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

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Appendix N

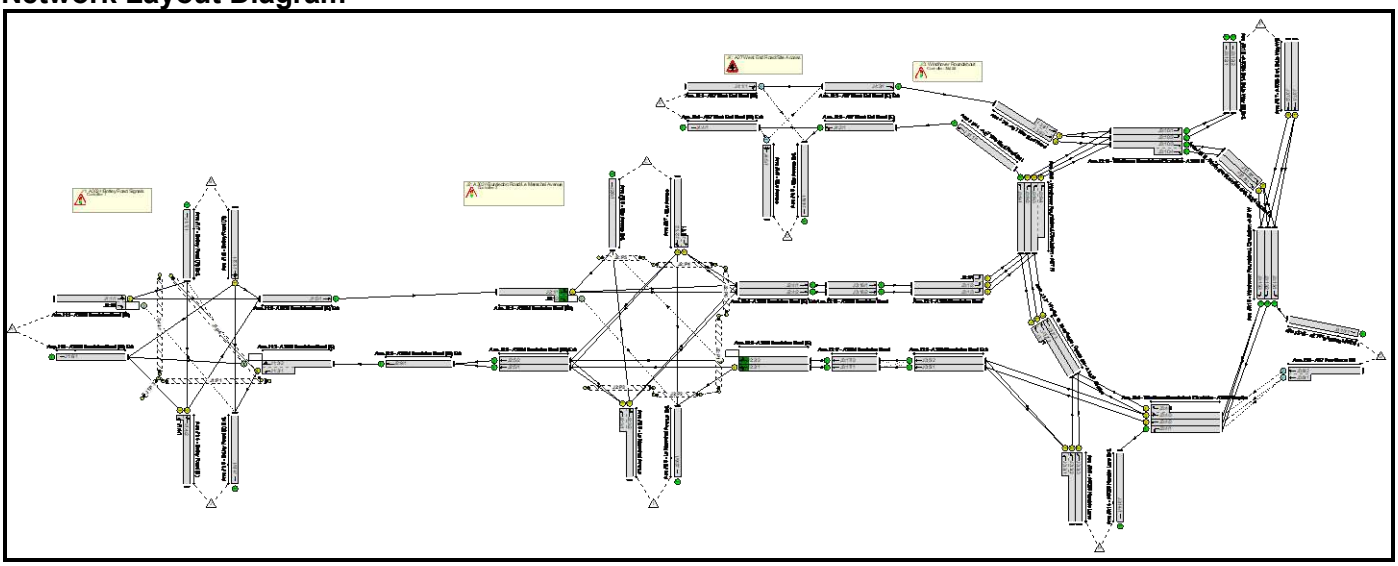
LinSig Output – Proposed Mitigation Scheme – Give Way Right Turn Phase

Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	M01c - whburs - Linked Linsig with development with mitigation 2026-09-09.lsg3x
Author:	
Company:	
Address:	

