	39	6	1	0	0	0	1	0
17:15 - 17:30	36	3	0	0	0	7	0	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	45	8	0	0	0	2	0	0
17:30 - 17:45	58	4	0	0	0	0	1	0	19	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	33	3	0	0	0	1	0	0
17:45 - 18:00	57	1	0	0	0	0	0	0	15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	30	5	1	0	0	3	0	0
18:00 - 18:15	41	2	0	0	0	1	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	0	31	1	0	0	0	0	0	0
18:15 - 18:30	37	1	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	38	1	0	0	0	2	0	0
18:30 - 18:45	37	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	1	0	0	27	2	0	0	0	0	0	0
18:45 - 19:00	34	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	0	32	1	0	0	0	0	0	0
16:00 - 17:00	*149*	*22*	*0*	*0*	*0*	*3*	*1*	*0*	*36*	*19*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*41*	*6*	*0*	*0*	*0*	*1*	*0*	*0*	*128*	*26*	*4*	*0*	*0*	*4*	*1*	*0*
16:15 - 17:15	*167*	*22*	*0*	*0*	*0*	*4*	*0*	*0*	*42*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*40*	*7*	*0*	*0*	*0*	*1*	*0*	*0*	*147*	*18*	*2*	*0*	*0*	*2*	*2*	*0*
16:30 - 17:30	*160*	*18*	*0*	*0*	*0*	*11*	*0*	*0*	*50*	*10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*31*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*156*	*22*	*2*	*0*	*0*	*4*	*2*	*0*
16:45 - 17:45	*172*	*13*	*0*	*0*	*0*	*9*	*1*	*0*	*58*	*8*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*28*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*151*	*19*	*2*	*0*	*0*	*3*	*2*	*0*
17:00 - 18:00	*195*	*12*	*0*	*0*	*0*	*9*	*1*	*0*	*64*	*8*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*147*	*22*	*2*	*0*	*0*	*6*	*1*	*0*
17:15 - 18:15	*192*	*10*	*0*	*0*	*0*	*8*	*1*	*0*	*62*	*6*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*24*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*139*	*17*	*1*	*0*	*0*	*6*	*0*	*0*
17:30 - 18:30	*193*	*8*	*0*	*0*	*0*	*1*	*1*	*0*	*54*	*4*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*22*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*132*	*10*	*1*	*0*	*0*	*6*	*0*	*0*
17:45 - 18:45	*172*	*4*	*0*	*0*	*0*	*1*	*0*	*0*	*46*	*6*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*5*	*1*	*0*	*0*	*1*	*0*	*0*	*126*	*9*	*1*	*0*	*0*	*5*	*0*	*0*
18:00 - 19:00	*149*	*4*	*0*	*0*	*0*	*1*	*0*	*0*	*41*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*27*	*6*	*2*	*0*	*0*	*1*	*0*	*0*	*128*	*5*	*0*	*0*	*0*	*2*	*0*	*0*
PM Total	**493**	**38**	**0**	**0**	**0**	**13**	**2**	**0**	**141**	**32**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**	**17**	**2**	**0**	**0**	**2**	**0**	**0**	**403**	**53**	**6**	**0**	**0**	**12**	**2**	**0**
Daily Total	**493**	**38**	**0**	**0**	**0**	**13**	**2**	**0**	**141**	**32**	**1**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**	**17**	**2**	**0**	**0**	**2**	**0**	**0**	**403**	**53**	**6**	**0**	**0**	**12**	**2**	**0**
PM Peak Hour																																								
16:00 - 17:00	***149***	***22***	***0***	***0***	***0***	***3***	***1***	***0***	***36***	***19***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***41***	***6***	***0***	***0***	***0***	***1***	***0***	***0***	***128***	***26***	***4***	***0***	***0***	***4***	***1***	***0***

Advanced Transp
Site 3 - A3024/
Classified Count

	D to A								D to B								D to C								D to D								D to E							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	52	4	1	1	0	0	0	0	147	33	1	0	0	3	0	0	26	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22	3	1	0	0	0	0	0
16:15 - 16:30	41	3	0	0	0	0	0	0	157	28	2	1	0	0	0	0	21	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	27	5	0	0	0	0	0	0
16:30 - 16:45	50	2	0	0	0	1	0	0	161	29	0	2	0	1	0	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	0
16:45 - 17:00	57	1	1	0	0	1	0	0	151	22	1	0	1	2	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	0
17:00 - 17:15	41	2	0	0	0	1	0	0	176	16	1	0	1	1	0	0	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	2	0	0
17:15 - 17:30	36	1	0	0	0	1	0	0	167	13	0	1	1	2	0	0	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0
17:30 - 17:45	44	8	0	0	0	0	0	0	157	10	0	0	0	4	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	0	0	0
17:45 - 18:00	34	4	0	0	0	0	0	0	104	9	0	1	0	0	0	0	30	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	28	0	1	0	0	0	0	0
18:00 - 18:15	40	5	0	0	0	0	0	0	112	7	0	0	0	2	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	5	0	0	0	0	0	0
18:15 - 18:30	44	4	0	0	0	0	0	0	97	12	3	0	0	1	0	0	28	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	1	0	0
18:30 - 18:45	28	1	1	0	0	0	0	0	115	13	1	0	0	1	0	0	23	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	0	0	0
18:45 - 19:00	41	2	0	0	0	0	0	0	107	9	0	0	0	1	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	5	0	0	0	0	0	0
16:00 - 17:00	*200*	*10*	*2*	*1*	*0*	*2*	*0*	*0*	*616*	*112*	*4*	*3*	*1*	*6*	*0*	*0*	*106*	*6*	*1*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*95*	*12*	*1*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*189*	*8*	*1*	*0*	*0*	*3*	*0*	*0*	*645*	*95*	*4*	*3*	*2*	*4*	*0*	*0*	*117*	*6*	*1*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*94*	*9*	*0*	*0*	*0*	*2*	*0*	*0*
16:30 - 17:30	*184*	*6*	*1*	*0*	*0*	*4*	*0*	*0*	*655*	*80*	*2*	*3*	*3*	*6*	*0*	*0*	*132*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*96*	*4*	*0*	*0*	*0*	*2*	*0*	*0*
16:45 - 17:45	*178*	*12*	*1*	*0*	*0*	*3*	*0*	*0*	*651*	*61*	*2*	*1*	*3*	*9*	*0*	*0*	*134*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*92*	*7*	*0*	*0*	*0*	*2*	*0*	*0*
17:00 - 18:00	*155*	*15*	*0*	*0*	*0*	*2*	*0*	*0*	*604*	*48*	*1*	*2*	*2*	*7*	*0*	*0*	*134*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*102*	*4*	*1*	*0*	*0*	*2*	*0*	*0*
17:15 - 18:15	*154*	*18*	*0*	*0*	*0*	*1*	*0*	*0*	*540*	*39*	*0*	*2*	*1*	*8*	*0*	*0*	*120*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*102*	*9*	*1*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*162*	*21*	*0*	*0*	*0*	*0*	*0*	*0*	*470*	*38*	*3*	*1*	*0*	*7*	*0*	*0*	*112*	*2*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*95*	*12*	*1*	*0*	*0*	*1*	*0*	*0*
17:45 - 18:45	*146*	*14*	*1*	*0*	*0*	*0*	*0*	*0*	*428*	*41*	*4*	*1*	*0*	*4*	*0*	*0*	*104*	*6*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*97*	*12*	*1*	*0*	*0*	*1*	*0*	*0*
18:00 - 19:00	*153*	*12*	*1*	*0*	*0*	*0*	*0*	*0*	*431*	*41*	*4*	*0*	*0*	*5*	*0*	*0*	*94*	*6*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*108*	*17*	*0*	*0*	*0*	*1*	*0*	*0*
PM Total	**508**	**37**	**3**	**1**	**0**	**4**	**0**	**0**	**1651**	**201**	**9**	**5**	**3**	**18**	**0**	**0**	**334**	**15**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**305**	**33**	**2**	**0**	**0**	**3**	**0**	**0**
Daily Total	**508**	**37**	**3**	**1**	**0**	**4**	**0**	**0**	**1651**	**201**	**9**	**5**	**3**	**18**	**0**	**0**	**334**	**15**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**305**	**33**	**2**	**0**	**0**	**3**	**0**	**0**
PM Peak Hour																																								
16:00 - 17:00	***200***	***10***	***2***	***1***	***0***	***2***	***0***	***0***	***616***	***112***	***4***	***3***	***1***	***6***	***0***	***0***	***106***	***6***	***1***	***0***	***0***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***95***	***12***	***1***	***0***	***0***	***0***	***0***	***0***

Advanced Transp		*Job Number & Name:*	**41343 Bursledon, Southampton**
Site 3 - A3024/		*Client:*	**Motion**
Classified Count		*Date:*	**Tuesday 12 November 2024**

	E to A								E to B								E to C								E to D								E to E							
Times	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Cars**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
16:00 - 16:15	17	3	0	0	0	0	0	0	132	34	2	3	1	1	0	0	38	5	1	0	0	3	0	0	17	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	19	3	0	0	0	0	0	0	131	28	5	2	2	0	0	0	57	6	0	0	1	3	0	0	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	12	2	0	0	0	1	0	0	135	27	2	5	0	2	0	0	46	6	0	0	0	0	0	0	16	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	14	3	0	0	0	1	0	0	119	25	0	4	0	0	0	0	46	2	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	17	0	1	0	0	1	0	0	129	17	0	1	0	3	0	0	33	1	0	0	0	2	1	0	11	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	21	3	0	0	0	0	0	0	107	14	0	0	1	0	0	0	52	6	0	1	0	1	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	18	2	0	0	0	1	0	0	140	13	1	0	0	0	0	0	46	1	0	0	0	0	0	0	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	25	1	0	0	0	1	0	0	95	16	1	1	1	1	0	0	40	0	0	0	0	1	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	17	0	0	0	0	0	0	0	106	12	2	0	0	2	0	0	34	3	1	0	0	0	0	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	23	1	0	0	0	1	0	0	82	8	0	1	0	0	0	0	46	1	0	0	0	1	0	0	22	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	18	2	0	0	0	0	0	0	107	8	1	0	1	1	0	0	40	3	0	0	0	0	0	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	23	0	0	0	0	0	0	0	96	10	0	0	0	0	0	0	32	2	0	0	0	1	0	0	18	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0
16:00 - 17:00	*62*	*11*	*0*	*0*	*0*	*2*	*0*	*0*	*517*	*114*	*9*	*14*	*3*	*3*	*0*	*0*	*187*	*19*	*1*	*0*	*1*	*6*	*0*	*0*	*64*	*3*	*1*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*62*	*8*	*1*	*0*	*0*	*3*	*0*	*0*	*514*	*97*	*7*	*12*	*2*	*5*	*0*	*0*	*182*	*15*	*0*	*0*	*1*	*5*	*1*	*0*	*58*	*2*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*64*	*8*	*1*	*0*	*0*	*3*	*0*	*0*	*490*	*83*	*2*	*10*	*1*	*5*	*0*	*0*	*177*	*15*	*0*	*1*	*0*	*3*	*1*	*0*	*62*	*3*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*70*	*8*	*1*	*0*	*0*	*3*	*0*	*0*	*495*	*69*	*1*	*5*	*1*	*3*	*0*	*0*	*177*	*10*	*0*	*1*	*0*	*3*	*1*	*0*	*58*	*3*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*81*	*6*	*1*	*0*	*0*	*3*	*0*	*0*	*471*	*60*	*2*	*2*	*2*	*4*	*0*	*0*	*171*	*8*	*0*	*1*	*0*	*4*	*1*	*0*	*50*	*4*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*81*	*6*	*0*	*0*	*0*	*2*	*0*	*0*	*448*	*55*	*4*	*1*	*2*	*3*	*0*	*0*	*172*	*10*	*1*	*1*	*0*	*2*	*0*	*0*	*56*	*6*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*83*	*4*	*0*	*0*	*0*	*3*	*0*	*0*	*423*	*49*	*4*	*2*	*1*	*3*	*0*	*0*	*166*	*5*	*1*	*0*	*0*	*2*	*0*	*0*	*64*	*5*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*83*	*4*	*0*	*0*	*0*	*2*	*0*	*0*	*390*	*44*	*4*	*2*	*2*	*4*	*0*	*0*	*160*	*7*	*1*	*0*	*0*	*2*	*0*	*0*	*70*	*5*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*81*	*3*	*0*	*0*	*0*	*1*	*0*	*0*	*391*	*38*	*3*	*1*	*1*	*3*	*0*	*0*	*152*	*9*	*1*	*0*	*0*	*2*	*0*	*0*	*75*	*5*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PM Total	**224**	**20**	**1**	**0**	**0**	**6**	**0**	**0**	**1379**	**212**	**14**	**17**	**6**	**10**	**0**	**0**	**510**	**36**	**2**	**1**	**1**	**12**	**1**	**0**	**189**	**12**	**2**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Daily Total	**224**	**20**	**1**	**0**	**0**	**6**	**0**	**0**	**1379**	**212**	**14**	**17**	**6**	**10**	**0**	**0**	**510**	**36**	**2**	**1**	**1**	**12**	**1**	**0**	**189**	**12**	**2**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour																																									
16:00 - 17:00	***62***	***11***	***0***	***0***	***0***	***2***	***0***	***0***	***517***	***114***	***9***	***14***	***3***	***3***	***0***	***0***	***187***	***19***	***1***	***0***	***1***	***6***	***0***	***0***	***64***	***3***	***1***	***0***	***0***	***3***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: **41343 Bursledon, Southampton**

Client: **Motion**

Date: **Tuesday 12 November 2024**

	Hamble Lane				Bursledon Road			
Time of Green	Lane 1	Lane 2	Lane 3		Time of Green	Lane 1	Lane 2	Lane 3
16:00:40	1	10	5		16:00:02	0	7	11
16:01:49	1	12	9		16:01:11	1	7	5
16:03:01	1	9	9		16:02:27	3	10	5
16:04:17	0	9	12		16:03:32	0	9	5
16:05:22	0	13+	8		16:04:43	1	1	0
16:06:33	0	6	8		16:06:02	0	7	4
16:07:49	3	9	14+		16:07:07	2	5	3
16:09:05	1	6	11+		16:08:22	0	4	2
16:10:10	0	13+	9		16:09:38	1	2	1
16:11:29	1	8	9		16:10:47	0	9	6
16:12:34	1	12	9		16:12:03	0	0	0
16:13:49	1	10	8		16:13:16	2	7	5
16:15:05	2	3	9		16:14:29	1	4	7
16:16:18	0	10	12+		16:15:34	2	5	8
16:17:27	1	7	11+		16:16:53	0	9	11
16:18:43	2	9	10		16:18:06	0	7	14
16:19:56	0	12+	7		16:19:19	2	4	6
16:21:09	0	13+	7		16:20:28	1	2	10
16:22:18	4	14+	6		16:21:41	4	2	2
16:23:30	1	13+	9		16:22:56	2	8	2
16:24:46	1	8	8		16:24:09	1	11	6
16:25:59	1	10	11+		16:25:23	0	4	6
16:27:04	1	10	10+		16:26:27	0	3	3
16:28:15	0	10	7		16:27:42	0	6	2
16:29:35	0	13+	11+		16:28:50	0	11	4
16:30:40	0	8	6		16:30:09	2	3	6
16:31:55	1	5	10		16:31:18	1	6	7
16:33:03	1	12	9		16:32:26	0	4	6
16:34:22	2	10	3		16:33:45	0	15	6
16:35:35	1	10	7		16:34:54	2	6	9
16:36:40	1	13+	9		16:36:02	0	3	1
16:37:51	1	9	8		16:37:21	0	6	3
16:39:10	1	11	8		16:38:34	0	12	5
16:40:23	0	7	6		16:39:47	0	4	9
16:41:28	1	13	7		16:40:56	0	3	3
16:42:47	0	9	8		16:42:08	1	8	6
16:43:56	2	11	12+		16:43:16	1	7	6
16:45:12	0	4	9		16:44:35	1	5	2
16:46:25	1	9	5		16:45:48	1	1	5
16:47:38	1	9	5		16:47:01	1	6	5
16:48:47	0	4	7		16:48:14	0	4	0
16:50:03	0	11	5		16:49:27	0	3	2
16:51:16	1	10	4		16:50:40	0	1	1
16:52:29	1	6	11		16:51:53	1	1	4
16:53:42	1	6	8		16:53:03	0	5	7
16:54:55	1	4	8		16:54:14	0	7	6
16:56:08	0	8	6		16:55:30	0	2	4
16:57:09	0	11	4		16:56:36	0	5	5
16:58:13	0	8	5		16:57:44	1	3	9
16:59:21	1	7	3		16:58:49	0	7	2
17:00:26	0	8	9		16:59:54	0	4	5
17:01:23	0	9	6		17:00:53	1	4	1
17:02:25	0	11	9		17:01:53	1	2	3
17:03:33	1	9	3		17:03:01	1	1	0
17:04:49	1	7	5		17:04:14	1	2	3
17:06:02	0	12+	3		17:05:24	0	5	2
17:07:11	0	13+	12+		17:06:35	0	2	0
17:08:27	1	6	7		17:07:51	0	13	6
17:09:40	1	12+	6		17:09:00	0	14	2
17:10:49	2	6	6		17:10:16	0	1	1
17:12:05	0	7	9		17:11:25	2	7	8
17:13:14	0	7	6		17:12:41	0	4	4
17:14:30	0	12+	6		17:13:54	0	2	5
17:15:43	2	6	7		17:15:07	4	2	1
17:16:56	1	7	6		17:16:16	3	1	9
17:18:09	1	9	5		17:17:32	0	2	3
17:19:06	1	9	6		17:18:41	0	2	1
17:20:17	0	8	8		17:19:42	1	8	7
17:21:14	2	7	3		17:20:48	0	0	2
17:22:14	2	8	3		17:21:45	2	2	3
17:23:18	1	2	7		17:22:45	0	4	6
17:24:19	1	4	7		17:23:51	2	2	2
17:25:27	0	9	5		17:24:52	0	3	12
17:26:36	0	6	11		17:25:56	1	7	9
17:27:41	0	5	9		17:27:08	1	3	2
17:29:00	1	8	8		17:28:20	0	7	7
17:30:09	0	13+	4		17:29:36	0	4	4
17:31:24	0	12+	5		17:30:49	0	0	2

	A27 SB			A3024			A27 NB		
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2	
16:00 - 16:05	12	9		63	62		8	19+	
16:05 - 16:10	11+	10		21+	22+		2	17+	
16:10 - 16:15	14+	10		22+	21+		13	20+	
16:15 - 16:20	15+	11		21+	21+		13+	19+	
16:20 - 16:25	17+	11		24+	23+		12+	20+	
16:25 - 16:30	17+	10		22+	21+		13	19+	
16:30 - 16:35	16+	12		56	57		7	21+	
16:35 - 16:40	16+	10		57	58		14+	21+	
16:40 - 16:45	14+	11		56	55		11	15	
16:45 - 16:50	17+	12		55	56		2	4	
16:50 - 16:55	17+	9		58	54		2	2	
16:55 - 17:00	17+	11		56	55		4	4	
17:00 - 17:05	17+	12	29	51	52		4	9	
17:05 - 17:10	18+	10	28	53	51		6	16+	
17:10 - 17:15	16+	12	28	56	54		13+	17+	
17:15 - 17:20	10	11	21	56	55		7	17+	
17:20 - 17:25	4	9	13	57	54		12	17+	
17:25 - 17:30	10	6	16	56	55		7	18+	
17:30 - 17:35	17+	12	29	57	52		8	18+	
17:35 - 17:40	15	12	27	54	54		12+	17+	
17:40 - 17:45	14	12	26	57	55		13+	18+	
17:45 - 17:50	7	7	14	56	56		13+	19+	
17:50 - 17:55	7	6	13	55	54		2	18+	
17:55 - 18:00	15	5	20	54	53		4	18+	
18:00 - 18:05	4	6	-13 -6	53	54	2 2	6	13	2 4
18:05 - 18:10	7	3		54	21+		3	14	
18:10 - 18:15	5	8		55	54		6	8	
18:15 - 18:20	6	6		54	55		10	10	
18:20 - 18:25	4	8		53	54		4	9	
18:25 - 18:30	8	8		54	54		5	7	
18:30 - 18:35	15	9		56	51		3	6	
18:35 - 18:40	4	2		51	21+		5	8	
18:40 - 18:45	6	5		22+	21+		4	7	
18:45 - 18:50	4	5		21+	21+		2	8	
18:50 - 18:55	3	8		8	9		4	4	
18:55 - 19:00	4	3		5	4		7	9	

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: **41343 Bursledon, Southampton**

Client: **Motion**

Date: **Tuesday 12 November 2024**

	Hamble Lane						Bursledon Road			
Time of Green	Lane 1	Lane 2	Lane 3				Time of Green	Lane 1	Lane 2	Lane 3
17:32:25	0	13+	10				17:31:53	0	7	4
17:33:31	2	10	7				17:33:01	0	2	1
17:34:28	0	9	2				17:34:02	1	3	1
17:35:32	1	7	5				17:35:03	1	7	6
17:36:33	1	8	9				17:35:56	0	6	8
17:37:32	2	8	3				17:37:03	2	10	2
17:38:29	1	7	6				17:38:00	0	2	2
17:39:22	1	9	8				17:38:53	0	2	3
17:40:22	1	9	5				17:39:53	4	0	1
17:41:23	0	8	3				17:40:52	0	4	4
17:42:33	1	9	8				17:41:51	0	1	5
17:43:42	2	6	6				17:43:07	0	6	5
17:44:58	2	2	8				17:44:16	0	1	2
17:46:07	0	9	7				17:45:24	1	1	1
17:47:19	0	9	8				17:46:39	1	4	0
17:48:35	1	7	7				17:47:55	2	3	3
17:49:48	0	4	3				17:49:08	0	2	3
17:51:01	1	7	3				17:50:13	5	4	6
17:52:15	0	6	2				17:51:32	0	5	6
17:53:23	1	4	4				17:52:40	1	7	3
17:54:35	0	9	5				17:53:52	1	1	3
17:55:42	0	7	5				17:55:08	0	1	4
17:56:50	1	3	3				17:56:13	0	1	2
17:57:44	1	2	5				17:57:14	1	1	1
17:58:48	1	3	3				17:58:18	0	5	2
17:59:43	0	4	9				17:59:13	0	2	0
18:00:43	1	8	5	1	0	-4	18:00:13	0	2	7
18:01:42	0	3	3				18:01:10	2	2	3
18:02:45	1	6	5				18:02:03	0	4	5
18:03:21	0	7	2				18:03:04	1	5	2
18:03:57	3	3	0				18:03:40	3	4	2
18:04:33	0	4	2				18:04:16	0	3	2
18:05:09	0	5	4				18:04:52	1	2	1
18:05:45	1	6	4				18:05:28	0	5	0
18:06:21	0	6	1				18:06:04	0	3	1
18:06:57	0	3	3				18:06:40	0	1	2
18:07:33	0	4	4				18:07:16	0	2	5
18:08:09	1	4	6				18:07:52	0	4	2
18:08:46	0	2	1				18:08:29	1	3	2
18:09:22	0	4	2				18:09:05	0	1	2
18:09:58	2	1	5				18:09:41	0	1	6
18:10:34	0	5	3				18:10:17	0	1	1
18:11:10	0	5	3				18:10:53	2	6	2
18:11:47	1	9	2				18:11:30	0	1	2
18:12:24	1	12	3				18:12:07	0	2	3
18:13:01	2	12	2				18:12:44	1	1	3
18:13:37	0	13+	2				18:13:21	0	4	1
18:14:13	3	14+	5				18:13:57	0	1	1
18:14:49	0	9	10				18:14:33	2	3	3
18:15:57	0	9	2				18:15:32	3	2	6
18:17:02	1	6	4				18:16:37	0	6	8
18:18:03	0	3	2				18:17:36	0	3	3
18:19:04	0	1	0				18:18:32	2	2	5
18:19:57	0	4	2				18:19:29	0	2	2
18:20:57	0	5	2				18:20:24	0	6	8
18:21:50	2	4	4				18:21:17	2	2	3
18:22:43	0	5	3				18:22:16	1	2	2
18:23:34	0	1	3				18:23:09	0	1	0
18:24:23	2	3	4				18:23:58	0	4	3
18:25:08	0	4	1				18:24:47	1	0	0
18:26:04	2	1	3				18:25:34	2	1	8
18:26:57	1	5	4				18:26:28	0	3	1
18:28:01	1	4	2				18:27:30	0	3	4
18:29:02	0	3	3				18:28:29	0	5	6
18:29:38	0	2	4				18:29:21	2	1	3
18:30:14	0	7	0				18:29:57	0	1	5
18:30:50	0	0	1				18:30:33	1	2	4
18:31:26	2	1	1				18:31:09	0	3	3
18:32:02	0	3	2				18:31:45	0	2	2
18:32:39	1	7	1				18:32:22	0	4	1
18:33:16	1	9	3				18:32:59	4	1	0
18:33:52	2	7	3				18:33:36	0	1	0
18:34:29	2	3	1				18:34:12	1	3	5
18:35:05	0	4	1				18:34:48	1	7	4
18:35:42	1	3	3				18:35:25	1	1	0
18:36:19	1	0	1				18:36:02	1	1	7
18:36:55	1	2	1				18:36:38	0	5	7
18:37:31	1	1	1				18:37:14	1	1	4

	A27 SB			A3024			A27 NB	
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2
	-1	-2	6					

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name:	**41343 Bursledon, Southampton**
Client:	**Motion**
Date:	**Tuesday 12 November 2024**

	Hamble Lane				Bursledon Road			
Time of Green	Lane 1	Lane 2	Lane 3		Time of Green	Lane 1	Lane 2	Lane 3
18:38:07	1	3	3		18:37:50	0	3	1
18:38:43	0	1	2		18:38:26	1	3	5
18:39:19	0	7	5		18:39:02	0	3	5
18:39:56	0	5	2		18:39:38	1	4	3
18:40:31	0	3	3		18:40:14	1	0	3
18:41:07	3	5	0		18:40:50	0	2	3
18:41:43	0	9	3		18:41:26	0	1	1
18:42:19	0	8	6		18:42:02	0	2	4
18:42:55	1	8	4		18:42:38	0	0	0
18:43:31	3	5	2		18:43:14	0	2	6
18:44:07	2	7	4		18:43:50	0	1	5
18:44:43	1	9	4		18:44:26	2	0	1
18:45:20	0	9	3		18:45:03	0	2	1
18:45:56	0	5	1		18:45:40	0	0	1
18:46:32	3	6	2		18:46:16	0	3	0
18:47:09	3	4	4		18:46:52	1	2	3
18:47:46	1	4	3		18:47:29	1	3	2
18:48:22	3	6	1		18:48:05	1	4	2
18:48:59	0	9	2		18:48:42	0	1	0
18:49:36	0	10	0		18:49:19	0	4	4
18:50:13	1	9	2		18:49:56	0	3	2
18:50:49	1	9	1		18:50:33	0	4	2
18:51:25	1	4	3		18:51:08	2	5	3
18:52:01	1	1	0		18:51:44	0	0	0
18:52:37	0	1	3		18:52:20	0	7	3
18:53:13	3	3	0		18:52:56	0	5	3
18:53:49	2	7	2		18:53:32	0	6	6
18:54:25	2	1	1		18:54:08	0	1	2
18:55:01	3	1	9		18:54:44	0	0	2
18:55:38	2	5	3		18:55:21	1	1	0
18:56:14	3	5	3		18:55:58	1	1	2
18:56:50	1	5	1		18:56:34	0	0	0
18:57:27	1	0	0		18:57:10	0	0	1
18:58:03	0	9	0		18:57:46	3	5	2
18:58:39	0	8	3		18:58:23	1	0	4
18:59:16	0	2	4		18:58:59	0	3	2
18:59:52	1	0	2		18:59:35	0	1	4

	A27 SB			A3024			A27 NB	
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2

Advanced Transport Research
Site 3 - A3024/A27
Saturation Flows

Job Number & Name: 41343 Bursledon, Southampton
Client: Motion
Date: Tuesday 12 November 2024

PM Peak	Bursledon Road																													Hamble Lane																						
	Lane 1							Lane 2							Lane 3															Lane 1							Lane 2							Lane 3						
Cycle #	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value	Platoon PCU value	First 2 vehicles PCU value	Time (secs) until end of saturation	Free Flow PCU value	Effective Green	Cycle Time (seconds)	Queue Length PCU Value
1	*Insufficent queuing*							8.0	2.0	14	1.0	29	65	10.0	9.4	2.0	19	2.0	33	69	11.4	*Insufficent queuing*							8.0	2.0	18	0.0	22	69	10.0	7.0	2.0	13	4.0	29	72	9.0							
2								7.0	2.0	13	6.0	37	76	9.0	6.0	2.0	11	3.0	39	79	8.0								7.0	2.0	12	1.0	22	76	9.0	7.0	2.0	14	1.0	22	76	9.0							
3								7.0	2.0	13	1.0	29	73	9.0	7.0	2.0	14	5.0	36	68	9.0								8.0	2.0	15	2.0	31	76	10.0	6.0	2.0	12	5.0	31	71	8.0							
4								6.0	2.0	11	3.0	29	73	8.0	7.0	2.0	14	0.0	24	65	9.0								6.4	2.0	15	3.0	29	75	8.4	6.0	2.0	12	3.0	25	76	8.0							
5								9.0	2.0	15	4.0	32	74	11.0	6.0	2.0	12	3.0	35	76	8.0								7.0	2.5	13	2.0	21	62	9.5	7.0	2.0	14.0	0.0	18	57	9.0							
6								9.5	2.0	17	6.0	40	79	11.5	7.0	2.0	14	6.0	35	76	9.0								7.0	2.0	14	3.0	32	76	9.0	7.0	2.0	14	1.0	27	69	9.0							
7								13.0	2.0	22.0	0.0	32	69	15.0	6.0	2.0	10.0	1.0	32	67	8.0								7.0	2.0	14.0	1.0	20	69	9.0	6.0	2.0	11	2.0	22	57	8.0							
8								6.0	2.0	12.0	4.0	34	68	8.0	6.0	2.0	11.0	0.0	20	59	8.0								7.0	2.0	14.0	2.0	22	60	9.0	6.0	2.0	13	2.0	27	69	8.0							
9								12.0	2.0	23	0.0	35	76	14.0	6.0	2.0	14	5.0	28	53	8.0								7.0	2.0	13	5.0	34	68	9.0	6.0	2.0	12	5.0	27	76	8.0							
10								6.0	2.0	11	2.0	30	66	8.0	6.0	2.0	13	2.0	25	54	8.0								4.0	2.0	7	0.0	11	37	9.0	7.0	2.0	14	0.0	21	60	9.0							
Total	0.0	0	0	0	0	0	0.0	83.5	20	151	27	327	719	103.5	66.4	20	132	27	307	666	86.4	0.0	0	0	0	0	0	0.0	68.4	20.5	135	19	244	668	91.9	65.0	20	129	23	249	683	85.0							
Sat Flow	#DIV/0!							0.55298013							0.5030303							#DIV/0!							0.50666667							0.50387597												
	#DIV/0!							1990.72848							1810.90909							#DIV/0!							1824							1813.95349												
DOS	#DIV/0!							61.11%							60.48%							#DIV/0!							70.70%							70.14%												

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Signal Timings	*Date:*	Tuesday 12 November 2024

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
15:58:54	15:59:13	15:59:16	16:00:00	16:00:02	15:59:21	15:59:50	15:59:53	16:00:38	16:00:40
16:00:02	16:00:32	16:00:35	16:01:09	16:01:11	16:00:40	16:00:59	16:01:02	16:01:47	16:01:49
16:01:11	16:01:41	16:01:44	16:02:25	16:02:27	16:01:49	16:02:15	16:02:18	16:02:59	16:03:01
16:02:27	16:02:53	16:02:56	16:03:30	16:03:32	16:03:01	16:03:20	16:03:23	16:04:15	16:04:17
16:03:32	16:04:09	16:04:12	16:04:41	16:04:43	16:04:17	16:04:31	16:04:34	16:05:20	16:05:22
16:04:43	16:05:14	16:05:17	16:06:00	16:06:02	16:05:22	16:05:50	16:05:53	16:06:31	16:06:33
16:06:02	16:06:25	16:06:28	16:07:05	16:07:07	16:06:33	16:06:55	16:06:58	16:07:47	16:07:49
16:07:07	16:07:41	16:07:44	16:08:20	16:08:22	16:07:49	16:08:10	16:08:13	16:09:03	16:09:05
16:08:22	16:08:57	16:09:00	16:09:36	16:09:38	16:09:05	16:09:26	16:09:29	16:10:08	16:10:10
16:09:38	16:10:02	16:10:05	16:10:45	16:10:47	16:10:10	16:10:35	16:10:38	16:11:27	16:11:29
16:10:47	16:11:21	16:11:24	16:12:01	16:12:03	16:11:29	16:11:51	16:11:54	16:12:32	16:12:34
16:12:03	16:12:26	16:12:29	16:13:14	16:13:16	16:12:34	16:13:04	16:13:07	16:13:47	16:13:49
16:13:16	16:13:41	16:13:44	16:14:27	16:14:29	16:13:49	16:14:17	16:14:20	16:15:03	16:15:05
16:14:29	16:14:57	16:15:00	16:15:32	16:15:34	16:15:05	16:15:22	16:15:25	16:16:16	16:16:18
16:15:34	16:16:10	16:16:13	16:16:51	16:16:53	16:16:18	16:16:41	16:16:44	16:17:25	16:17:27
16:16:53	16:17:19	16:17:22	16:18:04	16:18:06	16:17:27	16:17:54	16:17:57	16:18:41	16:18:43
16:18:06	16:18:35	16:18:38	16:19:17	16:19:19	16:18:43	16:19:07	16:19:10	16:19:54	16:19:56
16:19:19	16:19:48	16:19:51	16:20:26	16:20:28	16:19:56	16:20:16	16:20:19	16:21:07	16:21:09
16:20:28	16:21:01	16:21:04	16:21:39	16:21:41	16:21:09	16:21:28	16:21:31	16:22:16	16:22:18
16:21:41	16:22:10	16:22:13	16:22:54	16:22:56	16:22:18	16:22:44	16:22:47	16:23:28	16:23:30
16:22:56	16:23:22	16:23:25	16:24:07	16:24:09	16:23:30	16:23:57	16:24:00	16:24:44	16:24:46
16:24:09	16:24:38	16:24:41	16:25:21	16:25:23	16:24:46	16:25:10	16:25:13	16:25:57	16:25:59

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Signal Timings	*Date:*	Tuesday 12 November 2024

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
16:25:23	16:25:51	16:25:54	16:26:25	16:26:27	16:25:59	16:26:15	16:26:18	16:27:02	16:27:04
16:26:27	16:26:56	16:26:59	16:27:40	16:27:42	16:27:04	16:27:30	16:27:33	16:28:13	16:28:15
16:27:42	16:28:07	16:28:10	16:28:48	16:28:50	16:28:15	16:28:38	16:28:41	16:29:33	16:29:35
16:28:50	16:29:27	16:29:30	16:30:07	16:30:09	16:29:35	16:29:57	16:30:00	16:30:38	16:30:40
16:30:09	16:30:32	16:30:35	16:31:16	16:31:18	16:30:40	16:31:06	16:31:09	16:31:53	16:31:55
16:31:18	16:31:47	16:31:50	16:32:24	16:32:26	16:31:55	16:32:14	16:32:17	16:33:01	16:33:03
16:32:26	16:32:55	16:32:58	16:33:43	16:33:45	16:33:03	16:33:33	16:33:36	16:34:20	16:34:22
16:33:45	16:34:14	16:34:17	16:34:52	16:34:54	16:34:22	16:34:42	16:34:45	16:35:33	16:35:35
16:34:54	16:35:27	16:35:30	16:36:00	16:36:02	16:35:35	16:35:50	16:35:53	16:36:38	16:36:40
16:36:02	16:36:32	16:36:35	16:37:19	16:37:21	16:36:40	16:37:09	16:37:12	16:37:49	16:37:51
16:37:21	16:37:43	16:37:46	16:38:32	16:38:34	16:37:51	16:38:22	16:38:25	16:39:08	16:39:10
16:38:34	16:39:02	16:39:05	16:39:45	16:39:47	16:39:10	16:39:35	16:39:38	16:40:21	16:40:23
16:39:47	16:40:15	16:40:18	16:40:54	16:40:56	16:40:23	16:40:44	16:40:47	16:41:26	16:41:28
16:40:56	16:41:20	16:41:23	16:42:06	16:42:08	16:41:28	16:41:56	16:41:59	16:42:45	16:42:47
16:42:08	16:42:39	16:42:42	16:43:14	16:43:16	16:42:47	16:43:04	16:43:07	16:43:54	16:43:56
16:43:16	16:43:48	16:43:51	16:44:33	16:44:35	16:43:56	16:44:23	16:44:26	16:45:10	16:45:12
16:44:35	16:45:04	16:45:07	16:45:46	16:45:48	16:45:12	16:45:36	16:45:39	16:46:23	16:46:25
16:45:48	16:46:17	16:46:20	16:46:59	16:47:01	16:46:25	16:46:49	16:46:52	16:47:36	16:47:38
16:47:01	16:47:30	16:47:33	16:48:12	16:48:14	16:47:38	16:48:02	16:48:05	16:48:45	16:48:47
16:48:14	16:48:39	16:48:42	16:49:25	16:49:27	16:48:47	16:49:15	16:49:18	16:50:01	16:50:03
16:49:27	16:49:55	16:49:58	16:50:38	16:50:40	16:50:03	16:50:28	16:50:31	16:51:14	16:51:16
16:50:40	16:51:08	16:51:11	16:51:51	16:51:53	16:51:16	16:51:41	16:51:44	16:52:27	16:52:29

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Signal Timings	*Date:*	Tuesday 12 November 2024

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
16:51:53	16:52:21	16:52:24	16:53:01	16:53:03	16:52:29	16:52:50	16:52:53	16:53:40	16:53:42
16:53:03	16:53:34	16:53:37	16:54:12	16:54:14	16:53:42	16:54:02	16:54:05	16:54:53	16:54:55
16:54:14	16:54:47	16:54:50	16:55:28	16:55:30	16:54:55	16:55:18	16:55:21	16:56:06	16:56:08
16:55:30	16:56:00	16:56:03	16:56:34	16:56:36	16:56:08	16:56:24	16:56:27	16:57:07	16:57:09
16:56:36	16:57:01	16:57:04	16:57:42	16:57:44	16:57:09	16:57:32	16:57:35	16:58:11	16:58:13
16:57:44	16:58:05	16:58:08	16:58:47	16:58:49	16:58:13	16:58:37	16:58:40	16:59:19	16:59:21
16:58:49	16:59:13	16:59:16	16:59:52	16:59:54	16:59:21	16:59:42	16:59:45	17:00:24	17:00:26
16:59:54	17:00:18	17:00:21	17:00:51	17:00:53	17:00:26	17:00:41	17:00:44	17:01:21	17:01:23
17:00:53	17:01:15	17:01:18	17:01:51	17:01:53	17:01:23	17:01:41	17:01:44	17:02:23	17:02:25
17:01:53	17:02:17	17:02:20	17:02:59	17:03:01	17:02:25	17:02:49	17:02:52	17:03:31	17:03:33
17:03:01	17:03:25	17:03:28	17:04:12	17:04:14	17:03:33	17:04:02	17:04:05	17:04:47	17:04:49
17:04:14	17:04:41	17:04:44	17:05:22	17:05:24	17:04:49	17:05:11	17:05:14	17:06:00	17:06:02
17:05:24	17:05:54	17:05:57	17:06:33	17:06:35	17:06:02	17:06:23	17:06:26	17:07:09	17:07:11
17:06:35	17:07:03	17:07:06	17:07:49	17:07:51	17:07:11	17:07:39	17:07:42	17:08:25	17:08:27
17:07:51	17:08:16	17:08:19	17:08:58	17:09:00	17:08:27	17:08:48	17:08:51	17:09:38	17:09:40
17:09:00	17:09:32	17:09:35	17:10:14	17:10:16	17:09:40	17:10:04	17:10:07	17:10:47	17:10:49
17:10:16	17:10:41	17:10:44	17:11:23	17:11:25	17:10:49	17:11:13	17:11:16	17:12:03	17:12:05
17:11:25	17:11:57	17:12:00	17:12:39	17:12:41	17:12:05	17:12:29	17:12:32	17:13:12	17:13:14
17:12:41	17:13:06	17:13:09	17:13:52	17:13:54	17:13:14	17:13:42	17:13:45	17:14:28	17:14:30
17:13:54	17:14:22	17:14:25	17:15:05	17:15:07	17:14:30	17:14:55	17:14:58	17:15:41	17:15:43
17:15:07	17:15:35	17:15:38	17:16:14	17:16:16	17:15:43	17:16:04	17:16:07	17:16:54	17:16:56
17:16:16	17:16:48	17:16:51	17:17:30	17:17:32	17:16:56	17:17:20	17:17:23	17:18:07	17:18:09

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Signal Timings	*Date:*	Tuesday 12 November 2024

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
17:17:32	17:18:01	17:18:04	17:18:39	17:18:41	17:18:09	17:18:29	17:18:32	17:19:04	17:19:06
17:18:41	17:18:58	17:19:01	17:19:40	17:19:42	17:19:06	17:19:30	17:19:33	17:20:15	17:20:17
17:19:42	17:20:09	17:20:12	17:20:46	17:20:48	17:20:17	17:20:36	17:20:39	17:21:12	17:21:14
17:20:48	17:21:06	17:21:09	17:21:43	17:21:45	17:21:14	17:21:33	17:21:36	17:22:12	17:22:14
17:21:45	17:22:06	17:22:09	17:22:43	17:22:45	17:22:14	17:22:33	17:22:36	17:23:16	17:23:18
17:22:45	17:23:10	17:23:13	17:23:49	17:23:51	17:23:18	17:23:39	17:23:42	17:24:17	17:24:19
17:23:51	17:24:11	17:24:14	17:24:50	17:24:52	17:24:19	17:24:40	17:24:43	17:25:25	17:25:27
17:24:52	17:25:19	17:25:22	17:25:54	17:25:56	17:25:27	17:25:44	17:25:47	17:26:34	17:26:36
17:25:56	17:26:28	17:26:31	17:27:06	17:27:08	17:26:36	17:26:56	17:26:59	17:27:39	17:27:41
17:27:08	17:27:33	17:27:36	17:28:18	17:28:20	17:27:41	17:28:08	17:28:11	17:28:58	17:29:00
17:28:20	17:28:52	17:28:55	17:29:34	17:29:36	17:29:00	17:29:24	17:29:27	17:30:07	17:30:09
17:29:36	17:30:01	17:30:04	17:30:47	17:30:49	17:30:09	17:30:37	17:30:40	17:31:22	17:31:24
17:30:49	17:31:16	17:31:19	17:31:51	17:31:53	17:31:24	17:31:41	17:31:44	17:32:23	17:32:25
17:31:53	17:32:17	17:32:20	17:32:59	17:33:01	17:32:25	17:32:49	17:32:52	17:33:29	17:33:31
17:33:01	17:33:23	17:33:26	17:34:00	17:34:02	17:33:31	17:33:50	17:33:53	17:34:26	17:34:28
17:34:02	17:34:20	17:34:23	17:35:01	17:35:03	17:34:28	17:34:51	17:34:54	17:35:30	17:35:32
17:35:03	17:35:24	17:35:27	17:35:54	17:35:56	17:35:32	17:35:44	17:35:47	17:36:31	17:36:33
17:35:56	17:36:25	17:36:28	17:37:01	17:37:03	17:36:33	17:36:51	17:36:54	17:37:30	17:37:32
17:37:03	17:37:24	17:37:27	17:37:58	17:38:00	17:37:32	17:37:48	17:37:51	17:38:27	17:38:29
17:38:00	17:38:21	17:38:24	17:38:51	17:38:53	17:38:29	17:38:41	17:38:44	17:39:20	17:39:22
17:38:53	17:39:14	17:39:17	17:39:51	17:39:53	17:39:22	17:39:41	17:39:44	17:40:20	17:40:22
17:39:53	17:40:14	17:40:17	17:40:50	17:40:52	17:40:22	17:40:40	17:40:43	17:41:21	17:41:23

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Signal Timings	*Date:*	Tuesday 12 November 2024

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
17:40:52	17:41:15	17:41:18	17:41:49	17:41:51	17:41:23	17:41:39	17:41:42	17:42:31	17:42:33
17:41:51	17:42:25	17:42:28	17:43:05	17:43:07	17:42:33	17:42:55	17:42:58	17:43:40	17:43:42
17:43:07	17:43:34	17:43:37	17:44:14	17:44:16	17:43:42	17:44:04	17:44:07	17:44:56	17:44:58
17:44:16	17:44:50	17:44:53	17:45:22	17:45:24	17:44:58	17:45:12	17:45:15	17:46:05	17:46:07
17:45:24	17:45:59	17:46:02	17:46:37	17:46:39	17:46:07	17:46:27	17:46:30	17:47:17	17:47:19
17:46:39	17:47:11	17:47:14	17:47:53	17:47:55	17:47:19	17:47:43	17:47:46	17:48:33	17:48:35
17:47:55	17:48:27	17:48:30	17:49:06	17:49:08	17:48:35	17:48:56	17:48:59	17:49:46	17:49:48
17:49:08	17:49:40	17:49:43	17:50:11	17:50:13	17:49:48	17:50:01	17:50:04	17:50:59	17:51:01
17:50:13	17:50:53	17:50:56	17:51:30	17:51:32	17:51:01	17:51:20	17:51:23	17:52:13	17:52:15
17:51:32	17:52:06	17:52:09	17:52:38	17:52:40	17:52:15	17:52:28	17:52:31	17:53:21	17:53:23
17:52:40	17:53:15	17:53:18	17:53:50	17:53:52	17:53:23	17:53:40	17:53:43	17:54:33	17:54:35
17:53:52	17:54:27	17:54:30	17:55:06	17:55:08	17:54:35	17:54:56	17:54:59	17:55:40	17:55:42
17:55:08	17:55:34	17:55:37	17:56:11	17:56:13	17:55:42	17:56:01	17:56:04	17:56:48	17:56:50
17:56:13	17:56:42	17:56:45	17:57:12	17:57:14	17:56:50	17:57:02	17:57:05	17:57:42	17:57:44
17:57:14	17:57:36	17:57:39	17:58:16	17:58:18	17:57:44	17:58:06	17:58:09	17:58:46	17:58:48
17:58:18	17:58:39	17:58:42	17:59:11	17:59:13	17:58:48	17:59:01	17:59:04	17:59:41	17:59:43
17:59:13	17:59:35	17:59:38	18:00:11	18:00:13	17:59:43	18:00:01	18:00:04	18:00:41	18:00:43
18:00:13	18:00:35	18:00:38	18:01:08	18:01:10	18:00:43	18:00:58	18:01:01	18:01:40	18:01:42
18:01:10	18:01:34	18:01:37	18:02:01	18:02:03	18:01:42	18:01:51	18:01:54	18:02:43	18:02:45
18:02:03	18:02:37	18:02:40	18:03:02	18:03:04	18:02:45	18:02:52	18:02:55	18:03:19	18:03:21
18:03:04	18:03:13	18:03:16	18:03:38	18:03:40	18:03:21	18:03:28	18:03:31	18:03:55	18:03:57
18:03:40	18:03:49	18:03:52	18:04:14	18:04:16	18:03:57	18:04:04	18:04:07	18:04:31	18:04:33