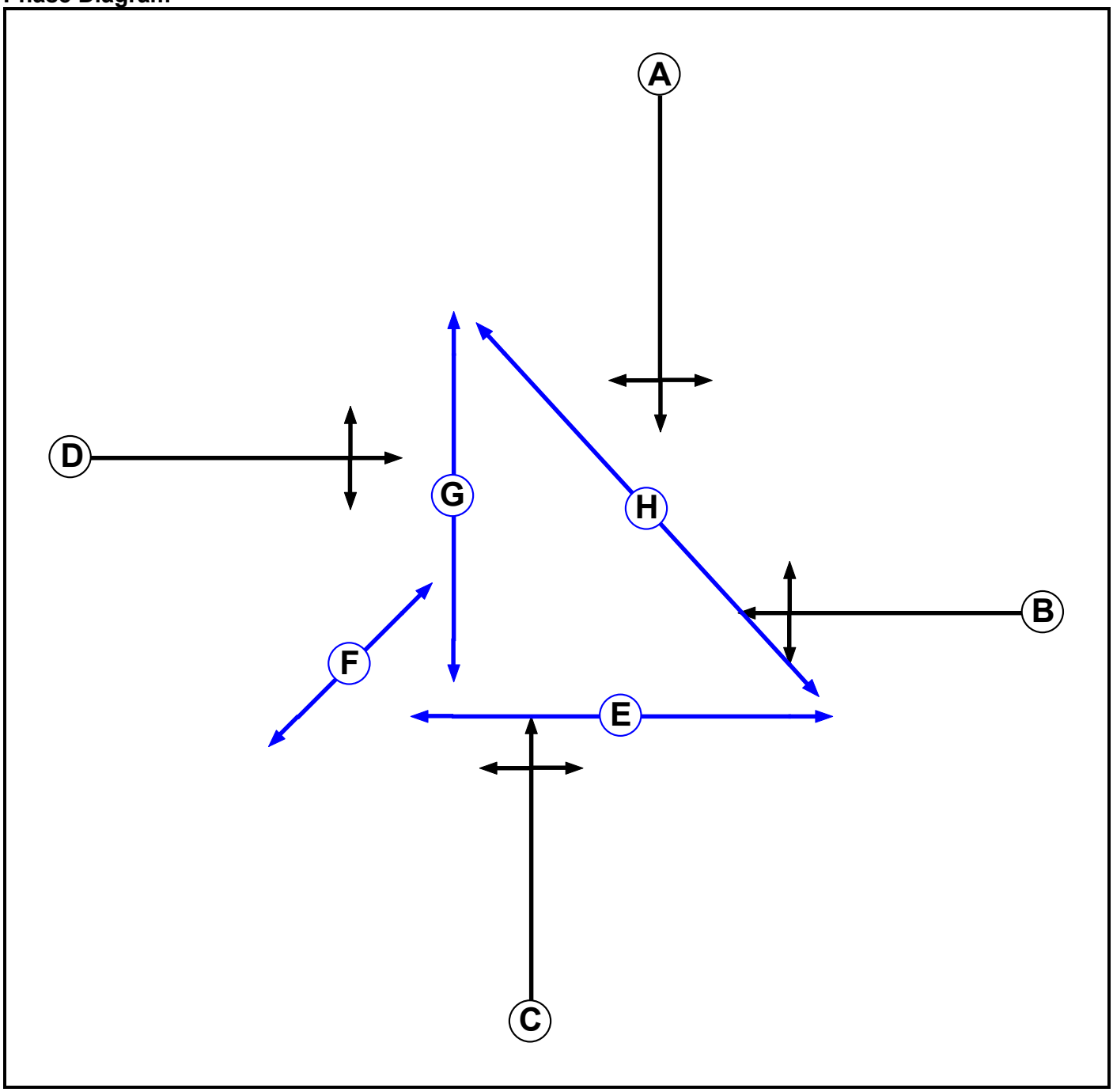
Network Layout Diagram



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

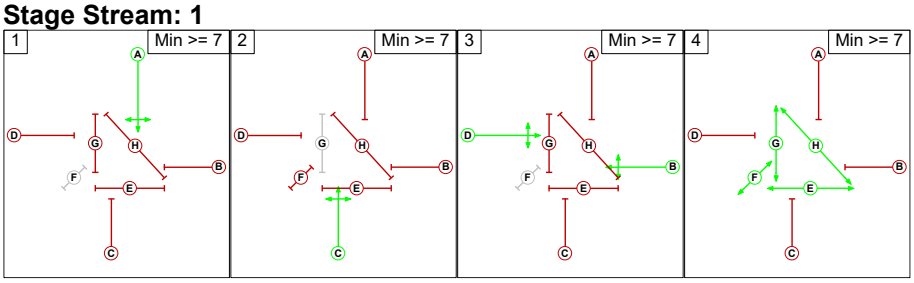
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		5	5	6	8	-	8	7
B	6		8	-	8	-	8	-
C	7	5		5	5	5	-	7
D	7	-	5		7	-	5	6
E	5	5	5	5		-	-	-
F	-	-	5	-	-		-	-
G	5	5	-	5	-	-		-
H	6	-	6	6	-	-	-	

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

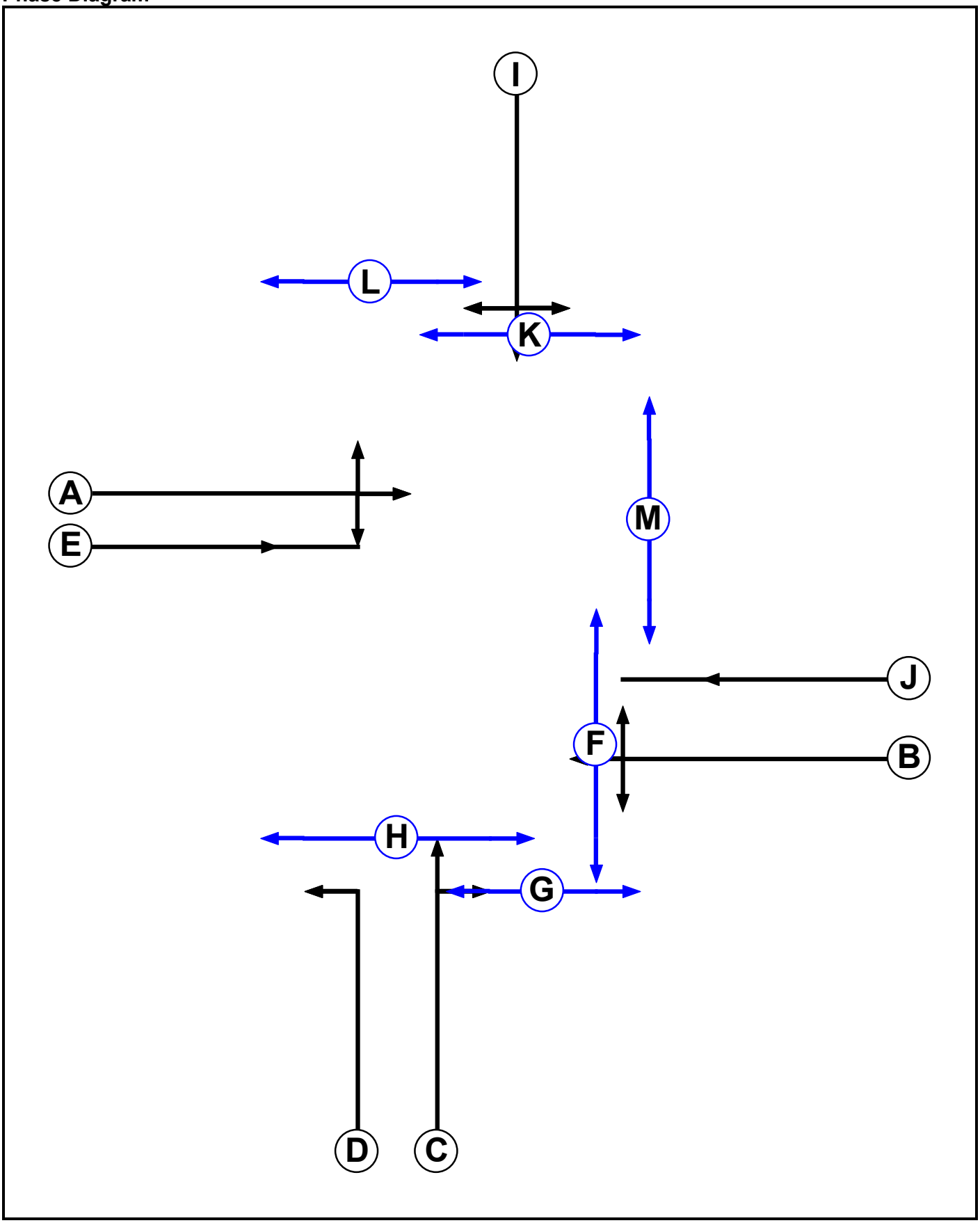
Stage Stream: 1

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

Phase Intergreens Matrix

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

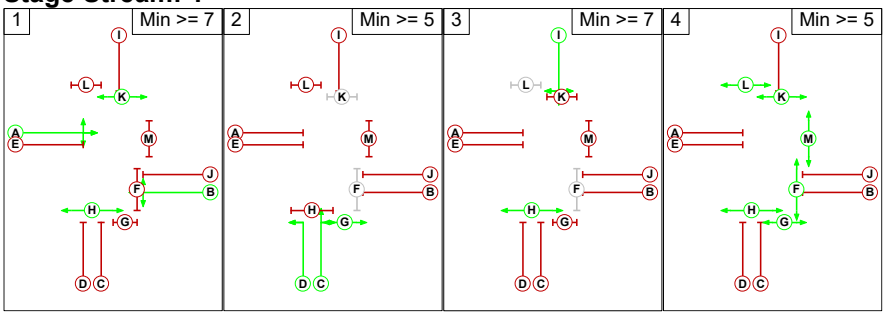
Phases in Stage

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

Full Input Data And Results

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

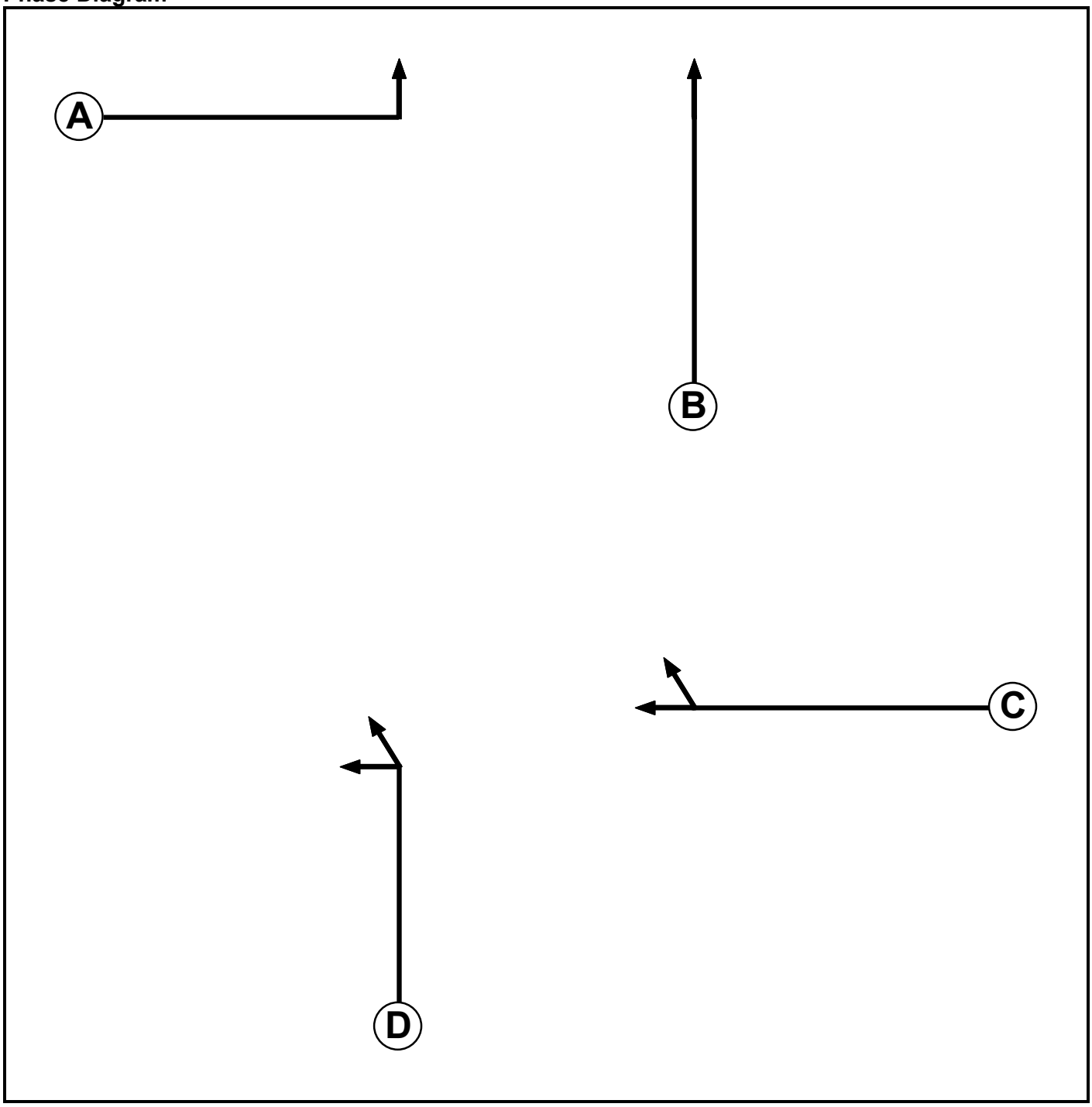
Stage Stream: 1

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

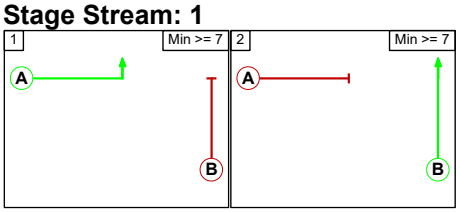
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