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Signal Timings	*Date:*	Tuesday 12 November 2024

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
18:04:16	18:04:25	18:04:28	18:04:50	18:04:52	18:04:33	18:04:40	18:04:43	18:05:07	18:05:09
18:04:52	18:05:01	18:05:04	18:05:26	18:05:28	18:05:09	18:05:16	18:05:19	18:05:43	18:05:45
18:05:28	18:05:37	18:05:40	18:06:02	18:06:04	18:05:45	18:05:52	18:05:55	18:06:19	18:06:21
18:06:04	18:06:13	18:06:16	18:06:38	18:06:40	18:06:21	18:06:28	18:06:31	18:06:55	18:06:57
18:06:40	18:06:49	18:06:52	18:07:14	18:07:16	18:06:57	18:07:04	18:07:07	18:07:31	18:07:33
18:07:16	18:07:25	18:07:28	18:07:50	18:07:52	18:07:33	18:07:40	18:07:43	18:08:07	18:08:09
18:07:52	18:08:01	18:08:04	18:08:27	18:08:29	18:08:09	18:08:17	18:08:20	18:08:44	18:08:46
18:08:29	18:08:38	18:08:41	18:09:03	18:09:05	18:08:46	18:08:53	18:08:56	18:09:20	18:09:22
18:09:05	18:09:14	18:09:17	18:09:39	18:09:41	18:09:22	18:09:29	18:09:32	18:09:56	18:09:58
18:09:41	18:09:50	18:09:53	18:10:15	18:10:17	18:09:58	18:10:05	18:10:08	18:10:32	18:10:34
18:10:17	18:10:26	18:10:29	18:10:51	18:10:53	18:10:34	18:10:41	18:10:44	18:11:08	18:11:10
18:10:53	18:11:02	18:11:05	18:11:28	18:11:30	18:11:10	18:11:18	18:11:21	18:11:45	18:11:47
18:11:30	18:11:39	18:11:42	18:12:05	18:12:07	18:11:47	18:11:55	18:11:58	18:12:22	18:12:24
18:12:07	18:12:16	18:12:19	18:12:42	18:12:44	18:12:24	18:12:32	18:12:35	18:12:59	18:13:01
18:12:44	18:12:53	18:12:56	18:13:19	18:13:21	18:13:01	18:13:09	18:13:12	18:13:35	18:13:37
18:13:21	18:13:29	18:13:32	18:13:55	18:13:57	18:13:37	18:13:45	18:13:48	18:14:11	18:14:13
18:13:57	18:14:05	18:14:08	18:14:31	18:14:33	18:14:13	18:14:21	18:14:24	18:14:47	18:14:49
18:14:33	18:14:41	18:14:44	18:15:30	18:15:32	18:14:49	18:15:20	18:15:23	18:15:55	18:15:57
18:15:32	18:15:49	18:15:52	18:16:35	18:16:37	18:15:57	18:16:25	18:16:28	18:17:00	18:17:02
18:16:37	18:16:54	18:16:57	18:17:34	18:17:36	18:17:02	18:17:24	18:17:27	18:18:01	18:18:03
18:17:36	18:17:55	18:17:58	18:18:30	18:18:32	18:18:03	18:18:20	18:18:23	18:19:02	18:19:04
18:18:32	18:18:56	18:18:59	18:19:27	18:19:29	18:19:04	18:19:17	18:19:20	18:19:55	18:19:57

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Signal Timings	*Date:*	Tuesday 12 November 2024

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
18:19:29	18:19:49	18:19:52	18:20:22	18:20:24	18:19:57	18:20:12	18:20:15	18:20:55	18:20:57
18:20:24	18:20:49	18:20:52	18:21:15	18:21:17	18:20:57	18:21:05	18:21:08	18:21:48	18:21:50
18:21:17	18:21:42	18:21:45	18:22:14	18:22:16	18:21:50	18:22:04	18:22:07	18:22:41	18:22:43
18:22:16	18:22:35	18:22:38	18:23:07	18:23:09	18:22:43	18:22:57	18:23:00	18:23:32	18:23:34
18:23:09	18:23:26	18:23:29	18:23:56	18:23:58	18:23:34	18:23:46	18:23:49	18:24:21	18:24:23
18:23:58	18:24:15	18:24:18	18:24:45	18:24:47	18:24:23	18:24:37	18:24:40	18:25:06	18:25:08
18:24:47	18:25:00	18:25:03	18:25:32	18:25:34	18:25:08	18:25:22	18:25:25	18:26:02	18:26:04
18:25:34	18:25:56	18:25:59	18:26:26	18:26:28	18:26:04	18:26:16	18:26:19	18:26:55	18:26:57
18:26:28	18:26:49	18:26:52	18:27:28	18:27:30	18:26:57	18:27:18	18:27:21	18:27:59	18:28:01
18:27:30	18:27:53	18:27:56	18:28:27	18:28:29	18:28:01	18:28:17	18:28:20	18:29:00	18:29:02
18:28:29	18:28:54	18:28:57	18:29:19	18:29:21	18:29:02	18:29:09	18:29:12	18:29:36	18:29:38
18:29:21	18:29:30	18:29:33	18:29:55	18:29:57	18:29:38	18:29:45	18:29:48	18:30:12	18:30:14
18:29:57	18:30:06	18:30:09	18:30:31	18:30:33	18:30:14	18:30:21	18:30:24	18:30:48	18:30:50
18:30:33	18:30:42	18:30:45	18:31:07	18:31:09	18:30:50	18:30:57	18:31:00	18:31:24	18:31:26
18:31:09	18:31:18	18:31:21	18:31:43	18:31:45	18:31:26	18:31:33	18:31:36	18:32:00	18:32:02
18:31:45	18:31:54	18:31:57	18:32:20	18:32:22	18:32:02	18:32:10	18:32:13	18:32:37	18:32:39
18:32:22	18:32:31	18:32:34	18:32:57	18:32:59	18:32:39	18:32:47	18:32:50	18:33:14	18:33:16
18:32:59	18:33:08	18:33:11	18:33:34	18:33:36	18:33:16	18:33:24	18:33:27	18:33:50	18:33:52
18:33:36	18:33:44	18:33:47	18:34:10	18:34:12	18:33:52	18:34:00	18:34:03	18:34:27	18:34:29
18:34:12	18:34:21	18:34:24	18:34:46	18:34:48	18:34:29	18:34:36	18:34:39	18:35:03	18:35:05
18:34:48	18:34:57	18:35:00	18:35:23	18:35:25	18:35:05	18:35:13	18:35:16	18:35:40	18:35:42
18:35:25	18:35:34	18:35:37	18:36:00	18:36:02	18:35:42	18:35:50	18:35:53	18:36:17	18:36:19

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Signal Timings	*Date:*	Tuesday 12 November 2024

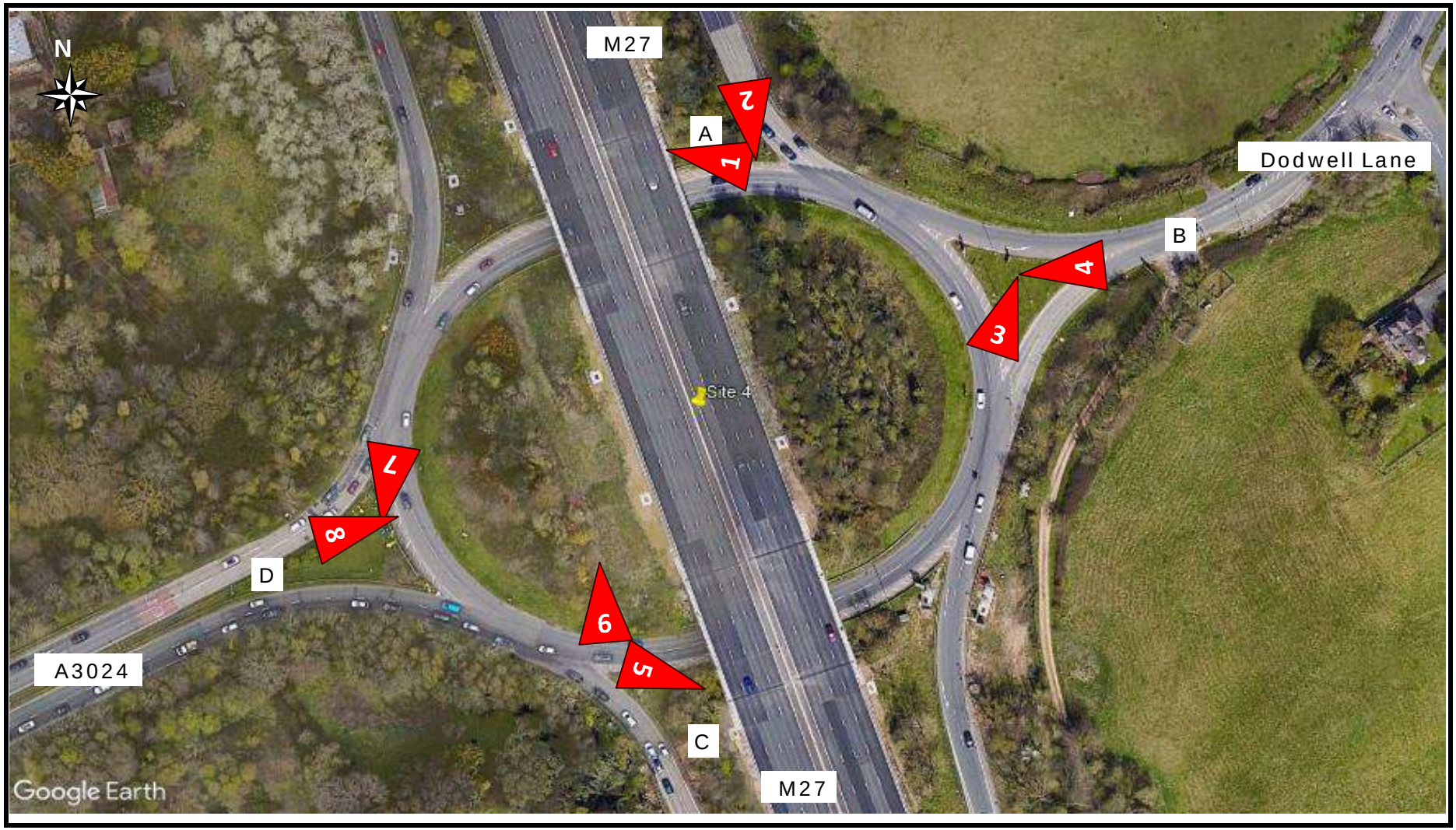
Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
18:36:02	18:36:11	18:36:14	18:36:36	18:36:38	18:36:19	18:36:26	18:36:29	18:36:53	18:36:55
18:36:38	18:36:47	18:36:50	18:37:12	18:37:14	18:36:55	18:37:02	18:37:05	18:37:29	18:37:31
18:37:14	18:37:23	18:37:26	18:37:48	18:37:50	18:37:31	18:37:38	18:37:41	18:38:05	18:38:07
18:37:50	18:37:59	18:38:02	18:38:24	18:38:26	18:38:07	18:38:14	18:38:17	18:38:41	18:38:43
18:38:26	18:38:35	18:38:38	18:39:00	18:39:02	18:38:43	18:38:50	18:38:53	18:39:17	18:39:19
18:39:02	18:39:11	18:39:14	18:39:36	18:39:38	18:39:19	18:39:26	18:39:29	18:39:54	18:39:56
18:39:38	18:39:47	18:39:50	18:40:12	18:40:14	18:39:56	18:40:02	18:40:05	18:40:29	18:40:31
18:40:14	18:40:23	18:40:26	18:40:48	18:40:50	18:40:31	18:40:38	18:40:41	18:41:05	18:41:07
18:40:50	18:40:59	18:41:02	18:41:24	18:41:26	18:41:07	18:41:14	18:41:17	18:41:41	18:41:43
18:41:26	18:41:35	18:41:38	18:42:00	18:42:02	18:41:43	18:41:50	18:41:53	18:42:17	18:42:19
18:42:02	18:42:11	18:42:14	18:42:36	18:42:38	18:42:19	18:42:26	18:42:29	18:42:53	18:42:55
18:42:38	18:42:47	18:42:50	18:43:12	18:43:14	18:42:55	18:43:02	18:43:05	18:43:29	18:43:31
18:43:14	18:43:23	18:43:26	18:43:48	18:43:50	18:43:31	18:43:38	18:43:41	18:44:05	18:44:07
18:43:50	18:43:59	18:44:02	18:44:24	18:44:26	18:44:07	18:44:14	18:44:17	18:44:41	18:44:43
18:44:26	18:44:35	18:44:38	18:45:01	18:45:03	18:44:43	18:44:51	18:44:54	18:45:18	18:45:20
18:45:03	18:45:12	18:45:15	18:45:38	18:45:40	18:45:20	18:45:28	18:45:31	18:45:54	18:45:56
18:45:40	18:45:48	18:45:51	18:46:14	18:46:16	18:45:56	18:46:04	18:46:07	18:46:30	18:46:32
18:46:16	18:46:24	18:46:27	18:46:50	18:46:52	18:46:32	18:46:40	18:46:43	18:47:07	18:47:09
18:46:52	18:47:01	18:47:04	18:47:27	18:47:29	18:47:09	18:47:17	18:47:20	18:47:44	18:47:46
18:47:29	18:47:38	18:47:41	18:48:03	18:48:05	18:47:46	18:47:53	18:47:56	18:48:20	18:48:22
18:48:05	18:48:14	18:48:17	18:48:40	18:48:42	18:48:22	18:48:30	18:48:33	18:48:57	18:48:59
18:48:42	18:48:51	18:48:54	18:49:17	18:49:19	18:48:59	18:49:07	18:49:10	18:49:34	18:49:36

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 3 - A3024/A27	*Client:*	Motion
Signal Timings	*Date:*	Tuesday 12 November 2024

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
18:49:19	18:49:28	18:49:31	18:49:54	18:49:56	18:49:36	18:49:44	18:49:47	18:50:11	18:50:13
18:49:56	18:50:05	18:50:08	18:50:31	18:50:33	18:50:13	18:50:21	18:50:24	18:50:47	18:50:49
18:50:33	18:50:41	18:50:44	18:51:06	18:51:08	18:50:49	18:50:56	18:50:59	18:51:23	18:51:25
18:51:08	18:51:17	18:51:20	18:51:42	18:51:44	18:51:25	18:51:32	18:51:35	18:51:59	18:52:01
18:51:44	18:51:53	18:51:56	18:52:18	18:52:20	18:52:01	18:52:08	18:52:11	18:52:35	18:52:37
18:52:20	18:52:29	18:52:32	18:52:54	18:52:56	18:52:37	18:52:44	18:52:47	18:53:11	18:53:13
18:52:56	18:53:05	18:53:08	18:53:30	18:53:32	18:53:13	18:53:20	18:53:23	18:53:47	18:53:49
18:53:32	18:53:41	18:53:44	18:54:06	18:54:08	18:53:49	18:53:56	18:53:59	18:54:23	18:54:25
18:54:08	18:54:17	18:54:20	18:54:42	18:54:44	18:54:25	18:54:32	18:54:35	18:54:59	18:55:01
18:54:44	18:54:53	18:54:56	18:55:19	18:55:21	18:55:01	18:55:09	18:55:12	18:55:36	18:55:38
18:55:21	18:55:30	18:55:33	18:55:56	18:55:58	18:55:38	18:55:46	18:55:49	18:56:12	18:56:14
18:55:58	18:56:06	18:56:09	18:56:32	18:56:34	18:56:14	18:56:22	18:56:25	18:56:48	18:56:50
18:56:34	18:56:42	18:56:45	18:57:08	18:57:10	18:56:50	18:56:58	18:57:01	18:57:25	18:57:27
18:57:10	18:57:19	18:57:22	18:57:44	18:57:46	18:57:27	18:57:34	18:57:37	18:58:01	18:58:03
18:57:46	18:57:55	18:57:58	18:58:21	18:58:23	18:58:03	18:58:11	18:58:14	18:58:37	18:58:39
18:58:23	18:58:31	18:58:34	18:58:57	18:58:59	18:58:39	18:58:47	18:58:50	18:59:14	18:59:16
18:58:59	18:59:08	18:59:11	18:59:33	18:59:35	18:59:16	18:59:23	18:59:26	18:59:50	18:59:52
18:59:35	18:59:44	18:59:47	18:59:47		18:59:52	18:59:59			

Advanced Transport Research		Job Number & Name:	42573 Bursledon, Southampton
Site 4 - M27 Junction 8		Date:	Tuesday 18 Mar 2025

Job Type:	Junction Count				
Co-ordinates:	50.898406°N, 1.312187°W	Postcode:	SO31 1DJ	Times:	0700-1000 1600-1900



Advanced Transport Research

Site 4 - M27 Junction 8

Classified Counts

	A to A								A to B								A to C								A to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	0	0	0	0	0	0	0	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	18	6	2	2	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	32	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	91	23	8	4	2	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	34	10	0	0	0	0	0	0	1	1	0	1	0	0	0	0	82	28	6	2	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	44	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	24	6	2	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	36	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	104	25	7	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	45	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	17	9	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	43	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	83	22	4	5	1	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	68	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	73	22	11	4	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	43	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	22	1	2	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	38	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	88	21	8	4	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	20	4	8	1	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	41	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	78	16	4	5	0	0	0	0
07:00 - 08:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*127*	*39*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*366*	*93*	*26*	*10*	*4*	*0*	*0*	*0*
07:15 - 08:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*146*	*48*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*399*	*100*	*27*	*8*	*2*	*0*	*0*	*0*
07:30 - 08:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*159*	*45*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*1*	*0*	*0*	*0*	*0*	*384*	*94*	*28*	*4*	*0*	*0*	*0*	*0*
07:45 - 08:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*168*	*43*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*385*	*88*	*26*	*7*	*1*	*0*	*0*	*0*
08:00 - 09:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*192*	*39*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*336*	*86*	*31*	*9*	*1*	*0*	*0*	*0*
08:15 - 09:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*199*	*31*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*321*	*83*	*25*	*11*	*1*	*0*	*0*	*0*
08:30 - 09:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*192*	*30*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*333*	*87*	*24*	*15*	*1*	*0*	*0*	*0*
08:45 - 09:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*182*	*25*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*340*	*85*	*24*	*18*	*1*	*0*	*0*	*0*
09:00 - 10:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*155*	*21*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*345*	*79*	*17*	*19*	*1*	*0*	*0*	*0*
AM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**474**	**99**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1047**	**258**	**74**	**38**	**6**	**0**	**0**	**0**
Daily Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**474**	**99**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1047**	**258**	**74**	**38**	**6**	**0**	**0**	**0**
AM Peak Hour																																
07:00 - 08:00	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***127***	***39***	***1***	***0***	***0***	***0***	***0***	***0***	***1***	***1***	***0***	***1***	***0***	***0***	***0***	***0***	***366***	***93***	***26***	***10***	***4***	***0***	***0***	***0***

Advanced Trans
Site 4 - M27 Ju
Classified Coun

Times	B to A								B to B								B to C								B to D							
	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	54	16	0	0	0	1	0	0	0	0	0	0	0	0	0	0	61	14	0	0	0	1	0	0	22	12	0	0	0	0	0	0
07:15 - 07:30	56	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	7	0	0	0	0	0	0	24	7	1	0	0	0	0	0
07:30 - 07:45	62	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	59	10	1	0	0	1	0	0	51	5	0	0	0	1	0	0
07:45 - 08:00	73	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	81	11	0	0	0	0	0	0	34	11	4	1	0	0	0	0
08:00 - 08:15	72	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	83	11	0	0	0	0	0	0	54	6	1	1	1	1	0	0
08:15 - 08:30	43	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	7	0	0	0	0	0	0	35	3	0	0	0	1	0	0
08:30 - 08:45	49	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	8	0	0	0	0	0	0	43	7	1	0	0	0	0	0
08:45 - 09:00	44	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55	9	1	0	0	0	0	0	61	5	1	0	1	0	0	0
09:00 - 09:15	33	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33	11	1	0	0	1	0	0	55	4	0	0	0	1	0	0
09:15 - 09:30	46	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	8	0	0	0	0	0	0	57	3	0	0	1	0	0	0
09:30 - 09:45	31	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	30	5	1	0	0	0	0	0	33	5	0	0	0	0	0	0
09:45 - 10:00	37	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35	3	1	0	0	0	0	0	41	11	0	0	1	1	0	0
07:00 - 08:00	*245*	*36*	*1*	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*262*	*42*	*1*	*0*	*0*	*2*	*0*	*0*	*131*	*35*	*5*	*1*	*0*	*1*	*0*	*0*
07:15 - 08:15	*263*	*30*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*284*	*39*	*1*	*0*	*0*	*1*	*0*	*0*	*163*	*29*	*6*	*2*	*1*	*2*	*0*	*0*
07:30 - 08:30	*250*	*31*	*2*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*278*	*39*	*1*	*0*	*0*	*1*	*0*	*0*	*174*	*25*	*5*	*2*	*1*	*3*	*0*	*0*
07:45 - 08:45	*237*	*26*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*290*	*37*	*0*	*0*	*0*	*0*	*0*	*0*	*166*	*27*	*6*	*2*	*1*	*2*	*0*	*0*
08:00 - 09:00	*208*	*26*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*264*	*35*	*1*	*0*	*0*	*0*	*0*	*0*	*193*	*21*	*3*	*1*	*2*	*2*	*0*	*0*
08:15 - 09:15	*169*	*20*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*214*	*35*	*2*	*0*	*0*	*1*	*0*	*0*	*194*	*19*	*2*	*0*	*1*	*2*	*0*	*0*
08:30 - 09:30	*172*	*15*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*181*	*36*	*2*	*0*	*0*	*1*	*0*	*0*	*216*	*19*	*2*	*0*	*2*	*1*	*0*	*0*
08:45 - 09:45	*154*	*19*	*3*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*140*	*33*	*3*	*0*	*0*	*1*	*0*	*0*	*206*	*17*	*1*	*0*	*2*	*1*	*0*	*0*
09:00 - 10:00	*147*	*18*	*3*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*120*	*27*	*3*	*0*	*0*	*1*	*0*	*0*	*186*	*23*	*0*	*0*	*2*	*2*	*0*	*0*
AM Total	**600**	**80**	**6**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**646**	**104**	**5**	**0**	**0**	**3**	**0**	**0**	**510**	**79**	**8**	**2**	**4**	**5**	**0**	**0**
Daily Total	**600**	**80**	**6**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**646**	**104**	**5**	**0**	**0**	**3**	**0**	**0**	**510**	**79**	**8**	**2**	**4**	**5**	**0**	**0**
AM Peak Hour																																
07:00 - 08:00	***245***	***36***	***1***	***0***	***0***	***1***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***262***	***42***	***1***	***0***	***0***	***2***	***0***	***0***	***131***	***35***	***5***	***1***	***0***	***1***	***0***	***0***

Advanced Trans
Site 4 - M27 Ju
Classified Coun

	C to A								C to B								C to C								C to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	3	0	0	0	0	0	0	0	18	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	30	1	2	1	0	0	0
07:15 - 07:30	3	1	0	0	0	0	0	0	30	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	116	37	6	3	0	1	0	0
07:30 - 07:45	2	2	1	0	0	0	0	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	30	3	4	0	1	0	0
07:45 - 08:00	4	0	0	0	0	0	0	0	37	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	133	20	1	1	1	1	0	0
08:00 - 08:15	0	1	0	0	0	0	0	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	24	5	2	0	2	0	0
08:15 - 08:30	1	2	0	0	0	0	0	0	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	19	7	1	0	3	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	16	2	2	0	2	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	24	0	1	0	1	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	28	2	1	0	0	0	0
09:15 - 09:30	1	0	0	0	0	0	0	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	14	3	4	1	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	112	16	3	5	0	3	0	0
09:45 - 10:00	1	1	0	0	0	0	0	0	21	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	87	23	5	3	0	0	0	0
07:00 - 08:00	*12*	*3*	*1*	*0*	*0*	*0*	*0*	*0*	*116*	*29*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*484*	*117*	*11*	*10*	*2*	*3*	*0*	*0*
07:15 - 08:15	*9*	*4*	*1*	*0*	*0*	*0*	*0*	*0*	*128*	*24*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*458*	*111*	*15*	*10*	*1*	*5*	*0*	*0*
07:30 - 08:30	*7*	*5*	*1*	*0*	*0*	*0*	*0*	*0*	*131*	*17*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*428*	*93*	*16*	*8*	*1*	*7*	*0*	*0*
07:45 - 08:45	*5*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*124*	*17*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*390*	*79*	*15*	*6*	*1*	*8*	*0*	*0*
08:00 - 09:00	*1*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*110*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*315*	*83*	*14*	*6*	*0*	*8*	*0*	*0*
08:15 - 09:15	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*104*	*20*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*306*	*87*	*11*	*5*	*0*	*6*	*0*	*0*
08:30 - 09:30	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*21*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*308*	*82*	*7*	*8*	*1*	*3*	*0*	*0*
08:45 - 09:45	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*101*	*26*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*338*	*82*	*8*	*11*	*1*	*4*	*0*	*0*
09:00 - 10:00	*2*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*99*	*25*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*367*	*81*	*13*	*13*	*1*	*3*	*0*	*0*
AM Total	**15**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**325**	**68**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1166**	**281**	**38**	**29**	**3**	**14**	**0**	**0**
Daily Total	**15**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**325**	**68**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1166**	**281**	**38**	**29**	**3**	**14**	**0**	**0**
AM Peak Hour																																
07:00 - 08:00	***12***	***3***	***1***	***0***	***0***	***0***	***0***	***0***	***116***	***29***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***484***	***117***	***11***	***10***	***2***	***3***	***0***	***0***

Advanced Trans		*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 4 - M27 Jui		*Client:*	**Motion**
Classified Coun		*Date:*	**Tuesday 18 March 2025**

	D to A								D to B								D to C								D to D							
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
07:00 - 07:15	111	41	0	0	0	0	0	0	28	11	4	0	0	0	0	0	201	47	4	1	0	1	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	104	27	3	3	0	0	0	0	45	8	0	0	1	0	0	0	206	62	5	1	0	2	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	94	21	3	0	0	0	0	0	25	8	0	0	0	0	0	0	206	44	2	0	0	1	0	0	1	0	0	0	0	0	0	0
07:45 - 08:00	93	22	2	2	0	0	0	0	20	1	0	0	0	1	0	0	170	37	2	2	0	1	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	52	15	2	2	2	0	0	0	11	5	0	0	0	0	0	0	121	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	81	22	4	4	1	0	0	0	31	7	3	1	0	0	0	0	247	28	5	3	1	1	0	0	1	0	0	0	0	0	0	0
08:30 - 08:45	108	19	3	3	0	0	0	0	52	1	1	0	0	0	0	0	226	37	3	3	1	1	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	89	24	4	2	0	0	0	0	49	7	0	0	0	0	0	0	184	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	102	20	3	2	1	1	0	0	34	6	0	1	0	1	0	0	132	26	1	5	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	109	20	8	3	1	0	0	0	56	6	2	1	0	0	0	0	137	27	2	2	1	1	0	0	1	0	0	0	0	0	0	0
09:30 - 09:45	120	19	5	3	2	2	0	0	37	3	1	0	1	0	0	0	110	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	114	17	4	1	1	1	0	0	48	5	1	2	1	1	0	0	107	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 08:00	*402*	*111*	*8*	*5*	*0*	*0*	*0*	*0*	*118*	*28*	*4*	*0*	*1*	*1*	*0*	*0*	*783*	*190*	*13*	*4*	*0*	*5*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:15 - 08:15	*343*	*85*	*10*	*7*	*2*	*0*	*0*	*0*	*101*	*22*	*0*	*0*	*1*	*1*	*0*	*0*	*703*	*160*	*10*	*3*	*0*	*4*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:30 - 08:30	*320*	*80*	*11*	*8*	*3*	*0*	*0*	*0*	*87*	*21*	*3*	*1*	*0*	*1*	*0*	*0*	*744*	*126*	*10*	*5*	*1*	*3*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
07:45 - 08:45	*334*	*78*	*11*	*11*	*3*	*0*	*0*	*0*	*114*	*14*	*4*	*1*	*0*	*1*	*0*	*0*	*764*	*119*	*11*	*8*	*2*	*3*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:00 - 09:00	*330*	*80*	*13*	*11*	*3*	*0*	*0*	*0*	*143*	*20*	*4*	*1*	*0*	*0*	*0*	*0*	*778*	*105*	*13*	*8*	*2*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:15 - 09:15	*380*	*85*	*14*	*11*	*2*	*1*	*0*	*0*	*166*	*21*	*4*	*2*	*0*	*1*	*0*	*0*	*789*	*114*	*13*	*13*	*2*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:30 - 09:30	*408*	*83*	*18*	*10*	*2*	*1*	*0*	*0*	*191*	*20*	*3*	*2*	*0*	*1*	*0*	*0*	*679*	*113*	*10*	*12*	*2*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
08:45 - 09:45	*420*	*83*	*20*	*10*	*4*	*3*	*0*	*0*	*176*	*22*	*3*	*2*	*1*	*1*	*0*	*0*	*563*	*96*	*9*	*10*	*1*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
09:00 - 10:00	*445*	*76*	*20*	*9*	*5*	*4*	*0*	*0*	*175*	*20*	*4*	*4*	*2*	*2*	*0*	*0*	*486*	*98*	*9*	*8*	*1*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
AM Total	**1177**	**267**	**41**	**25**	**8**	**4**	**0**	**0**	**436**	**68**	**12**	**5**	**3**	**3**	**0**	**0**	**2047**	**393**	**35**	**20**	**3**	**8**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Daily Total	**1177**	**267**	**41**	**25**	**8**	**4**	**0**	**0**	**436**	**68**	**12**	**5**	**3**	**3**	**0**	**0**	**2047**	**393**	**35**	**20**	**3**	**8**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak Hour																																
07:00 - 08:00	***402***	***111***	***8***	***5***	***0***	***0***	***0***	***0***	***118***	***28***	***4***	***0***	***1***	***1***	***0***	***0***	***783***	***190***	***13***	***4***	***0***	***5***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research	*Job Number & Name:*	42573 Bursledon, Southampton
Site 4 - M27 Junction 8	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 18 March 2025

	M27 SB		Dodwell Lane		M27 NB		A3024	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	2	3	2	4	4	1	4	10
07:05 - 07:10	1	4	3	3	7	3	3	4
07:10 - 07:15	4	6	4	5	3	2	3	6
07:15 - 07:20	6	7	5	3	6	3	5	21
07:20 - 07:25	13	19	17	11	4	2	2	13
07:25 - 07:30	13	20	19	11	5	2	10	15
07:30 - 07:35	6	7	11	8	5	3	8	17
07:35 - 07:40	9	11	9	10	16+	4	17	48
07:40 - 07:45	4	7	6	5	6	4	19	47
07:45 - 07:50	7	8	16	11	13	4	26	46
07:50 - 07:55	4	3	12	10	16+	7	50	48
07:55 - 08:00	4	11	8	11	6	2	50	48
08:00 - 08:05	4	3	9	9	5	4	49	50
08:05 - 08:10	4	7	13	11	5	2	51	49
08:10 - 08:15	1	2	17	4	3	4	46	49
08:15 - 08:20	6	6	9	9	4	2	48	46
08:20 - 08:25	6	20	17	7	8	3	3	12
08:25 - 08:30	12	21	19	11	2	1	1	15
08:30 - 08:35	6	22+	18	11	3	1	2	9
08:35 - 08:40	7	23+	18	11	4	1	2	6
08:40 - 08:45	3	23+	18	10	3	2	4	6
08:45 - 08:50	6	7	9	6	2	1	3	4
08:50 - 08:55	7	16	12	11	2	1	1	3
08:55 - 09:00	7	7	5	6	3	2	2	4
09:00 - 09:05	2	7	8	3	3	2	1	2
09:05 - 09:10	5	7	5	3	2	1	2	2
09:10 - 09:15	3	8	4	2	2	1	4	3
09:15 - 09:20	3	6	3	5	5	2	2	4
09:20 - 09:25	4	7	4	2	4	3	4	5
09:25 - 09:30	2	6	4	4	4	2	7	6
09:30 - 09:35	3	4	4	1	4	5	2	3
09:35 - 09:40	2	6	1	1	6	3	3	3
09:40 - 09:45	3	5	4	4	4	2	1	2
09:45 - 09:50	1	3	5	3	7	3	2	2
09:50 - 09:55	3	3	2	3	3	1	6	6
09:55 - 10:00	2	6	2	4	4	2	2	1

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research

Site 4 - M27 Junction 8

Classified Counts

	A to A								A to B								A to C								A to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	0	0	0	0	0	0	0	0	77	12	4	0	0	1	0	0	0	0	0	0	0	0	0	0	109	23	0	0	1	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	75	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	22	1	1	0	2	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	66	13	0	0	0	2	0	0	0	0	0	0	0	0	0	0	93	25	0	2	0	1	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	79	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	15	1	2	2	1	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	76	11	2	0	0	2	0	0	0	0	0	0	0	0	0	0	77	21	4	2	0	1	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	75	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	14	2	0	1	1	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	69	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	11	0	0	0	1	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	66	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	19	0	0	0	1	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	75	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	26	0	0	1	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	88	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121	12	1	1	0	1	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	67	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	124	20	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	61	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	9	1	1	0	0	0	0
16:00 - 17:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*297*	*56*	*4*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*372*	*85*	*2*	*5*	*3*	*4*	*0*	*0*
16:15 - 17:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*296*	*55*	*2*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*340*	*83*	*6*	*7*	*2*	*5*	*0*	*0*
16:30 - 17:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*296*	*53*	*2*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*347*	*75*	*7*	*6*	*3*	*4*	*0*	*0*
16:45 - 17:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*299*	*46*	*2*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*347*	*61*	*7*	*4*	*3*	*4*	*0*	*0*
17:00 - 18:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*286*	*40*	*2*	*0*	*0*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*392*	*65*	*6*	*2*	*1*	*4*	*0*	*0*
17:15 - 18:15	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*285*	*37*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*459*	*70*	*2*	*0*	*2*	*3*	*0*	*0*
17:30 - 18:30	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*298*	*30*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*475*	*68*	*1*	*1*	*1*	*3*	*0*	*0*
17:45 - 18:45	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*296*	*30*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*506*	*77*	*1*	*1*	*1*	*2*	*0*	*0*
18:00 - 19:00	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*291*	*25*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*525*	*67*	*2*	*2*	*1*	*1*	*0*	*0*
PM Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**874**	**121**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1289**	**217**	**10**	**9**	**5**	**9**	**0**	**0**
Daily Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**874**	**121**	**6**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1289**	**217**	**10**	**9**	**5**	**9**	**0**	**0**
PM Peak Hour																																
17:00 - 18:00	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***286***	***40***	***2***	***0***	***0***	***2***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***392***	***65***	***6***	***2***	***1***	***4***	***0***	***0***

Advanced Trans
Site 4 - M27 Ju
Classified Coun

	B to A								B to B								B to C								B to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	51	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36	13	1	0	0	0	0	0	33	9	0	0	0	0	0	0
16:15 - 16:30	54	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	4	0	0	0	0	0	0	38	8	1	0	0	0	0	0
16:30 - 16:45	35	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	7	0	0	0	0	0	0	19	1	1	0	0	1	0	0
16:45 - 17:00	21	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	4	3	0	0	0	0	0	0
17:00 - 17:15	58	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	6	0	0	1	0	0	0	34	11	0	0	1	0	0	0
17:15 - 17:30	69	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41	4	1	0	0	0	0	0	35	5	1	0	0	0	0	0
17:30 - 17:45	55	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	6	0	0	0	0	0	0	47	5	0	0	0	0	0	0
17:45 - 18:00	37	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29	3	1	0	0	1	0	0	20	0	2	0	0	0	0	0
18:00 - 18:15	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	1	0	0	0	0	0	0	39	2	0	0	1	1	0	0
18:15 - 18:30	32	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	4	0	0	0	0	0	0	43	3	0	0	0	2	0	0
18:30 - 18:45	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0
18:45 - 19:00	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	32	0	0	0	0	0	0	0
16:00 - 17:00	*161*	*38*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*120*	*25*	*1*	*0*	*0*	*0*	*0*	*0*	*94*	*21*	*2*	*0*	*0*	*1*	*0*	*0*
16:15 - 17:15	*168*	*39*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*165*	*18*	*0*	*0*	*1*	*0*	*0*	*0*	*95*	*23*	*2*	*0*	*1*	*1*	*0*	*0*
16:30 - 17:30	*183*	*22*	*2*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*164*	*18*	*1*	*0*	*1*	*0*	*0*	*0*	*92*	*20*	*2*	*0*	*1*	*1*	*0*	*0*
16:45 - 17:45	*203*	*16*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*169*	*17*	*1*	*0*	*1*	*0*	*0*	*0*	*120*	*24*	*1*	*0*	*1*	*0*	*0*	*0*
17:00 - 18:00	*219*	*14*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*188*	*19*	*2*	*0*	*1*	*1*	*0*	*0*	*136*	*21*	*3*	*0*	*1*	*0*	*0*	*0*
17:15 - 18:15	*194*	*11*	*1*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*148*	*14*	*2*	*0*	*0*	*1*	*0*	*0*	*141*	*12*	*3*	*0*	*1*	*1*	*0*	*0*
17:30 - 18:30	*157*	*11*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*136*	*14*	*1*	*0*	*0*	*1*	*0*	*0*	*149*	*10*	*2*	*0*	*1*	*3*	*0*	*0*
17:45 - 18:45	*130*	*12*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*126*	*8*	*1*	*0*	*0*	*1*	*0*	*0*	*140*	*5*	*2*	*0*	*1*	*3*	*0*	*0*
18:00 - 19:00	*115*	*14*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*120*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*152*	*5*	*0*	*0*	*1*	*3*	*0*	*0*
PM Total	**495**	**66**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**428**	**49**	**3**	**0**	**1**	**1**	**0**	**0**	**382**	**47**	**5**	**0**	**2**	**4**	**0**	**0**
Daily Total	**495**	**66**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**428**	**49**	**3**	**0**	**1**	**1**	**0**	**0**	**382**	**47**	**5**	**0**	**2**	**4**	**0**	**0**
PM Peak Hour																																
17:00 - 18:00	***219***	***14***	***1***	***0***	***0***	***1***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***188***	***19***	***2***	***0***	***1***	***1***	***0***	***0***	***136***	***21***	***3***	***0***	***1***	***0***	***0***	***0***

Advanced Trans
Site 4 - M27 Ju
Classified Coun

	C to A								C to B								C to C								C to D							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
16:00 - 16:15	4	1	0	0	0	0	0	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	28	4	1	1	3	0	0
16:15 - 16:30	3	0	0	0	0	0	0	0	55	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	39	1	3	0	4	0	0
16:30 - 16:45	3	0	1	0	0	0	0	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	20	2	1	0	0	0	0
16:45 - 17:00	3	0	0	0	0	0	0	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	14	0	1	0	0	0	0
17:00 - 17:15	1	0	0	0	0	0	0	0	73	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	135	24	0	0	0	0	0	0
17:15 - 17:30	2	0	0	0	0	0	0	0	49	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	79	9	0	0	1	2	0	0
17:30 - 17:45	2	0	0	0	0	0	0	0	57	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	14	0	0	0	1	0	0
17:45 - 18:00	2	0	0	0	0	0	0	0	61	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	138	22	0	1	0	0	0	0
18:00 - 18:15	3	0	0	0	0	0	0	0	47	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	124	9	0	0	0	2	0	0
18:15 - 18:30	2	0	0	0	0	0	0	0	42	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	16	0	0	0	0	0	0
18:30 - 18:45	1	0	0	0	0	0	0	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	7	0	0	0	0	0	0
18:45 - 19:00	1	0	0	0	0	0	0	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	9	0	0	0	0	0	0
16:00 - 17:00	*13*	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*138*	*20*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*380*	*101*	*7*	*6*	*1*	*7*	*0*	*0*
16:15 - 17:15	*10*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*175*	*30*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*408*	*97*	*3*	*5*	*0*	*4*	*0*	*0*
16:30 - 17:30	*9*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*169*	*27*	*0*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*340*	*67*	*2*	*2*	*1*	*2*	*0*	*0*
16:45 - 17:45	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*201*	*28*	*0*	*0*	*1*	*2*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*392*	*61*	*0*	*1*	*1*	*3*	*0*	*0*
17:00 - 18:00	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*240*	*30*	*0*	*0*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*477*	*69*	*0*	*1*	*1*	*3*	*0*	*0*
17:15 - 18:15	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*214*	*21*	*0*	*0*	*1*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*466*	*54*	*0*	*1*	*1*	*5*	*0*	*0*
17:30 - 18:30	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*207*	*15*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*491*	*61*	*0*	*1*	*0*	*3*	*0*	*0*
17:45 - 18:45	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*179*	*10*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*463*	*54*	*0*	*1*	*0*	*2*	*0*	*0*
18:00 - 19:00	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*143*	*7*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*403*	*41*	*0*	*0*	*0*	*2*	*0*	*0*
PM Total	**27**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**521**	**57**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1260**	**211**	**7**	**7**	**2**	**12**	**0**	**0**
Daily Total	**27**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**521**	**57**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1260**	**211**	**7**	**7**	**2**	**12**	**0**	**0**
PM Peak Hour																																
17:00 - 18:00	***7***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***240***	***30***	***0***	***0***	***1***	***4***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***477***	***69***	***0***	***1***	***1***	***3***	***0***	***0***

Advanced Trans		*Job Number & Name:*	**41343 Bursledon, Southampton**
Site 4 - M27 Jui		*Client:*	**Motion**
Classified Coun		*Date:*	**Tuesday 12 November 2024**

	D to A								D to B								D to C								D to D							
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
16:00 - 16:15	110	35	4	1	1	2	0	0	59	12	0	0	0	1	0	0	154	38	2	2	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	114	30	4	0	0	0	0	0	47	4	1	0	1	0	0	0	172	49	1	3	1	1	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	113	24	2	4	0	1	0	0	53	8	1	0	0	2	0	0	184	38	2	2	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	101	16	0	3	0	0	0	0	39	4	0	0	0	0	0	0	175	33	0	2	1	2	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	140	17	2	1	0	0	0	0	52	1	0	0	0	0	0	0	158	19	0	0	1	4	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	122	11	0	0	2	2	0	0	35	4	0	0	0	0	0	0	163	13	0	1	0	2	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	138	11	1	1	1	0	0	0	52	4	0	0	0	2	1	0	157	13	0	0	0	3	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	86	7	0	1	1	1	0	0	23	8	0	0	1	0	0	0	168	14	1	0	0	1	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	108	13	2	0	0	2	0	0	39	7	0	0	0	0	0	0	132	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	67	9	2	1	0	0	0	0	40	2	1	0	0	2	0	0	130	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	102	14	1	0	0	2	0	0	44	7	0	0	1	0	0	0	134	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	92	12	0	0	0	0	0	0	47	2	0	0	0	1	0	0	112	8	2	0	0	1	0	0	0	0	0	0	0	0	0	0
16:00 - 17:00	*438*	*105*	*10*	*8*	*1*	*3*	*0*	*0*	*198*	*28*	*2*	*0*	*1*	*3*	*0*	*0*	*685*	*158*	*5*	*9*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:15 - 17:15	*468*	*87*	*8*	*8*	*0*	*1*	*0*	*0*	*191*	*17*	*2*	*0*	*1*	*2*	*0*	*0*	*689*	*139*	*3*	*7*	*3*	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:30 - 17:30	*476*	*68*	*4*	*8*	*2*	*3*	*0*	*0*	*179*	*17*	*1*	*0*	*0*	*2*	*0*	*0*	*680*	*103*	*2*	*5*	*2*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
16:45 - 17:45	*501*	*55*	*3*	*5*	*3*	*2*	*0*	*0*	*178*	*13*	*0*	*0*	*0*	*2*	*1*	*0*	*653*	*78*	*0*	*3*	*2*	*11*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:00 - 18:00	*486*	*46*	*3*	*3*	*4*	*3*	*0*	*0*	*162*	*17*	*0*	*0*	*1*	*2*	*1*	*0*	*646*	*59*	*1*	*1*	*1*	*10*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:15 - 18:15	*454*	*42*	*3*	*2*	*4*	*5*	*0*	*0*	*149*	*23*	*0*	*0*	*1*	*2*	*1*	*0*	*620*	*45*	*1*	*1*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:30 - 18:30	*399*	*40*	*5*	*3*	*2*	*3*	*0*	*0*	*154*	*21*	*1*	*0*	*1*	*4*	*1*	*0*	*587*	*44*	*3*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
17:45 - 18:45	*363*	*43*	*5*	*2*	*1*	*5*	*0*	*0*	*146*	*24*	*1*	*0*	*2*	*2*	*0*	*0*	*564*	*42*	*3*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
18:00 - 19:00	*369*	*48*	*5*	*1*	*0*	*4*	*0*	*0*	*170*	*18*	*1*	*0*	*1*	*3*	*0*	*0*	*508*	*36*	*4*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
PM Total	**1293**	**199**	**18**	**12**	**5**	**10**	**0**	**0**	**530**	**63**	**3**	**0**	**3**	**8**	**1**	**0**	**1839**	**253**	**10**	**10**	**3**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Daily Total	**1293**	**199**	**18**	**12**	**5**	**10**	**0**	**0**	**530**	**63**	**3**	**0**	**3**	**8**	**1**	**0**	**1839**	**253**	**10**	**10**	**3**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour																																
17:00 - 18:00	***486***	***46***	***3***	***3***	***4***	***3***	***0***	***0***	***162***	***17***	***0***	***0***	***1***	***2***	***1***	***0***	***646***	***59***	***1***	***1***	***1***	***10***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