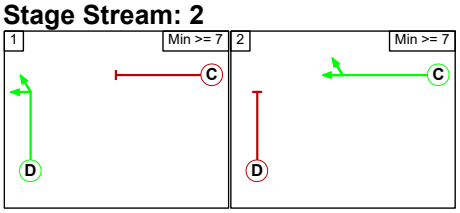
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

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

	To Stage		
From Stage		1	2
	1		6
	2	6	

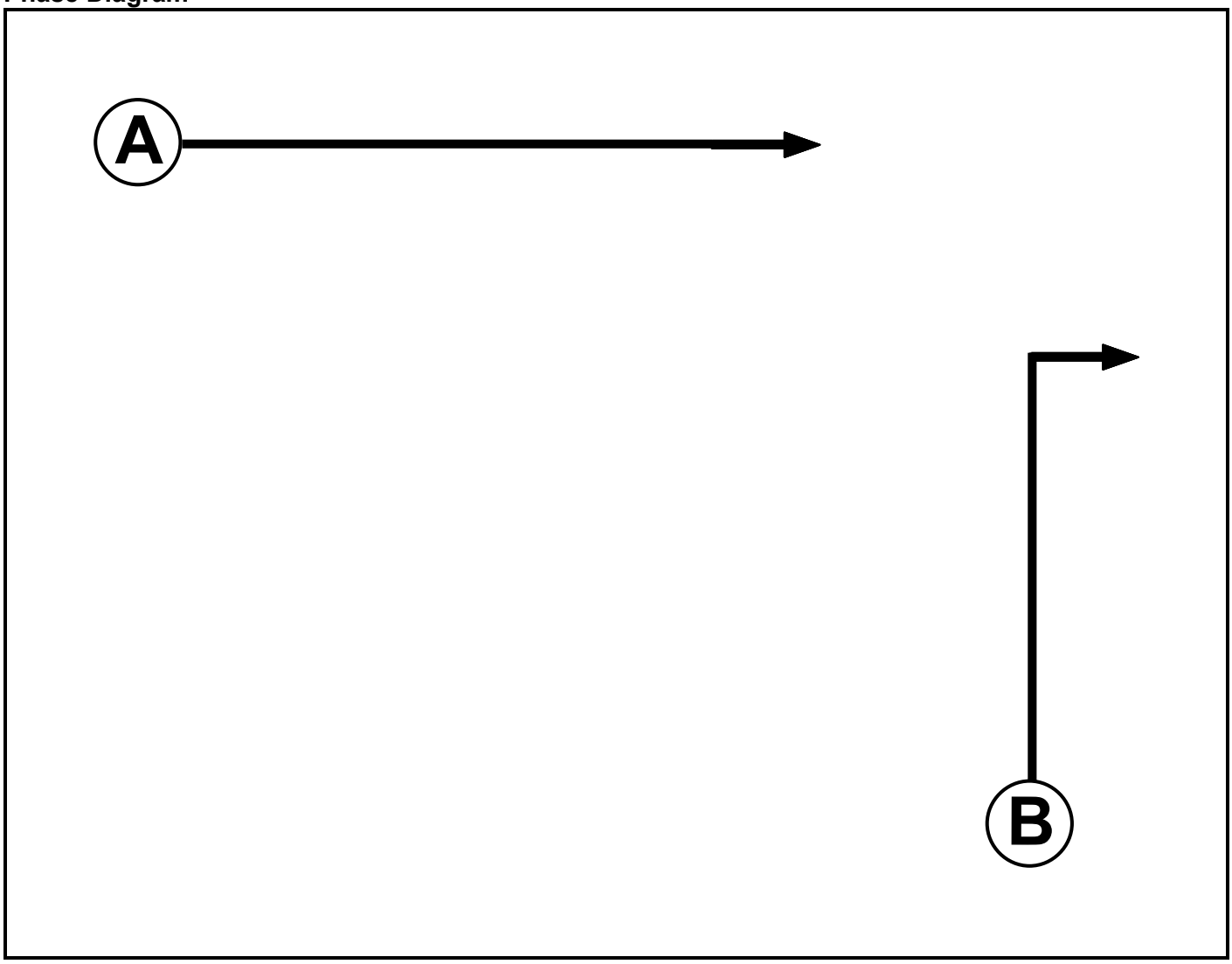
Full Input Data And Results

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

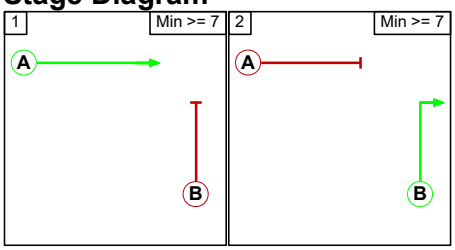
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		6
	B	6	