Advanced Transport Research	*Job Number & Name:*	41343 Bursledon, Southampton
Site 4 - M27 Junction 8	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 12 November 2024

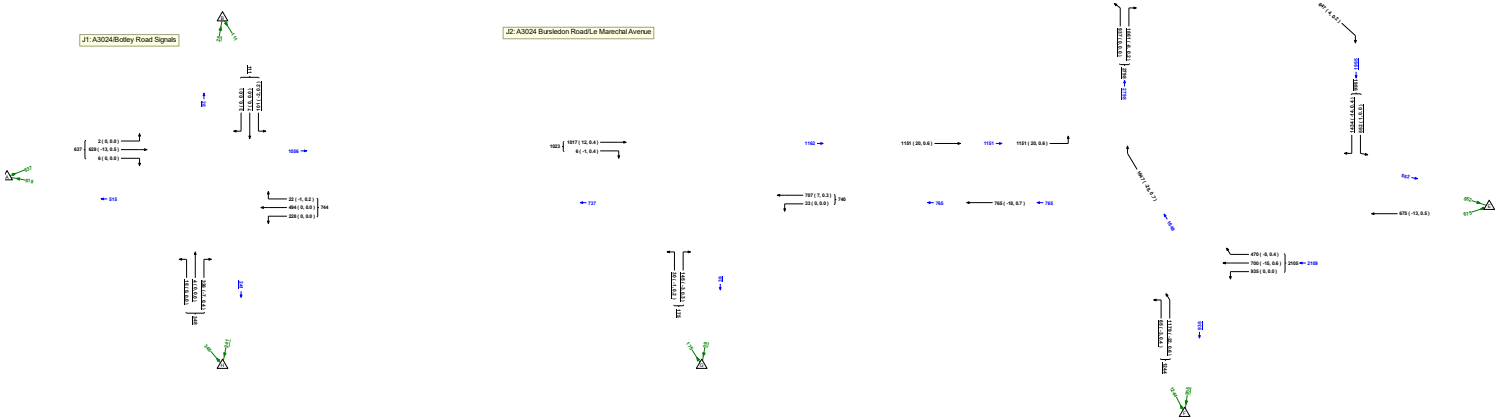
	M27 SB			Dodwell Lane			M27 NB			A3024	
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2
16:00 - 16:05	16	15		2	3		3	3		2	11
16:05 - 16:10	6	5		3	3		3	3		0	3
16:10 - 16:15	4	5		3	8		7	5		15	10
16:15 - 16:20	8	9		4	12		4	6		15	12
16:20 - 16:25	9	15		4	7		4	5		10	17
16:25 - 16:30	21	17		3	8		4	10		11	10
16:30 - 16:35	18	17		4	6		10	10		8	11
16:35 - 16:40	15	19		7	11		15+	14+		4	2
16:40 - 16:45	7	14		4	16+		15+	15+		1	7
16:45 - 16:50	15	17		4	15+		15+	15+		3	3
16:50 - 16:55	7	13		2	17+		15+	15+		2	5
16:55 - 17:00	7	7		5	17+		15+	15+		1	11
17:00 - 17:05	10	8		5	19+		15+	15+		5	11
17:05 - 17:10	15	12		2	2		15+	15+		18	9
17:10 - 17:15	20	17		6	4		8	7		4	5
17:15 - 17:20	7	9		6	18+		15+	15+		3	7
17:20 - 17:25	2	3		3	19+		15+	15+		9	4
17:25 - 17:30	6	6		6	4		15+	15+		4	8
17:30 - 17:35	4	10		2	4		15+	15+		15	11
17:35 - 17:40	10	8		4	7		15+	15+		1	1
17:40 - 17:45	6	6		2	5		15+	15+		9	7

Advanced Transport Research	*Job Number & Name:*		41343 Bursledon, Southampton
Site 4 - M27 Junction 8	*Client:*		Motion
Queue Lengths	*Date:*		Tuesday 12 November 2024

	M27 SB			Dodwell Lane			M27 NB			A3024			
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2		
17:45 - 17:50	15	16		1	4		15+	15+		5	19		
17:50 - 17:55	18	18		1	2		15+	15+		0	2		
17:55 - 18:00	15	15		2	3		15+	15+		6	4		
18:00 - 18:05	11	15	1 7	2	5	-3 -14	15+	15+	0 0	4	3	-1 -8	
18:05 - 18:10	8	10		6	3		15+	15+		3	6		
18:10 - 18:15	8	9		4	2		15+	15+		2	2		
18:15 - 18:20	6	6		4	2		15+	15+		2	2		
18:20 - 18:25	5	11		3	3		15+	10		1	2		
18:25 - 18:30	10	9		3	2		15+	7		1	8		
18:30 - 18:35	4	7		1	4		9	3		1	2		
18:35 - 18:40	6	11		3	3		3	2		2	2		
18:40 - 18:45	4	9		1	2		4	1		2	0		
18:45 - 18:50	4	7		2	3		4	2		1	1		
18:50 - 18:55	4	6		3	3		5	4		6	2		
18:55 - 19:00	3	5		3	1		1	1		1	2		

Appendix K

LinSig Matrix Estimation Output



Project Name

Company

Address

Author	Date	Scale
	23 Sep 2026	NTS

Project Location

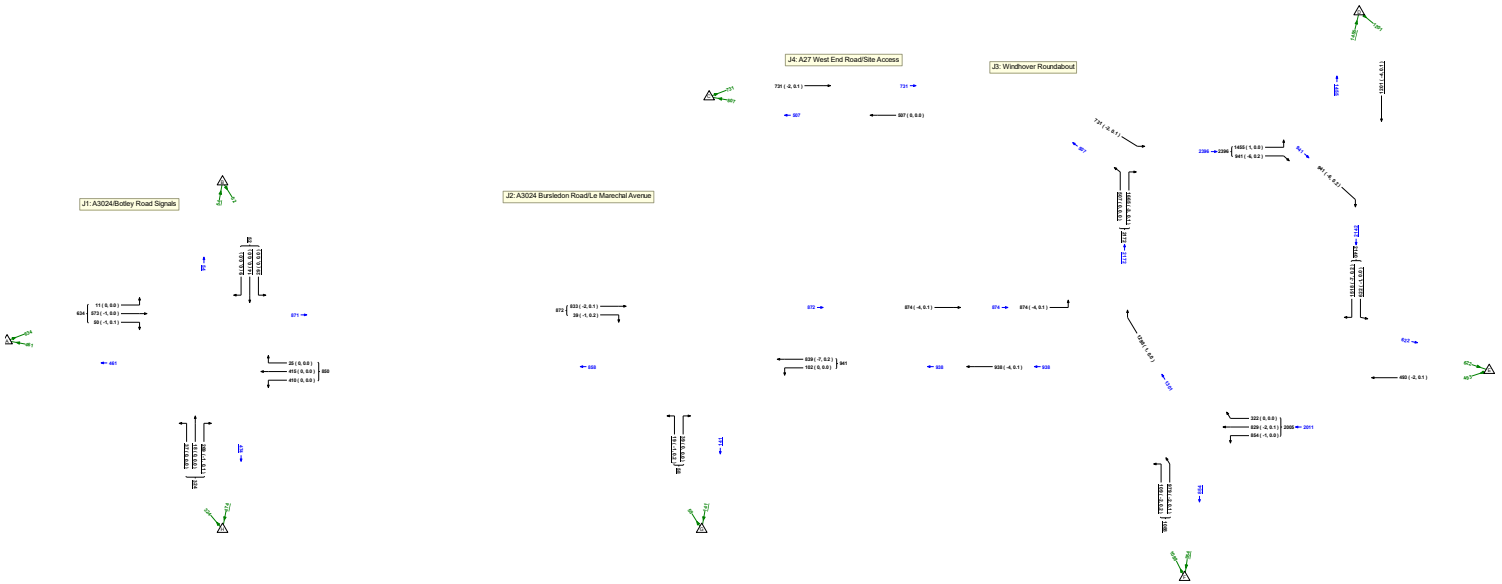
Project Title

Drawing Title

Turning Count Diagram

FileName

M01a - whburs - Linked Linsig Baseline 2026-09-09.lsg3x



Project Name

Company

Address

Author	Date	Scale
	23 Sep 2026	NTS

Project Location

Project Title

Drawing Title

Turning Count Diagram

FileName

M01a - whburs - Linked Linsig Baseline 2026-09-09.lsg3x

Appendix L

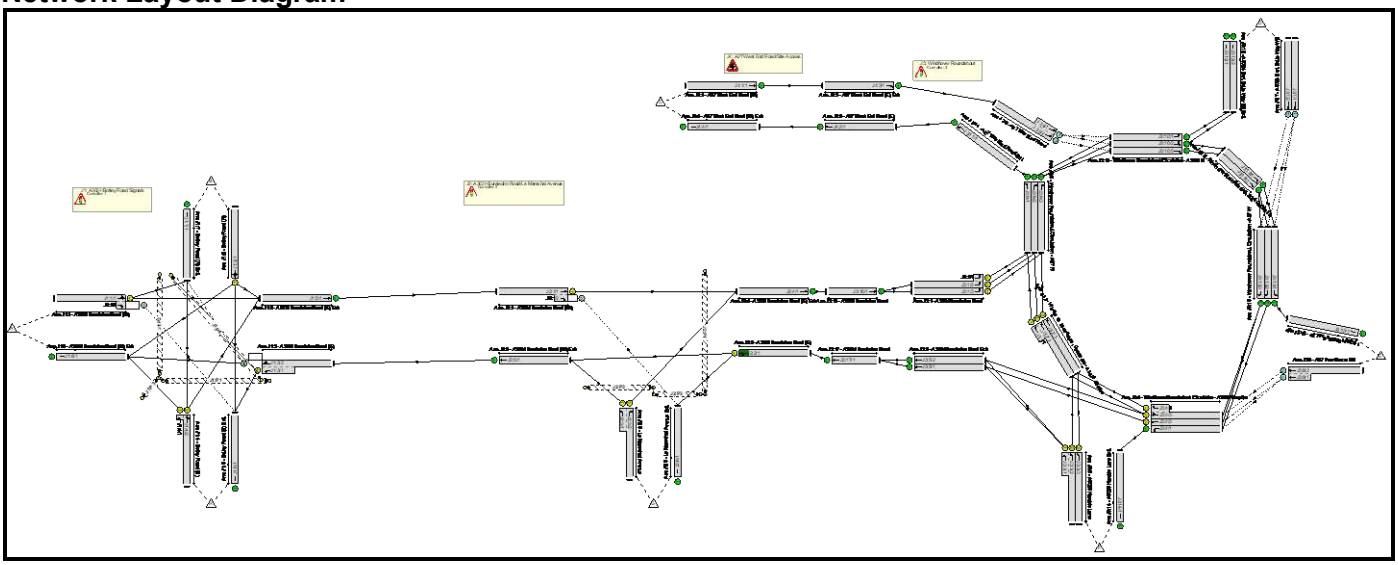
LinSig Output – Observed Baseline and 2031 Future Year

Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	M01a - whburs - Linked Linsig Baseline 2026-09-09.lsg3x
Author:	
Company:	
Address:	

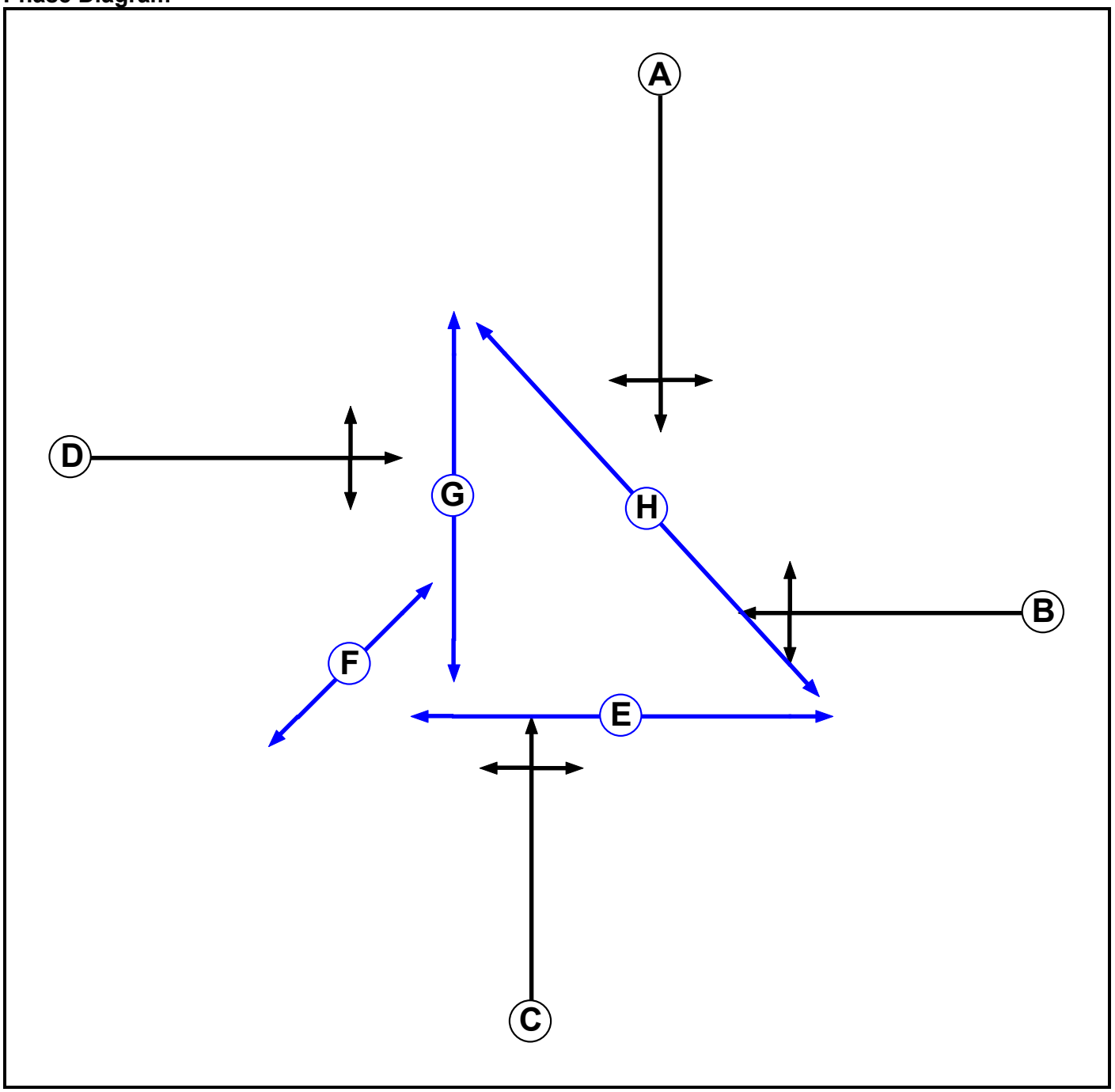
Network Layout Diagram



Full Input Data And Results

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

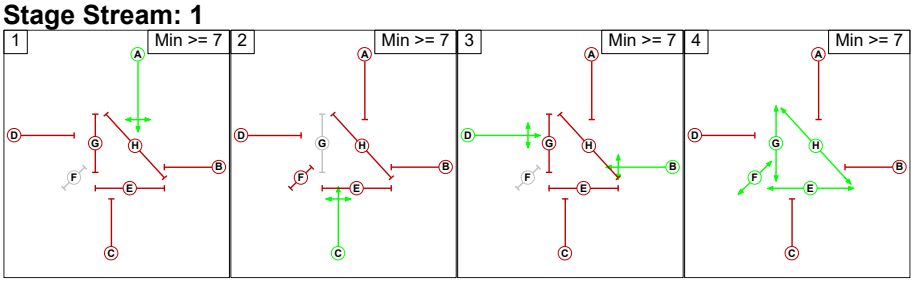
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

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

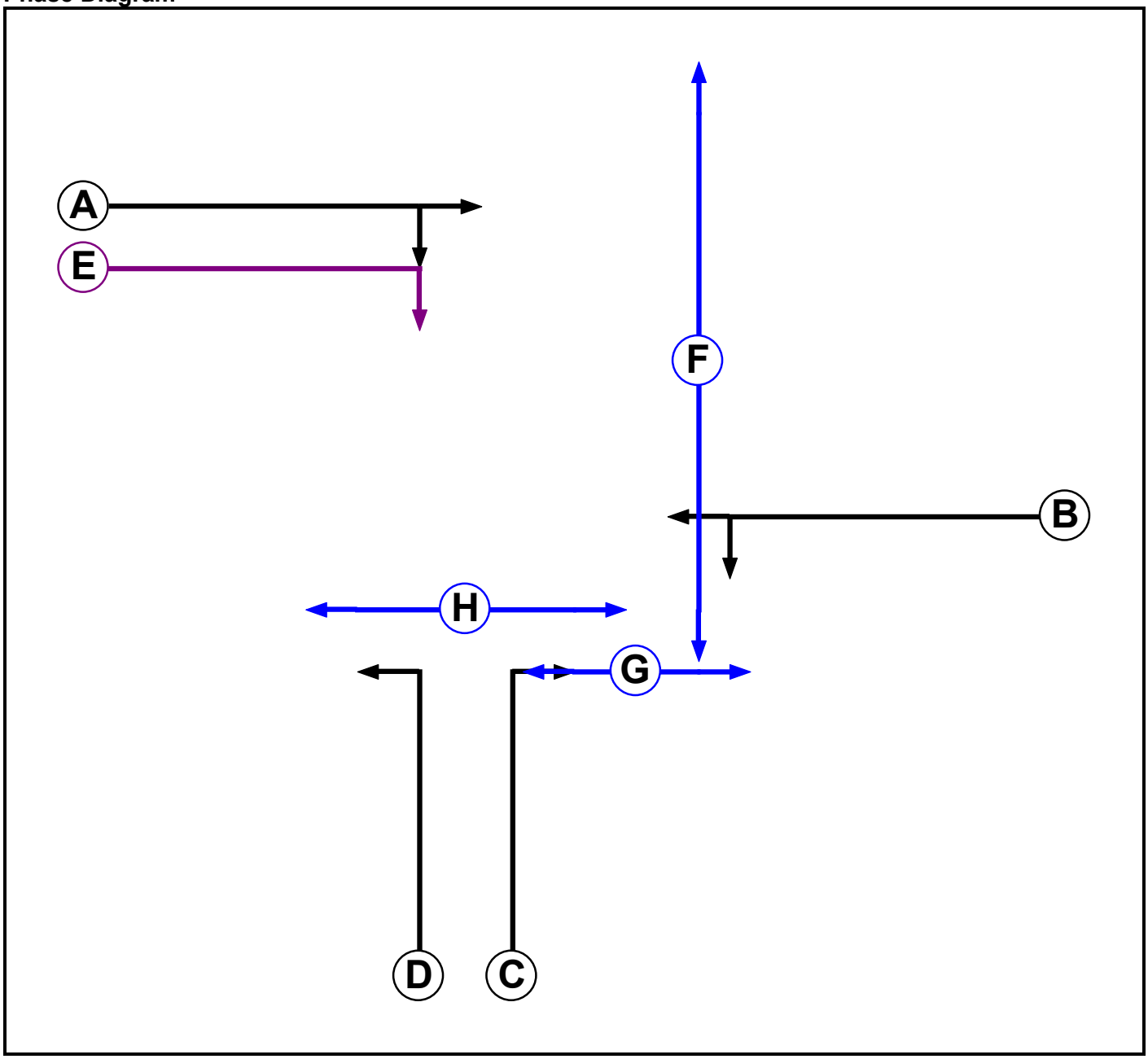
Stage Stream: 1

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

Full Input Data And Results

Controller :C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Ind. Arrow	1	A	3	3
F	Pedestrian	1		6	6
G	Pedestrian	1		5	5
H	Pedestrian	1		7	7

Full Input Data And Results

Phase Intergreens Matrix

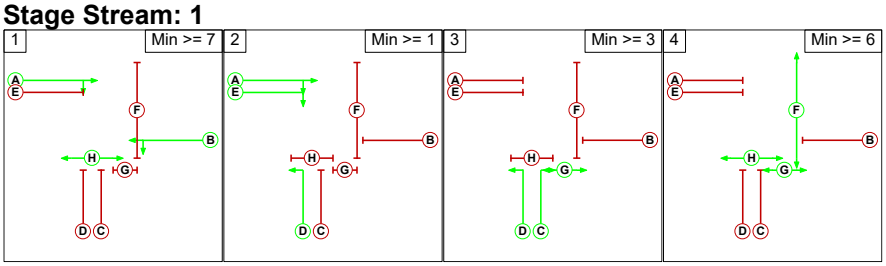
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	5	-	-	9	9	-
B	-		7	7	5	5	8	-
C	7	7		-	5	9	-	5
D	-	7	-		-	-	-	5
E	-	5	5	-		-	8	-
F	0	0	0	-	-		-	-
G	0	0	-	-	0	-		-
H	-	-	0	0	-	-	-	

Phases in Stage

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

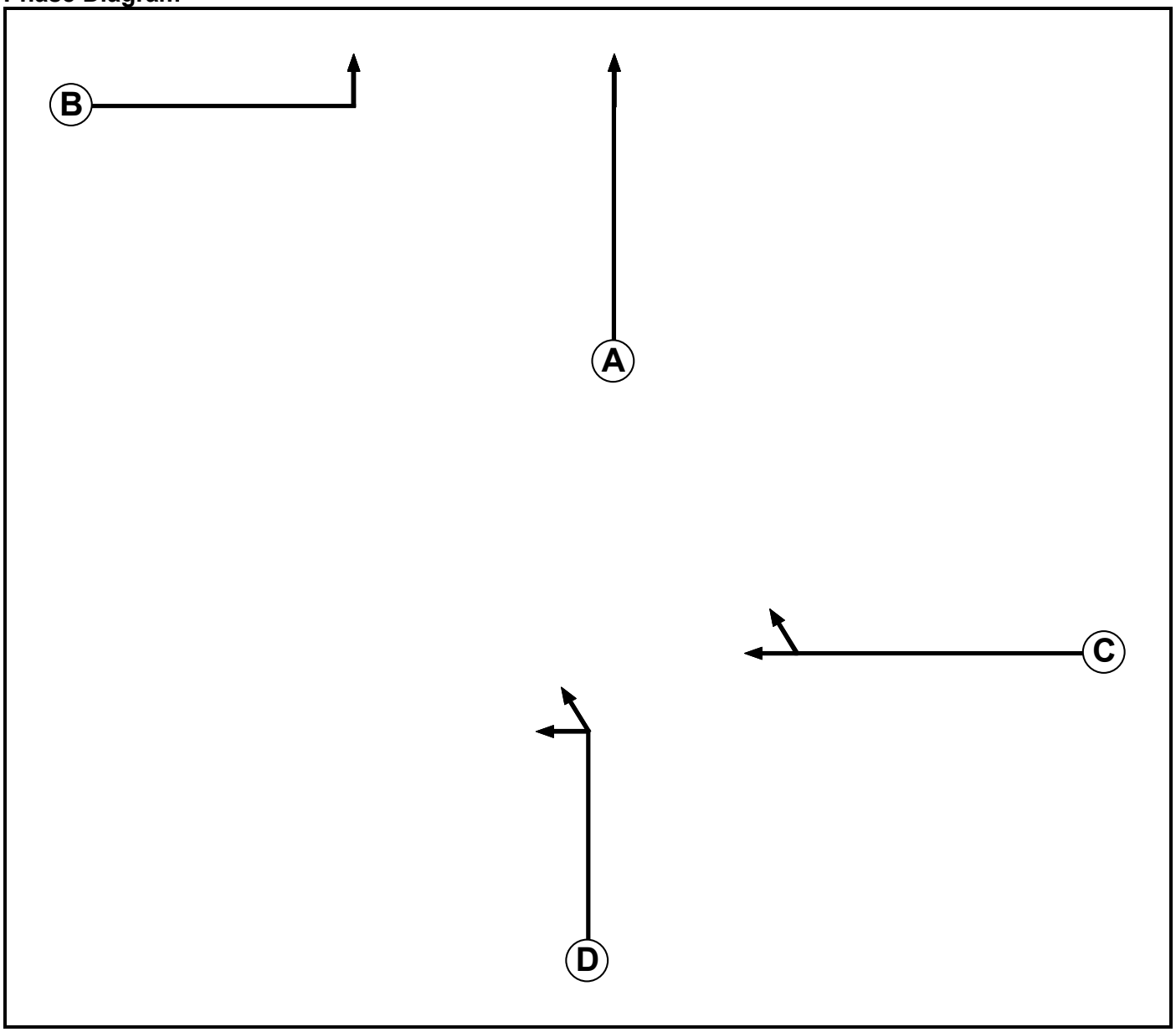
Stage Stream: 1

From Stage \ To Stage	1	2	3	4
1		7	9	9
2	7		9	9
3	7	X		9
4	2	X	2	

Full Input Data And Results

Controller :C3

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	2		7	7
D	Traffic	2		7	7

Full Input Data And Results

Phase Intergreens Matrix

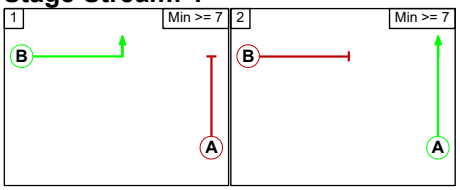
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

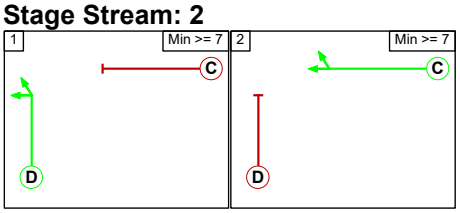
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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
	1		6
	2	6	

Full Input Data And Results

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		6
	2	6	

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

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	0.69	All					
				J3:9/3	0.69	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	0.50	All	-	-	-	-	-
				J3:13/3	0.50	To J3:4/2 (Right)					
	J3:4/2 (Ahead)	1004	0	J3:12/2	0.50	All					
J3:8/2 (A27 Providence Hill)	J3:4/3 (Ahead)	1004	0	J3:13/2	0.50	All	-	-	-	-	-
				J3:13/3	0.50	All					

Junction: J4: A27 West End Road/Site Access
There are no Opposed Lanes in this Junction

Full Input Data And Results

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	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 E	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	C	2	3	60.0	User	1846	-	-	-	-	-
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	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	B	2	3	2.0	Geom	-	3.05	0.00	Y	Arm J3:9 Left	46.90
J3:1/2 (A3024 Bursledon Road)	U	B	2	3	3.3	User	1789	-	-	-	-	-
J3:1/3 (A3024 Bursledon Road)	U	B	2	3	3.3	User	1865	-	-	-	-	-
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	U	A	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	A	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	A	2	3	11.0	Geom	-	4.09	0.00	Y	Arm J3:9 Ahead	50.20
J3:3/1 (A3025 Hamble Lane)	U	D	2	3	5.0	Geom	-	3.58	0.00	Y	Arm J3:5 Left	66.70
J3:3/2 (A3025 Hamble Lane)	U	D	2	3	60.0	User	1880	-	-	-	-	-
J3:3/3 (A3025 Hamble Lane)	U	D	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	C	2	3	17.7	Geom	-	3.61	0.00	Y	Arm J3:5 Ahead	50.10
J3:4/3 (Windhover Roundabout	U	C	2	3	17.7	Geom	-	3.61	0.00	Y	Arm J3:2 Right	Inf

Circulation - A3025 Stopline)											Arm J3:5 Ahead	35.00
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	U	C	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

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
5: '2024 Observed PM'	17:00	18:00	01:00	
7: '2031 Uplifted PM'	17:00	18:00	01:00	F5*1.0224
8: '2031 Baseline PM'	17:00	18:00	01:00	F6+F7

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)	648(In) 349(Out)
J3:1/3	523
J3:2/1 (short)	638
J3:2/2 (with short)	869(In) 231(Out)
J3:2/3	750
J3:3/1 (short)	62
J3:3/2 (with short)	617(In) 555(Out)
J3:3/3	602
J3:4/1	935

Full Input Data And Results

J3:4/2	516
J3:4/3 (with short)	631(In) 483(Out)
J3:4/4 (short)	148
J3:5/1	543
J3:5/2	204
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	580
J3:9/3	1273
J3:10/1	846
J3:10/2	1149
J3:10/3	348
J3:11/1	937
J3:12/1	846
J3:12/2	846
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

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						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 Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Botley Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Botley Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						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 Lane 1)	Infinite Saturation Flow						Inf	Inf
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	65.0 %	1947	1947
				Arm J3:5 Ahead	35.00	35.0 %		
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	73.6 %	2002	2002
				Arm J3:18 Ahead	Inf	26.4 %		
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	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: '2024 Demand Flows PM ' (FG5: '2024 Observed PM', Plan 1: 'AM 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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 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)	446(In) 317(Out)
J3:1/3	424
J3:2/1 (short)	378
J3:2/2 (with short)	740(In) 362(Out)
J3:2/3	559
J3:3/1 (short)	107
J3:3/2 (with short)	572(In) 465(Out)
J3:3/3	512
J3:4/1	853

Full Input Data And Results

J3:4/2	565
J3:4/3 (with short)	584(In) 537(Out)
J3:4/4 (short)	47
J3:5/1	612
J3:5/2	322
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)	284
J3:8/2 (with short)	491(In) 207(Out)
J3:9/1	507
J3:9/2	679
J3:9/3	983
J3:10/1	901
J3:10/2	965
J3:10/3	525
J3:11/1	507
J3:12/1	901
J3:12/2	555
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						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 Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Botley Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Botley Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						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 Lane 1)	Infinite Saturation Flow						Inf	Inf
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	51.2 %	1936	1936
				Arm J3:5 Ahead	35.00	48.8 %		
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	57.5 %	2002	2002
				Arm J3:18 Ahead	Inf	42.5 %		
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 3: '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 3: 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)	645(In) 336(Out)
J3:1/3	565
J3:2/1 (short)	661
J3:2/2 (with short)	966(In) 305(Out)
J3:2/3	734
J3:3/1 (short)	64
J3:3/2 (with short)	744(In) 680(Out)
J3:3/3	542
J3:4/1	1016

Full Input Data And Results

J3:4/2	478
J3:4/3 (with short)	708(In) 516(Out)
J3:4/4 (short)	192
J3:5/1	502
J3:5/2	270
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)	363
J3:8/2 (with short)	684(In) 321(Out)
J3:9/1	970
J3:9/2	641
J3:9/3	1299
J3:10/1	911
J3:10/2	1175
J3:10/3	361
J3:11/1	970
J3:12/1	911
J3:12/2	862
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

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						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 Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Botley Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Botley Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						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 Lane 1)	Infinite Saturation Flow						Inf	Inf
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	55.4 %	1939	1939
				Arm J3:5 Ahead	35.00	44.6 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	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	73.4 %	2002	2002
				Arm J3:18 Ahead	Inf	26.6 %		
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 4: '2031 Baseline PM ' (FG8: '2031 Baseline PM', Plan 1: 'AM 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 4: 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)	456(In) 324(Out)
J3:1/3	433
J3:2/1 (short)	387
J3:2/2 (with short)	777(In) 390(Out)
J3:2/3	571
J3:3/1 (short)	109
J3:3/2 (with short)	593(In) 484(Out)
J3:3/3	535
J3:4/1	872

Full Input Data And Results

J3:4/2	582
J3:4/3 (with short)	593(In) 557(Out)
J3:4/4 (short)	36
J3:5/1	628
J3:5/2	327
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	714
J3:9/3	1004
J3:10/1	924
J3:10/2	1003
J3:10/3	536
J3:11/1	519
J3:12/1	924
J3:12/2	584
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						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 Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:7/1 (Botley Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:8/1 (Botley Road (S) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						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 Lane 1)	Infinite Saturation Flow						Inf	Inf
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	52.6 %	1937	1937
				Arm J3:5 Ahead	35.00	47.4 %		
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	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

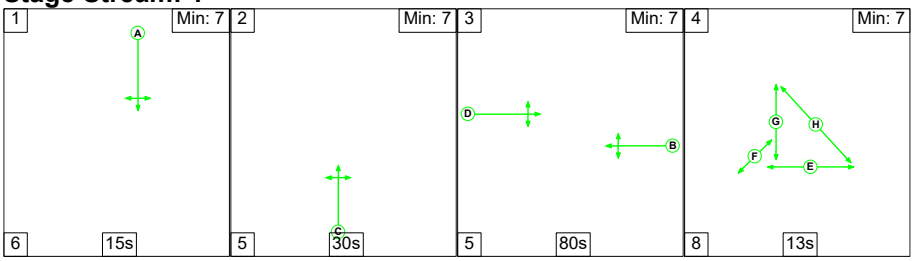
Full Input Data And Results

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 1: '2025 Demand Flows AM ' (FG1: '2025 Observed AM', Plan 1: 'AM Stage Sequences')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

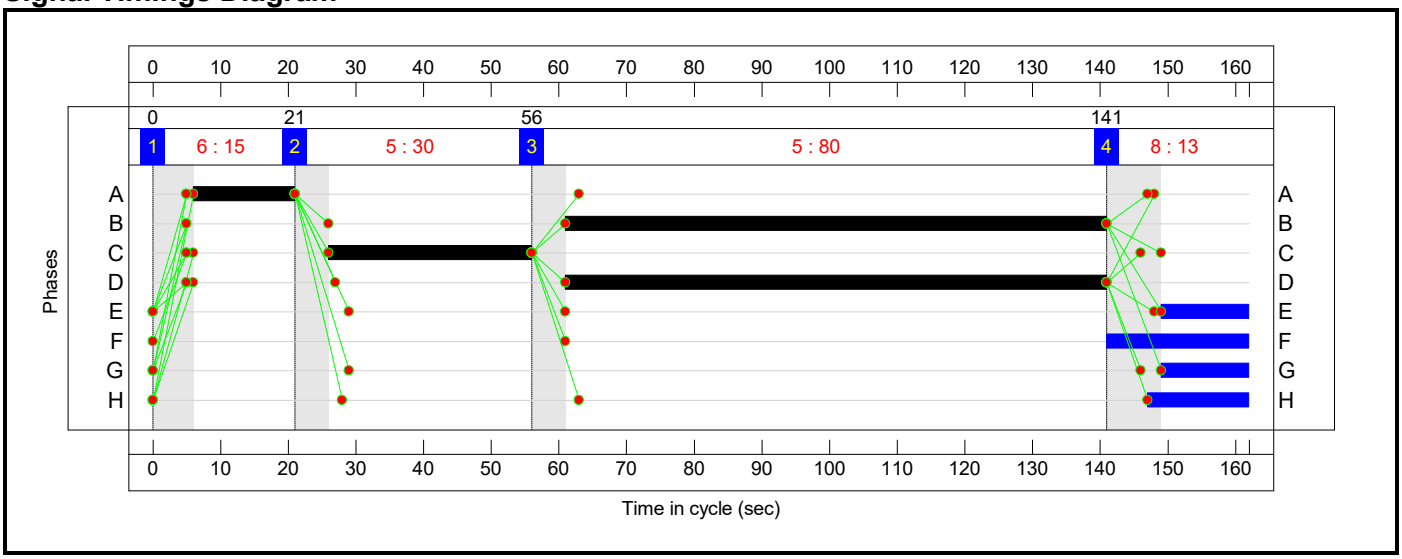


Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	15	30	80	13
Change Point	0	21	56	141

Signal Timings Diagram

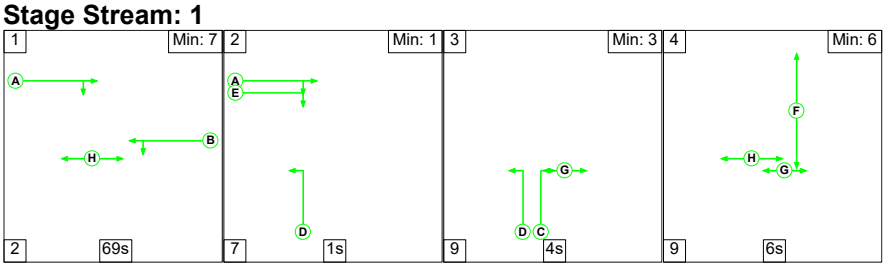


Full Input Data And Results

Controller :C2

Stage Sequence Diagram

Stage Stream: 1

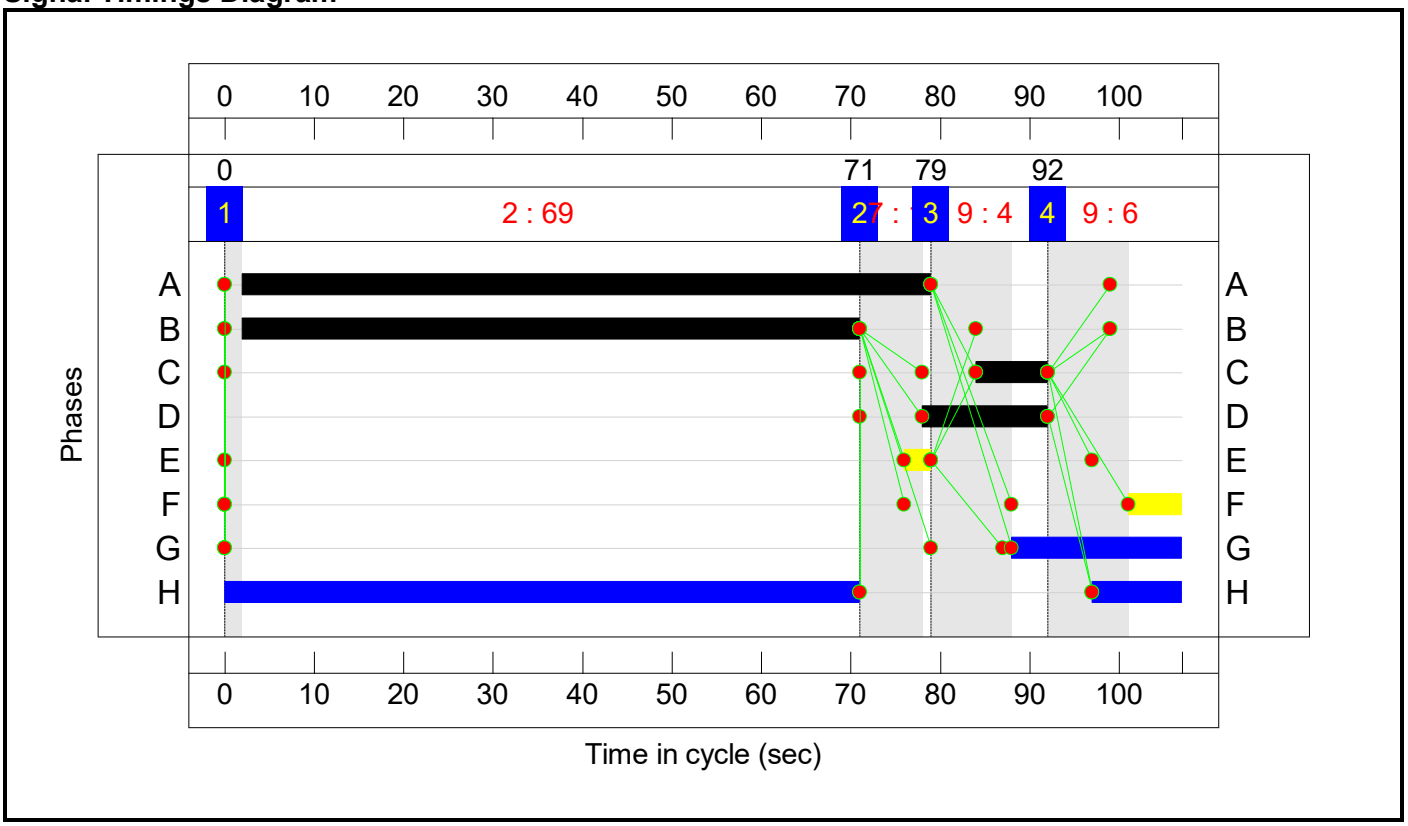


Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	69	1	4	6
Change Point	0	71	79	92

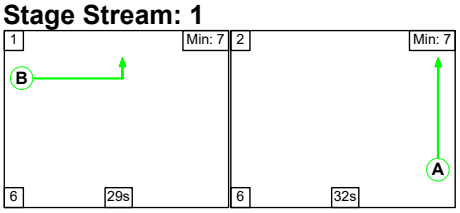
Signal Timings Diagram



Controller :C3

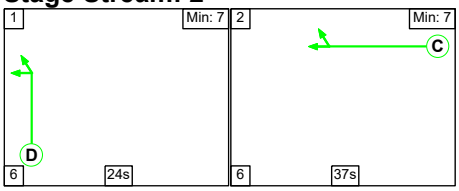
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

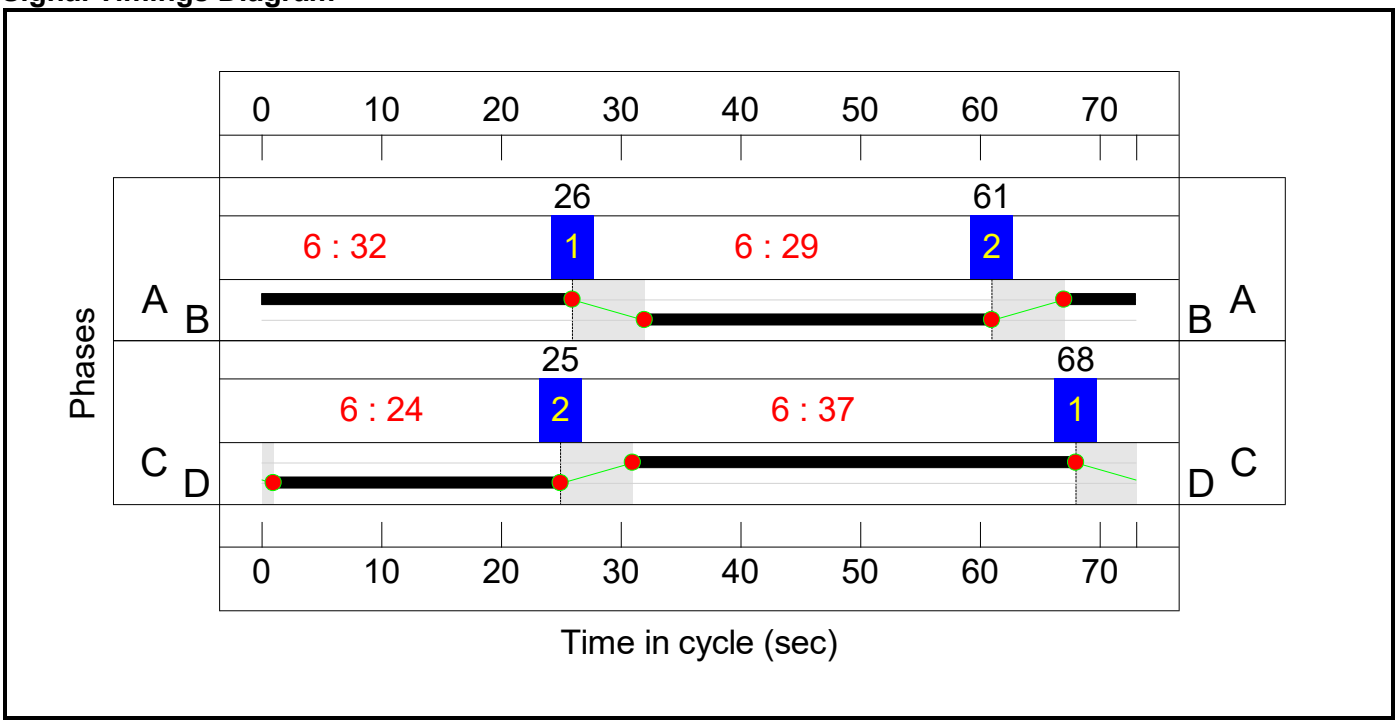
Stage Stream: 1

Stage	1	2
Duration	29	32
Change Point	26	61

Stage Stream: 2

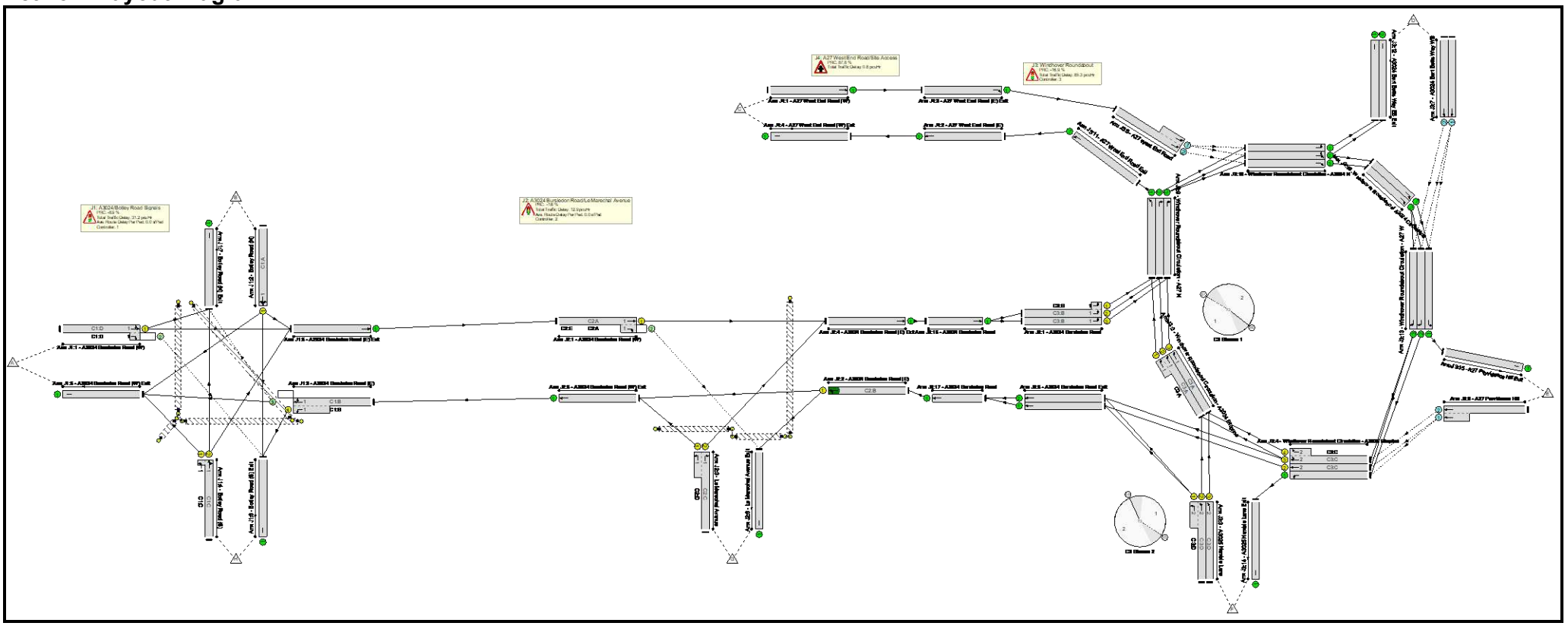
Stage	1	2
Duration	24	37
Change Point	68	25

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**	-	-		-	-	-	-	-	-	**105.2%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.0%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	80	-	624	1782:1761	883+9	70.0 : 70.0%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	15	-	109	1824	180	60.5%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	80	-	743	1799:1821	673+298	76.5 : 76.5%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	30	-	341	1812:1819	330+18	98.0 : 98.0%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1034	Inf	Inf	0.0%
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	13	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	21	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	15	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U+O	2:1	N/A	C2:A	C2:E	1	77	3	1034	1815:1811	1316+6	78.2 : 78.2%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	69	-	747	1800	1245	60.0%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:C C2:D		1	8:14	-	171	1846:1848	155+32	91.5 : 91.5%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1171	Inf	Inf	0.0%
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:F		1	6	-	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:H		1	81	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.2%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	29	-	648	1789:1860	448+384	77.9 : 77.9%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	29	-	523	1865	766	68.2%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	32	-	869	1971:1960	254+700	91.1 : 91.1%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	32	-	750	1965	888	84.4%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	24	-	617	1880:1930	595+66	93.3 : 93.3%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	24	-	602	1879	643	93.6%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	935	1928	1928	48.5%

Full Input Data And Results

4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	37	-	516	1919	999	51.7%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	37	-	631	1947:1898	826+253	58.5 : 58.5%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	543	2085	2085	26.0%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	204	2085	2085	9.8%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	490	1938:1938	161+305	105.2 : 105.2%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	729	2040	870	83.8%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	593	2060	818	72.5%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	662	1886:1884	296+387	97.0 : 97.0%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	937	1943	1943	48.2%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	580	1932	1932	30.0%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1273	1916	1916	66.4%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	846	1958	1958	42.5%
10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	1149	2002	2002	57.4%

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	348	2002	2002	17.4%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	937	1985	1985	47.2%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	846	1972	1972	42.2%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	846	1972	1972	42.9%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	553	1929	1929	28.7%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	749	1917	1917	39.1%
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	57.8%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	747	2025	2025	36.9%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	303	1933	1933	15.7%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	348	1910	1910	18.2%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.9%**
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	47.9%

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

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	**-**	**-**	**3248**	**378**	**0**	**51.5**	**78.5**	**0.1**	**130.2**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**27**	**0**	**0**	**19.9**	**11.2**	**0.1**	**31.2**	**-**	**-**	**-**	**-**
1/1+1/2	624	624	6	0	0	5.4	1.2	0.0	6.6 (6.5+0.1)	38.0 (37.8:56.4)	21.5	1.2	22.6
2/1	109	109	-	-	-	2.1	0.8	-	2.9	94.8	4.7	0.8	5.4
3/2+3/1	743	743	21	0	0	6.2	1.6	0.1	7.9 (5.6+2.3)	38.3 (38.8:36.9)	23.1	1.6	24.7
4/2+4/1	341	341	-	-	-	6.2	7.7	-	13.8 (13.1+0.7)	146.1 (146.1:146.1)	15.2	7.7	22.9
5/1	1034	1034	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	241	241	-	-	-	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	**-**	**-**	**5**	**0**	**0**	**6.7**	**6.2**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
1/1+1/2	1034	1034	5	0	0	2.6	1.8	0.0	4.4 (4.4+0.0)	15.3 (15.3:19.9)	19.2	1.8	21.0
2/1	747	747	-	-	-	1.8	0.7	-	2.6	12.3	11.6	0.7	12.4
3/2+3/1	171	171	-	-	-	2.2	3.7	-	5.9 (5.0+0.9)	124.4 (125.8:117.5)	4.2	3.7	7.8
4/1	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	**-**	**-**	**3216**	**378**	**0**	**25.0**	**60.3**	**0.0**	**85.3**	**-**	**-**	**-**	**-**
1/2+1/1	648	648	-	-	-	3.1	1.7	-	4.8 (2.6+2.2)	26.8 (26.8:26.7)	9.3	1.7	11.0
1/3	523	523	-	-	-	2.6	1.1	-	3.6	24.9	8.6	1.1	9.6
2/2+2/1	869	869	-	-	-	3.0	4.6	-	7.7 (1.7+6.0)	31.7 (26.3:33.7)	7.2	4.6	11.8
2/3	750	750	-	-	-	2.1	2.6	-	4.7	22.4	4.5	2.6	7.1
3/2+3/1	617	617	-	-	-	3.9	5.6	-	9.4 (8.5+0.9)	55.1 (55.3:53.2)	11.4	5.6	17.0
3/3	602	602	-	-	-	3.9	5.7	-	9.6	57.3	11.7	5.7	17.4
4/1	935	935	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/2	516	516	-	-	-	1.7	0.5	-	2.2	15.6	7.2	0.5	7.7
4/3+4/4	631	631	-	-	-	2.1	0.7	-	2.8 (2.2+0.7)	16.2 (16.1:16.3)	8.0	0.7	8.7
5/1	543	543	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	204	204	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	490	474	948	0	0	1.9	18.6	-	20.5 (6.8+13.7)	150.6 (145.8:153.2)	15.9	18.6	34.5
7/1	729	729	729	0	0	0.2	2.5	-	2.7	13.2	5.3	2.5	7.8
7/2	593	593	593	0	0	0.1	1.3	-	1.4	8.4	3.5	1.3	4.8
8/2+8/1	662	662	946	378	0	0.5	8.7	-	9.2 (4.3+4.9)	50.0 (53.4:47.3)	5.4	8.7	14.1
9/1	937	937	-	-	-	0.0	0.5	-	0.5	1.8	4.3	0.5	4.8
9/2	580	580	-	-	-	0.0	0.2	-	0.2	1.3	0.6	0.2	0.8
9/3	1273	1273	-	-	-	0.0	1.0	-	1.0	2.8	4.5	1.0	5.5
10/1	833	833	-	-	-	0.0	0.4	-	0.4	1.7	4.0	0.4	4.3
10/2	1149	1149	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7
10/3	348	348	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	937	937	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/1	833	833	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

Full Input Data And Results

12/2	846	846	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/1	553	553	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	749	749	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
13/3	671	671	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
14/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	1171	1171	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7
17/1	747	747	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
18/1	303	303	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/2	348	348	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
J4: A27 West End Road/Site Access	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.8**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	490	490	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/1	937	937	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
3/1	490	490	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	31.18	Cycle Time (s): 162
C2	Stream: 1 PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):	12.86	Cycle Time (s): 107
C3	Stream: 1 PRC for Signalled Lanes (%):	-1.2	Total Delay for Signalled Lanes (pcuHr):	20.77	Cycle Time (s): 73
C3	Stream: 2 PRC for Signalled Lanes (%):	-3.9	Total Delay for Signalled Lanes (pcuHr):	24.08	Cycle Time (s): 73
	PRC Over All Lanes (%):	-16.9	Total Delay Over All Lanes(pcuHr):	130.16	

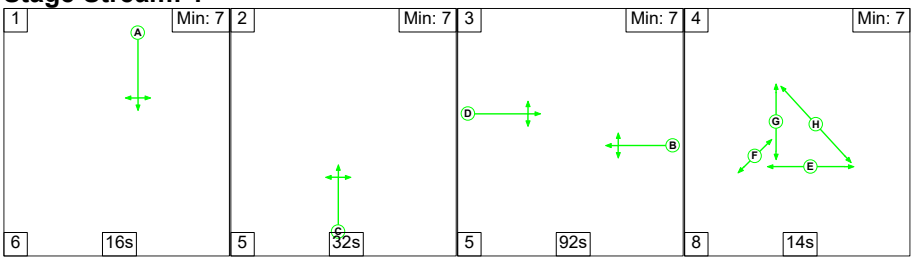
Full Input Data And Results

Scenario 2: '2024 Demand Flows PM ' (FG5: '2024 Observed PM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

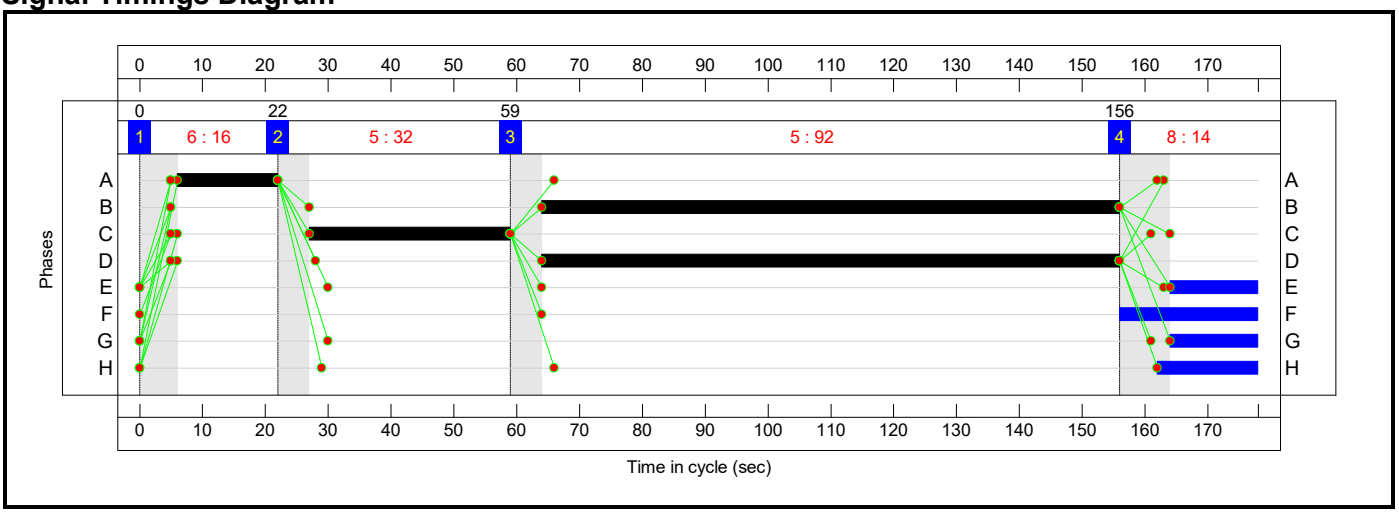


Stage Timings

Stage Stream: 1

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

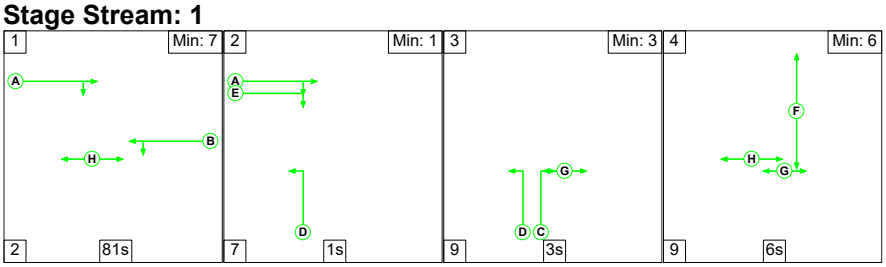
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



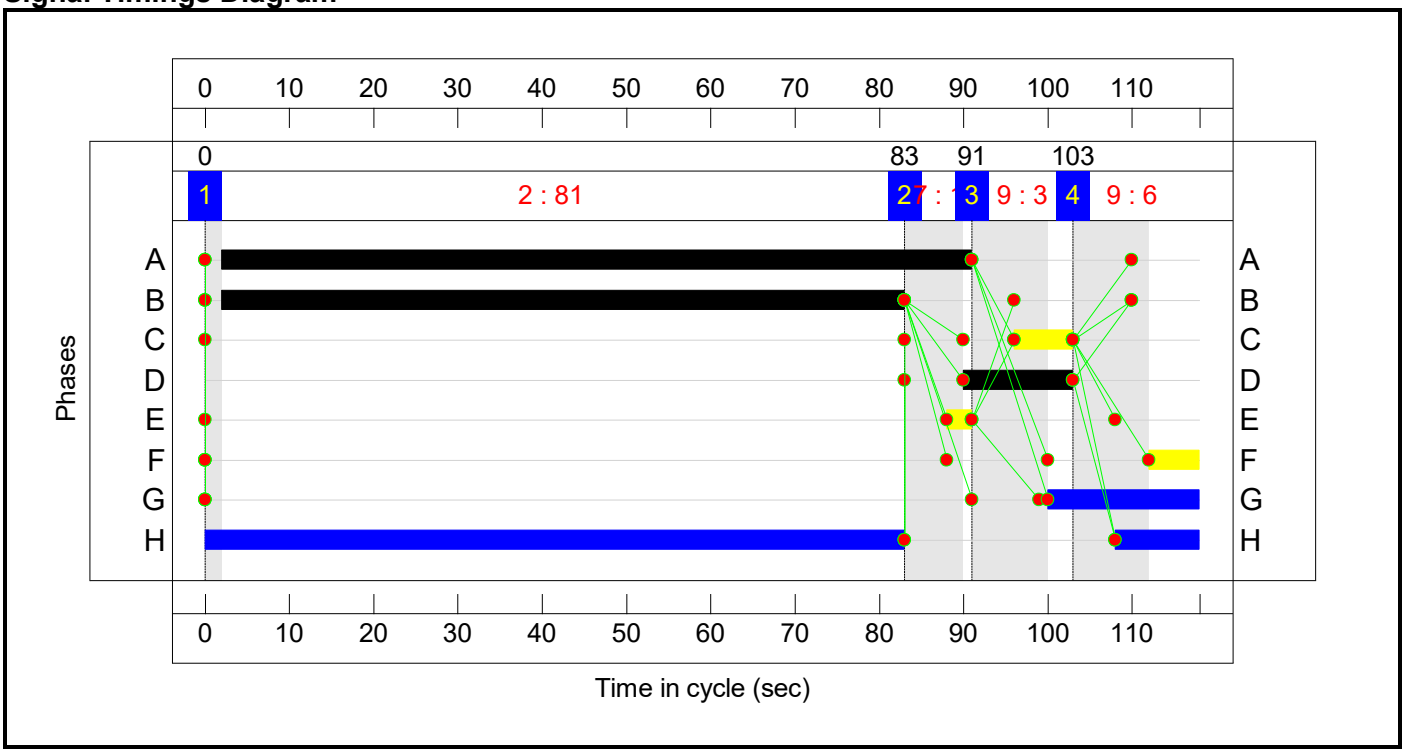
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	81	1	3	6
Change Point	0	83	91	103

Full Input Data And Results

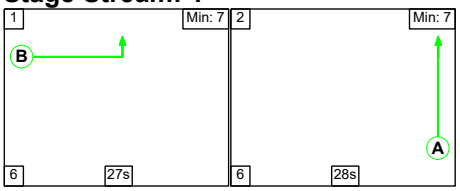
Signal Timings Diagram



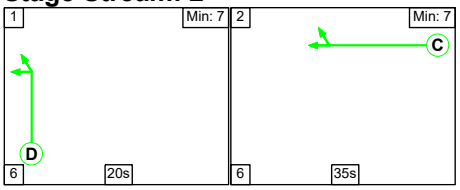
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

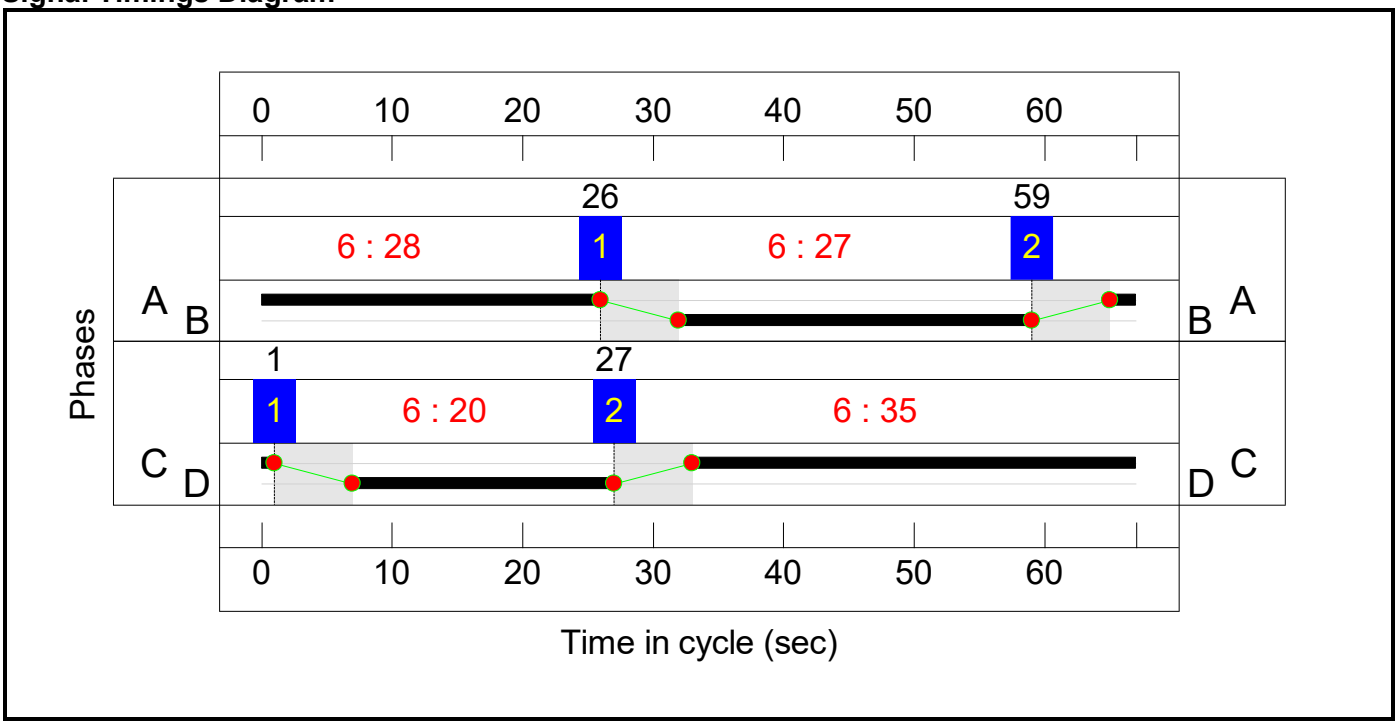
Stage	1	2
Duration	27	28
Change Point	26	59

Stage Stream: 2

Stage	1	2
Duration	20	35
Change Point	1	27

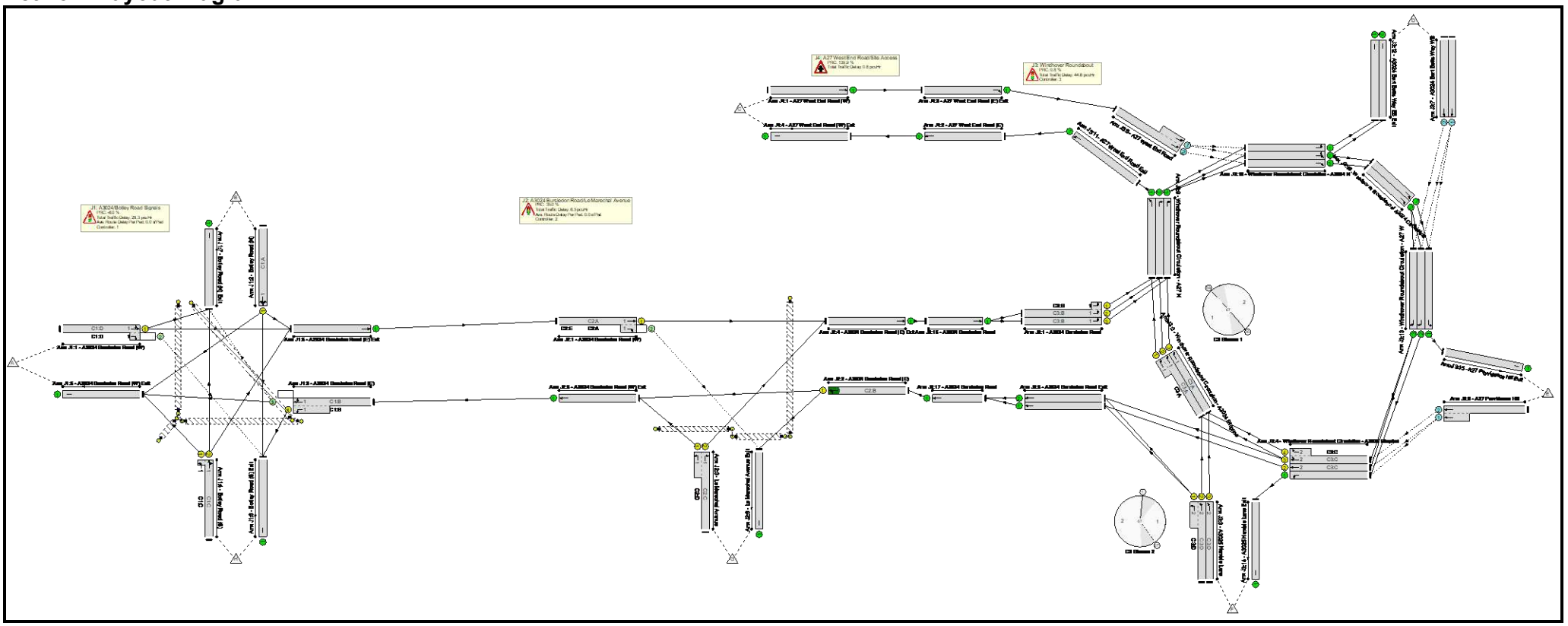
Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**95.4%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.4%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	632	1782:1761	862+72	67.7 : 67.7%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	16	-	52	1824	174	29.9%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	92	-	850	1799:1821	557+519	74.1 : 74.1%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	323	1812:1819	300+39	95.4 : 95.4%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
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**	-	-		-	-	-	-	-	-	**66.6%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U+O	2:1	N/A	C2:A	C2:E	1	89	3	869	1815:1811	1327+61	62.6 : 62.6%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	81	-	934	1800	1312	66.6%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:C C2:D		1	7:13	-	57	1846:1848	125+58	31.2 : 31.2%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%
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:F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	93	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	27	-	446	1789:1860	568+231	55.8 : 55.8%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	27	-	424	1865	779	54.4%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	28	-	740	1971:1960	509+532	71.1 : 71.1%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	28	-	559	1965	851	65.7%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	20	-	572	1880:1930	521+120	89.3 : 89.3%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	20	-	512	1879	589	86.9%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	853	1928	1928	44.2%

Full Input Data And Results

4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	35	-	565	1919	1031	51.2%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	35	-	584	1936:1898	984+86	52.3 : 54.6%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	612	2085	2085	27.6%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	322	2085	2085	14.4%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	729	1938:1938	384+455	85.7 : 87.8%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	601	2040	722	83.2%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	596	2060	727	82.0%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	491	1886:1884	301+412	68.9 : 68.9%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	507	1943	1943	26.1%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	679	1932	1932	35.1%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	983	1916	1916	51.3%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	901	1958	1958	46.0%
10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	965	2002	2002	46.5%

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	25.5%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	901	1972	1972	45.7%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	555	1972	1972	27.3%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	621	1929	1929	31.2%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	740	1917	1917	38.6%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	771	1919	1919	37.1%
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	43.2%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	410	1933	1933	20.2%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	525	1910	1910	27.5%
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	25.9%

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

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	**-**	**-**	**3404**	**343**	**1**	**42.7**	**36.9**	**0.6**	**80.2**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**72**	**0**	**0**	**19.2**	**8.6**	**0.5**	**28.3**	**-**	**-**	**-**	**-**
1/1+1/2	632	632	49	0	0	5.5	1.0	0.3	6.9 (6.0+0.8)	39.1 (37.1:62.2)	22.8	1.0	23.9
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.6	2.4	0.2	2.6
3/2+3/1	797	797	23	0	0	6.3	1.4	0.1	7.8 (4.1+3.7)	35.2 (35.9:34.5)	21.8	1.4	23.2
4/2+4/1	323	323	-	-	-	6.4	5.9	-	12.3 (10.9+1.4)	137.4 (137.4:137.4)	15.7	5.9	21.6
5/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	448	448	-	-	-	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	**-**	**-**	**37**	**1**	**1**	**4.4**	**2.1**	**0.1**	**6.5**	**-**	**-**	**-**	**-**
1/1+1/2	869	869	37	1	1	1.5	0.8	0.1	2.5 (2.2+0.2)	10.3 (9.7:22.0)	12.7	0.8	13.5
2/1	874	874	-	-	-	2.0	1.0	-	3.0	12.5	15.1	1.0	16.1
3/2+3/1	57	57	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	64.7 (66.7:60.5)	1.2	0.2	1.4
4/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	**-**	**-**	**3295**	**342**	**0**	**19.1**	**25.5**	**0.0**	**44.6**	**-**	**-**	**-**	**-**
1/2+1/1	446	446	-	-	-	1.7	0.6	-	2.4 (1.7+0.7)	19.1 (19.2:18.8)	5.3	0.6	5.9
1/3	424	424	-	-	-	1.7	0.6	-	2.3	19.7	5.9	0.6	6.5
2/2+2/1	740	740	-	-	-	2.4	1.2	-	3.6 (1.6+2.0)	17.5 (15.7:19.2)	4.2	1.2	5.4
2/3	559	559	-	-	-	1.4	1.0	-	2.3	14.9	2.8	1.0	3.7
3/2+3/1	572	572	-	-	-	3.3	3.8	-	7.1 (5.8+1.3)	44.6 (45.0:42.7)	8.9	3.8	12.6
3/3	512	512	-	-	-	3.1	3.1	-	6.2	43.4	9.0	3.1	12.0
4/1	853	853	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	527	527	-	-	-	1.5	0.5	-	2.1	14.1	6.6	0.5	7.1
4/3+4/4	562	562	-	-	-	1.7	0.6	-	2.2 (2.1+0.2)	14.2 (14.4:12.2)	6.7	0.6	7.3
5/1	574	574	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	300	300	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	729	729	1458	0	0	1.3	3.1	-	4.4 (2.1+2.3)	21.6 (22.4:21.0)	5.7	3.1	8.8
7/1	601	601	601	0	0	0.3	2.4	-	2.7	16.4	4.7	2.4	7.1
7/2	596	596	596	0	0	0.4	2.2	-	2.6	15.5	4.5	2.2	6.7
8/2+8/1	491	491	640	342	0	0.2	1.1	-	1.3 (0.6+0.7)	9.5 (11.1:8.4)	1.7	1.1	2.8
9/1	507	507	-	-	-	0.0	0.2	-	0.2	1.3	3.8	0.2	4.0
9/2	679	679	-	-	-	0.0	0.3	-	0.3	1.5	2.3	0.3	2.5
9/3	983	983	-	-	-	0.0	0.5	-	0.5	2.0	2.8	0.5	3.3
10/1	901	901	-	-	-	0.0	0.4	-	0.5	1.8	3.3	0.4	3.7
10/2	930	930	-	-	-	0.0	0.4	-	0.5	1.7	6.1	0.4	6.6
10/3	525	525	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/1	507	507	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/1	901	901	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

Full Input Data And Results

12/2	539	539	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	602	602	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
13/2	740	740	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
13/3	711	711	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	602	602	-	-	-	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	874	874	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
18/1	391	391	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/2	525	525	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J4: A27 West End Road/Site Access	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.8**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	729	729	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1	507	507	-	-	-	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	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):	28.28	Cycle Time (s):	178
C2	Stream: 1 PRC for Signalled Lanes (%):	35.0	Total Delay for Signalled Lanes (pcuHr):	6.55	Cycle Time (s):	118
C3	Stream: 1 PRC for Signalled Lanes (%):	26.6	Total Delay for Signalled Lanes (pcuHr):	10.61	Cycle Time (s):	67
C3	Stream: 2 PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	17.53	Cycle Time (s):	67
	PRC Over All Lanes (%):	-6.0	Total Delay Over All Lanes(pcuHr):	80.16		

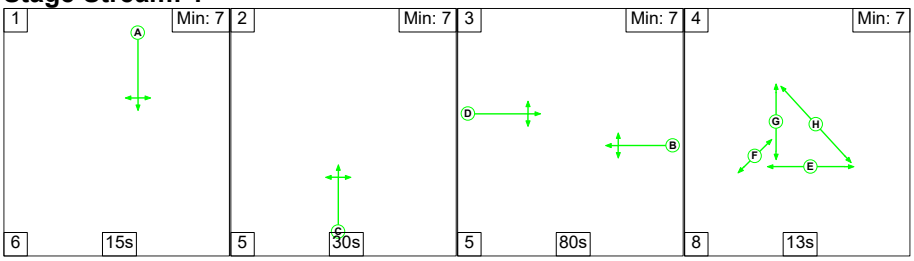
Full Input Data And Results

Scenario 3: '2031 Baseline AM ' (FG4: '2031 Baseline AM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

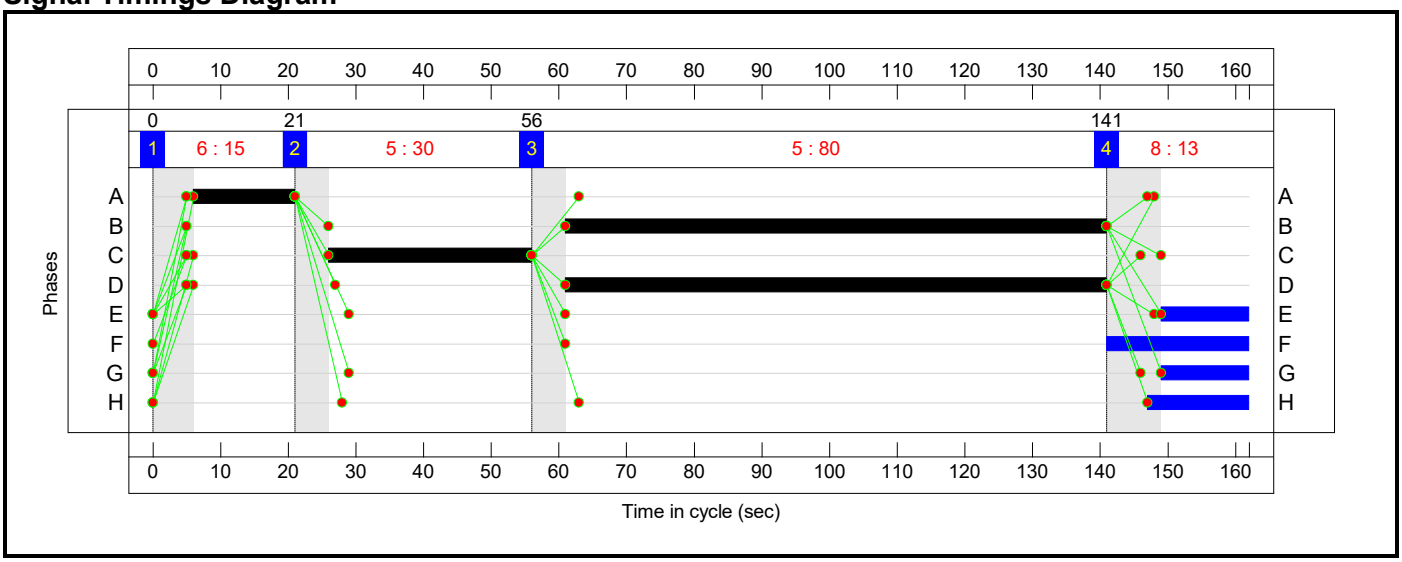


Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	15	30	80	13
Change Point	0	21	56	141

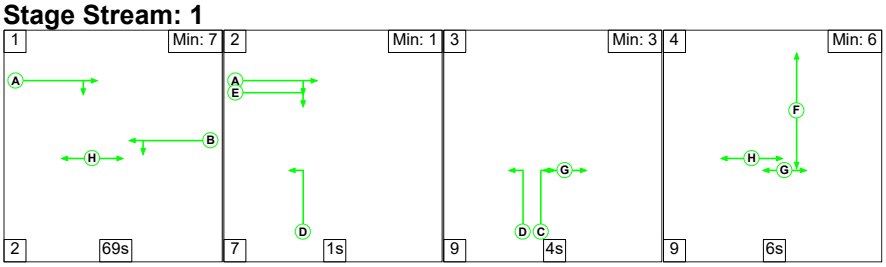
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



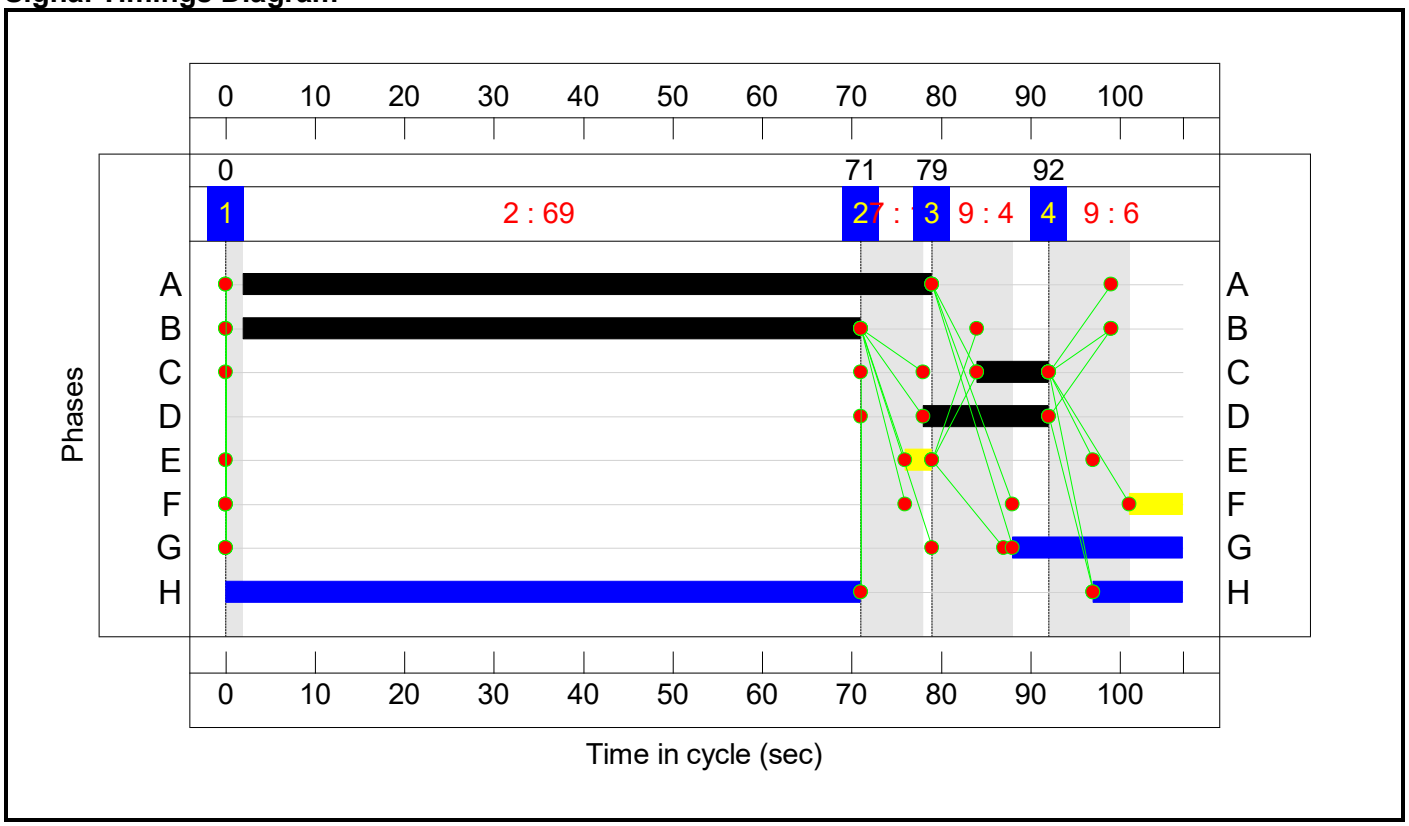
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	69	1	4	6
Change Point	0	71	79	92

Full Input Data And Results

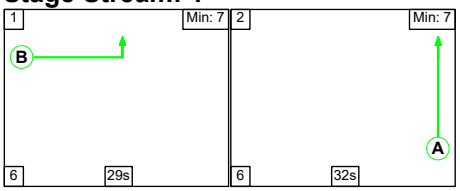
Signal Timings Diagram



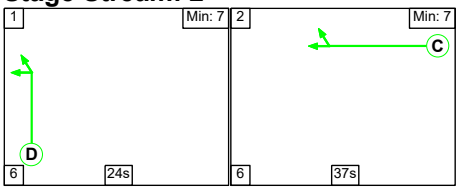
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

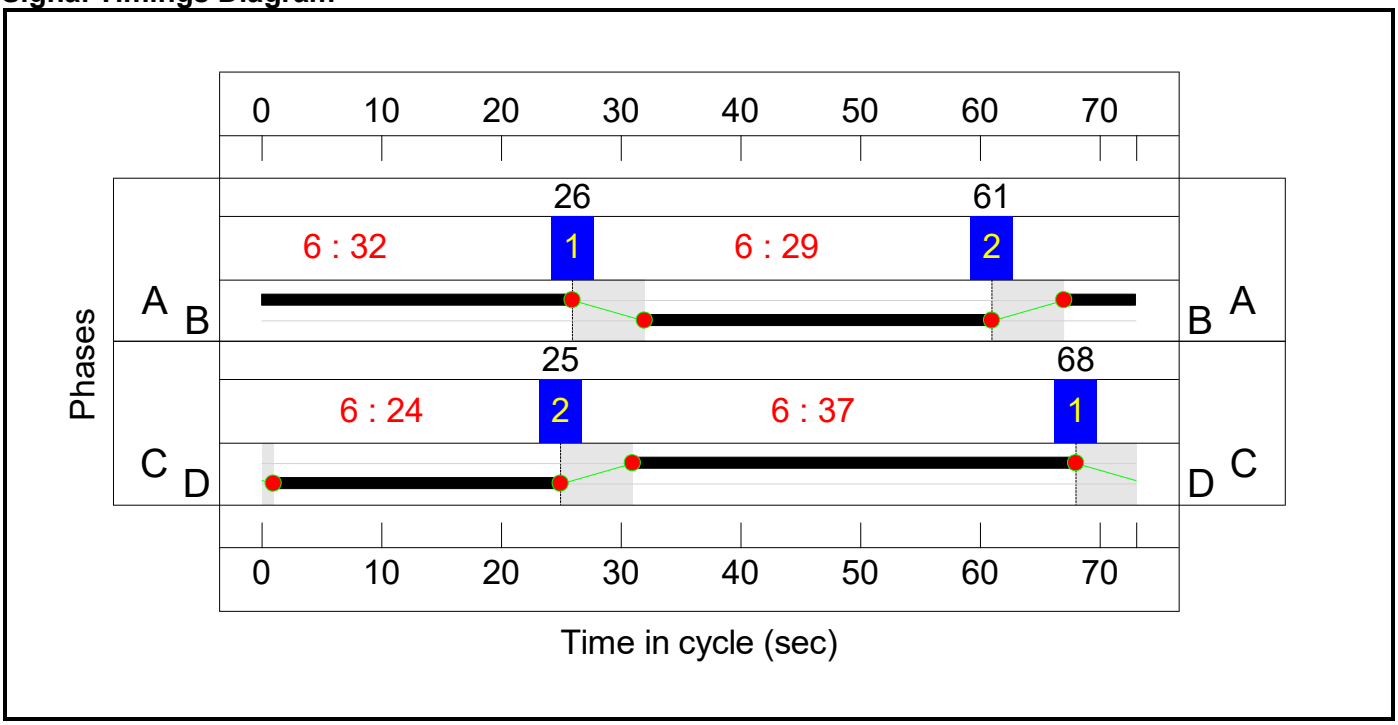
Stage	1	2
Duration	29	32
Change Point	26	61

Stage Stream: 2

Stage	1	2
Duration	24	37
Change Point	68	25

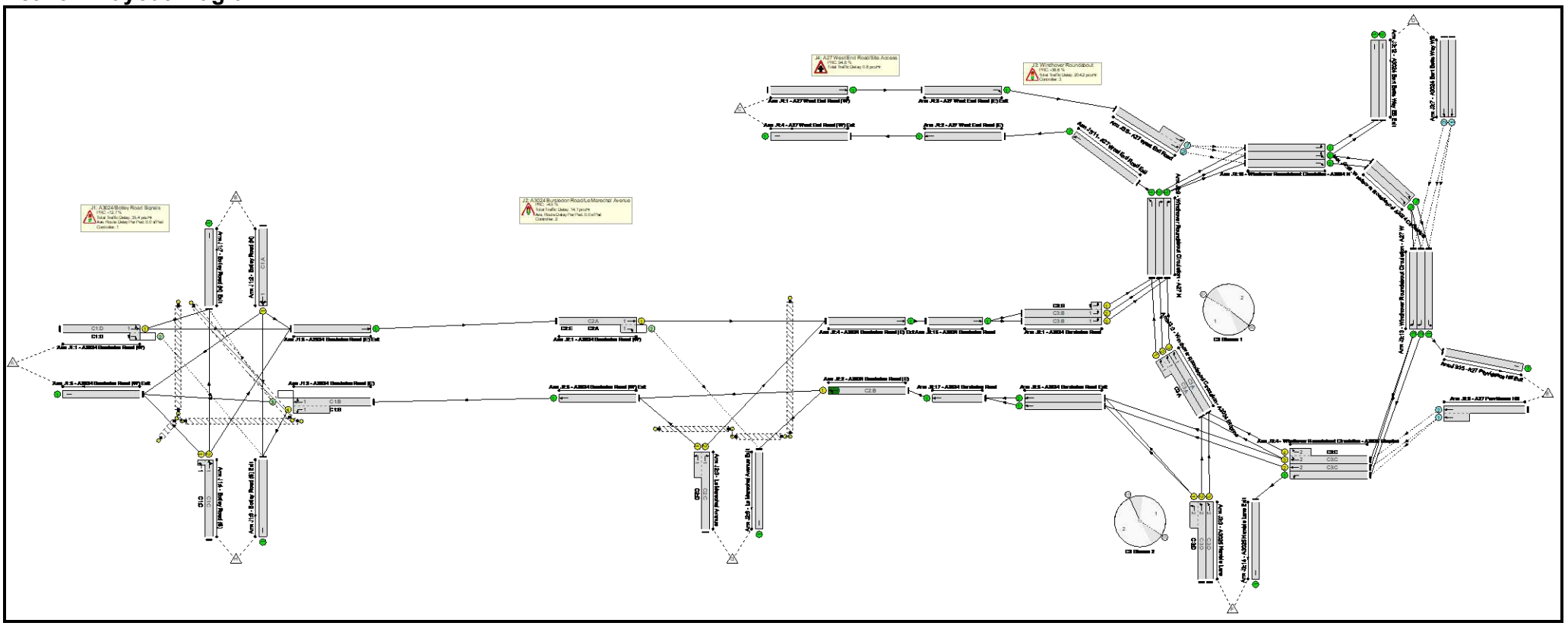
Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**122.9%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	80	-	644	1782:1761	883+8	72.2 : 72.2%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	15	-	113	1824	180	62.7%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	80	-	768	1799:1821	673+298	76.2 : 76.2%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	30	-	353	1812:1819	329+19	101.5 : 101.5%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
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	13	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	21	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	15	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.0%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U+O	2:1	N/A	C2:A	C2:E	1	77	3	1069	1815:1811	1317+6	80.5 : 80.6%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	69	-	772	1800	1245	59.7%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:C C2:D		1	8:14	-	176	1846:1848	155+32	94.0 : 94.0%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1210	Inf	Inf	0.0%
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:F		1	6	-	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:H		1	81	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**122.9%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	29	-	645	1789:1860	437+402	76.6 : 76.6%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	29	-	565	1865	766	73.4%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	32	-	966	1971:1960	307+665	87.8 : 89.5%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	32	-	734	1965	888	78.1%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	24	-	744	1880:1930	600+57	113.3 : 113.3%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	24	-	542	1879	643	84.2%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	1016	1928	1928	52.7%

Full Input Data And Results

4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	37	-	478	1919	999	46.9%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	37	-	708	1939:1898	794+295	60.8 : 51.5%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	502	2085	2085	23.5%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	270	2085	2085	12.2%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	507	1938:1938	156+295	112.5 : 112.5%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	803	2040	860	93.4%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	613	2060	834	73.5%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	684	1886:1884	261+295	122.9 : 122.9%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	970	1943	1943	46.5%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	641	1932	1932	31.3%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1299	1916	1916	67.7%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	911	1958	1958	43.1%
10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	1175	2002	2002	57.8%

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	361	2002	2002	18.0%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	970	1985	1985	45.5%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	911	1972	1972	42.8%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	862	1972	1972	43.5%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	572	1929	1929	29.0%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	824	1917	1917	42.9%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	694	1919	1919	35.3%
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	59.5%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	772	2025	2025	36.7%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	313	1933	1933	15.5%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	361	1910	1910	18.9%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.2%**
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	46.2%