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					

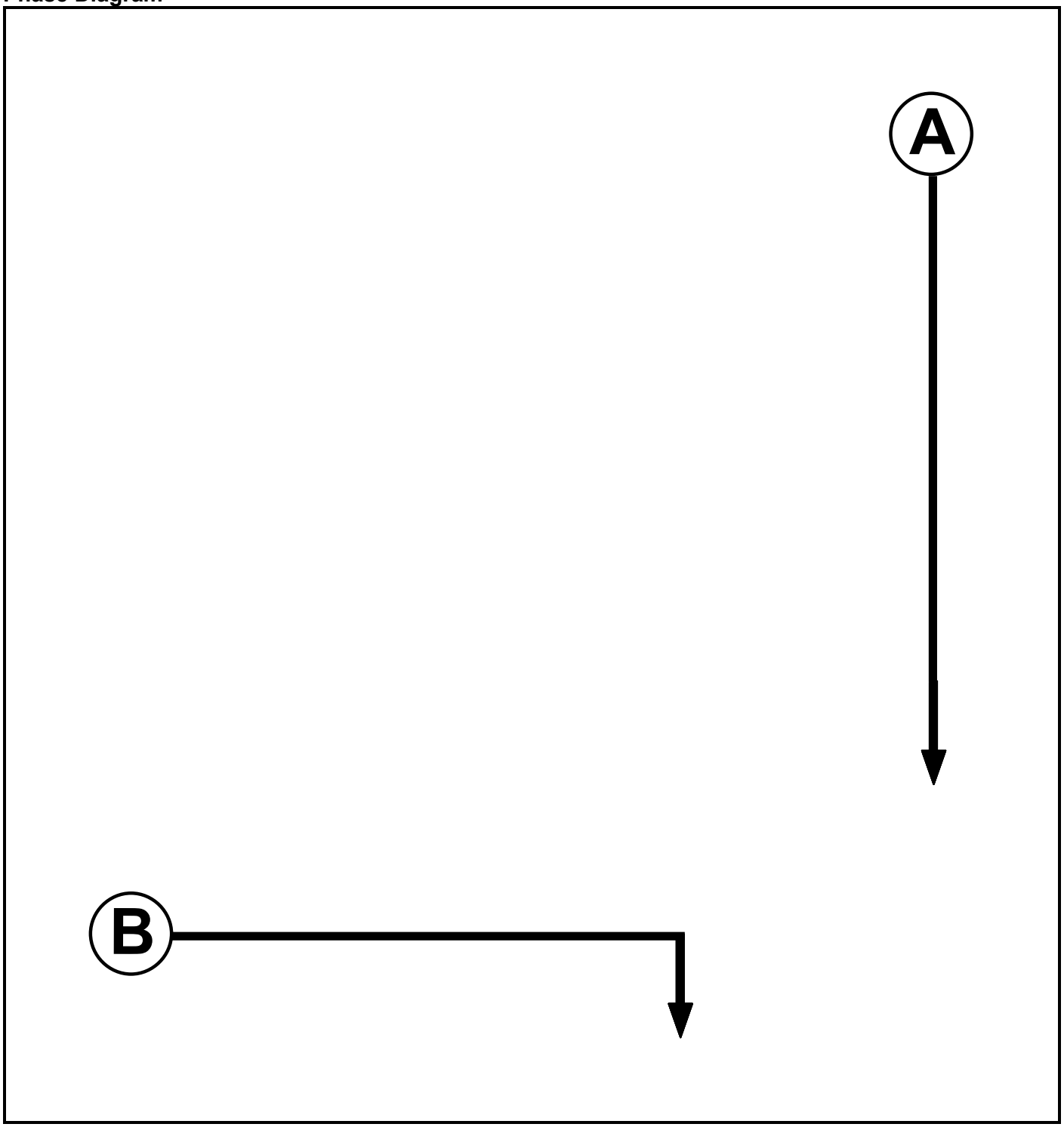
Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		6
	2	6	

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

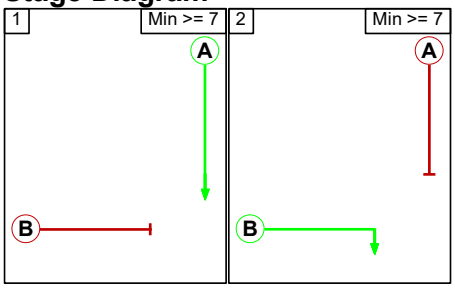
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		6
	B	6	

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		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
J2:2/2 (A3024 Bursledon Road (E))	J2:8/1 (Right)	1439	0	J2:1/1	1.09	All	3.00	3.00	0.50	3	3.00

Junction: J3: Windhover Roundabout											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J3:8/1 (A27 Providence Hill)	J3:4/1 (Ahead)	1004	0	J3:13/2	0.70	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))	O	A	2	3	3.0	Geom	-	3.25	0.00	Y	Arm J2:6 Right	21.10
J2:2/1 (A3024 Bursledon Road (E))	U	B	2	3	5.2	User	1782	-	-	-	-	-
J2:2/2 (A3024 Bursledon Road (E))	O	B	2	3	5.2	Geom	-	3.00	0.00	Y	Arm J2:5 Ahead	Inf
											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
J2:5/2 (A3024 Bursledon Road (W) Exit)	U		2	3	3.0	Geom	-	3.00	0.00	Y	Arm J2:9 Ahead	Inf
J2:6/1 (Le Marechal Avenue Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Site Access)	U	I	2	3	2.7	Geom	-	3.25	0.00	Y	Arm J2:4 Left	13.10
J2:7/2 (Site Access)	U	I	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Right	26.30
											Arm J2:6 Ahead	Inf

Full Input Data And Results

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

Full Input Data And Results

Junction: J3: Windhover Roundabout												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (A3024 Bursledon Road)	U	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	447
J2:2/2	370
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	674
J2:4/2	582
J2:5/1	429
J2:5/2	341
J2:6/1	39
J2:7/1 (short)	44
J2:7/2 (with short)	45(In) 1(Out)
J2:8/1	47
J2:9/1	770
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	312
J3:1/2 (with short)	674(In) 362(Out)
J3:1/3	582
J3:2/1 (short)	674

Full Input Data And Results

J3:2/2 (with short)	942(In) 268(Out)
J3:2/3	771
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	530
J3:4/3 (with short)	708(In) 554(Out)
J3:4/4 (short)	154
J3:5/1	545
J3:5/2	272
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)	386
J3:8/2 (with short)	688(In) 302(Out)
J3:9/1	986
J3:9/2	630
J3:9/3 (with short)	1353(In) 903(Out)
J3:9/4 (short)	450
J3:10/1	797
J3:10/2	1020
J3:10/3 (with short)	682(In) 596(Out)
J3:10/4 (short)	86
J3:11/1	986
J3:12/1	797
J3:12/2	1020
J3:13/1	573
J3:13/2	826
J3:13/3	742
J3:14/1	1018
J3:15/1	573
J3:16/1	674
J3:16/2	582
J3:17/1	447
J3:17/2	370