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

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	**-**	**-**	**3294**	**342**	**0**	**59.8**	**194.5**	**0.2**	**254.5**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**26**	**0**	**0**	**20.8**	**14.4**	**0.1**	**35.4**	**-**	**-**	**-**	**-**
1/1+1/2	644	644	6	0	0	5.7	1.3	0.0	7.0 (6.9+0.1)	39.0 (38.8:58.7)	22.5	1.3	23.8
2/1	113	113	-	-	-	2.2	0.8	-	3.0	96.3	4.9	0.8	5.7
3/2+3/1	740	740	20	0	0	6.1	1.6	0.1	7.8 (5.5+2.3)	38.1 (38.7:36.7)	22.8	1.6	24.4
4/2+4/1	353	348	-	-	-	6.8	10.7	-	17.6 (16.6+0.9)	179.1 (179.1:179.1)	16.2	10.7	26.9
5/1	1064	1064	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	514	514	-	-	-	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	240	240	-	-	-	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	**-**	**-**	**5**	**0**	**0**	**6.9**	**7.2**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
1/1+1/2	1064	1064	5	0	0	2.8	2.0	0.0	4.8 (4.8+0.0)	16.4 (16.4:21.2)	20.7	2.0	22.7
2/1	743	743	-	-	-	1.8	0.7	-	2.5	12.2	11.6	0.7	12.3
3/2+3/1	176	176	-	-	-	2.3	4.4	-	6.7 (5.6+1.1)	137.4 (138.8:130.3)	4.3	4.4	8.7
4/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	**-**	**-**	**3263**	**342**	**0**	**32.0**	**172.1**	**0.0**	**204.2**	**-**	**-**	**-**	**-**
1/2+1/1	642	642	-	-	-	3.0	1.6	-	4.6 (2.4+2.2)	26.0 (26.0:25.9)	8.9	1.6	10.5
1/3	563	563	-	-	-	2.8	1.4	-	4.2	26.9	9.5	1.4	10.9
2/2+2/1	865	865	-	-	-	3.1	3.8	-	6.9 (1.6+5.3)	28.5 (21.3:31.8)	6.6	3.8	10.4
2/3	694	694	-	-	-	1.7	1.8	-	3.4	17.8	3.9	1.8	5.6
3/2+3/1	744	657	-	-	-	8.0	47.4	-	55.5 (50.8+4.7)	268.5 (268.7:265.9)	17.4	47.4	64.9
3/3	542	542	-	-	-	3.3	2.5	-	5.9	39.1	10.1	2.5	12.6
4/1	1015	1015	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	468	468	-	-	-	1.5	0.4	-	1.9	14.7	6.2	0.4	6.7
4/3+4/4	635	635	-	-	-	2.1	0.7	-	2.8 (2.1+0.7)	15.9 (15.9:16.0)	8.0	0.7	8.7
5/1	490	490	-	-	-	0.0	0.2	-	0.2	1.1	0.0	0.2	0.2
5/2	254	254	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	507	470	940	0	0	2.9	32.1	-	35.0 (11.6+23.4)	248.4 (239.3:253.2)	19.3	32.1	51.4
7/1	803	803	803	0	0	0.5	5.8	-	6.3	28.2	9.4	5.8	15.2
7/2	613	613	613	0	0	0.1	1.4	-	1.5	8.6	3.9	1.4	5.3
8/2+8/1	684	624	906	342	0	2.9	66.3	-	69.2 (34.0+35.2)	364.4 (381.7:349.2)	16.2	66.3	82.5
9/1	903	903	-	-	-	0.0	0.4	-	0.4	1.8	6.6	0.4	7.0
9/2	604	604	-	-	-	0.0	0.2	-	0.2	1.4	0.6	0.2	0.8
9/3	1297	1297	-	-	-	0.0	1.0	-	1.1	2.9	4.8	1.0	5.9
10/1	844	844	-	-	-	0.0	0.4	-	0.4	1.7	3.9	0.4	4.3
10/2	1158	1158	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7
10/3	360	360	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
11/1	903	903	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/1	844	844	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4

Full Input Data And Results

12/2	858	858	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/1	559	559	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	823	823	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/3	678	678	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
14/1	1015	1015	-	-	-	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	1205	1205	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
17/1	743	743	-	-	-	0.0	0.3	-	0.3	1.4	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	360	360	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
J4: A27 West End Road/Site Access	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.8**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	507	507	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	903	903	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/1	507	507	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	-12.7	Total Delay for Signalled Lanes (pcuHr):	35.41	Cycle Time (s): 162
C2	Stream: 1 PRC for Signalled Lanes (%):	-4.5	Total Delay for Signalled Lanes (pcuHr):	14.09	Cycle Time (s): 107
C3	Stream: 1 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	19.13	Cycle Time (s): 73
C3	Stream: 2 PRC for Signalled Lanes (%):	-25.8	Total Delay for Signalled Lanes (pcuHr):	66.09	Cycle Time (s): 73
	PRC Over All Lanes (%):	-36.6	Total Delay Over All Lanes(pcuHr):	254.45	

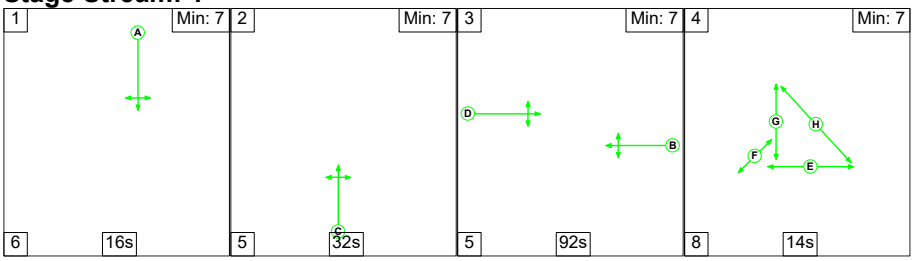
Full Input Data And Results

Scenario 4: '2031 Baseline PM ' (FG8: '2031 Baseline PM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

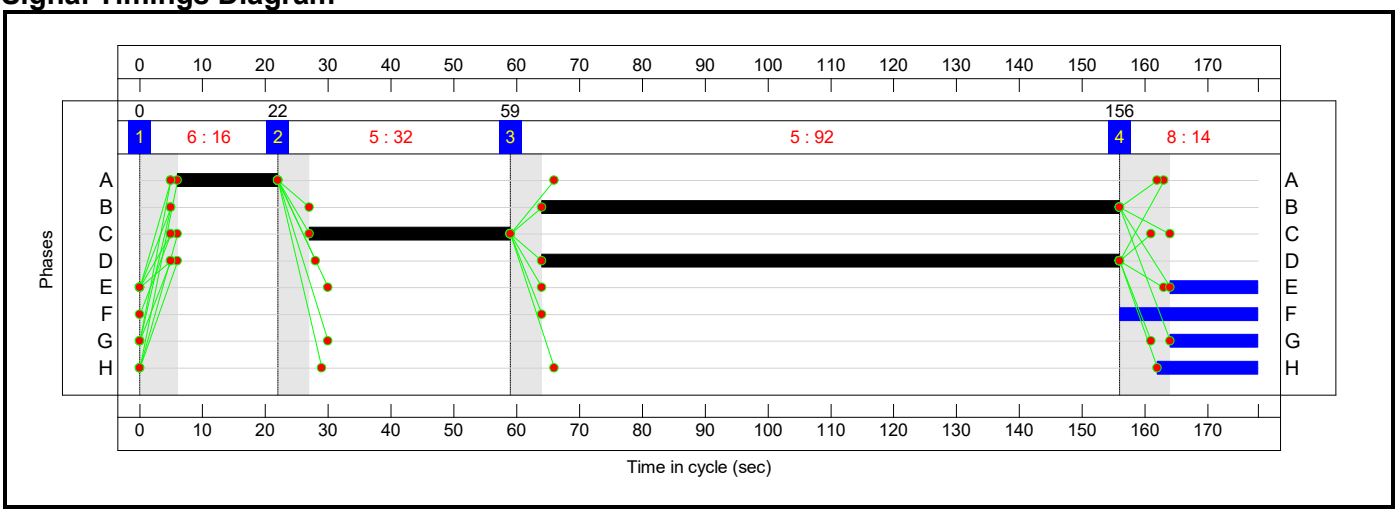


Stage Timings

Stage Stream: 1

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

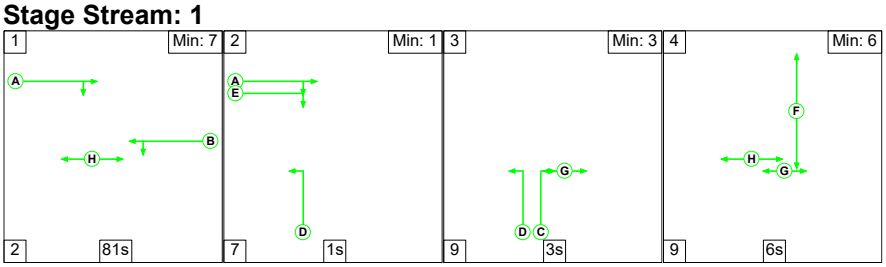
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



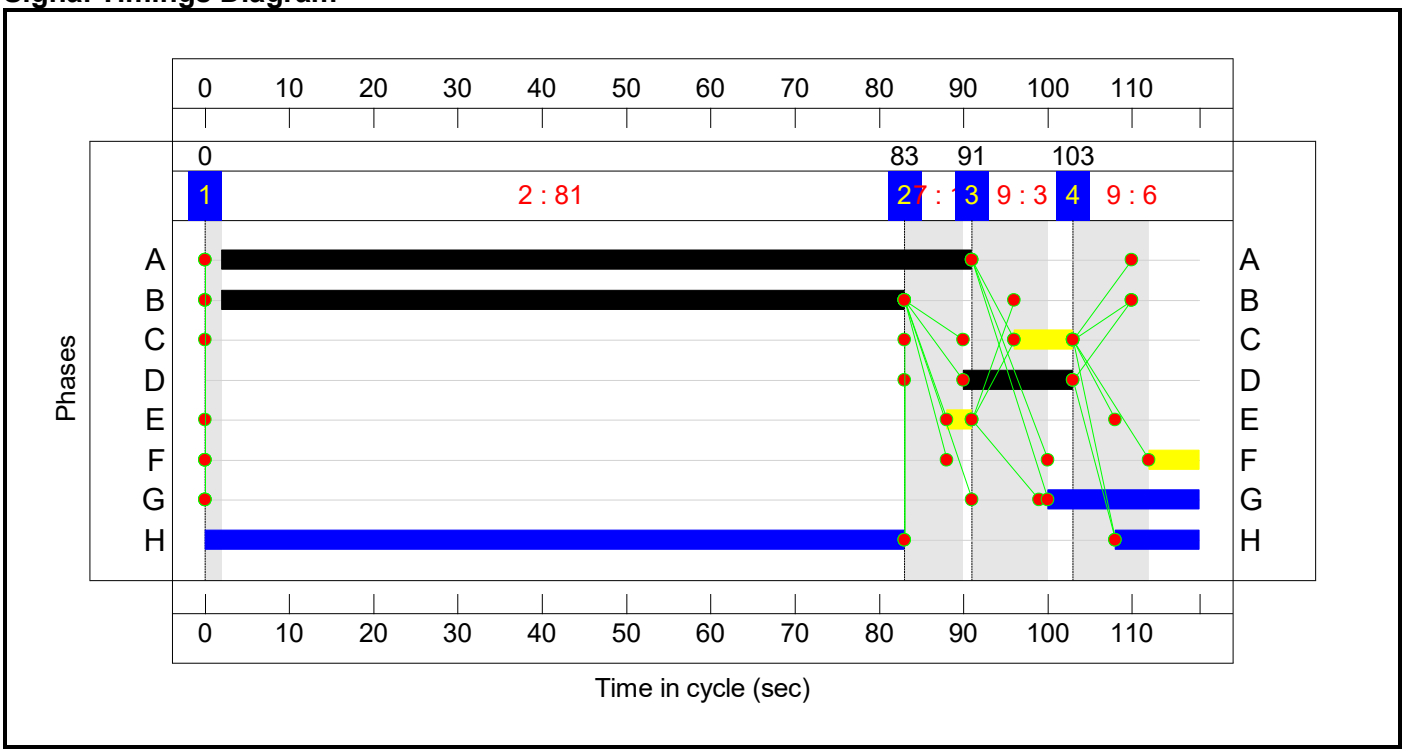
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	81	1	3	6
Change Point	0	83	91	103

Full Input Data And Results

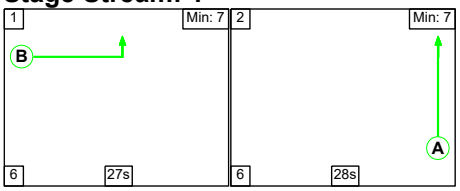
Signal Timings Diagram



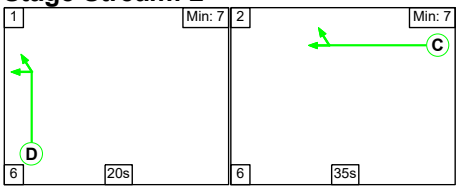
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

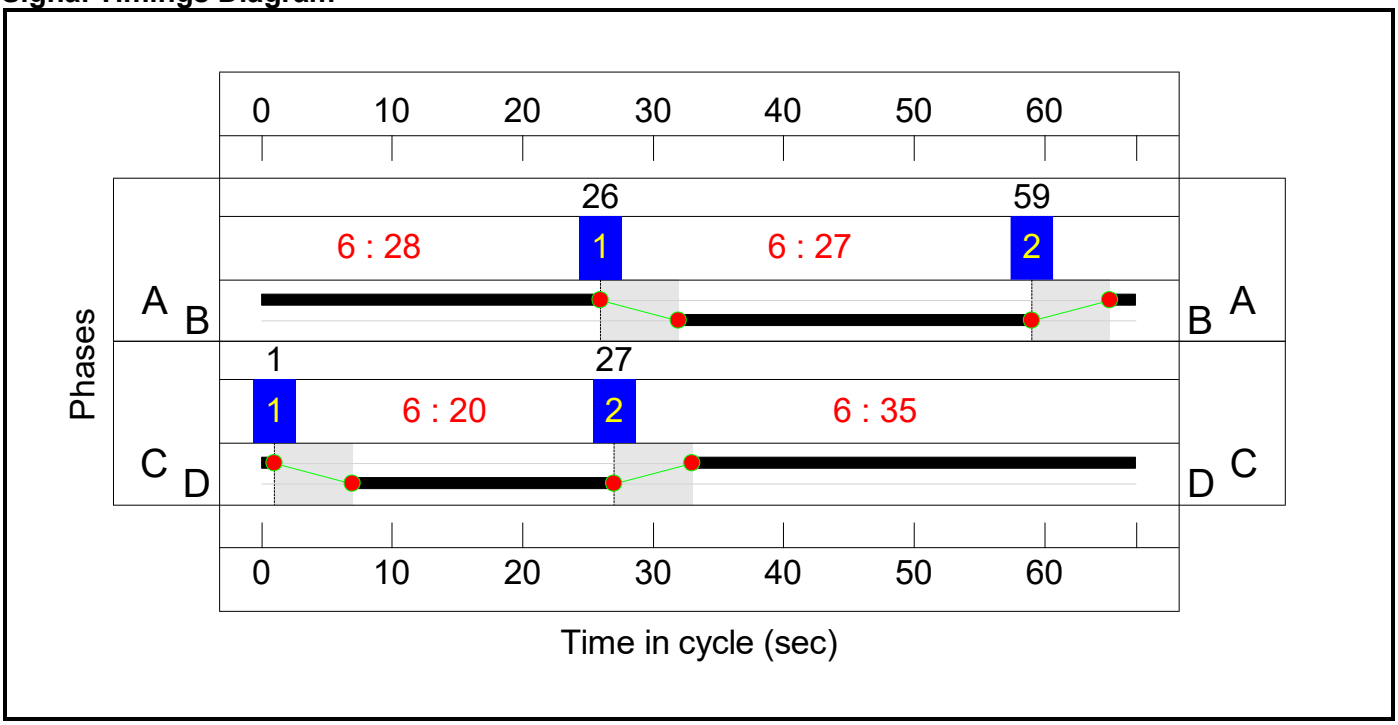
Stage	1	2
Duration	27	28
Change Point	26	59

Stage Stream: 2

Stage	1	2
Duration	20	35
Change Point	1	27

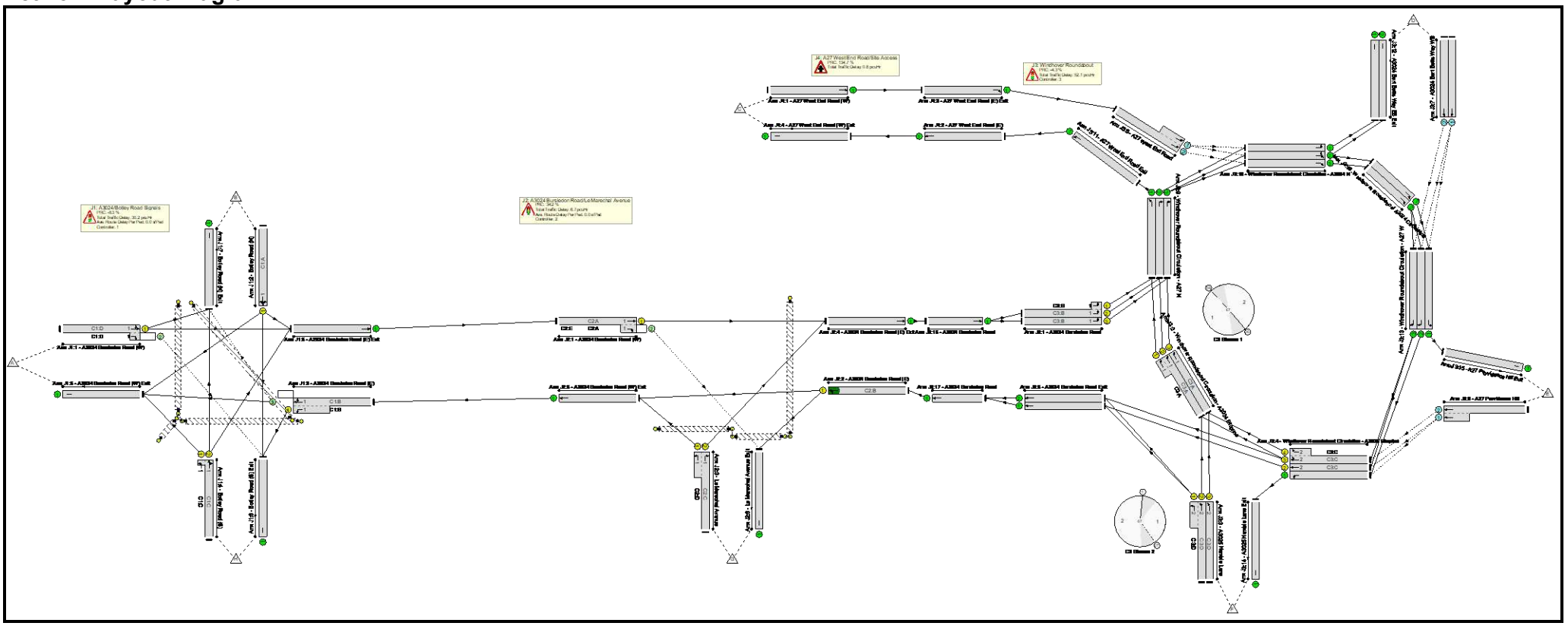
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	647	1782:1761	862+72	69.3 : 69.3%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	16	-	52	1824	174	29.9%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	92	-	870	1799:1821	557+520	74.6 : 74.6%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	330	1812:1819	300+39	97.5 : 97.5%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
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**	-	-		-	-	-	-	-	-	**67.1%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U+O	2:1	N/A	C2:A	C2:E	1	89	3	889	1815:1811	1327+61	64.1 : 64.1%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	81	-	955	1800	1312	67.1%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:C C2:D		1	7:13	-	57	1846:1848	125+58	31.2 : 31.2%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
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:F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	93	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.9%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	27	-	456	1789:1860	568+231	57.1 : 57.1%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	27	-	433	1865	779	55.6%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	28	-	777	1971:1960	527+523	74.0 : 74.0%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	28	-	571	1965	851	67.1%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	20	-	593	1880:1930	522+118	92.8 : 92.8%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	20	-	535	1879	589	90.8%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	872	1928	1928	45.2%

Full Input Data And Results

4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	35	-	582	1919	1031	52.3%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	35	-	593	1937:1898	1001+65	52.4 : 55.6%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	628	2085	2085	28.1%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	327	2085	2085	14.1%
6/2+6/1	A27 West End Road Ahead	O	N/A	N/A	-		-	-	-	745	1938:1938	369+436	91.2 : 93.9%
7/1	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	615	2040	717	85.8%
7/2	A3024 Bert Betts Way WB Ahead	O	N/A	N/A	-		-	-	-	610	2060	738	82.6%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	502	1886:1884	292+415	71.0 : 71.0%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	519	1943	1943	26.7%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	714	1932	1932	37.0%
9/3	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	-		-	-	-	1004	1916	1916	52.4%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	924	1958	1958	47.2%
10/2	Windhover Roundabout Circulation - A3024 N Left Ahead	U	N/A	N/A	-		-	-	-	1003	2002	2002	47.1%

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	536	2002	2002	26.8%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	519	1985	1985	26.1%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	924	1972	1972	46.9%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	584	1972	1972	28.1%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	635	1929	1929	31.4%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	756	1917	1917	39.4%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	789	1919	1919	37.2%
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	43.4%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	419	1933	1933	20.1%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	536	1910	1910	28.1%
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	26.5%

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

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	**-**	**-**	**3471**	**359**	**1**	**44.7**	**44.5**	**0.7**	**89.8**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**72**	**0**	**0**	**19.7**	**10.0**	**0.5**	**30.2**	**-**	**-**	**-**	**-**
1/1+1/2	647	647	50	0	0	5.7	1.1	0.4	7.2 (6.3+0.9)	40.0 (37.8:65.4)	23.6	1.1	24.7
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.6	2.4	0.2	2.6
3/2+3/1	804	804	23	0	0	6.3	1.5	0.1	7.9 (4.2+3.7)	35.5 (36.2:34.8)	22.3	1.5	23.7
4/2+4/1	330	330	-	-	-	6.6	7.2	-	13.8 (12.2+1.6)	150.4 (150.4:150.4)	16.0	7.2	23.2
5/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	452	452	-	-	-	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	**-**	**-**	**38**	**1**	**1**	**4.5**	**2.1**	**0.1**	**6.7**	**-**	**-**	**-**	**-**
1/1+1/2	889	889	38	1	1	1.6	0.9	0.1	2.6 (2.4+0.2)	10.6 (10.0:23.1)	13.2	0.9	14.1
2/1	880	880	-	-	-	2.1	1.0	-	3.1	12.6	15.2	1.0	16.2
3/2+3/1	57	57	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	64.7 (66.7:60.5)	1.2	0.2	1.4
4/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	**-**	**-**	**3361**	**358**	**0**	**20.5**	**31.6**	**0.0**	**52.1**	**-**	**-**	**-**	**-**
1/2+1/1	456	456	-	-	-	1.8	0.7	-	2.4 (1.8+0.7)	19.3 (19.5:19.1)	5.5	0.7	6.2
1/3	433	433	-	-	-	1.8	0.6	-	2.4	20.0	6.0	0.6	6.6
2/2+2/1	777	777	-	-	-	2.7	1.4	-	4.1 (1.9+2.2)	19.1 (17.6:20.6)	4.6	1.4	6.0
2/3	571	571	-	-	-	1.5	1.0	-	2.6	16.1	3.0	1.0	4.0
3/2+3/1	593	593	-	-	-	3.5	5.2	-	8.7 (7.2+1.6)	53.0 (53.5:51.2)	9.4	5.2	14.6
3/3	535	535	-	-	-	3.3	4.3	-	7.6	50.9	9.5	4.3	13.8
4/1	872	872	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	539	539	-	-	-	1.6	0.5	-	2.2	14.4	6.7	0.5	7.3
4/3+4/4	561	561	-	-	-	1.8	0.6	-	2.3 (2.2+0.1)	14.8 (15.0:13.0)	7.0	0.6	7.5
5/1	585	585	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
5/2	295	295	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
6/2+6/1	745	745	1490	0	0	1.4	5.3	-	6.8 (3.1+3.6)	32.7 (33.5:32.0)	6.0	5.3	11.4
7/1	615	615	615	0	0	0.4	2.9	-	3.3	19.2	6.1	2.9	9.0
7/2	610	610	610	0	0	0.4	2.3	-	2.7	15.8	5.4	2.3	7.7
8/2+8/1	502	502	646	358	0	0.2	1.2	-	1.4 (0.7+0.7)	10.2 (11.9:9.1)	1.7	1.2	2.9
9/1	519	519	-	-	-	0.0	0.2	-	0.2	1.3	3.8	0.2	4.0
9/2	714	714	-	-	-	0.0	0.3	-	0.3	1.5	2.8	0.3	3.1
9/3	1004	1004	-	-	-	0.0	0.5	-	0.6	2.0	2.8	0.5	3.4
10/1	924	924	-	-	-	0.0	0.4	-	0.5	1.9	3.9	0.4	4.3
10/2	942	942	-	-	-	0.0	0.4	-	0.5	1.8	6.1	0.4	6.6
10/3	536	536	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
11/1	519	519	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/1	924	924	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

Full Input Data And Results

12/2	553	553	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	605	605	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
13/2	756	756	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
13/3	714	714	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	605	605	-	-	-	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	880	880	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
18/1	389	389	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/2	536	536	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
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	519	519	-	-	-	0.0	0.2	-	0.2	1.3	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	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	-8.3	Total Delay for Signalled Lanes (pcuHr):	30.19	Cycle Time (s):	178
C2	Stream: 1 PRC for Signalled Lanes (%):	34.2	Total Delay for Signalled Lanes (pcuHr):	6.73	Cycle Time (s):	118
C3	Stream: 1 PRC for Signalled Lanes (%):	21.7	Total Delay for Signalled Lanes (pcuHr):	11.53	Cycle Time (s):	67
C3	Stream: 2 PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	20.77	Cycle Time (s):	67
	PRC Over All Lanes (%):	-8.3	Total Delay Over All Lanes(pcuHr):	89.78		

Appendix M

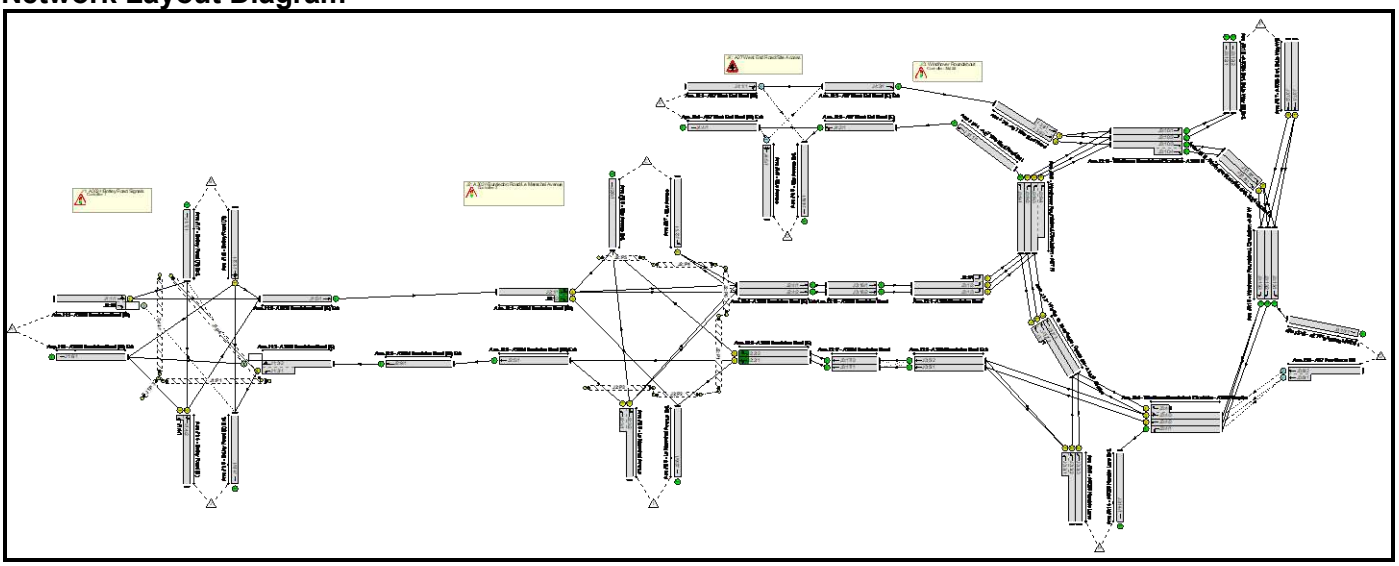
LinSig Output – Proposed Mitigation Scheme – Dedicated Right Turn Stage

Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	M01c - whburs - Linked Linsig with development with mitigation Seperate RT Phase + LT Only Site Access 2026-09-09.lsg3x
Author:	
Company:	
Address:	

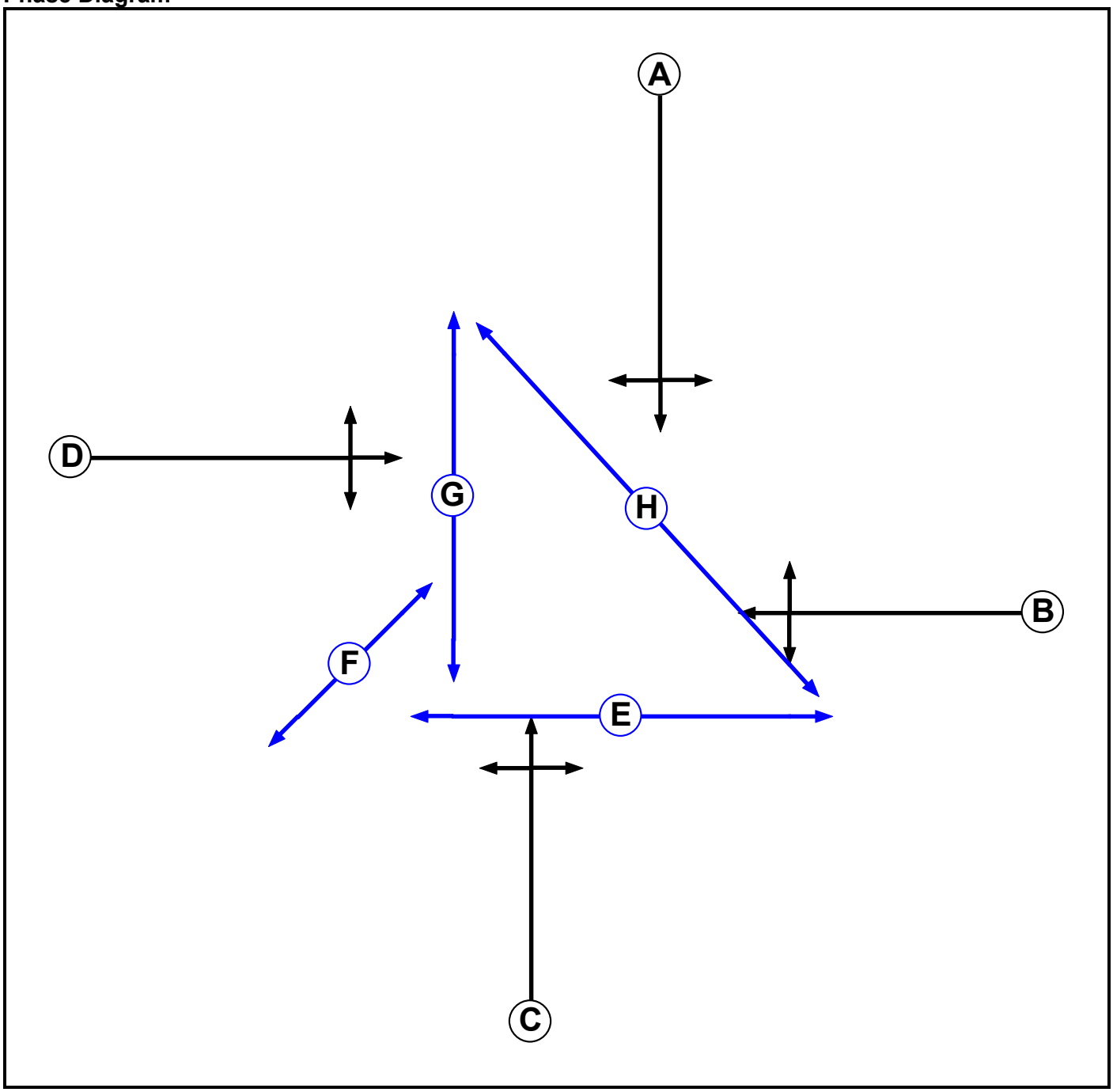
Network Layout Diagram



Full Input Data And Results

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

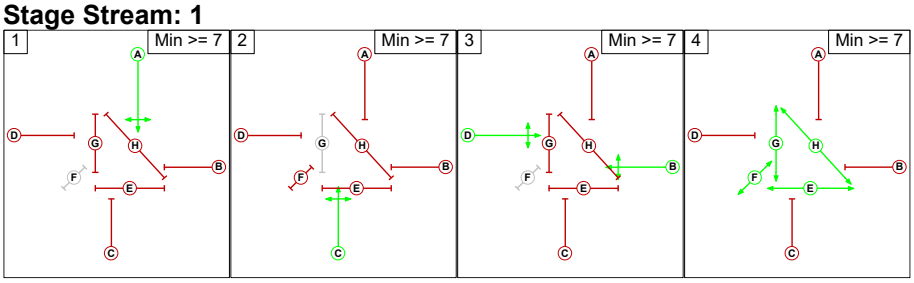
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		5	5	6	8	-	8	7
B	6		8	-	8	-	8	-
C	7	5		5	5	5	-	7
D	7	-	5		7	-	5	6
E	5	5	5	5		-	-	-
F	-	-	5	-	-		-	-
G	5	5	-	5	-	-		-
H	6	-	6	6	-	-	-	

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

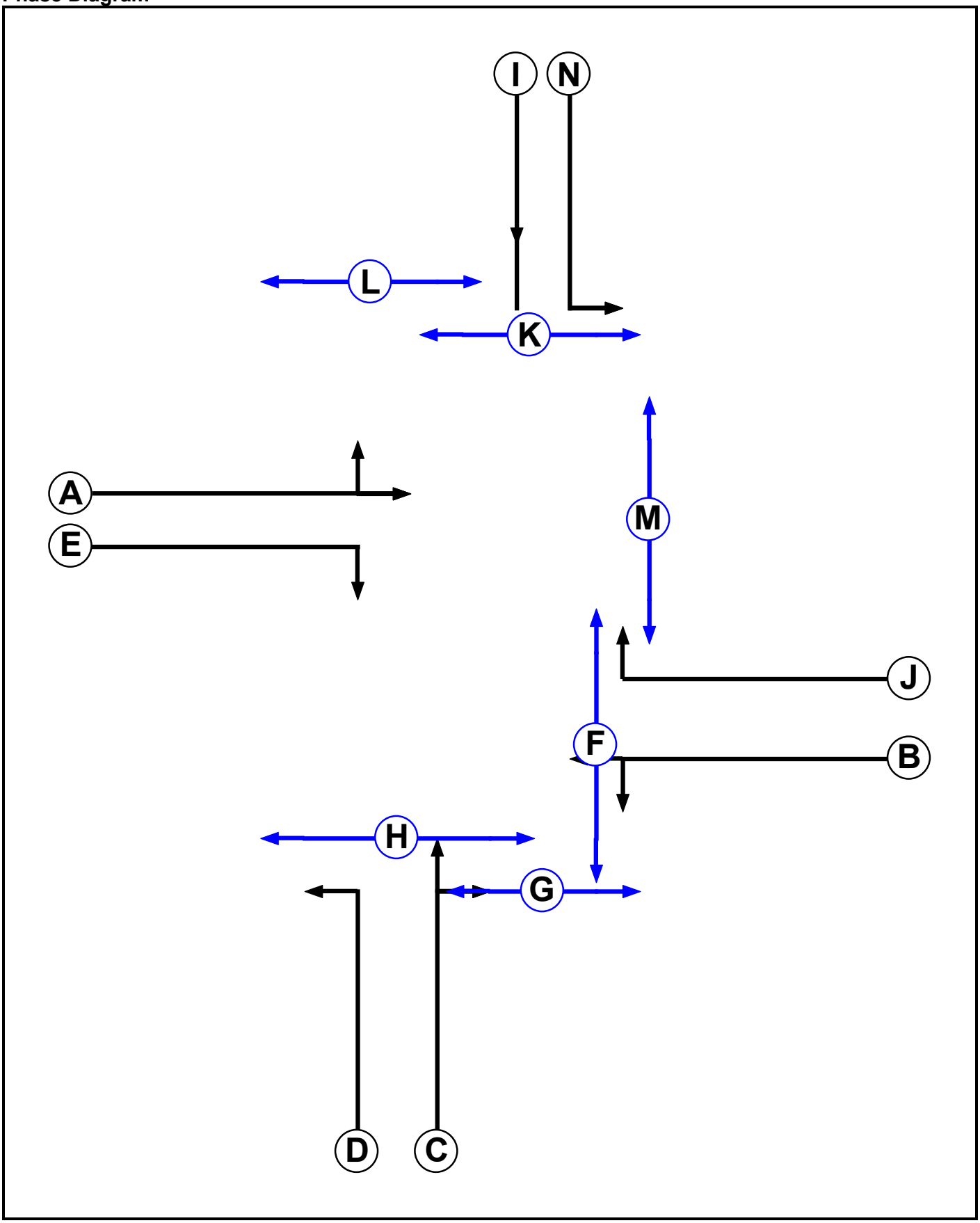
Stage Stream: 1

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

Full Input Data And Results

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		6	6
G	Pedestrian	1		5	5
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
N	Traffic	1		7	7

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		-	5	-	-	-	9	-	8	6	-	9	11	8
B	-		8	10	9	5	9	-	6	-	-	-	-	-
C	7	7		-	5	-	-	5	7	5	-	9	11	7
D	-	7	-		-	-	-	5	-	-	-	-	-	-
E	-	5	5	-		-	9	-	5	-	-	-	-	-
F	-	0	-	-	-		-	-	-	0	-	-	-	-
G	0	0	-	-	0	-		-	0	-	-	-	-	-
H	-	-	0	0	-	-	-		-	-	-	-	-	-
I	5	5	7	-	7	-	9	-		5	5	-	7	-
J	5	-	5	-	-	5	-	-	6		-	9	-	-
K	-	-	-	-	-	-	-	-	0	-		-	-	0
L	0	-	0	-	-	-	-	-	-	0	-		-	-
M	0	-	0	-	-	-	-	-	0	-	-	-		0
N	5	-	7	-	-	-	-	-	-	-	5	-	7	

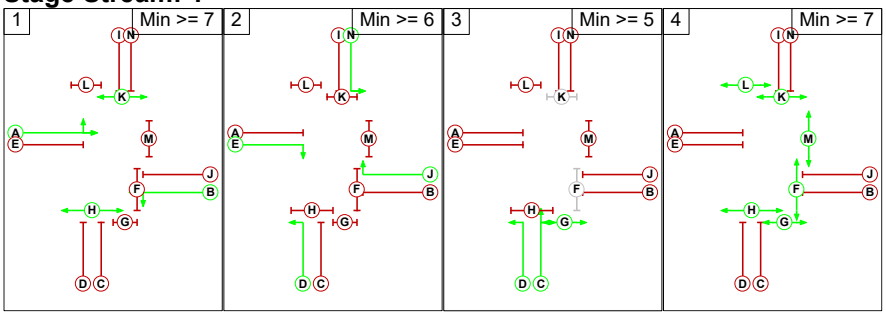
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B H K
1	2	D E J N
1	3	C D G
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

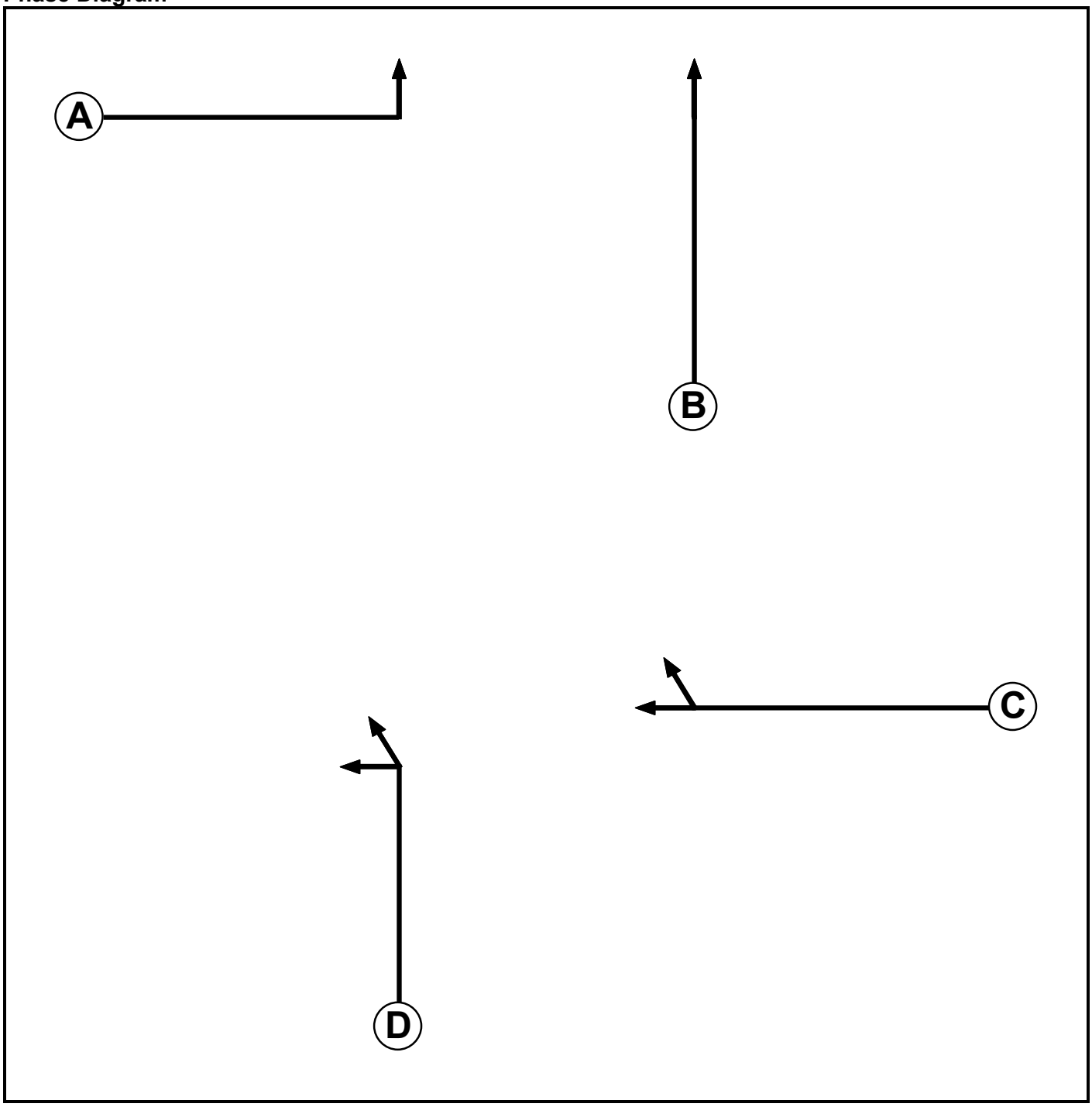
Stage Stream: 1

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

Full Input Data And Results

Controller :C3

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	2		7	7
D	Traffic	2		7	7

Full Input Data And Results

Phase Intergreens Matrix

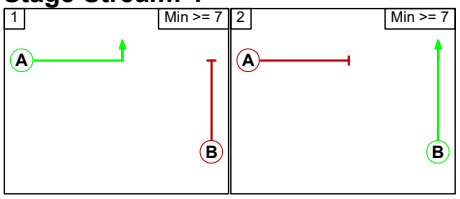
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

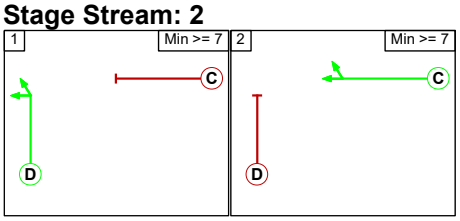
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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
	1		6
	2	6	

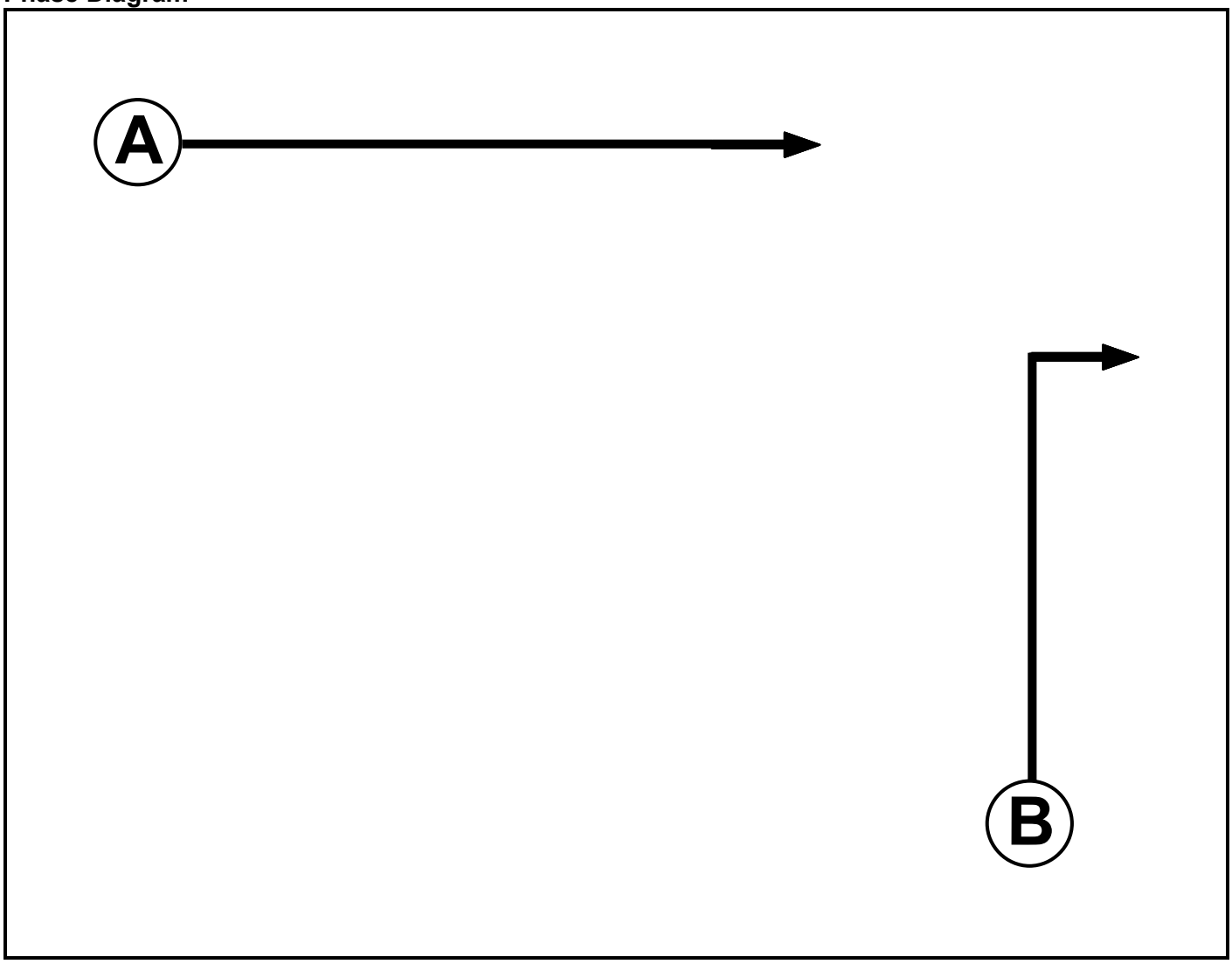
Full Input Data And Results

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	6	

Controller :C4

Phase Diagram



Phase Input Data

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

Full Input Data And Results

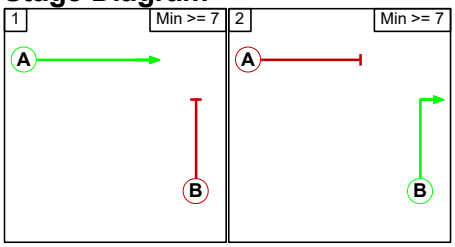
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

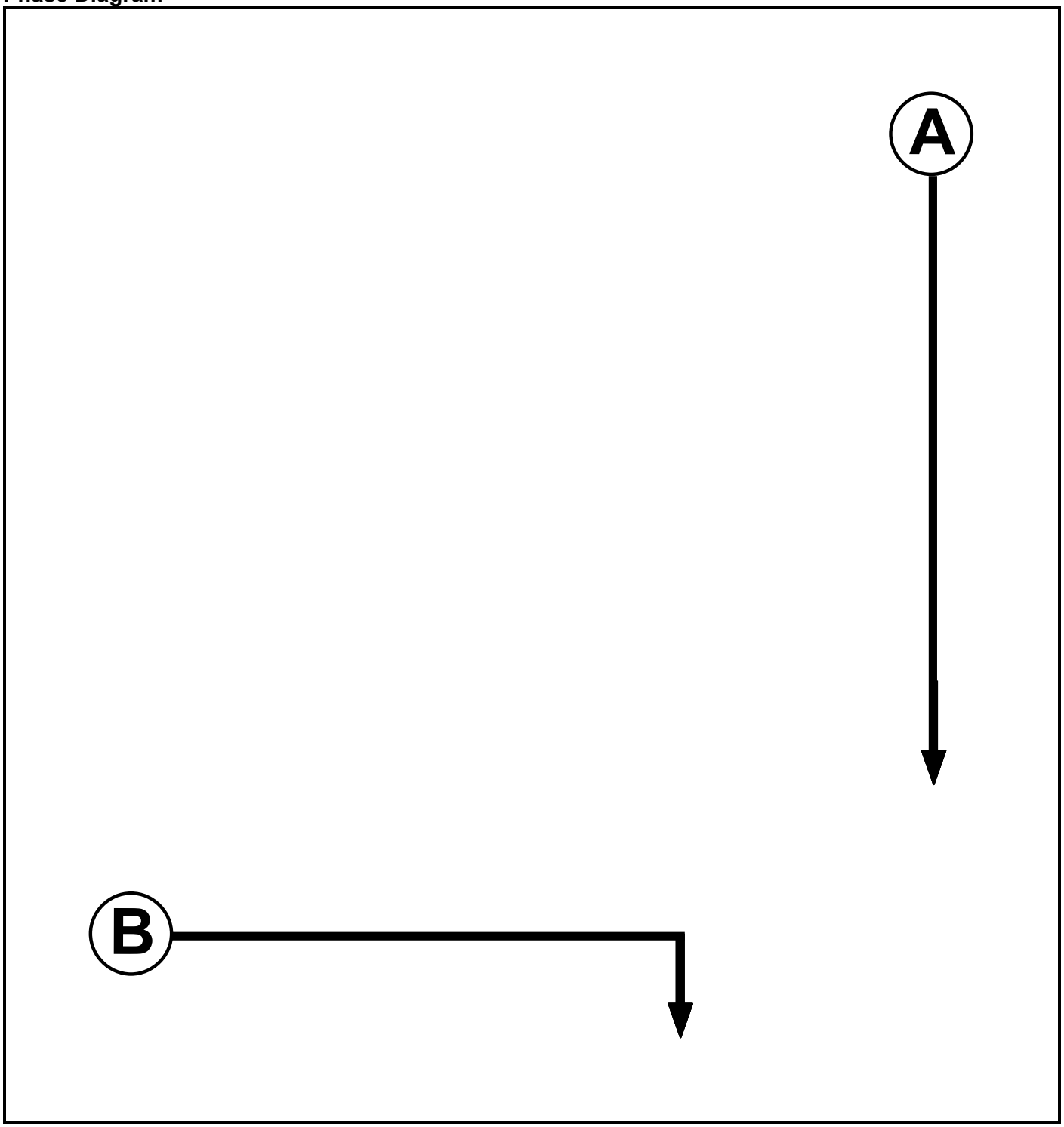
Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Controller :C5

Phase Diagram



Phase Input Data

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

Full Input Data And Results

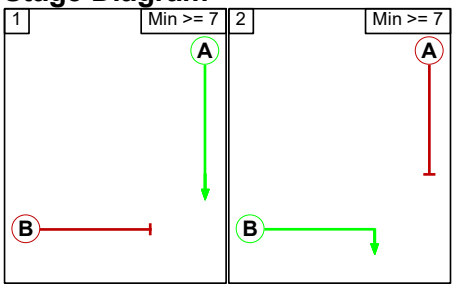
Phase Intergreens Matrix

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

Junction: J3: Windhover Roundabout

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:8/1 (A27 Providence Hill)	J3:4/1 (Ahead)	1004	0	J3:13/2	0.70	All	-	-	-	-	-
				J3:13/3	0.70	To J3:4/2 (Right)					
	J3:4/2 (Ahead)	1004	0	J3:12/2	0.70	All					
J3:8/2 (A27 Providence Hill)	J3:4/3 (Ahead)	1004	0	J3:13/2	0.70	All	-	-	-	-	-
				J3:13/3	0.70	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)					

Full Input Data And Results

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	E	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))	U	J	2	3	5.2	Geom	-	3.00	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	C	2	3	60.0	User	1846	-	-	-	-	-
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:4/2 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:5/1 (A3024 Bursledon Road (W) Exit)	U		2	3	3.0	Geom	-	3.00	0.00	Y	Arm J2:9 Ahead	Inf
J2:6/1 (Le Marechal Avenue Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Site Access)	U	N	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Left	13.10
J2:8/1 (Site Access Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:9/1 (A3024 Bursledon Road (W) Exit)	U		2	3	43.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf

Full Input Data And Results

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

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

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

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

Junction: J4: A27 West End Road/Site Access

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

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Observed AM'	07:00	08:00	01:00	
2: 'Hamble Airfield Quarry AM'	07:00	08:00	01:00	
3: '2031 Uplifted AM'	07:00	08:00	01:00	F1*1.0347
4: '2031 Baseline AM'	07:00	08:00	01:00	F2+F3
5: 'Warehousing AM'	07:00	08:00	01:00	
6: 'PDC Development AM'	07:00	08:00	01:00	
7: '2025 + Warehousing AM'	07:00	08:00	01:00	F1+F5
8: '2025 + PDC Development AM'	07:00	08:00	01:00	F1+F6
9: '2031 + Warehousing AM'	07:00	08:00	01:00	F4+F5
10: '2031 + PDC Development AM'	07:00	08:00	01:00	F4+F6
11: '2024 Observed PM'	17:00	18:00	01:00	
12: 'Hamble Airfield Quarry PM'	17:00	18:00	01:00	
13: '2031 Uplifted PM'	17:00	18:00	01:00	F11*1.0224
14: '2031 Baseline PM'	17:00	18:00	01:00	F12+F13
15: 'Warehousing PM'	17:00	18:00	01:00	
16: 'PDC Development PM'	17:00	18:00	01:00	
17: '2031 + Warehousing PM'	17:00	18:00	01:00	F14+F15
18: '2031 + PDC Development PM'	17:00	18:00	01:00	F14+F16

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

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 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	774
J2:2/2	44
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	674
J2:4/2	583
J2:5/1	770
J2:6/1	39
J2:7/1	45
J2:8/1	47
J2:9/1	770
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	312
J3:1/2 (with short)	674(In) 362(Out)
J3:1/3	583
J3:2/1 (short)	674
J3:2/2 (with short)	941(In) 267(Out)
J3:2/3	772

Full Input Data And Results

J3:3/1 (short)	68
J3:3/2 (with short)	675(In) 607(Out)
J3:3/3	617
J3:4/1	1018
J3:4/2	540
J3:4/3 (with short)	699(In) 544(Out)
J3:4/4 (short)	155
J3:5/1	563
J3:5/2	255
J3:6/1 (short)	284
J3:6/2 (with short)	516(In) 232(Out)
J3:7/1	803
J3:7/2	656
J3:8/1 (short)	383
J3:8/2 (with short)	688(In) 305(Out)
J3:9/1	986
J3:9/2	629
J3:9/3 (with short)	1355(In) 904(Out)
J3:9/4 (short)	451
J3:10/1	800
J3:10/2	1017
J3:10/3 (with short)	683(In) 596(Out)
J3:10/4 (short)	87
J3:11/1	986
J3:12/1	800
J3:12/2	1017
J3:13/1	573
J3:13/2	826
J3:13/3	743
J3:14/1	1018
J3:15/1	573
J3:16/1	674
J3:16/2	583
J3:17/1	774
J3:17/2	44
J3:18/1	596
J3:18/2	87
Junction: J4: A27 West End Road/Site Access	

J4:1/1	514
J4:2/1	986
J4:3/1	516
J4:4/1	972
J4:5/1	6
J4:6/1	18

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						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

Full Input Data And Results

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

Full Input Data And Results

Junction: J3: Windhover Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	61.4 %	1944	1944
				Arm J3:5 Ahead	35.00	38.6 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

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

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

Junction: J4: A27 West End Road/Site Access

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.4 %	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 3: '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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 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	788
J2:2/2	87
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	723
J2:4/2	651
J2:5/1	784
J2:6/1	39
J2:7/1	161
J2:8/1	93
J2:9/1	784
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	320
J3:1/2 (with short)	723(In) 403(Out)
J3:1/3	651
J3:2/1 (short)	680
J3:2/2 (with short)	942(In) 262(Out)
J3:2/3	777

J3:3/1 (short)	69
J3:3/2 (with short)	676(In) 607(Out)
J3:3/3	618
J3:4/1	1033
J3:4/2	573
J3:4/3 (with short)	727(In) 568(Out)
J3:4/4 (short)	159
J3:5/1	599
J3:5/2	276
J3:6/1 (short)	300
J3:6/2 (with short)	550(In) 250(Out)
J3:7/1	803
J3:7/2	698
J3:8/1 (short)	385
J3:8/2 (with short)	691(In) 306(Out)
J3:9/1	1000
J3:9/2	665
J3:9/3 (with short)	1428(In) 956(Out)
J3:9/4 (short)	472
J3:10/1	844
J3:10/2	1077
J3:10/3 (with short)	722(In) 619(Out)
J3:10/4 (short)	103
J3:11/1	1000
J3:12/1	844
J3:12/2	1077
J3:13/1	581
J3:13/2	841
J3:13/3	801
J3:14/1	1033
J3:15/1	581
J3:16/1	723
J3:16/2	651
J3:17/1	788
J3:17/2	87
J3:18/1	619
J3:18/2	103
Junction: J4: A27 West End Road/Site Access	

J4:1/1	517
J4:2/1	1000
J4:3/1	550
J4:4/1	983
J4:5/1	42
J4:6/1	26

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						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

Full Input Data And Results

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

Full Input Data And Results

Junction: J3: Windhover Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	59.0 %	1942	1942
				Arm J3:5 Ahead	35.00	41.0 %		
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)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

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

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

Junction: J4: A27 West End Road/Site Access

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.2 %	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 5: '2031 + Warehousing PM' (FG17: '2031 + Warehousing PM', 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	11	1	1	84	264	83	124	31	50	649
	B	9	0	0	0	4	14	4	7	0	14	52
	C	3	0	0	0	3	40	2	3	0	0	51
	D	2	0	0	0	2	7	1	2	0	0	14
	E	77	5	1	1	0	311	98	157	21	76	747
	F	210	13	45	2	122	0	216	399	57	208	1272
	G	79	5	1	0	52	155	0	116	17	78	503
	H	50	2	1	1	213	618	188	0	8	49	1130
	I	9	0	0	0	5	19	6	9	0	9	57
	J	38	18	0	0	39	127	40	60	8	0	330
	Tot.	477	54	49	5	524	1555	638	877	142	484	4805

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2031 + Warehousing PM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	649(In) 599(Out)
J1:1/2 (short)	50
J1:2/1	52
J1:3/1 (short)	420
J1:3/2 (with short)	875(In) 455(Out)
J1:4/1 (short)	38
J1:4/2 (with short)	330(In) 292(Out)
J1:5/1	891
J1:6/1	477
J1:7/1	54
J1:8/1	484
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	891(In) 852(Out)
J2:1/2 (short)	39
J2:2/1	960
J2:2/2	48
J2:3/1 (short)	18
J2:3/2 (with short)	57(In) 39(Out)
J2:4/1	448
J2:4/2	493
J2:5/1	875
J2:6/1	142
J2:7/1	51
J2:8/1	49
J2:9/1	875
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	136
J3:1/2 (with short)	448(In) 312(Out)
J3:1/3	493
J3:2/1 (short)	390
J3:2/2 (with short)	673(In) 283(Out)
J3:2/3	678

J3:3/1 (short)	110
J3:3/2 (with short)	590(In) 480(Out)
J3:3/3	540
J3:4/1	877
J3:4/2	542
J3:4/3 (with short)	687(In) 549(Out)
J3:4/4 (short)	138
J3:5/1	590
J3:5/2	418
J3:6/1 (short)	318
J3:6/2 (with short)	758(In) 440(Out)
J3:7/1	615
J3:7/2	657
J3:8/1 (short)	282
J3:8/2 (with short)	503(In) 221(Out)
J3:9/1	526
J3:9/2	595
J3:9/3 (with short)	1171(In) 642(Out)
J3:9/4 (short)	529
J3:10/1	731
J3:10/2	824
J3:10/3 (with short)	969(In) 784(Out)
J3:10/4 (short)	185
J3:11/1	526
J3:12/1	731
J3:12/2	824
J3:13/1	638
J3:13/2	761
J3:13/3	842
J3:14/1	877
J3:15/1	638
J3:16/1	448
J3:16/2	493
J3:17/1	960
J3:17/2	48
J3:18/1	784
J3:18/2	185
Junction: J4: A27 West End Road/Site Access	

J4:1/1	747
J4:2/1	526
J4:3/1	758
J4:4/1	524
J4:5/1	14
J4:6/1	5

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						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

Full Input Data And Results

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

Full Input Data And Results

Junction: J3: Windhover Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	35.2 %	1923	1923
				Arm J3:5 Ahead	35.00	64.8 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

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

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

Junction: J4: A27 West End Road/Site Access

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.9 %	1943	1943
				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	99.2 %	1954	1954
				Arm J4:6 Left	15.10	0.8 %		
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	85.7 %	1815	1815
				Arm J4:4 Left	12.80	14.3 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 + PDC Development PM' (FG18: '2031 + PDC Development PM', 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	11	7	4	84	264	83	124	31	50	658
	B	9	0	0	0	4	14	4	7	0	14	52
	C	9	0	0	0	8	80	6	8	0	0	111
	D	4	0	0	0	5	18	3	7	0	0	37
	E	77	5	5	3	0	311	98	157	21	76	753
	F	210	13	58	11	122	0	216	399	57	208	1294
	G	79	5	5	3	52	155	0	116	17	78	510
	H	50	2	3	3	213	618	188	0	8	49	1134
	I	9	0	0	0	5	19	6	9	0	9	57
	J	38	18	0	0	39	127	40	60	8	0	330
	Tot.	485	54	78	24	532	1606	644	887	142	484	4936

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 + PDC Development PM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	658(In) 608(Out)
J1:1/2 (short)	50
J1:2/1	52
J1:3/1 (short)	420
J1:3/2 (with short)	883(In) 463(Out)
J1:4/1 (short)	38
J1:4/2 (with short)	330(In) 292(Out)
J1:5/1	900
J1:6/1	485
J1:7/1	54
J1:8/1	484
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	900(In) 861(Out)
J2:1/2 (short)	39
J2:2/1	968
J2:2/2	71
J2:3/1 (short)	18
J2:3/2 (with short)	57(In) 39(Out)
J2:4/1	485
J2:4/2	519
J2:5/1	883
J2:6/1	142
J2:7/1	111
J2:8/1	78
J2:9/1	883
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	144
J3:1/2 (with short)	485(In) 341(Out)
J3:1/3	519
J3:2/1 (short)	404
J3:2/2 (with short)	678(In) 274(Out)
J3:2/3	687

J3:3/1 (short)	112
J3:3/2 (with short)	592(In) 480(Out)
J3:3/3	542
J3:4/1	887
J3:4/2	565
J3:4/3 (with short)	705(In) 560(Out)
J3:4/4 (short)	145
J3:5/1	613
J3:5/2	426
J3:6/1 (short)	329
J3:6/2 (with short)	782(In) 453(Out)
J3:7/1	615
J3:7/2	679
J3:8/1 (short)	274
J3:8/2 (with short)	510(In) 236(Out)
J3:9/1	548
J3:9/2	615
J3:9/3 (with short)	1206(In) 662(Out)
J3:9/4 (short)	544
J3:10/1	757
J3:10/2	849
J3:10/3 (with short)	997(In) 800(Out)
J3:10/4 (short)	197
J3:11/1	548
J3:12/1	757
J3:12/2	849
J3:13/1	644
J3:13/2	771
J3:13/3	876
J3:14/1	887
J3:15/1	644
J3:16/1	485
J3:16/2	519
J3:17/1	968
J3:17/2	71
J3:18/1	800
J3:18/2	197
Junction: J4: A27 West End Road/Site Access	

J4:1/1	753
J4:2/1	548
J4:3/1	782
J4:4/1	532
J4:5/1	37
J4:6/1	24

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						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

Full Input Data And Results

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

Full Input Data And Results

Junction: J3: Windhover Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	35.4 %	1923	1923
				Arm J3:5 Ahead	35.00	64.6 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

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

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

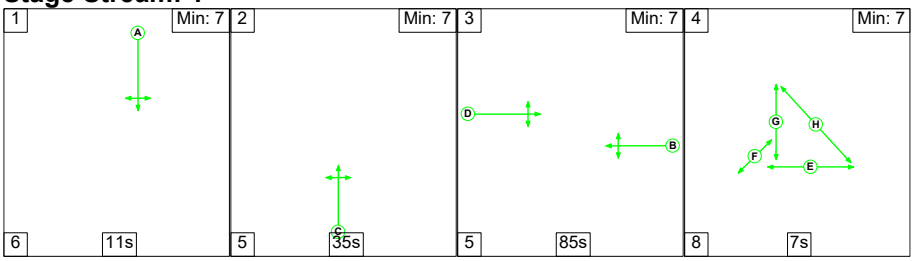
Junction: J4: A27 West End Road/Site Access

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.6 %	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	96.2 %	1948	1948
				Arm J4:6 Left	15.10	3.8 %		
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	86.5 %	1815	1815
				Arm J4:4 Left	12.80	13.5 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 + Warehousing AM' (FG9: '2031 + Warehousing AM', Plan 1: 'AM Stage Sequences')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1



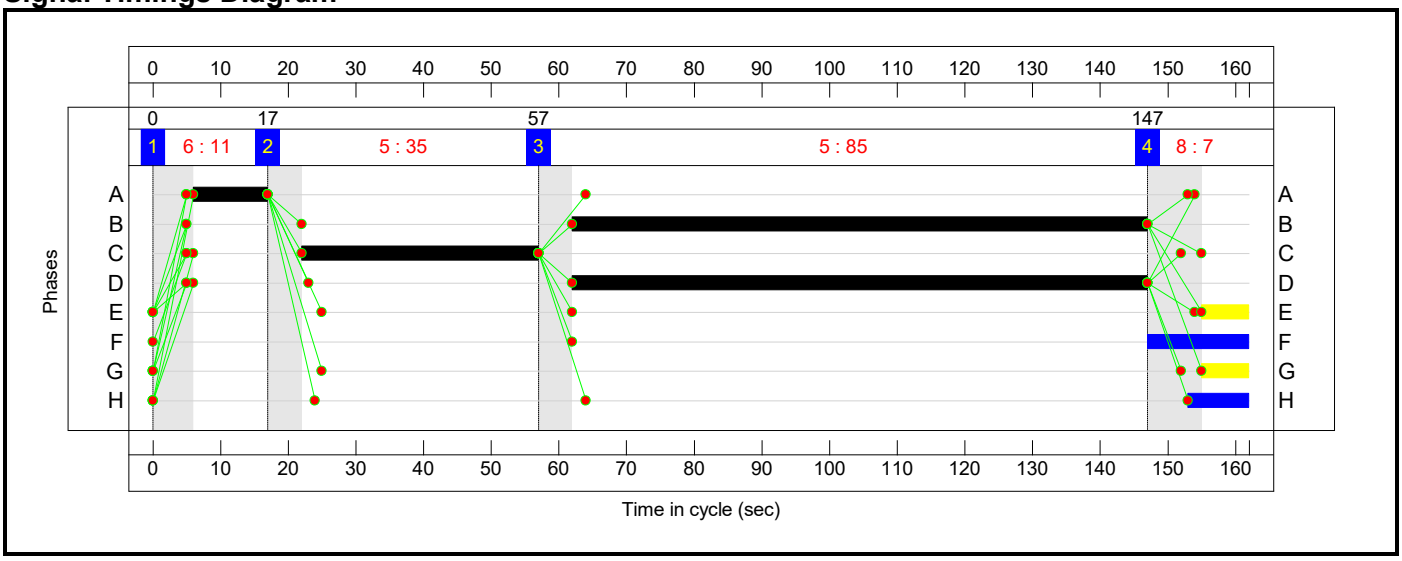
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

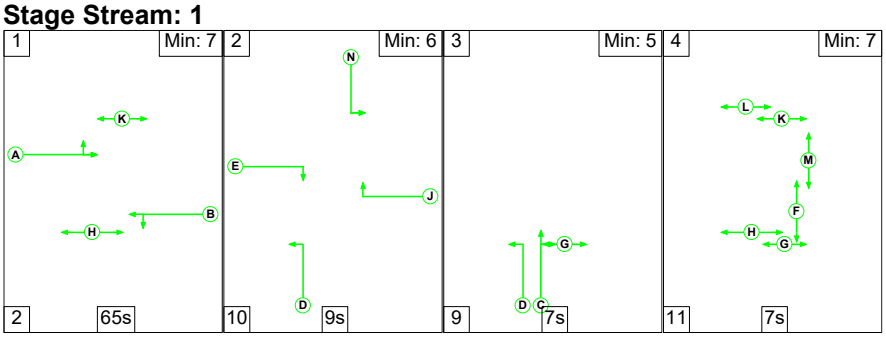
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



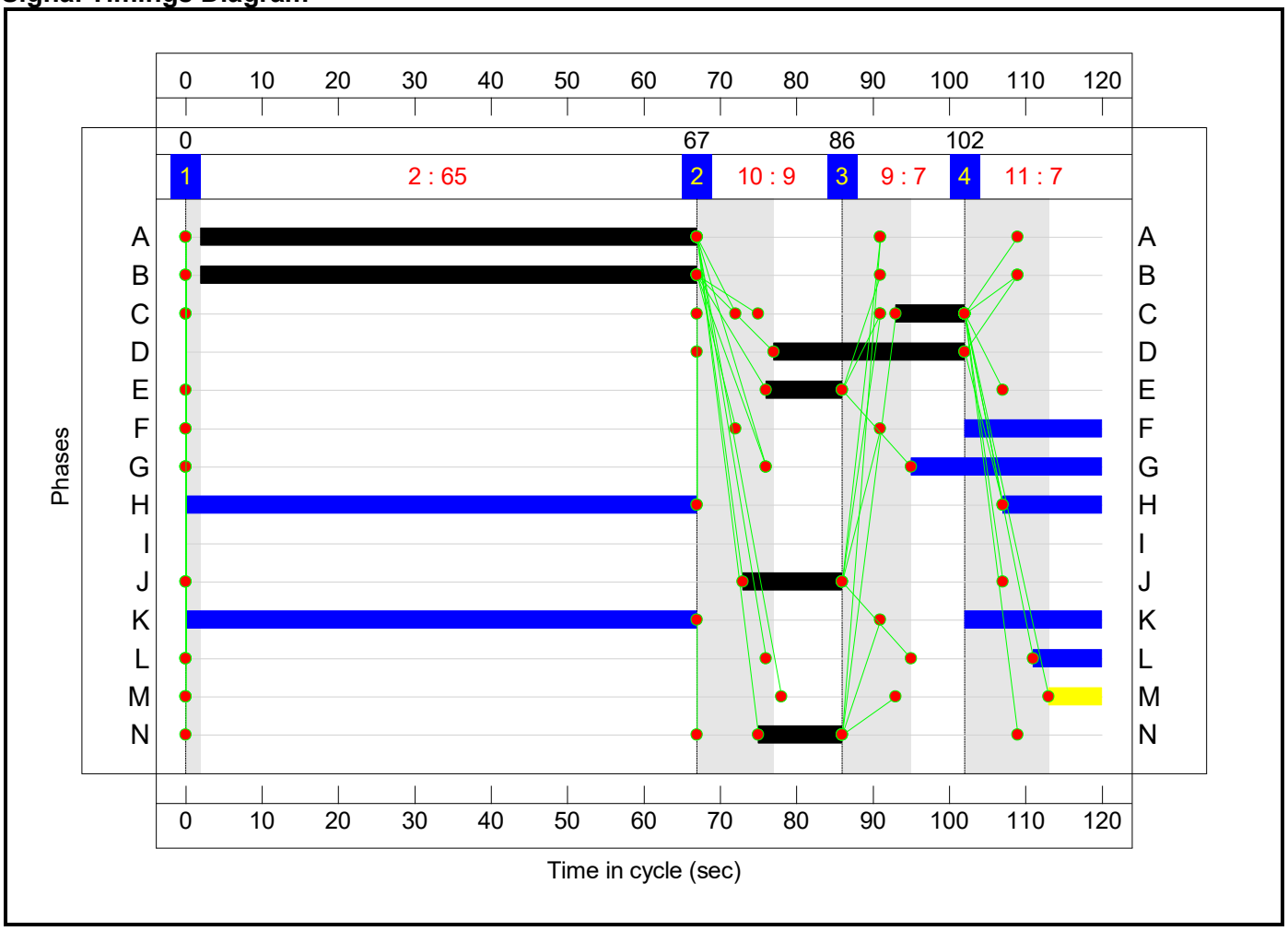
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	65	9	7	7
Change Point	0	67	86	102

Full Input Data And Results

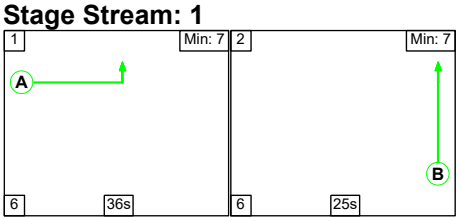
Signal Timings Diagram



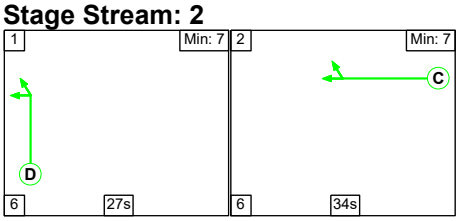
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

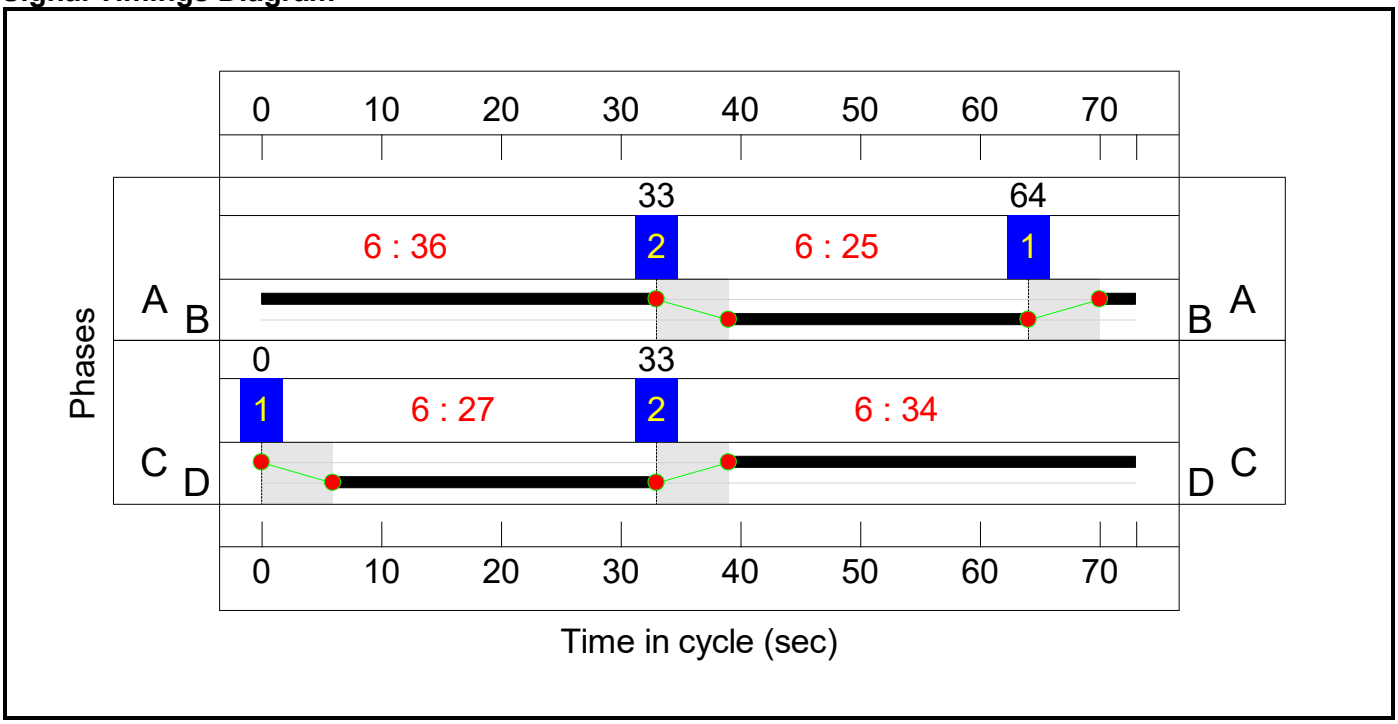
Stage	1	2
Duration	36	25
Change Point	64	33

Full Input Data And Results

Stage Stream: 2

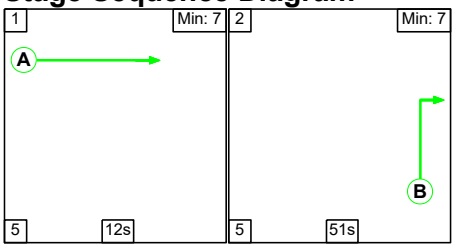
Stage	1	2
Duration	27	34
Change Point	0	33

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

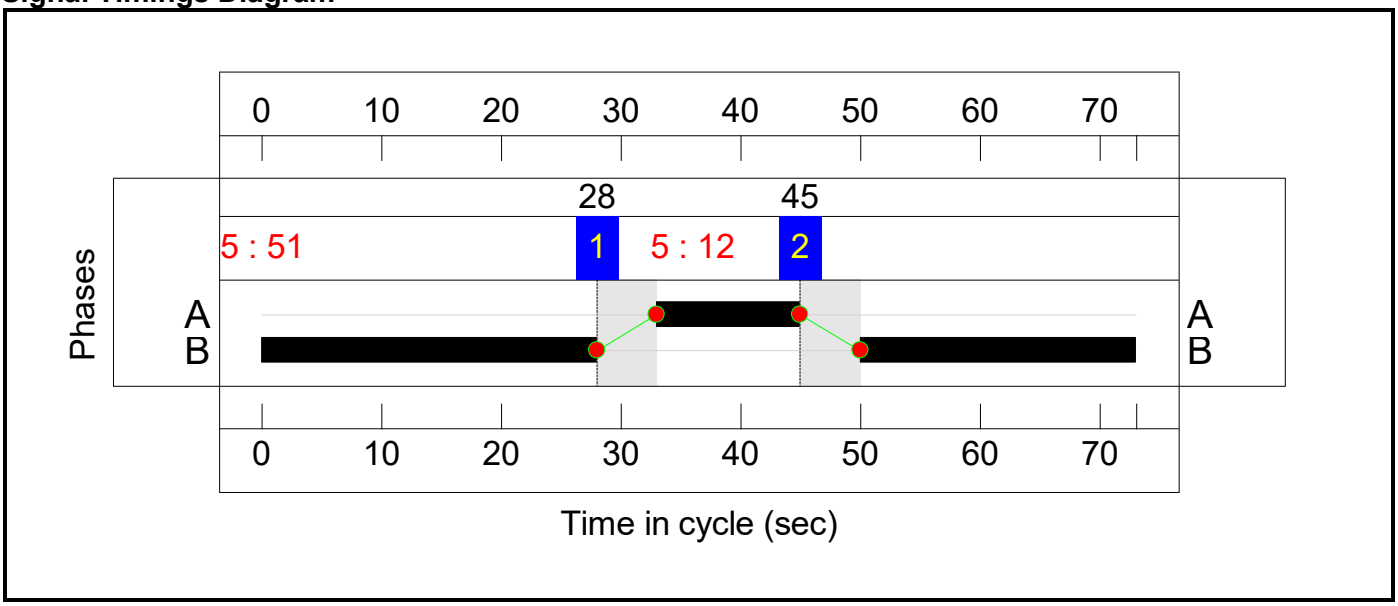


Stage Timings

Stage	1	2
Duration	12	51
Change Point	28	45

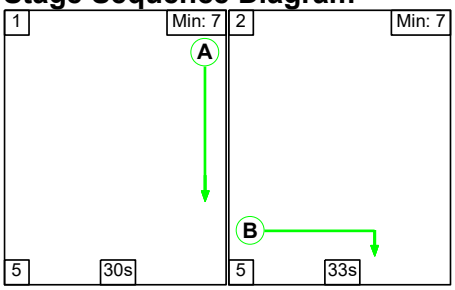
Full Input Data And Results

Signal Timings Diagram



Controller :C5

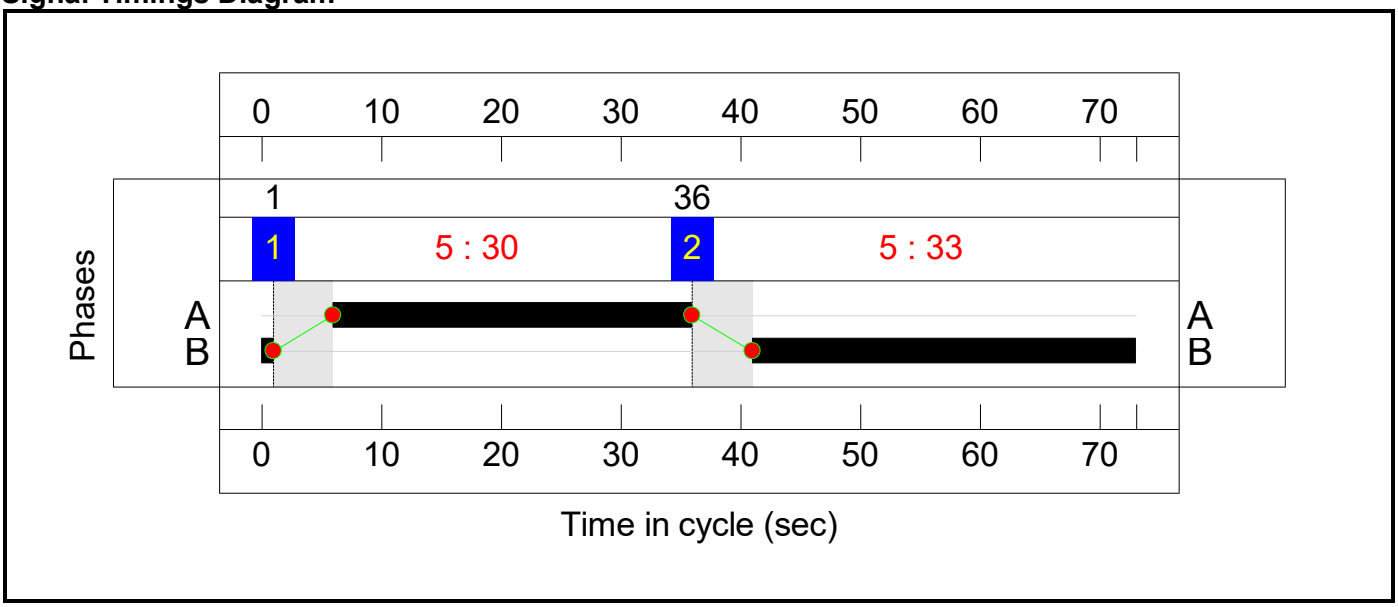
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	30	33
Change Point	1	36

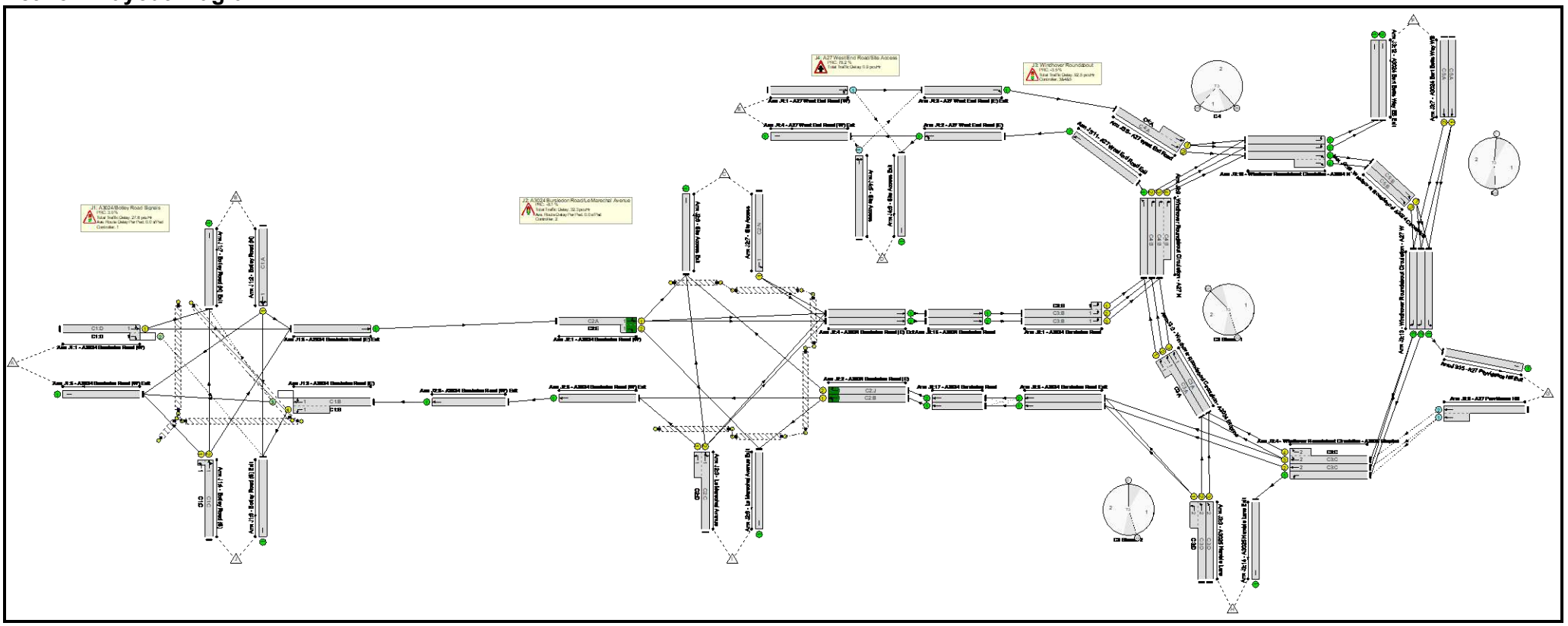
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.3%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.4%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	85	-	649	1782:1761	938+9	68.5 : 68.5%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	11	-	113	1824	135	83.6%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	85	-	770	1799:1821	712+315	75.0 : 75.0%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	35	-	353	1812:1819	382+22	87.4 : 87.4%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1074	1960	1960	54.8%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	15	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	9	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.3%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U	2:1	N/A	C2:A C2:E		1	65:10	-	1074	1815:1811	1099+5	97.3 : 97.3%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	65	-	774	1782	1084	71.4%
2/2	A3024 Bursledon Road (E) Right	U	2:1	N/A	C2:J		1	13	-	44	1772	207	21.3%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:C C2:D		1	9:25	-	176	1846:1848	150+31	97.3 : 97.3%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	770	1915	1915	40.2%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
7/1	Site Access Left	U	2:1	N/A	C2:N		1	11	-	45	1741	174	25.8%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
9/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	770	1915	1915	40.2%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:F		1	18	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	25	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	80	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	85	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	9	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	2:1	-	C2:M		1	7	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.1%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	25	-	674	1789:1860	393+339	92.0 : 92.0%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	25	-	583	1865	664	87.8%

Full Input Data And Results

2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	36	-	941	1971:1960	303+765	88.1 : 88.1%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	36	-	772	1965	996	77.5%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	27	-	675	1880:1930	665+74	91.3 : 91.3%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	27	-	617	1879	721	85.6%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	1018	1928	1928	52.8%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	34	-	540	1919	920	58.7%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	34	-	699	1944:1898	774+221	70.2 : 70.2%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	563	1940	1940	29.0%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	255	1940	1940	13.1%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C4:A		1	12	-	516	1938:1938	249+305	93.1 : 93.1%
7/1	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	30	-	803	2040	866	92.7%
7/2	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	30	-	656	2060	875	75.0%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	688	1886:1884	360+424	84.6 : 90.4%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	986	1898	1898	51.9%

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	51	-	629	1887	1344	46.8%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	51	-	1355	1872:1848	1162+580	77.8 : 77.8%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	800	1898	1898	42.1%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1017	1940	1940	52.4%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	683	1940:1940	1693+247	35.2 : 35.2%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	986	1985	1985	49.7%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	800	1972	1972	40.6%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1017	1972	1972	51.6%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	573	1929	1929	29.7%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	826	1917	1917	43.1%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	743	1919	1919	38.7%
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%

Full Input Data And Results

16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	674	1915	1915	35.2%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	583	1915	1915	30.4%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	774	1940	1940	39.9%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	44	1915	1915	2.3%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	33	-	596	1933	900	66.2%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	33	-	87	1910	890	9.8%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.5%**
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	514	1942	1901	27.0%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	986	1952	1952	50.5%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	516	1955	1955	26.4%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	6	1814	309	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	**-**	**-**	**1030**	**382**	**0**	**78.4**	**74.8**	**0.1**	**153.3**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**27**	**0**	**0**	**19.1**	**8.4**	**0.1**	**27.6**	**-**	**-**	**-**	**-**
1/1+1/2	649	649	6	0	0	5.0	1.1	0.0	6.2 (6.1+0.1)	34.1 (34.0:49.4)	21.4	1.1	22.5
2/1	113	113	-	-	-	2.3	2.1	-	4.5	142.2	5.0	2.1	7.1
3/2+3/1	770	770	21	0	0	5.7	1.5	0.1	7.3 (5.2+2.2)	34.2 (34.8:32.9)	22.8	1.5	24.3
4/2+4/1	353	353	-	-	-	6.0	3.1	-	9.1 (8.6+0.5)	92.3 (92.3:92.3)	15.2	3.1	18.3
5/1	1074	1074	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**0**	**0**	**0**	**14.0**	**18.3**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
1/1+1/2	1074	1074	-	-	-	6.8	10.6	-	17.3 (17.2+0.1)	58.1 (57.9:93.8)	34.3	10.6	44.8
2/1	774	774	-	-	-	3.5	1.2	-	4.7	22.0	17.8	1.2	19.1
2/2	44	44	-	-	-	0.6	0.1	-	0.7	59.1	1.3	0.1	1.5
3/2+3/1	176	176	-	-	-	2.5	5.5	-	8.1 (6.8+1.3)	165.1 (168.0:150.7)	4.8	5.5	10.4
4/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	770	770	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3

Full Input Data And Results

6/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	45	45	-	-	-	0.6	0.2	-	0.8	63.8	1.4	0.2	1.5
8/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	770	770	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	**-**	**-**	**994**	**382**	**0**	**45.3**	**47.2**	**0.0**	**92.5**	**-**	**-**	**-**	**-**
1/2+1/1	674	674	-	-	-	4.0	4.9	-	8.9 (4.8+4.1)	47.5 (47.5:47.4)	11.2	4.9	16.1
1/3	583	583	-	-	-	3.6	3.3	-	6.9	42.5	11.0	3.3	14.3
2/2+2/1	941	941	-	-	-	2.8	3.5	-	6.3 (1.4+4.9)	24.1 (18.8:26.3)	7.4	3.5	10.9
2/3	772	772	-	-	-	1.4	1.7	-	3.1	14.3	4.2	1.7	5.9
3/2+3/1	675	675	-	-	-	3.9	4.6	-	8.5 (7.7+0.8)	45.5 (45.7:43.7)	12.4	4.6	17.0
3/3	617	617	-	-	-	3.5	2.8	-	6.4	37.1	11.5	2.8	14.3
4/1	1018	1018	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	540	540	-	-	-	2.7	0.7	-	3.5	23.0	9.0	0.7	9.7
4/3+4/4	699	699	-	-	-	3.4	1.2	-	4.6 (3.7+0.8)	23.4 (24.7:18.9)	9.4	1.2	10.6
5/1	563	563	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	255	255	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	516	516	-	-	-	4.1	5.3	-	9.4 (4.2+5.2)	65.5 (65.1:65.8)	6.1	5.3	11.4
7/1	803	803	-	-	-	4.4	5.4	-	9.9	44.2	15.4	5.4	20.8
7/2	656	656	-	-	-	3.2	1.5	-	4.7	25.8	11.1	1.5	12.6
8/2+8/1	688	688	994	382	0	3.2	3.3	-	6.5 (3.0+3.6)	34.3 (34.9:33.7)	7.1	3.3	10.5