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

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 J2:5 Ahead	Inf	88.1 %	1897	1897
				Arm J2:8 Right	18.60	11.9 %		
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
J2:5/2 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Site Access)	3.25	0.00	Y	Arm J2:4 Left	13.10	100.0 %	1741	1741
J2:7/2 (Site Access)	3.25	0.00	Y	Arm J2:5 Right	26.30	100.0 %	1835	1835
				Arm J2:6 Ahead	Inf	0.0 %		
J2:8/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915

Full Input Data And Results

Junction: J3: Windhover Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	60.5 %	1943	1943
				Arm J3:5 Ahead	35.00	39.5 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	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	752
J2:2/2	113
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	717
J2:4/2	647
J2:5/1	738
J2:5/2	46
J2:6/1	39
J2:7/1 (short)	151
J2:7/2 (with short)	161(In) 10(Out)
J2:8/1	93
J2:9/1	784
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	320
J3:1/2 (with short)	717(In) 397(Out)
J3:1/3	647
J3:2/1 (short)	680

Full Input Data And Results

J3:2/2 (with short)	947(In) 267(Out)
J3:2/3	772
J3:3/1 (short)	69
J3:3/2 (with short)	677(In) 608(Out)
J3:3/3	617
J3:4/1	1033
J3:4/2	556
J3:4/3 (with short)	734(In) 579(Out)
J3:4/4 (short)	155
J3:5/1	559
J3:5/2	306
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)	372
J3:8/2 (with short)	691(In) 319(Out)
J3:9/1	1000
J3:9/2	664
J3:9/3 (with short)	1419(In) 957(Out)
J3:9/4 (short)	462
J3:10/1	845
J3:10/2	1076
J3:10/3 (with short)	712(In) 619(Out)
J3:10/4 (short)	93
J3:11/1	1000
J3:12/1	845
J3:12/2	1076
J3:13/1	581
J3:13/2	841
J3:13/3	791
J3:14/1	1033
J3:15/1	581
J3:16/1	717
J3:16/2	647
J3:17/1	752
J3:17/2	113

Full Input Data And Results

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

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 J2:5 Ahead	Inf	23.0 %	1803	1803
				Arm J2:8 Right	18.60	77.0 %		
J2:3/1 (Le Marechal Avenue)	3.55	0.00	Y	Arm J2:5 Left	22.70	100.0 %	1848	1848
J2:3/2 (Le Marechal Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1846	1846
J2:4/1 (A3024 Bursledon Road (E) Exit 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
J2:5/2 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Site Access)	3.25	0.00	Y	Arm J2:4 Left	13.10	100.0 %	1741	1741
J2:7/2 (Site Access)	3.25	0.00	Y	Arm J2:5 Right	26.30	100.0 %	1835	1835
				Arm J2:6 Ahead	Inf	0.0 %		
J2:8/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915

Full Input Data And Results

Junction: J3: Windhover Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	58.5 %	1942	1942
				Arm J3:5 Ahead	35.00	41.5 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	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	483
J2:2/2	522
J2:3/1 (short)	18
J2:3/2 (with short)	57(In) 39(Out)
J2:4/1	406
J2:4/2	532
J2:5/1	392
J2:5/2	483
J2:6/1	142
J2:7/1 (short)	48
J2:7/2 (with short)	51(In) 3(Out)
J2:8/1	49
J2:9/1	875
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	136
J3:1/2 (with short)	406(In) 270(Out)
J3:1/3	532
J3:2/1 (short)	390

Full Input Data And Results

J3:2/2 (with short)	679(In) 289(Out)
J3:2/3	672
J3:3/1 (short)	110
J3:3/2 (with short)	599(In) 489(Out)
J3:3/3	531
J3:4/1	877
J3:4/2	573
J3:4/3 (with short)	653(In) 512(Out)
J3:4/4 (short)	141
J3:5/1	609
J3:5/2	396
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)	274
J3:8/2 (with short)	503(In) 229(Out)
J3:9/1	526
J3:9/2	559
J3:9/3 (with short)	1204(In) 678(Out)
J3:9/4 (short)	526
J3:10/1	700
J3:10/2	855
J3:10/3 (with short)	966(In) 784(Out)
J3:10/4 (short)	182
J3:11/1	526
J3:12/1	700
J3:12/2	855
J3:13/1	638
J3:13/2	761
J3:13/3	839
J3:14/1	877
J3:15/1	638
J3:16/1	406
J3:16/2	532
J3:17/1	483
J3:17/2	522

J3:18/1	784
J3:18/2	182
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 J2:5 Ahead	Inf	90.8 %	1901	1901
				Arm J2:8 Right	18.60	9.2 %		
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
J2:5/2 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Site Access)	3.25	0.00	Y	Arm J2:4 Left	13.10	100.0 %	1741	1741
J2:7/2 (Site Access)	3.25	0.00	Y	Arm J2:5 Right	26.30	100.0 %	1835	1835
				Arm J2:6 Ahead	Inf	0.0 %		
J2:8/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915

Full Input Data And Results

Junction: J3: Windhover Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	37.1 %	1924	1924
				Arm J3:5 Ahead	35.00	62.9 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
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	504
J2:2/2	526
J2:3/1 (short)	18
J2:3/2 (with short)	57(In) 39(Out)
J2:4/1	444
J2:4/2	551
J2:5/1	416
J2:5/2	467
J2:6/1	142
J2:7/1 (short)	102
J2:7/2 (with short)	111(In) 9(Out)
J2:8/1	78
J2:9/1	883
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	144
J3:1/2 (with short)	444(In) 300(Out)
J3:1/3	551
J3:2/1 (short)	404