Full Input Data And Results

9/1	986	986	-	-	-	0.0	0.5	-	0.6	2.1	6.4	0.5	6.9
9/2	629	629	-	-	-	0.6	0.4	-	1.1	6.2	6.9	0.4	7.3
9/3+9/4	1355	1355	-	-	-	2.8	1.7	-	4.6 (3.5+1.0)	12.1 (14.1:8.1)	22.2	1.7	23.9
10/1	800	800	-	-	-	0.0	0.4	-	0.4	1.7	7.0	0.4	7.3
10/2	1017	1017	-	-	-	0.0	0.6	-	0.6	2.0	2.7	0.6	3.3
10/3+10/4	683	683	-	-	-	0.0	0.3	-	0.3 (0.2+0.0)	1.4 (1.4:1.4)	0.0	0.3	0.3
11/1	986	986	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/1	800	800	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	1017	1017	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
13/1	573	573	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	826	826	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/3	743	743	-	-	-	0.1	0.3	-	0.4	1.8	9.7	0.3	10.0
14/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	674	674	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
16/2	583	583	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
17/1	774	774	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
17/2	44	44	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
18/1	596	596	-	-	-	1.5	1.0	-	2.4	14.7	5.6	1.0	6.6
18/2	87	87	-	-	-	0.0	0.1	-	0.1	3.2	0.8	0.1	0.9
J4: A27 West End Road/Site Access	**-**	**-**	**9**	**0**	**0**	**0.0**	**0.9**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	514	514	3	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	986	986	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
3/1	516	516	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	6	0	0	0.0	0.0	-	0.0	5.9	0.0	0.0	0.0
6/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	26.99	Cycle Time (s):	162
C2	Stream: 1	PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	31.66	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	-2.2	Total Delay for Signalled Lanes (pcuHr):	25.14	Cycle Time (s):	73
C3	Stream: 2	PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	22.89	Cycle Time (s):	73
C4		PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	15.02	Cycle Time (s):	73
C5		PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	17.08	Cycle Time (s):	73
		PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):	153.26		

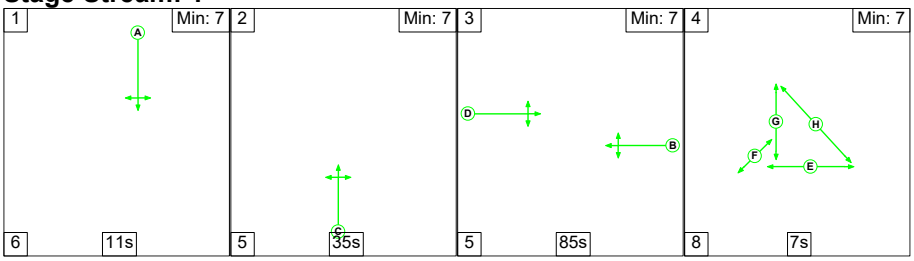
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

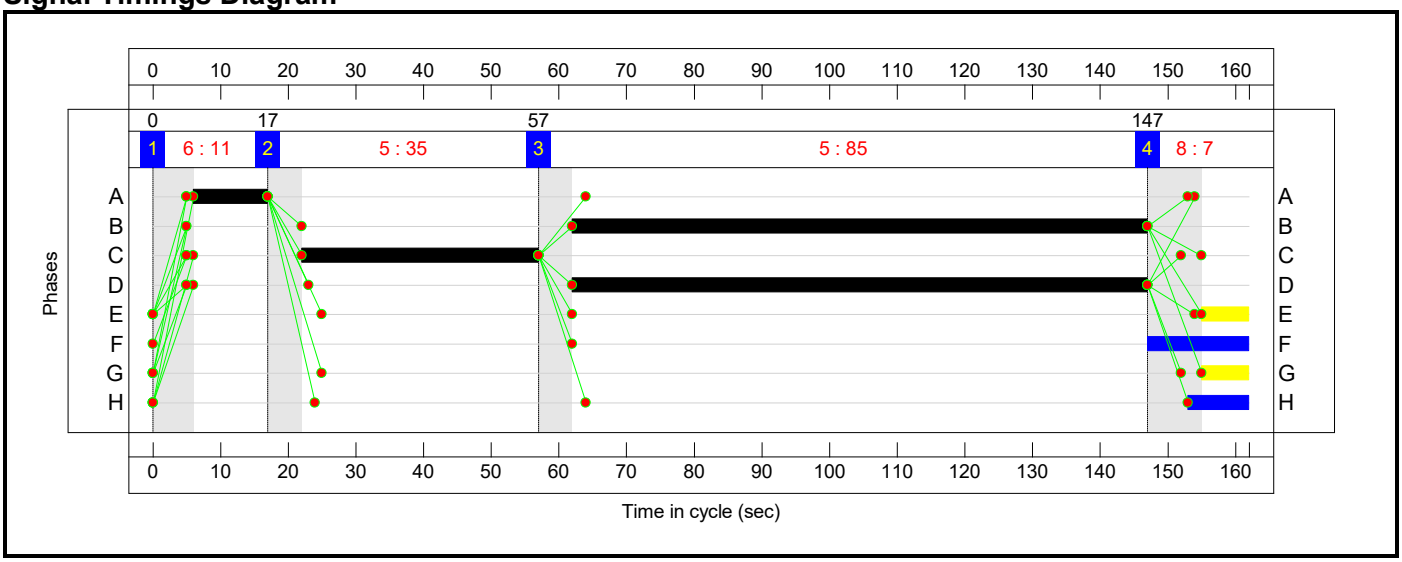


Stage Timings

Stage Stream: 1

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

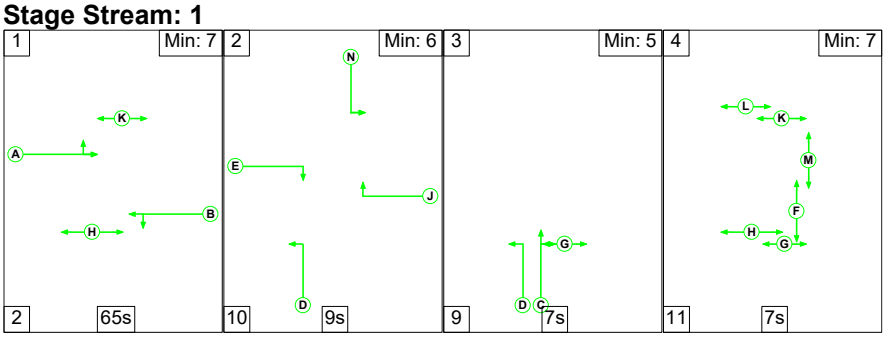
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



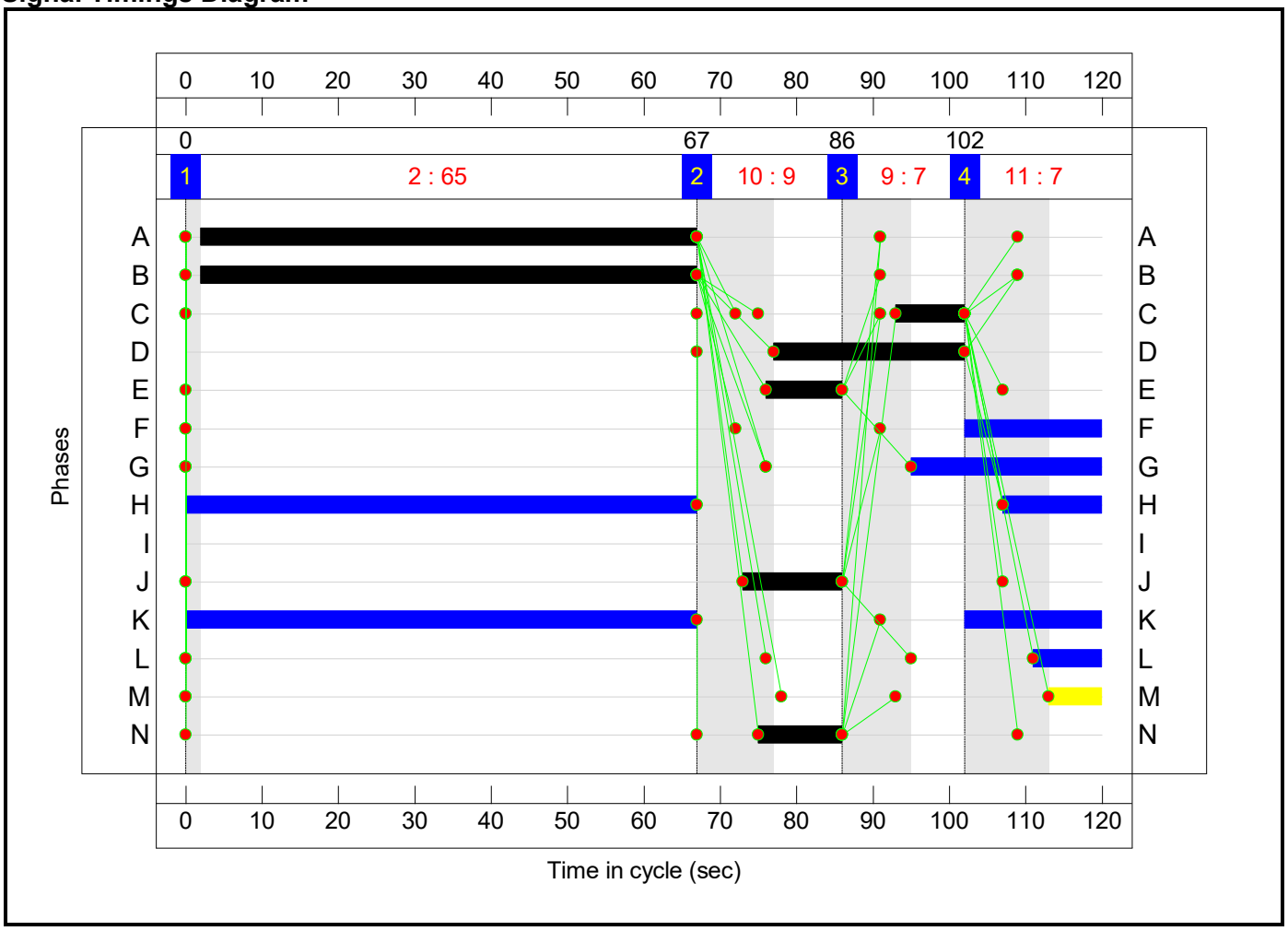
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	65	9	7	7
Change Point	0	67	86	102

Full Input Data And Results

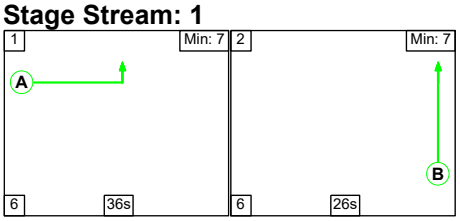
Signal Timings Diagram



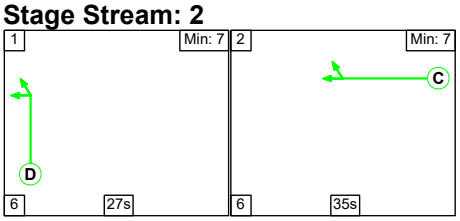
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

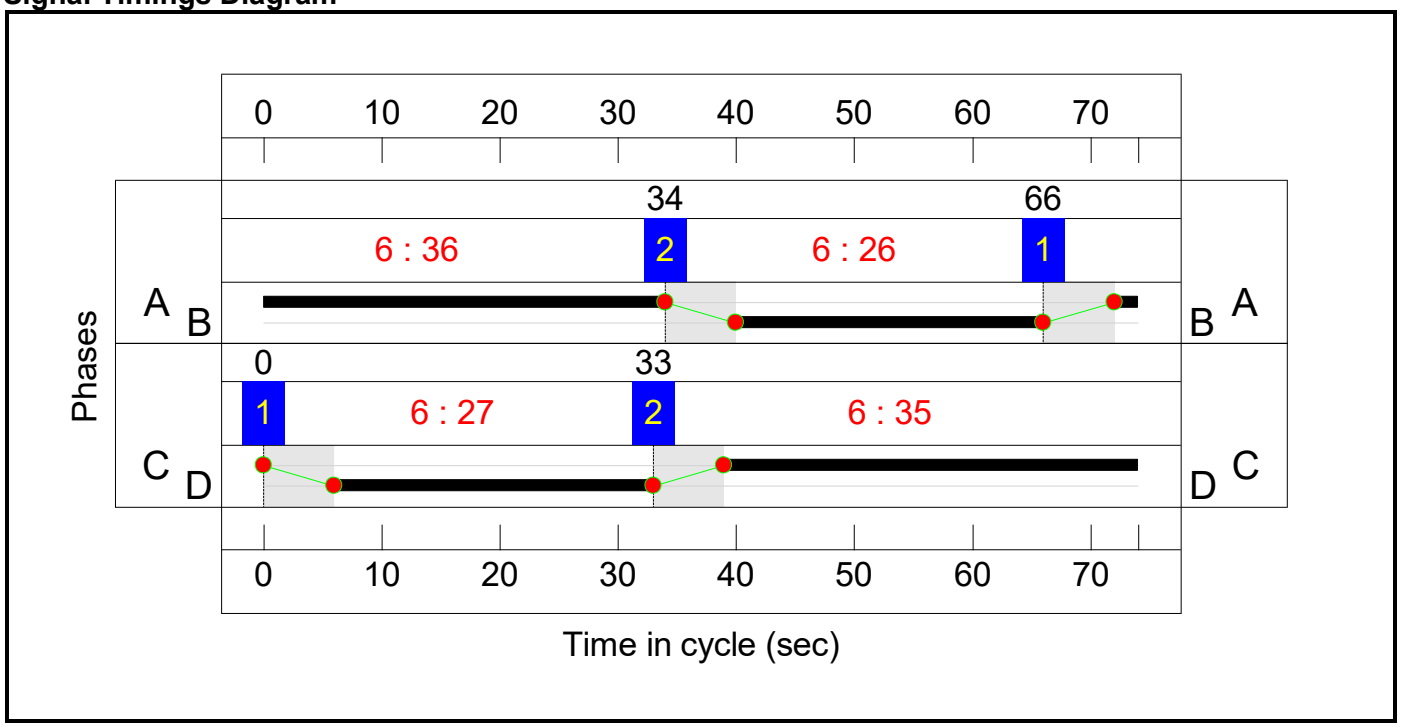
Stage	1	2
Duration	36	26
Change Point	66	34

Full Input Data And Results

Stage Stream: 2

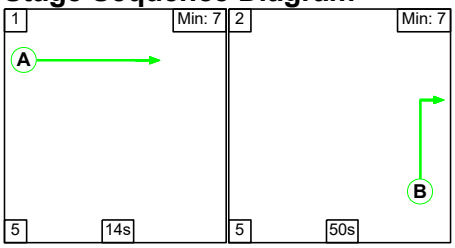
Stage	1	2
Duration	27	35
Change Point	0	33

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

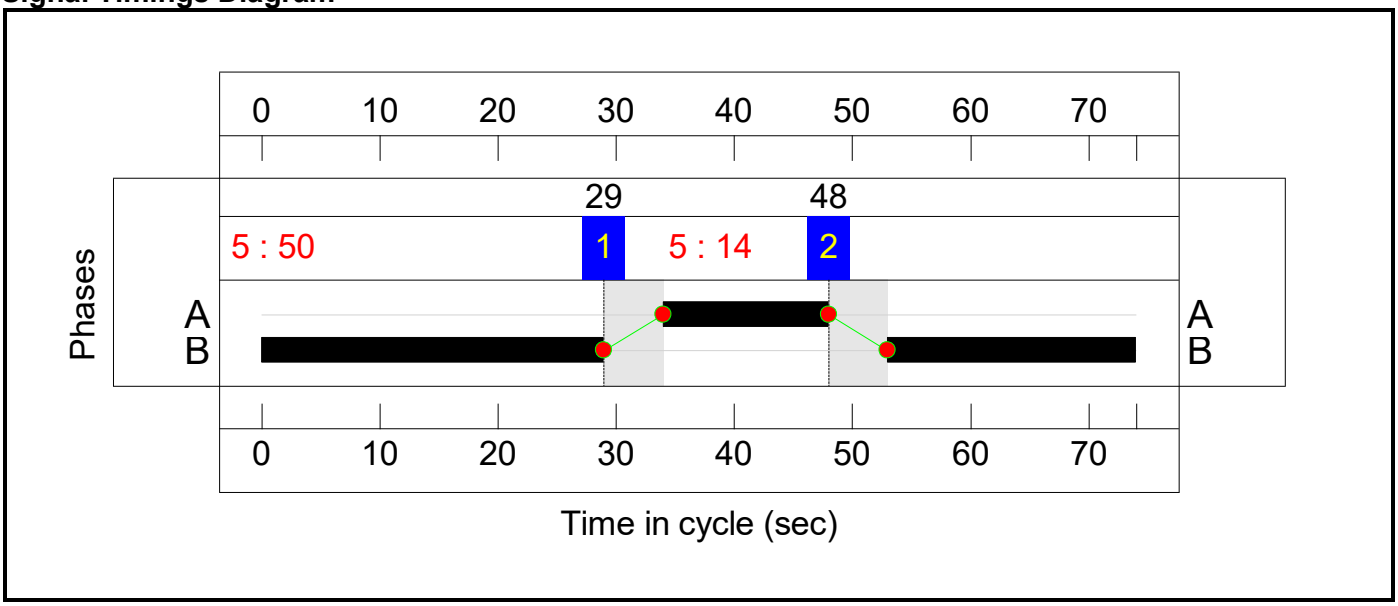


Stage Timings

Stage	1	2
Duration	14	50
Change Point	29	48

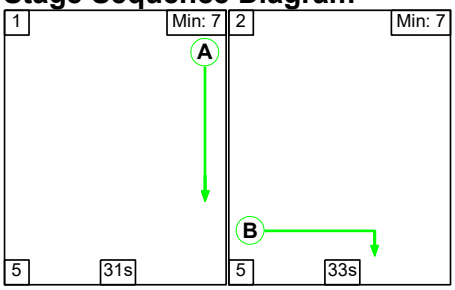
Full Input Data And Results

Signal Timings Diagram



Controller :C5

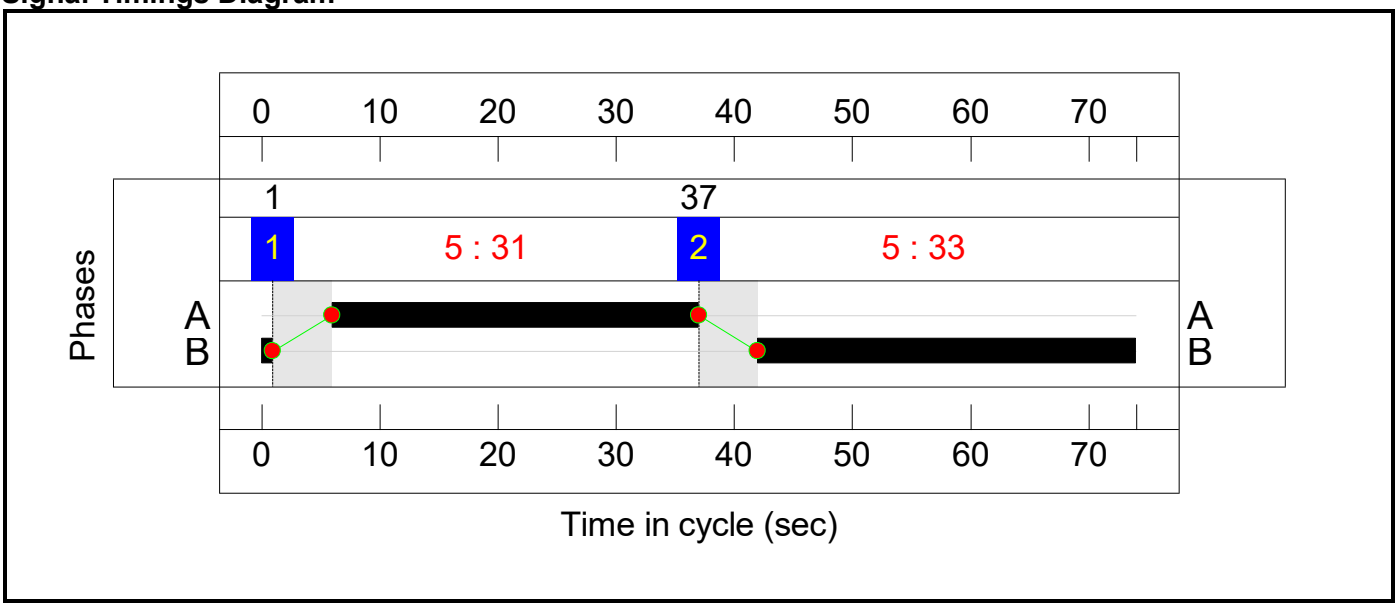
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	31	33
Change Point	1	37

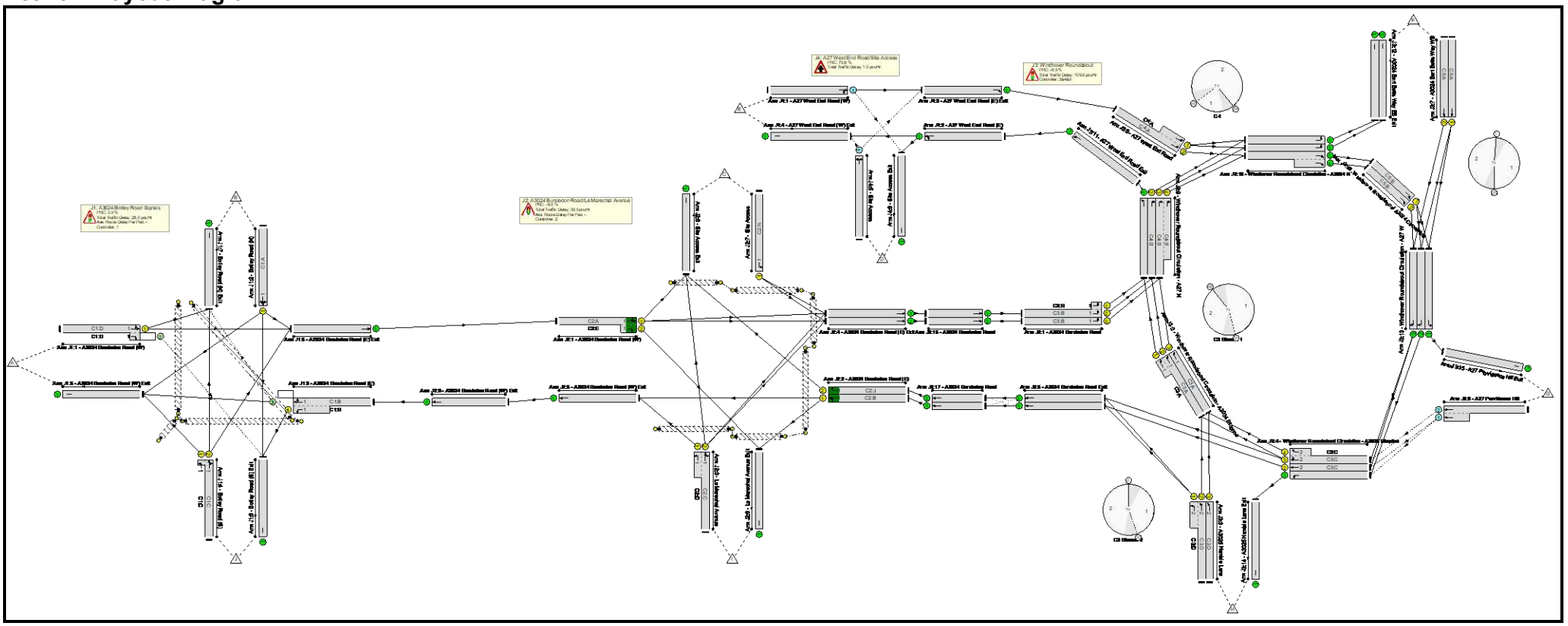
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.7%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.4%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	85	-	653	1782:1761	938+9	69.0 : 69.0%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	11	-	113	1824	135	83.6%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	85	-	784	1799:1821	716+309	76.5 : 76.5%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	35	-	353	1812:1819	382+22	87.4 : 87.4%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1078	1960	1960	55.0%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	15	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	9	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.7%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U	2:1	N/A	C2:A C2:E		1	65:10	-	1078	1815:1811	1099+5	97.7 : 97.7%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	65	-	788	1782	1084	72.7%
2/2	A3024 Bursledon Road (E) Right	U	2:1	N/A	C2:J		1	13	-	87	1772	207	42.1%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:C C2:D		1	9:25	-	176	1846:1848	150+31	97.3 : 97.3%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	784	1915	1915	40.9%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
7/1	Site Access Left	U	2:1	N/A	C2:N		1	11	-	161	1741	174	92.5%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
9/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	784	1915	1915	40.9%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:F		1	18	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	25	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	80	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	85	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	9	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	2:1	-	C2:M		1	7	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.7%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	26	-	723	1789:1860	413+328	97.7 : 97.7%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	26	-	651	1865	680	95.7%

Full Input Data And Results

2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	36	-	942	1971:1960	292+759	89.6 : 89.6%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	36	-	777	1965	982	79.1%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	27	-	676	1880:1930	655+74	92.7 : 92.7%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	27	-	618	1879	711	86.9%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	1033	1928	1928	53.6%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	35	-	573	1919	934	61.4%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	35	-	727	1942:1898	786+220	72.2 : 72.2%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	599	1940	1940	30.9%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	276	1940	1940	14.2%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C4:A		1	14	-	550	1938:1938	274+329	91.2 : 91.2%
7/1	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	31	-	803	2040	882	91.0%
7/2	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	31	-	698	2060	891	78.4%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	691	1886:1884	337+400	90.7 : 96.3%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	1000	1898	1898	52.7%

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	50	-	665	1887	1301	51.1%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	50	-	1428	1872:1848	1131+558	84.6 : 84.6%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	844	1898	1898	44.5%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1077	1940	1940	55.5%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	722	1940:1940	1663+277	37.2 : 37.2%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	1000	1985	1985	50.4%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	844	1972	1972	42.8%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1077	1972	1972	54.6%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	581	1929	1929	30.1%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	841	1917	1917	43.9%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	801	1919	1919	41.7%
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%

Full Input Data And Results

16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	723	1915	1915	37.8%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	651	1915	1915	34.0%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	788	1940	1940	40.6%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	87	1915	1915	4.5%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	33	-	619	1933	888	69.7%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	33	-	103	1910	878	11.7%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.3%**
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	517	1941	1886	27.4%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	1000	1951	1951	51.3%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	550	1955	1955	28.1%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	42	1816	301	14.0%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1069**	**386**	**0**	**85.0**	**93.3**	**0.1**	**178.4**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**27**	**0**	**0**	**19.3**	**8.6**	**0.1**	**28.0**	**-**	**-**	**-**	**-**
1/1+1/2	653	653	6	0	0	5.1	1.1	0.0	6.2 (6.1+0.1)	34.3 (34.2:51.0)	21.6	1.1	22.7
2/1	113	113	-	-	-	2.3	2.1	-	4.5	142.2	5.0	2.1	7.1
3/2+3/1	784	784	21	0	0	5.9	1.6	0.1	7.6 (5.4+2.2)	35.1 (35.6:33.8)	23.8	1.6	25.4
4/2+4/1	353	353	-	-	-	6.0	3.1	-	9.1 (8.6+0.5)	92.3 (92.3:92.3)	15.2	3.1	18.3
5/1	1078	1078	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**0**	**0**	**0**	**16.6**	**23.0**	**0.0**	**39.5**	**-**	**-**	**-**	**-**
1/1+1/2	1078	1078	-	-	-	6.8	11.2	-	18.0 (17.9+0.1)	60.2 (60.1:95.8)	34.4	11.2	45.6
2/1	788	788	-	-	-	3.6	1.3	-	4.9	22.5	18.4	1.3	19.7
2/2	87	87	-	-	-	1.2	0.4	-	1.6	64.2	2.7	0.4	3.0
3/2+3/1	176	176	-	-	-	2.5	5.5	-	8.1 (6.8+1.3)	165.1 (168.0:150.7)	4.8	5.5	10.4
4/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	784	784	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3

Full Input Data And Results

6/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	161	161	-	-	-	2.4	3.9	-	6.3	140.0	5.3	3.9	9.2
8/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	784	784	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	**-**	**-**	**996**	**386**	**0**	**49.1**	**60.8**	**0.0**	**109.9**	**-**	**-**	**-**	**-**
1/2+1/1	723	723	-	-	-	4.4	9.8	-	14.2 (7.9+6.3)	70.9 (70.9:70.8)	12.9	9.8	22.7
1/3	651	651	-	-	-	4.1	7.4	-	11.5	63.7	13.0	7.4	20.4
2/2+2/1	942	942	-	-	-	2.8	4.0	-	6.8 (1.5+5.4)	26.2 (20.1:28.5)	7.3	4.0	11.3
2/3	777	777	-	-	-	1.4	1.9	-	3.3	15.2	4.2	1.9	6.0
3/2+3/1	676	676	-	-	-	4.0	5.3	-	9.3 (8.4+0.9)	49.7 (49.9:47.9)	12.6	5.3	17.9
3/3	618	618	-	-	-	3.7	3.1	-	6.8	39.5	11.7	3.1	14.8
4/1	1033	1033	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	573	573	-	-	-	3.0	0.8	-	3.8	23.9	10.0	0.8	10.8
4/3+4/4	727	727	-	-	-	3.7	1.3	-	5.0 (4.1+0.9)	24.8 (25.8:21.4)	10.4	1.3	11.7
5/1	599	599	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	276	276	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	550	550	-	-	-	4.2	4.4	-	8.7 (3.9+4.7)	56.7 (56.3:56.9)	6.7	4.4	11.1
7/1	803	803	-	-	-	4.4	4.5	-	8.9	40.1	15.4	4.5	19.9
7/2	698	698	-	-	-	3.5	1.8	-	5.3	27.2	12.2	1.8	14.0
8/2+8/1	691	691	996	386	0	3.6	5.9	-	9.6 (4.3+5.3)	49.9 (50.8:49.1)	7.6	5.9	13.5

Full Input Data And Results

9/1	1000	1000	-	-	-	0.0	0.6	-	0.6	2.1	6.9	0.6	7.5
9/2	665	665	-	-	-	0.8	0.5	-	1.4	7.4	8.4	0.5	8.9
9/3+9/4	1428	1428	-	-	-	3.3	2.7	-	5.9 (4.5+1.4)	15.0 (17.1:10.6)	23.2	2.7	25.9
10/1	844	844	-	-	-	0.0	0.4	-	0.4	1.8	8.5	0.4	8.9
10/2	1077	1077	-	-	-	0.0	0.6	-	0.6	2.1	1.6	0.6	2.2
10/3+10/4	722	722	-	-	-	0.0	0.3	-	0.3 (0.3+0.0)	1.5 (1.5:1.5)	0.0	0.3	0.3
11/1	1000	1000	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/1	844	844	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	1077	1077	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
13/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	841	841	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
13/3	801	801	-	-	-	0.1	0.4	-	0.4	2.0	10.8	0.4	11.2
14/1	1033	1033	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	723	723	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
16/2	651	651	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
17/1	788	788	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
17/2	87	87	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
18/1	619	619	-	-	-	1.8	1.1	-	3.0	17.2	6.5	1.1	7.7
18/2	103	103	-	-	-	0.1	0.1	-	0.1	4.5	1.1	0.1	1.2
J4: A27 West End Road/Site Access	**-**	**-**	**46**	**0**	**0**	**0.0**	**1.0**	**0.0**	**1.0**	**-**	**-**	**-**	**-**
1/1	517	517	4	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	1000	1000	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
3/1	550	550	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	42	42	42	0	0	0.0	0.1	-	0.1	6.9	0.0	0.1	0.1
6/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	27.39	Cycle Time (s):	162
C2	Stream: 1	PRC for Signalled Lanes (%):	-8.5	Total Delay for Signalled Lanes (pcuHr):	38.85	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	-8.5	Total Delay for Signalled Lanes (pcuHr):	35.86	Cycle Time (s):	74
C3	Stream: 2	PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	24.92	Cycle Time (s):	74
C4		PRC for Signalled Lanes (%):	-1.3	Total Delay for Signalled Lanes (pcuHr):	15.96	Cycle Time (s):	74
C5		PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	17.30	Cycle Time (s):	74
		PRC Over All Lanes (%):	-8.5	Total Delay Over All Lanes(pcuHr):	178.40		

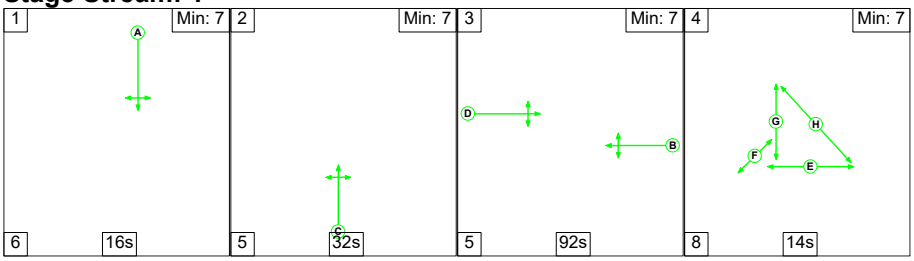
Full Input Data And Results

Scenario 5: '2031 + Warehousing PM' (FG17: '2031 + Warehousing PM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

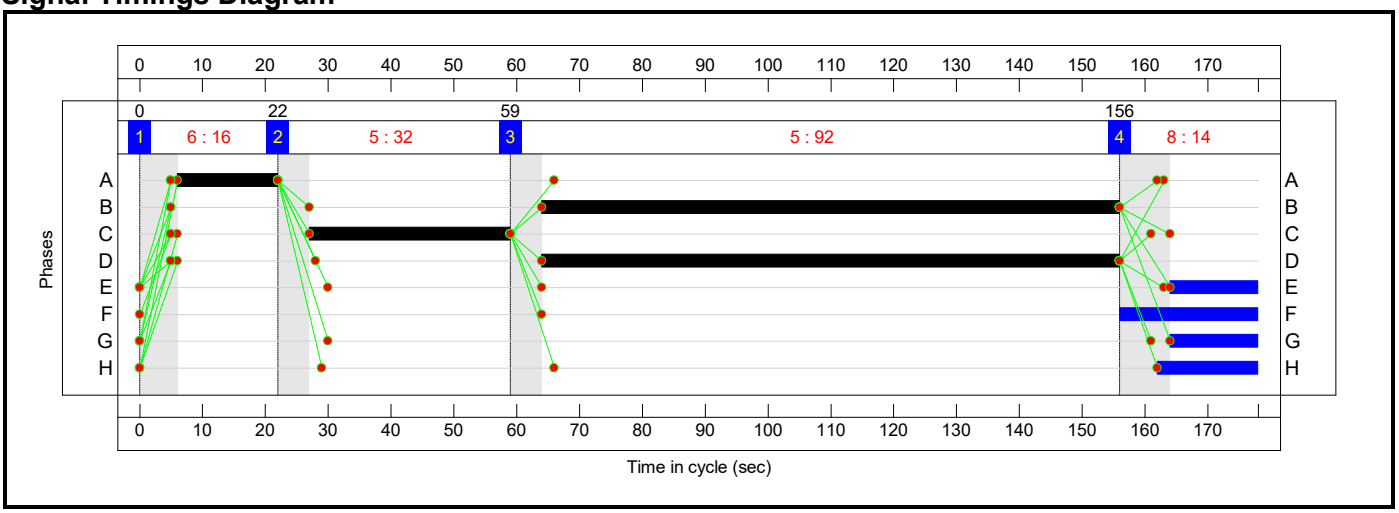


Stage Timings

Stage Stream: 1

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

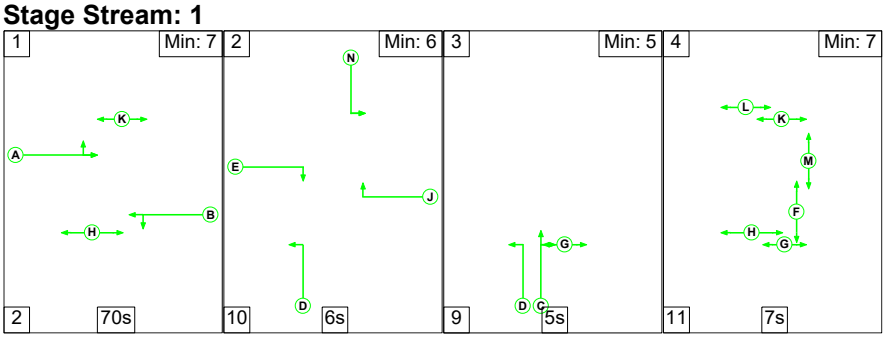
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



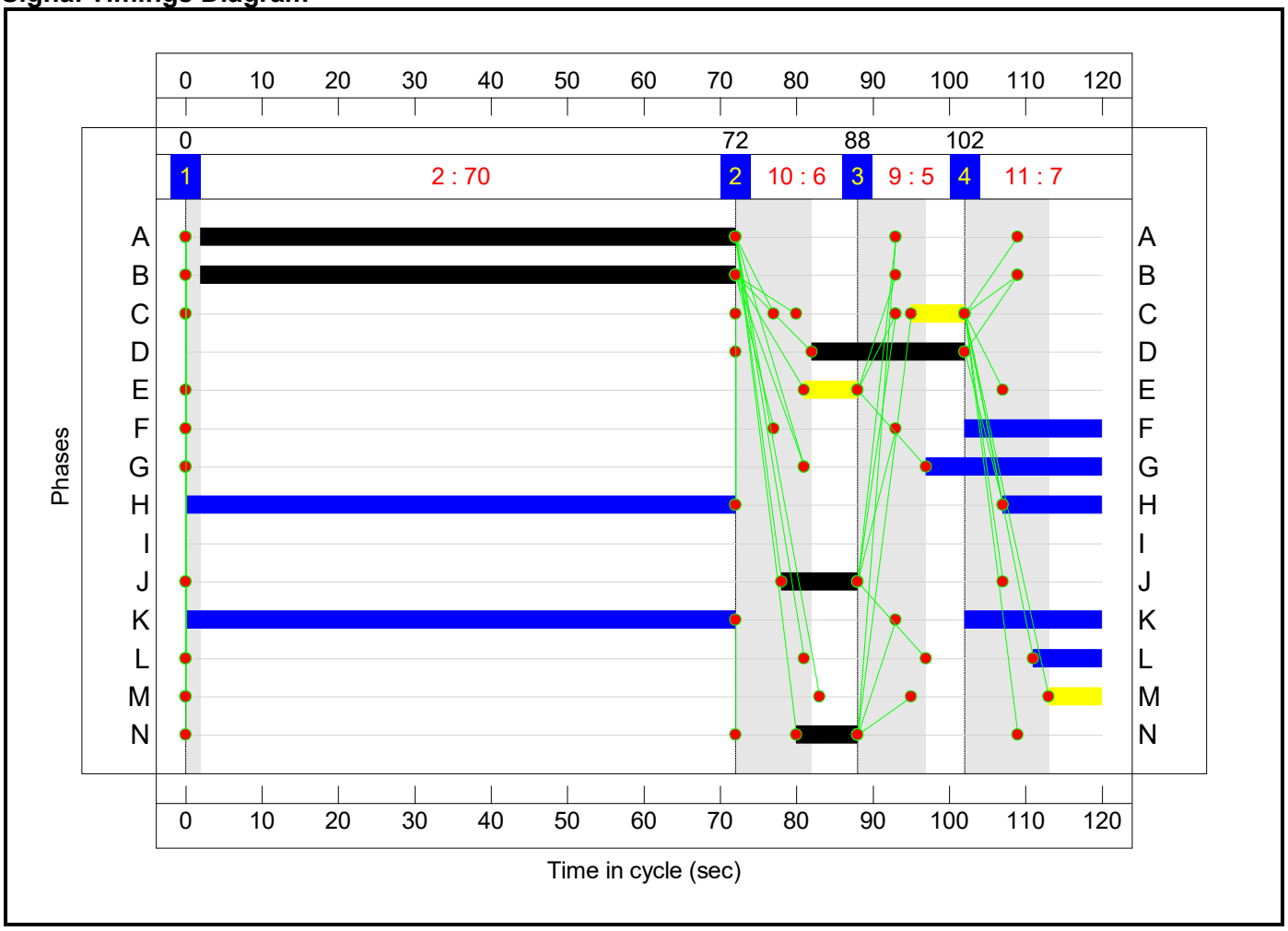
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	70	6	5	7
Change Point	0	72	88	102

Full Input Data And Results

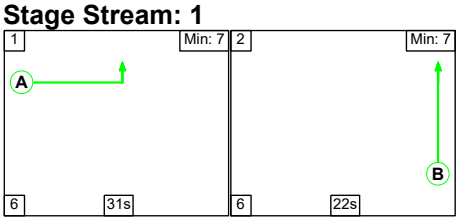
Signal Timings Diagram



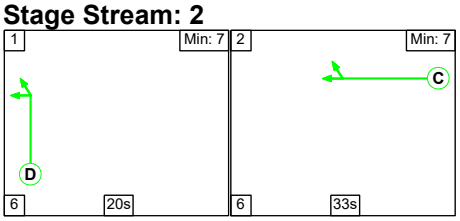
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

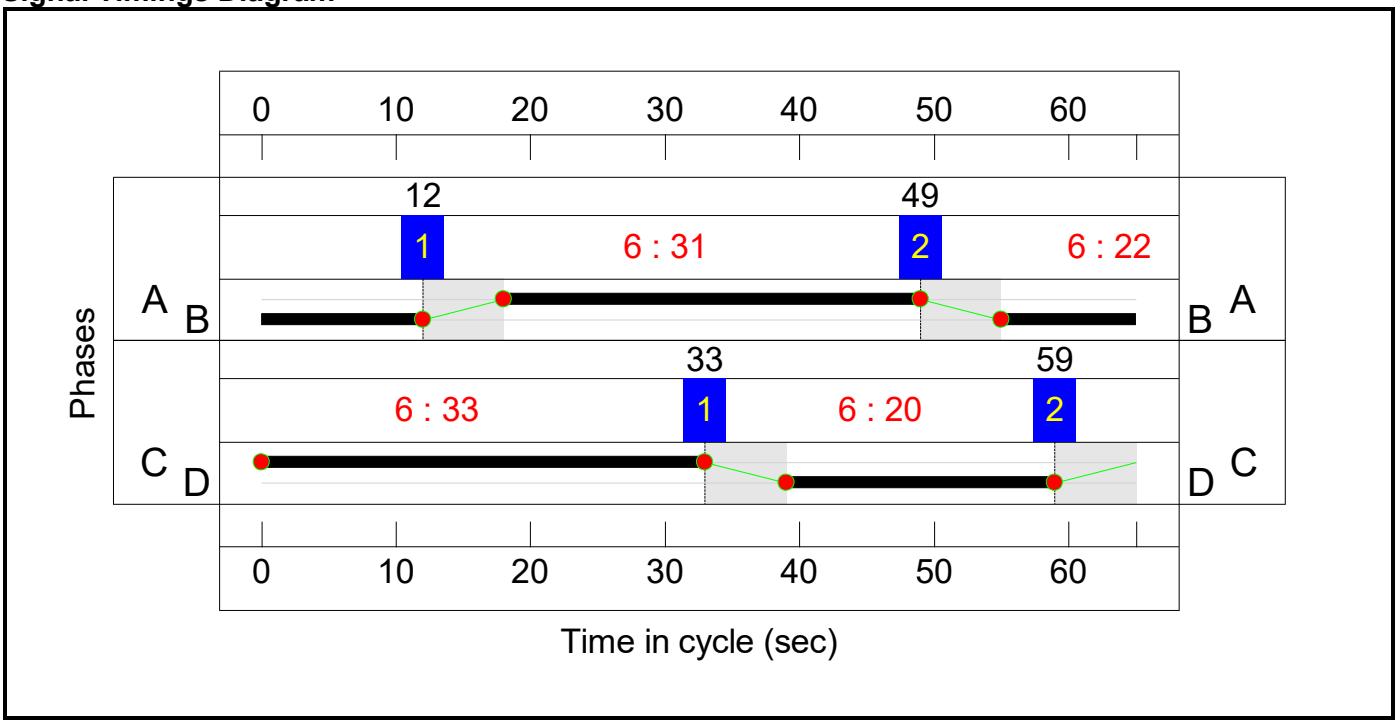
Stage	1	2
Duration	31	22
Change Point	12	49

Full Input Data And Results

Stage Stream: 2

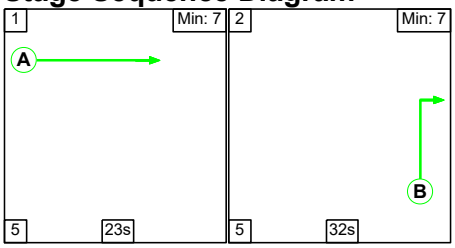
Stage	1	2
Duration	20	33
Change Point	33	59

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

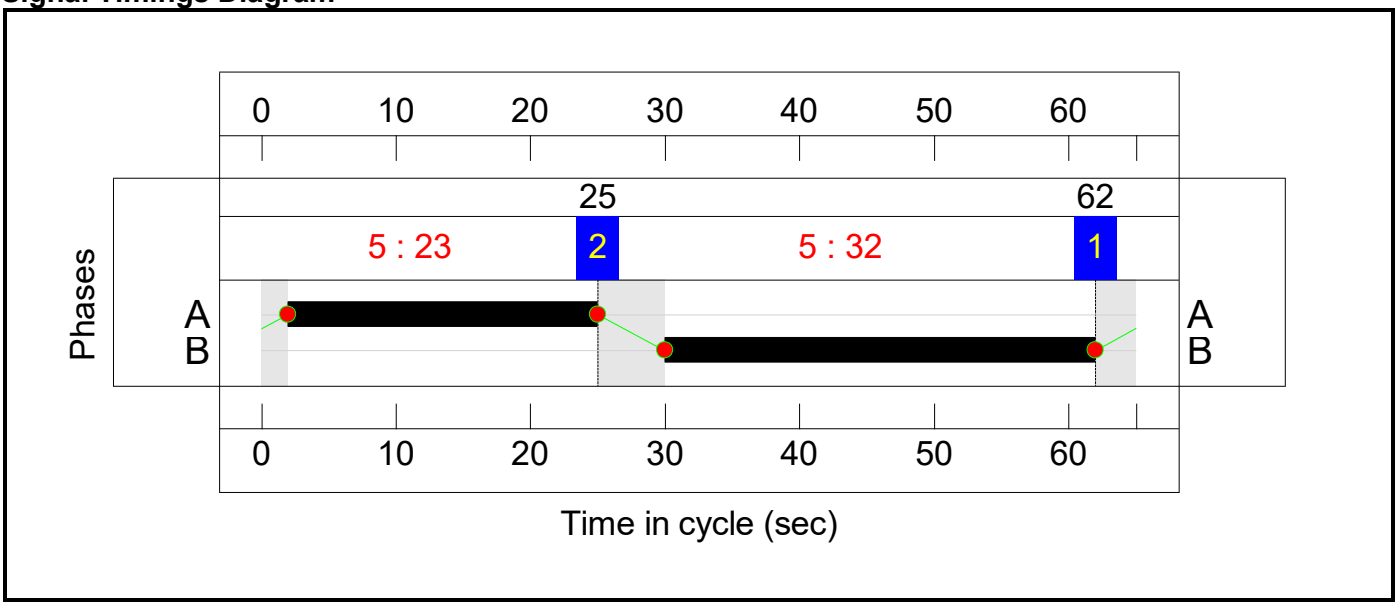


Stage Timings

Stage	1	2
Duration	23	32
Change Point	62	25

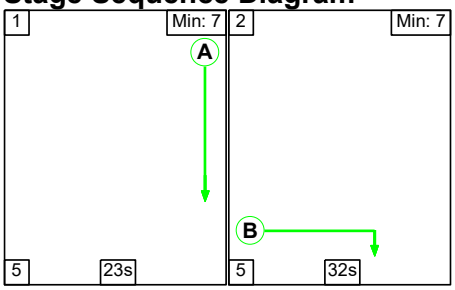
Full Input Data And Results

Signal Timings Diagram



Controller :C5

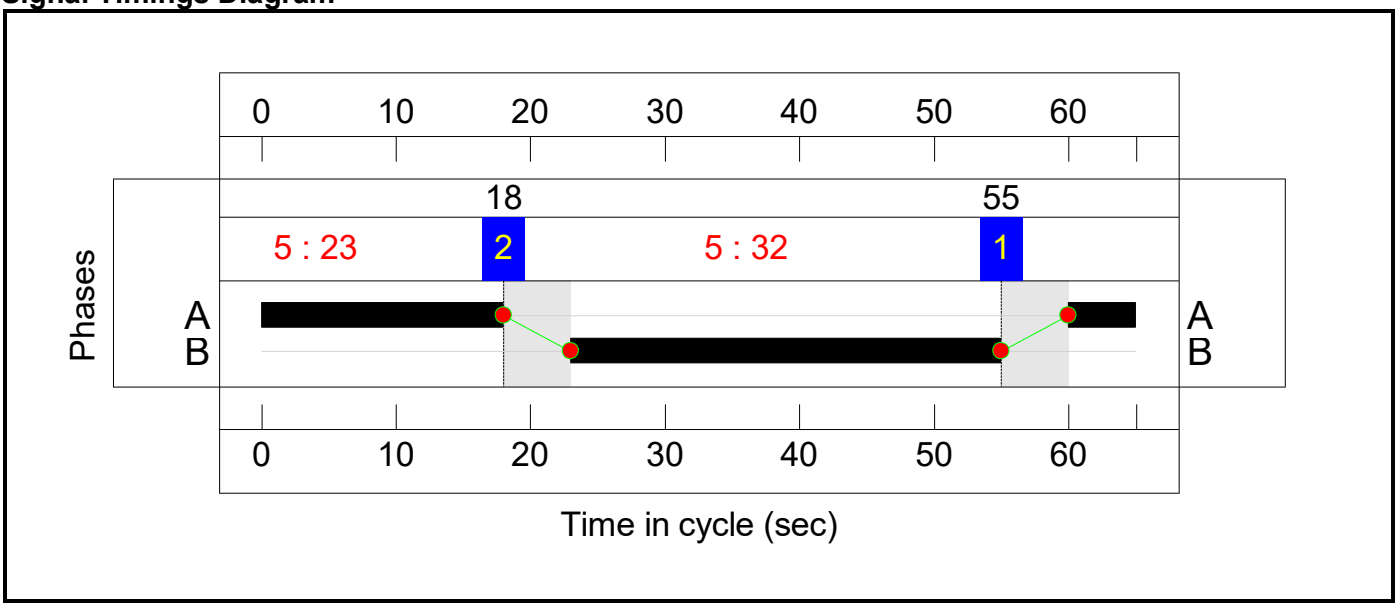
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	32
Change Point	55	18

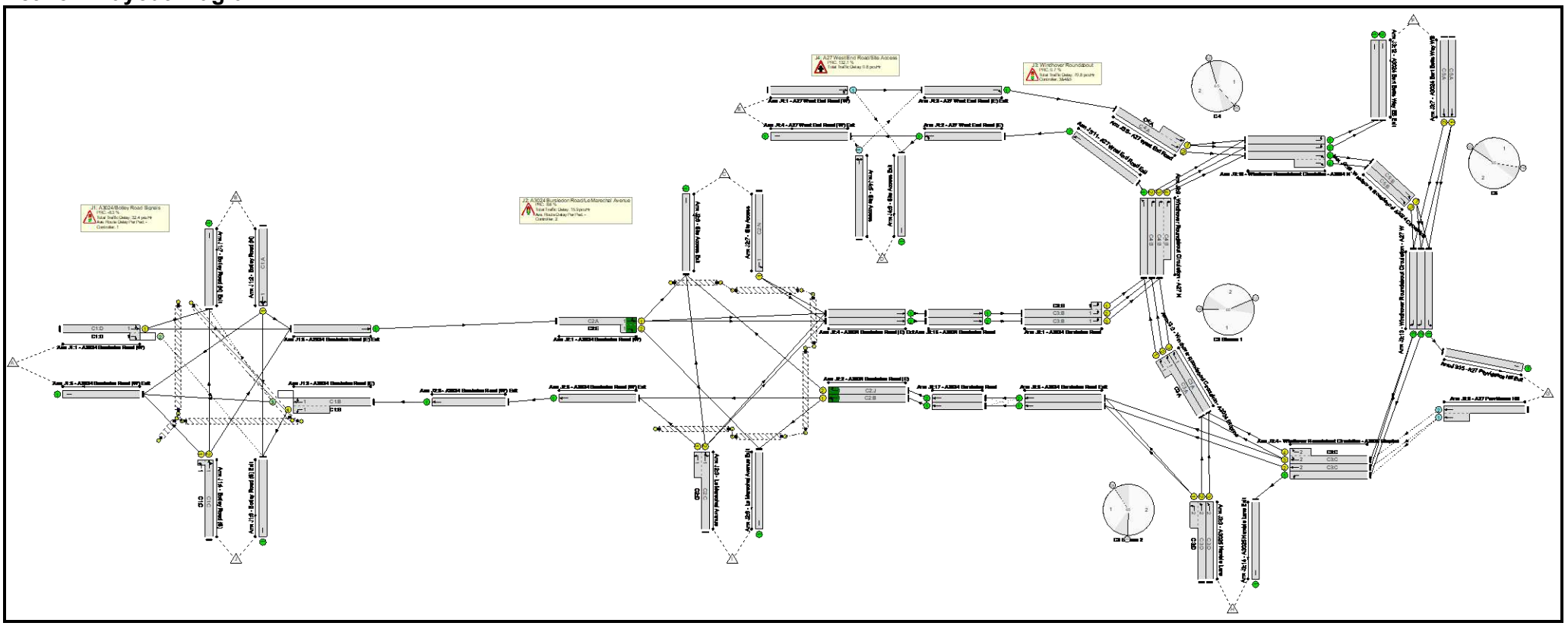
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	649	1782:1761	862+72	69.5 : 69.5%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	16	-	52	1824	174	29.9%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	92	-	875	1799:1821	559+516	81.4 : 81.4%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	330	1812:1819	300+39	97.5 : 97.5%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	891	1960	1960	45.5%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	477	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**	-	-		-	-	-	-	-	-	**82.9%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U	2:1	N/A	C2:A C2:E		1	70:7	-	891	1815:1811	1131+52	75.3 : 75.3%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	70	-	960	1782	1158	82.9%
2/2	A3024 Bursledon Road (E) Right	U	2:1	N/A	C2:J		1	10	-	48	1772	162	29.6%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:C C2:D		1	7:20	-	57	1846:1848	123+57	31.7 : 31.7%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	875	1915	1915	45.7%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
7/1	Site Access Left	U	2:1	N/A	C2:N		1	8	-	51	1741	131	39.1%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
9/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	875	1915	1915	45.7%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:F		1	18	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	23	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	85	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	90	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	9	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	2:1	-	C2:M		1	7	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	448	1789:1860	479+209	65.1 : 65.1%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	493	1865	660	74.7%

Full Input Data And Results

2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	31	-	673	1971:1960	469+647	60.3 : 60.3%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	31	-	678	1965	967	70.1%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	20	-	590	1880:1930	537+123	89.4 : 89.4%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	20	-	540	1879	607	89.0%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	877	1928	1928	45.5%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	33	-	542	1919	1004	54.0%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	33	-	687	1923:1898	858+216	64.0 : 64.0%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	590	1940	1940	30.4%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	418	1940	1940	21.5%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C4:A		1	23	-	758	1938:1938	537+388	82.0 : 82.0%
7/1	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	23	-	615	2040	753	81.6%
7/2	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	23	-	657	2060	761	86.4%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	503	1886:1884	349+433	63.3 : 65.2%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	526	1898	1898	27.7%

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	32	-	595	1887	958	62.1%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	32	-	1171	1872:1848	942+776	68.2 : 68.2%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	731	1898	1898	38.5%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	824	1940	1940	42.5%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	969	1940:1940	1570+370	49.9 : 49.9%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	526	1985	1985	26.5%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	731	1972	1972	37.1%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	824	1972	1972	41.8%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	638	1929	1929	33.1%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	761	1917	1917	39.7%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	842	1919	1919	43.9%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%

Full Input Data And Results

16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	448	1915	1915	23.4%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	493	1915	1915	25.7%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	960	1940	1940	49.5%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	48	1915	1915	2.5%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	32	-	784	1933	981	79.9%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	32	-	185	1910	970	19.1%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.8%**
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	747	1943	1936	38.6%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	526	1954	1954	26.9%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	758	1955	1955	38.8%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	14	1815	364	3.8%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	5	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	**-**	**-**	**764**	**332**	**0**	**71.9**	**47.6**	**0.5**	**120.0**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**75**	**0**	**0**	**20.7**	**11.1**	**0.5**	**32.4**	**-**	**-**	**-**	**-**
1/1+1/2	649	649	50	0	0	5.7	1.1	0.4	7.2 (6.3+0.9)	40.0 (37.9:65.4)	23.8	1.1	24.9
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.6	2.4	0.2	2.6
3/2+3/1	875	875	25	0	0	7.4	2.1	0.1	9.6 (5.1+4.5)	39.6 (40.3:39.0)	27.3	2.1	29.5
4/2+4/1	330	330	-	-	-	6.6	7.2	-	13.8 (12.2+1.6)	150.4 (150.4:150.4)	16.0	7.2	23.2
5/1	891	891	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**0**	**0**	**0**	**10.5**	**5.5**	**0.0**	**15.9**	**-**	**-**	**-**	**-**
1/1+1/2	891	891	-	-	-	4.0	1.5	-	5.5 (4.8+0.7)	22.3 (20.4:62.8)	20.2	1.5	21.7
2/1	960	960	-	-	-	4.2	2.4	-	6.6	24.8	24.3	2.4	26.6
2/2	48	48	-	-	-	0.7	0.2	-	0.9	66.6	1.5	0.2	1.7
3/2+3/1	57	57	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	64.2 (68.0:55.8)	1.2	0.2	1.5
4/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	875	875	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

Full Input Data And Results

6/1	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	51	51	-	-	-	0.7	0.3	-	1.1	75.4	1.6	0.3	1.9
8/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	875	875	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	**-**	**-**	**674**	**332**	**0**	**40.7**	**30.2**	**0.0**	**70.8**	**-**	**-**	**-**	**-**
1/2+1/1	448	448	-	-	-	2.1	0.9	-	3.0 (2.1+0.9)	24.2 (24.3:24.0)	5.7	0.9	6.6
1/3	493	493	-	-	-	2.5	1.5	-	4.0	29.0	7.8	1.5	9.3
2/2+2/1	673	673	-	-	-	3.2	0.8	-	4.0 (1.8+2.2)	21.2 (22.5:20.3)	5.7	0.8	6.5
2/3	678	678	-	-	-	4.5	1.2	-	5.7	30.3	9.3	1.2	10.5
3/2+3/1	590	590	-	-	-	3.3	3.8	-	7.1 (5.8+1.3)	43.1 (43.6:41.3)	8.9	3.8	12.6
3/3	540	540	-	-	-	3.1	3.6	-	6.8	45.1	9.2	3.6	12.8
4/1	877	877	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	542	542	-	-	-	0.7	0.6	-	1.3	8.4	4.0	0.6	4.6
4/3+4/4	687	687	-	-	-	0.8	0.9	-	1.7 (1.0+0.7)	8.9 (6.6:18.4)	2.4	0.9	3.2
5/1	590	590	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	418	418	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/2+6/1	758	758	-	-	-	3.5	2.2	-	5.7 (3.4+2.4)	27.1 (27.4:26.6)	8.0	2.2	10.2
7/1	615	615	-	-	-	3.2	2.2	-	5.3	31.1	9.9	2.2	12.1
7/2	657	657	-	-	-	3.5	3.0	-	6.5	35.4	10.9	3.0	13.9
8/2+8/1	503	503	674	332	0	1.6	0.9	-	2.5 (1.3+1.3)	18.0 (20.5:16.0)	3.9	0.9	4.8

Full Input Data And Results

9/1	526	526	-	-	-	0.0	0.2	-	0.2	1.4	5.5	0.2	5.7
9/2	595	595	-	-	-	2.9	0.8	-	3.8	22.7	8.0	0.8	8.8
9/3+9/4	1171	1171	-	-	-	3.9	1.1	-	5.0 (2.0+3.0)	15.4 (11.3:20.5)	21.1	1.1	22.2
10/1	731	731	-	-	-	0.0	0.3	-	0.3	1.6	7.9	0.3	8.2
10/2	824	824	-	-	-	0.0	0.4	-	0.4	1.6	1.6	0.4	2.0
10/3+10/4	969	969	-	-	-	0.0	0.5	-	0.5 (0.4+0.1)	1.9 (1.9:1.9)	0.0	0.5	0.5
11/1	526	526	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/1	731	731	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	824	824	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/1	638	638	-	-	-	0.0	0.2	-	0.2	1.4	0.6	0.2	0.8
13/2	761	761	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/3	842	842	-	-	-	0.1	0.4	-	0.5	2.0	9.3	0.4	9.7
14/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	448	448	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
16/2	493	493	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/1	960	960	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
17/2	48	48	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
18/1	784	784	-	-	-	1.1	1.9	-	3.0	14.0	5.2	1.9	7.1
18/2	185	185	-	-	-	0.5	0.1	-	0.7	12.8	3.2	0.1	3.3
J4: A27 West End Road/Site Access	**-**	**-**	**15**	**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	526	526	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/1	758	758	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	14	14	14	0	0	0.0	0.0	-	0.0	5.1	0.0	0.0	0.0
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-8.3	Total Delay for Signalled Lanes (pcuHr):	31.94	Cycle Time (s):	178
C2	Stream: 1	PRC for Signalled Lanes (%):	8.6	Total Delay for Signalled Lanes (pcuHr):	15.09	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	20.5	Total Delay for Signalled Lanes (pcuHr):	16.67	Cycle Time (s):	65
C3	Stream: 2	PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	16.81	Cycle Time (s):	65
C4		PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	14.48	Cycle Time (s):	65
C5		PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	15.49	Cycle Time (s):	65
		PRC Over All Lanes (%):	-8.3	Total Delay Over All Lanes(pcuHr):	119.97		

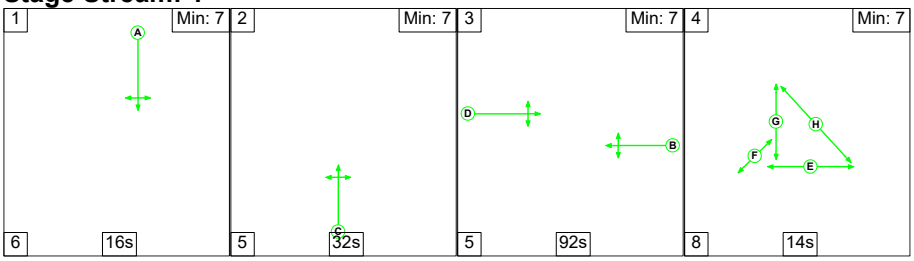
Full Input Data And Results

Scenario 6: '2031 + PDC Development PM' (FG18: '2031 + PDC Development PM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

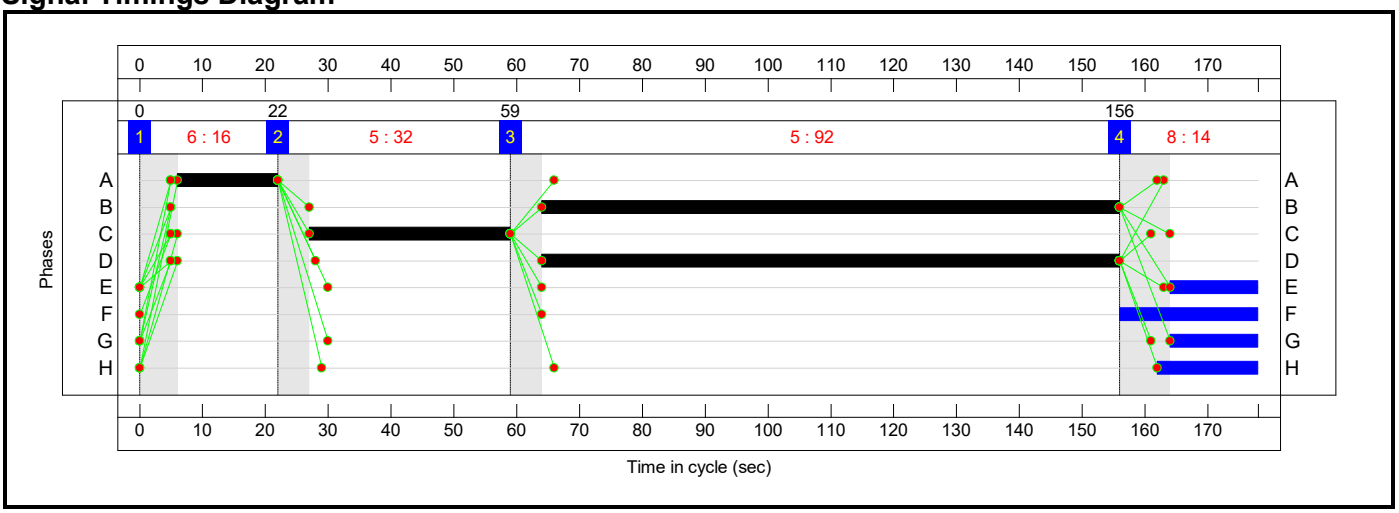


Stage Timings

Stage Stream: 1

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

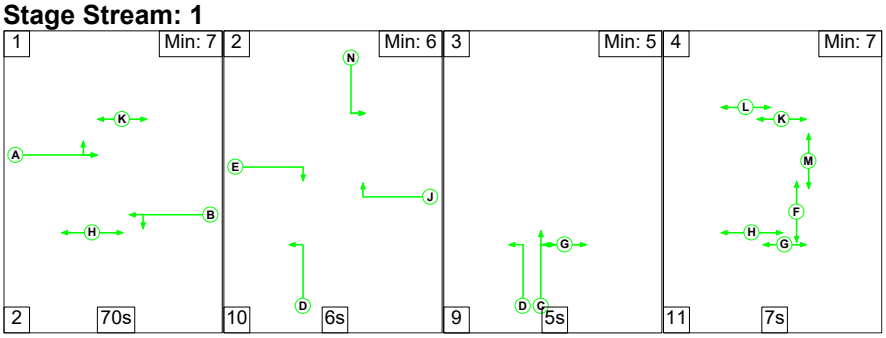
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



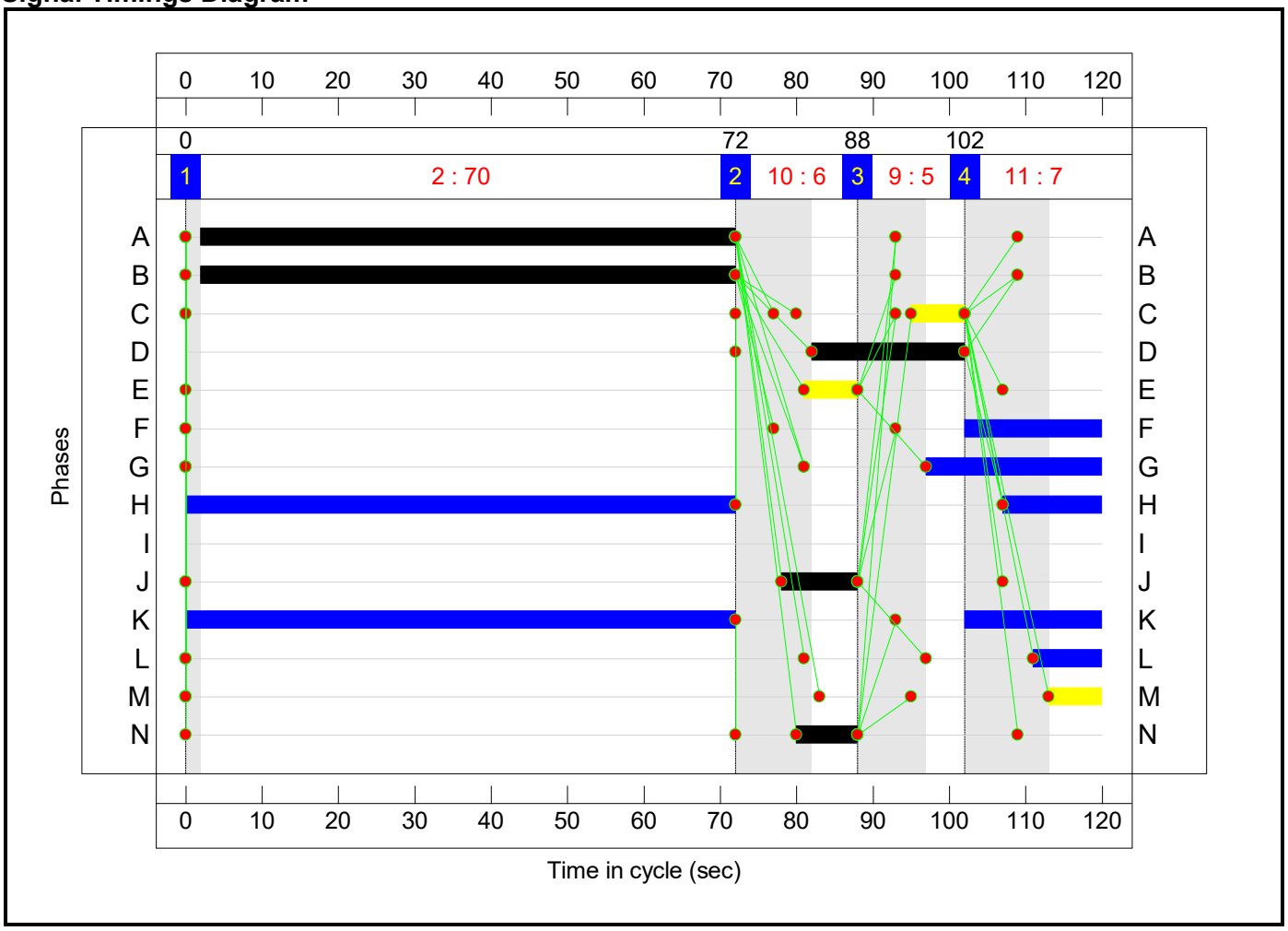
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	70	6	5	7
Change Point	0	72	88	102

Full Input Data And Results

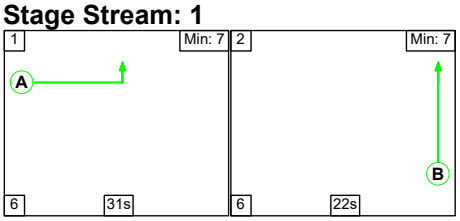
Signal Timings Diagram



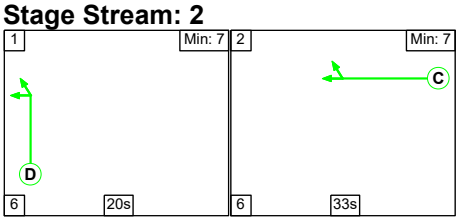
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

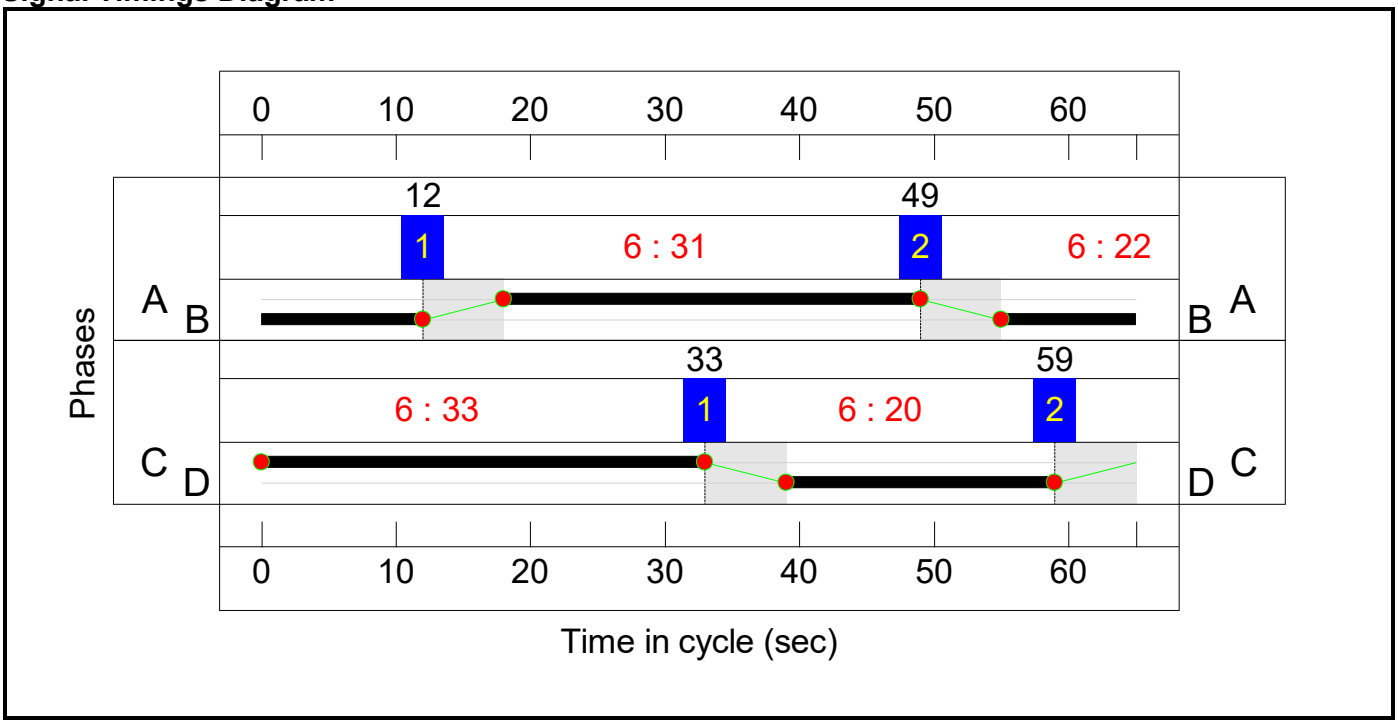
Stage	1	2
Duration	31	22
Change Point	12	49

Full Input Data And Results

Stage Stream: 2

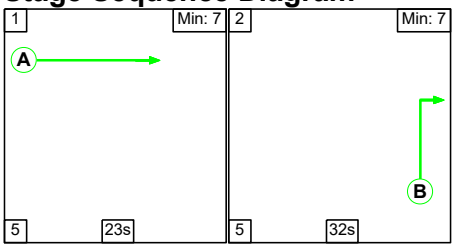
Stage	1	2
Duration	20	33
Change Point	33	59

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

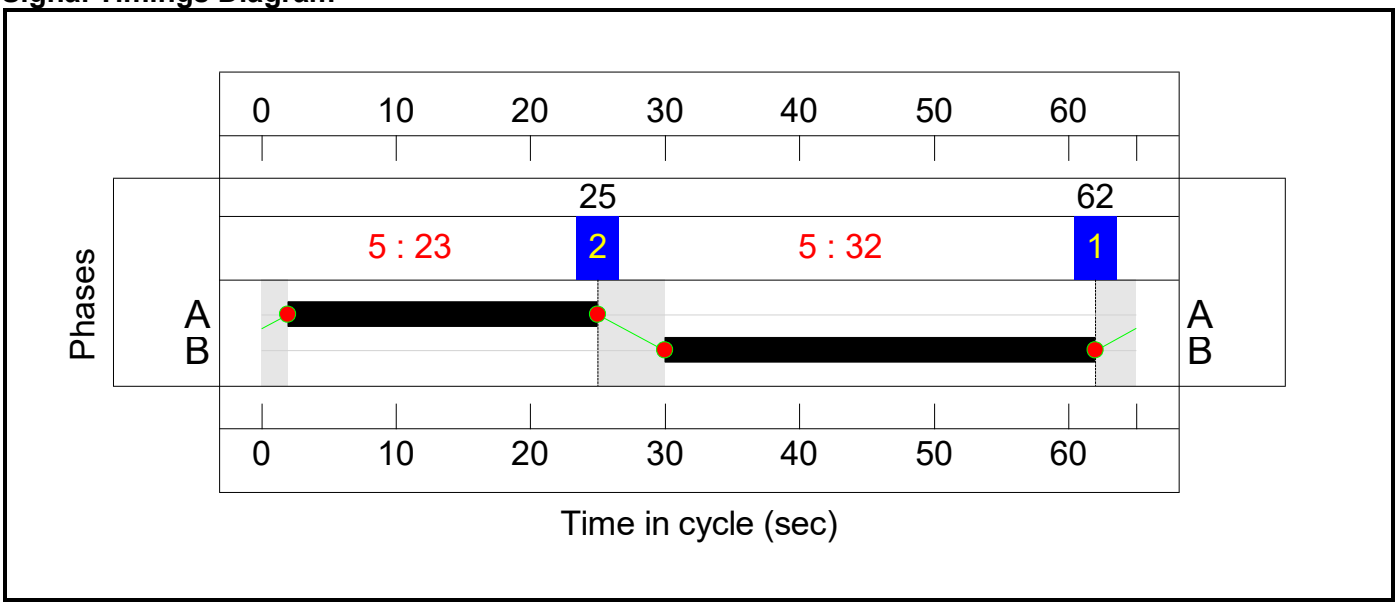


Stage Timings

Stage	1	2
Duration	23	32
Change Point	62	25

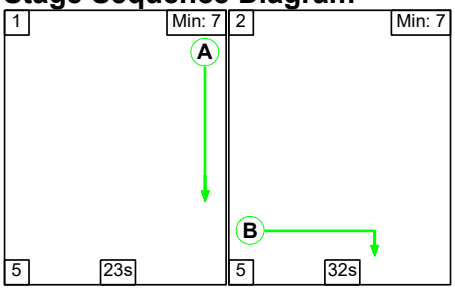
Full Input Data And Results

Signal Timings Diagram



Controller :C5

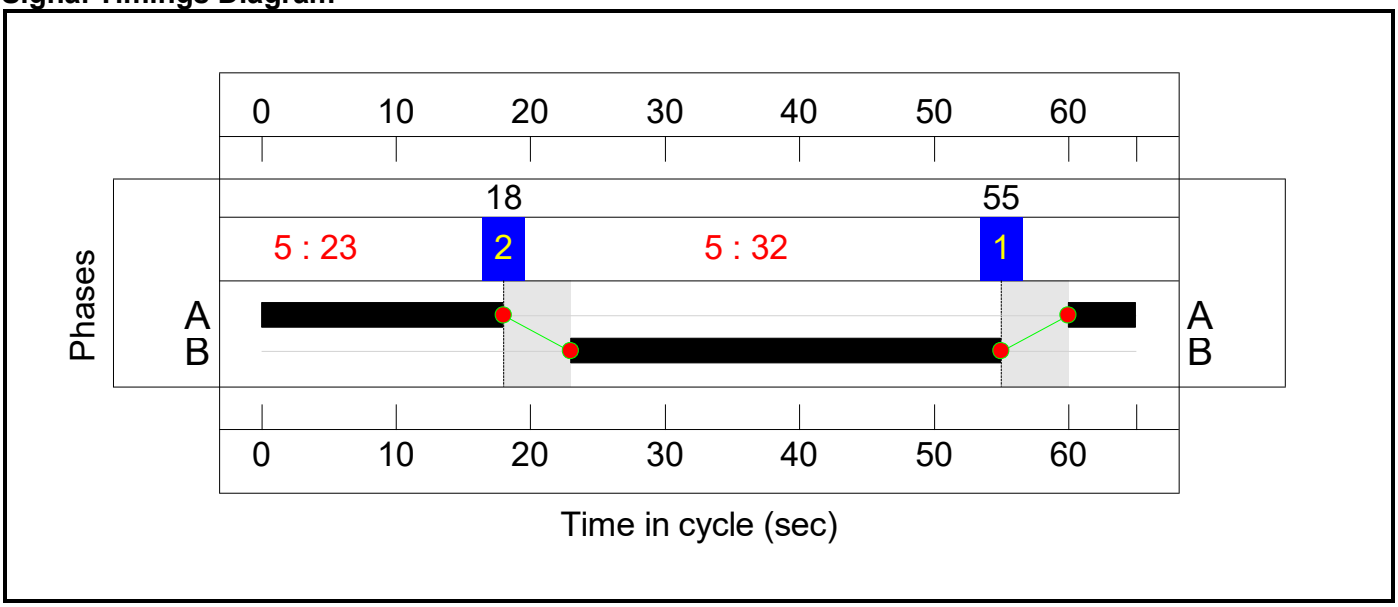
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	32
Change Point	55	18

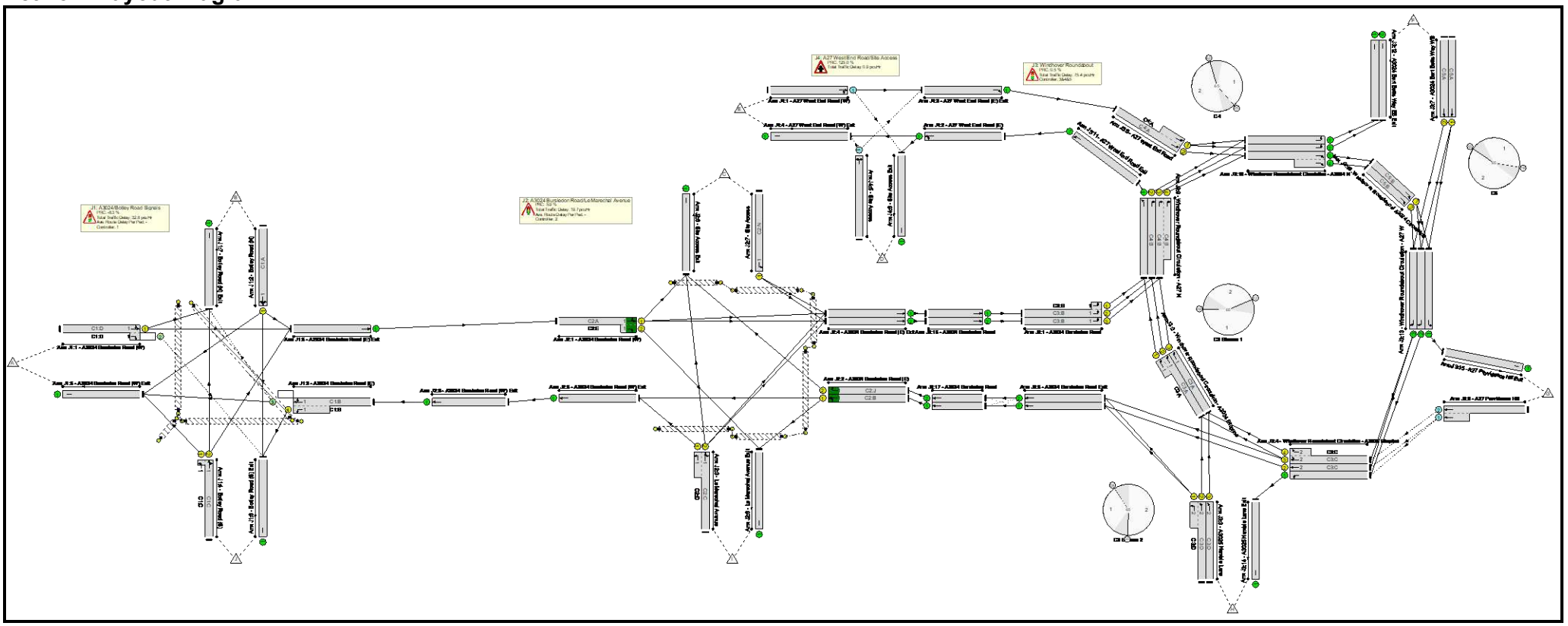
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	658	1782:1761	863+71	70.5 : 70.5%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	16	-	52	1824	174	29.9%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	92	-	883	1799:1821	563+510	82.3 : 82.3%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	330	1812:1819	300+39	97.5 : 97.5%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	900	1960	1960	45.9%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	485	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**	-	-		-	-	-	-	-	-	**85.0%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U	2:1	N/A	C2:A C2:E		1	70:7	-	900	1815:1811	1132+51	76.1 : 76.1%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	70	-	968	1782	1158	83.6%
2/2	A3024 Bursledon Road (E) Right	U	2:1	N/A	C2:J		1	10	-	71	1772	162	43.7%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:C C2:D		1	7:20	-	57	1846:1848	123+57	31.7 : 31.7%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	883	1915	1915	46.1%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
7/1	Site Access Left	U	2:1	N/A	C2:N		1	8	-	111	1741	131	85.0%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%
9/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	883	1915	1915	46.1%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:F		1	18	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	23	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	85	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	90	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	9	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	2:1	-	C2:M		1	7	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.5%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	485	1789:1860	483+204	70.7 : 70.7%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	519	1865	660	78.6%

Full Input Data And Results

2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	31	-	678	1971:1960	447+659	61.3 : 61.3%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	31	-	687	1965	967	71.0%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	20	-	592	1880:1930	536+125	89.5 : 89.5%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	20	-	542	1879	607	89.3%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	887	1928	1928	46.0%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	33	-	565	1919	1004	56.3%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	33	-	705	1923:1898	854+221	65.5 : 65.5%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	613	1940	1940	31.6%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	426	1940	1940	22.0%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C4:A		1	23	-	782	1938:1938	536+389	84.5 : 84.5%
7/1	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	23	-	615	2040	753	81.6%
7/2	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	23	-	679	2060	761	89.3%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	510	1886:1884	336+417	70.3 : 65.7%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	548	1898	1898	28.9%

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	32	-	615	1887	958	64.2%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	32	-	1206	1872:1848	942+774	70.3 : 70.3%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	757	1898	1898	39.9%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	849	1940	1940	43.8%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	997	1940:1940	1557+383	51.4 : 51.4%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	548	1985	1985	27.6%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	757	1972	1972	38.4%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	849	1972	1972	43.1%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	644	1929	1929	33.4%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	771	1917	1917	40.2%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	876	1919	1919	45.6%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%

Full Input Data And Results

16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	485	1915	1915	25.3%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	519	1915	1915	27.1%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	968	1940	1940	49.9%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	71	1915	1915	3.7%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	32	-	800	1933	981	81.5%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	32	-	197	1910	970	20.3%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.0%**
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	753	1942	1920	39.2%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	548	1948	1948	28.1%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	782	1955	1955	40.0%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	37	1815	360	10.3%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	24	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	**-**	**-**	**819**	**316**	**0**	**75.1**	**53.2**	**0.5**	**128.8**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**75**	**0**	**0**	**21.0**	**11.3**	**0.5**	**32.8**	**-**	**-**	**-**	**-**
1/1+1/2	658	658	50	0	0	5.8	1.2	0.4	7.4 (6.5+0.9)	40.5 (38.4:66.3)	24.3	1.2	25.5
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.6	2.4	0.2	2.6
3/2+3/1	883	883	25	0	0	7.5	2.3	0.1	9.9 (5.3+4.6)	40.5 (41.1:39.7)	28.2	2.3	30.5
4/2+4/1	330	330	-	-	-	6.6	7.2	-	13.8 (12.2+1.6)	150.4 (150.4:150.4)	16.0	7.2	23.2
5/1	900	900	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**0**	**0**	**0**	**11.9**	**7.8**	**0.0**	**19.7**	**-**	**-**	**-**	**-**
1/1+1/2	900	900	-	-	-	4.1	1.6	-	5.6 (5.0+0.7)	22.6 (20.7:63.1)	20.4	1.6	21.9
2/1	968	968	-	-	-	4.3	2.5	-	6.8	25.3	24.5	2.5	26.9
2/2	71	71	-	-	-	1.0	0.4	-	1.4	71.1	2.2	0.4	2.6
3/2+3/1	57	57	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	64.2 (68.0:55.8)	1.2	0.2	1.5
4/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	883	883	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

Full Input Data And Results

6/1	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	111	111	-	-	-	1.7	2.3	-	4.0	129.3	3.6	2.3	5.9
8/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	883	883	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: Windhover Roundabout	**-**	**-**	**704**	**316**	**0**	**42.2**	**33.2**	**0.0**	**75.4**	**-**	**-**	**-**	**-**
1/2+1/1	485	485	-	-	-	2.3	1.2	-	3.5 (2.5+1.0)	26.1 (26.2:25.8)	6.6	1.2	7.8
1/3	519	519	-	-	-	2.7	1.8	-	4.5	31.3	8.4	1.8	10.2
2/2+2/1	678	678	-	-	-	3.2	0.8	-	4.0 (1.7+2.3)	21.2 (22.6:20.3)	5.9	0.8	6.7
2/3	687	687	-	-	-	4.6	1.2	-	5.9	30.7	9.5	1.2	10.7
3/2+3/1	592	592	-	-	-	3.3	3.8	-	7.1 (5.8+1.3)	43.4 (43.8:41.5)	8.9	3.8	12.7
3/3	542	542	-	-	-	3.2	3.7	-	6.9	45.7	9.2	3.7	12.9
4/1	887	887	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	565	565	-	-	-	0.7	0.6	-	1.3	8.4	4.0	0.6	4.7
4/3+4/4	705	705	-	-	-	0.8	0.9	-	1.8 (1.1+0.7)	9.1 (6.9:17.6)	2.5	0.9	3.4
5/1	613	613	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/2	426	426	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/2+6/1	782	782	-	-	-	3.6	2.6	-	6.3 (3.7+2.6)	28.9 (29.2:28.5)	8.5	2.6	11.2
7/1	615	615	-	-	-	3.2	2.2	-	5.3	31.1	9.9	2.2	12.1
7/2	679	679	-	-	-	3.6	3.8	-	7.4	39.5	11.5	3.8	15.3
8/2+8/1	510	510	704	316	0	1.8	1.0	-	2.9 (1.5+1.4)	20.1 (22.9:17.8)	3.9	1.0	4.9

Full Input Data And Results

9/1	548	548	-	-	-	0.0	0.2	-	0.2	1.5	6.0	0.2	6.2
9/2	615	615	-	-	-	3.2	0.9	-	4.1	23.9	8.6	0.9	9.5
9/3+9/4	1206	1206	-	-	-	4.1	1.2	-	5.3 (2.1+3.2)	15.8 (11.7:20.9)	21.1	1.2	22.3
10/1	757	757	-	-	-	0.0	0.3	-	0.3	1.6	8.4	0.3	8.8
10/2	849	849	-	-	-	0.0	0.4	-	0.4	1.7	1.6	0.4	2.0
10/3+10/4	997	997	-	-	-	0.0	0.5	-	0.5 (0.4+0.1)	1.9 (1.9:1.9)	0.0	0.5	0.5
11/1	548	548	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/1	757	757	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	849	849	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/1	644	644	-	-	-	0.0	0.3	-	0.3	1.4	0.6	0.3	0.8
13/2	771	771	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/3	876	876	-	-	-	0.1	0.4	-	0.5	2.1	9.8	0.4	10.3
14/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	485	485	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
16/2	519	519	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/1	968	968	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
17/2	71	71	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
18/1	800	800	-	-	-	1.1	2.2	-	3.3	14.7	5.3	2.2	7.4
18/2	197	197	-	-	-	0.6	0.1	-	0.7	12.5	3.3	0.1	3.4
J4: A27 West End Road/Site Access	**-**	**-**	**40**	**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	548	548	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/1	782	782	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	37	37	37	0	0	0.0	0.1	-	0.1	5.6	0.0	0.1	0.1
6/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-8.3	Total Delay for Signalled Lanes (pcuHr):	32.41	Cycle Time (s):	178
C2	Stream: 1	PRC for Signalled Lanes (%):	5.9	Total Delay for Signalled Lanes (pcuHr):	18.85	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	14.4	Total Delay for Signalled Lanes (pcuHr):	17.88	Cycle Time (s):	65
C3	Stream: 2	PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	17.12	Cycle Time (s):	65
C4		PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	15.67	Cycle Time (s):	65
C5		PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	16.72	Cycle Time (s):	65
		PRC Over All Lanes (%):	-8.3	Total Delay Over All Lanes(pcuHr):	128.82		