Full Input Data And Results

J3:2/2 (with short)	691(In) 287(Out)
J3:2/3	674
J3:3/1 (short)	112
J3:3/2 (with short)	603(In) 491(Out)
J3:3/3	531
J3:4/1	887
J3:4/2	588
J3:4/3 (with short)	673(In) 530(Out)
J3:4/4 (short)	143
J3:5/1	622
J3:5/2	408
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)	279
J3:8/2 (with short)	510(In) 231(Out)
J3:9/1	548
J3:9/2	587
J3:9/3 (with short)	1225(In) 690(Out)
J3:9/4 (short)	535
J3:10/1	720
J3:10/2	886
J3:10/3 (with short)	988(In) 800(Out)
J3:10/4 (short)	188
J3:11/1	548
J3:12/1	720
J3:12/2	886
J3:13/1	644
J3:13/2	771
J3:13/3	867
J3:14/1	887
J3:15/1	644
J3:16/1	444
J3:16/2	551
J3:17/1	504
J3:17/2	526

J3:18/1	800
J3:18/2	188
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 J2:5 Ahead	Inf	86.5 %	1894	1894
				Arm J2:8 Right	18.60	13.5 %		
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
J2:5/2 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J2:9 Ahead	Inf	100.0 %	1915	1915
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Site Access)	3.25	0.00	Y	Arm J2:4 Left	13.10	100.0 %	1741	1741
J2:7/2 (Site Access)	3.25	0.00	Y	Arm J2:5 Right	26.30	100.0 %	1835	1835
				Arm J2:6 Ahead	Inf	0.0 %		
J2:8/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:9/1 (A3024 Bursledon Road (W) Exit)	3.00	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1915	1915

Full Input Data And Results

Junction: J3: Windhover Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	37.7 %	1925	1925
				Arm J3:5 Ahead	35.00	62.3 %		
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

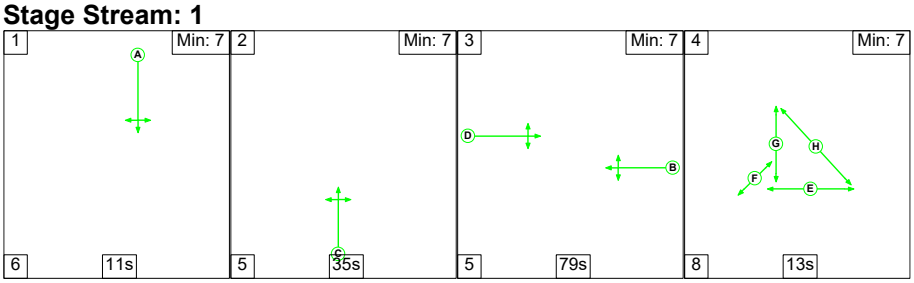
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910

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



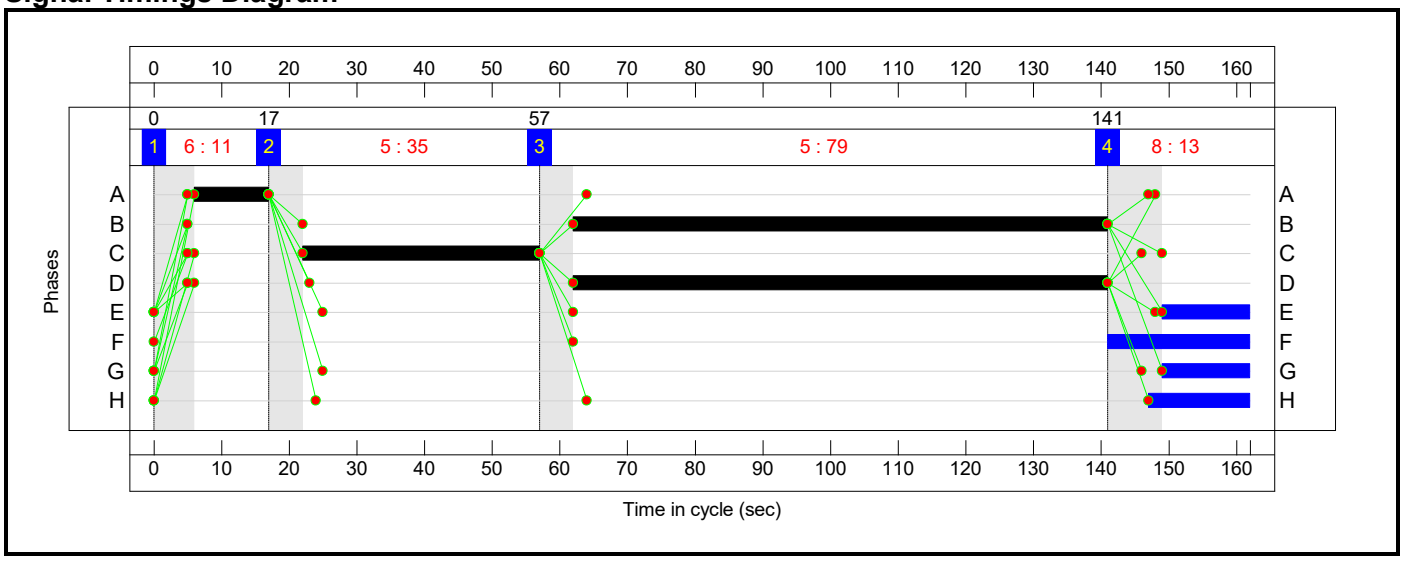
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	11	35	79	13
Change Point	0	17	57	141

Full Input Data And Results

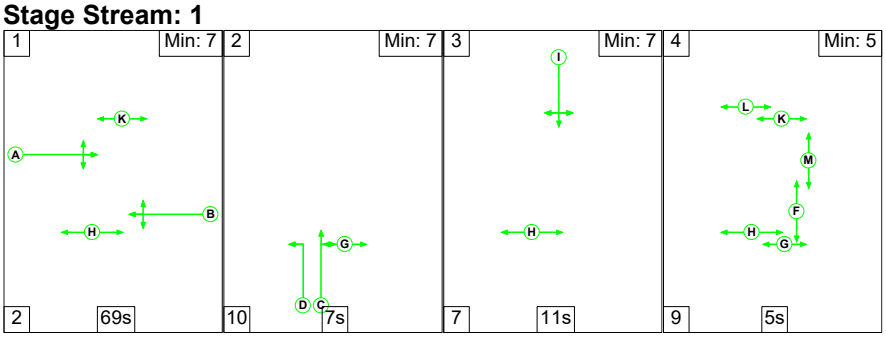
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



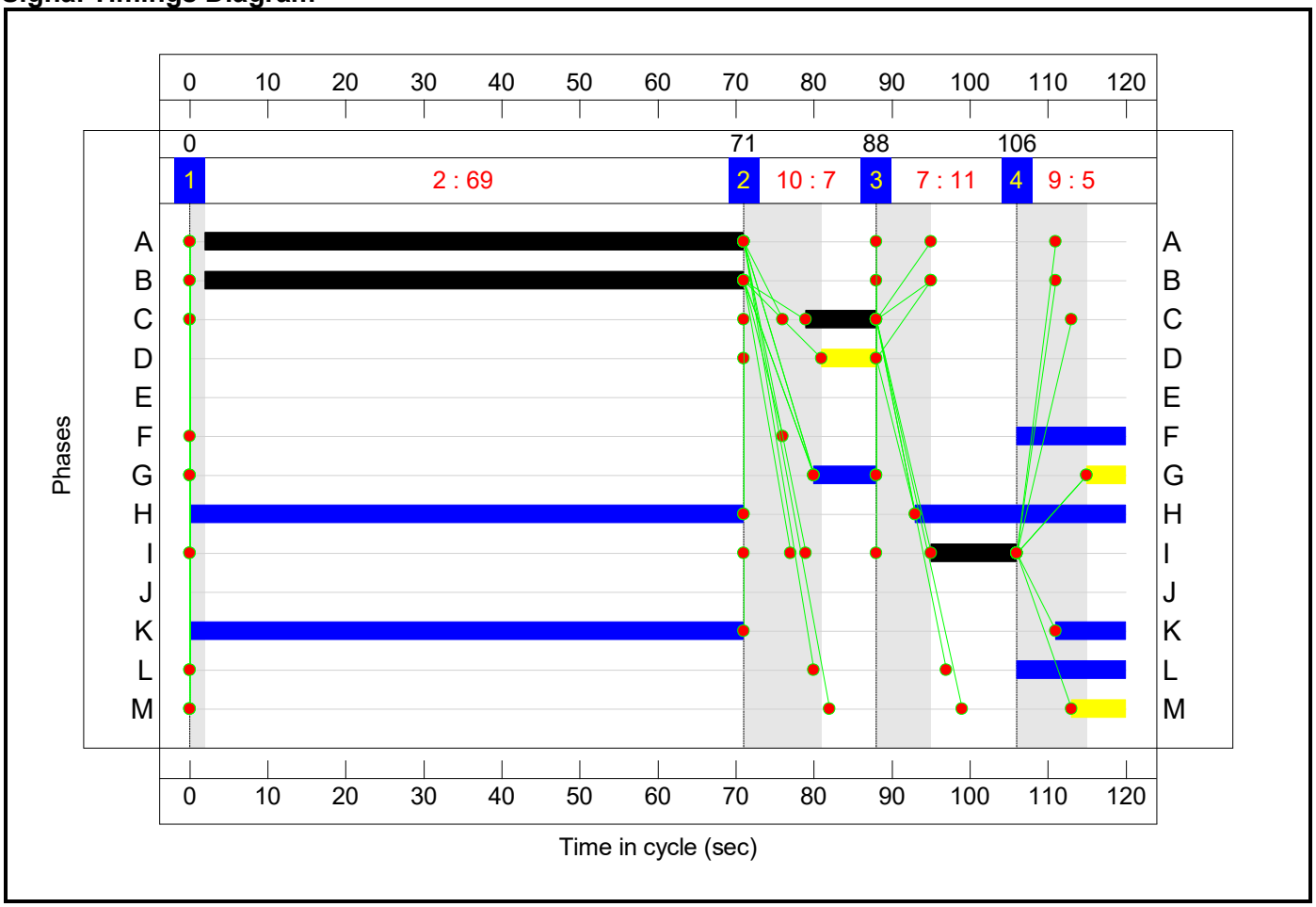
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	69	7	11	5
Change Point	0	71	88	106

Full Input Data And Results

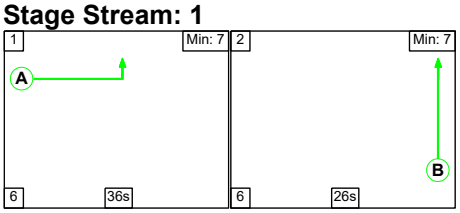
Signal Timings Diagram



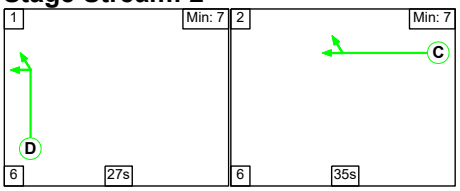
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

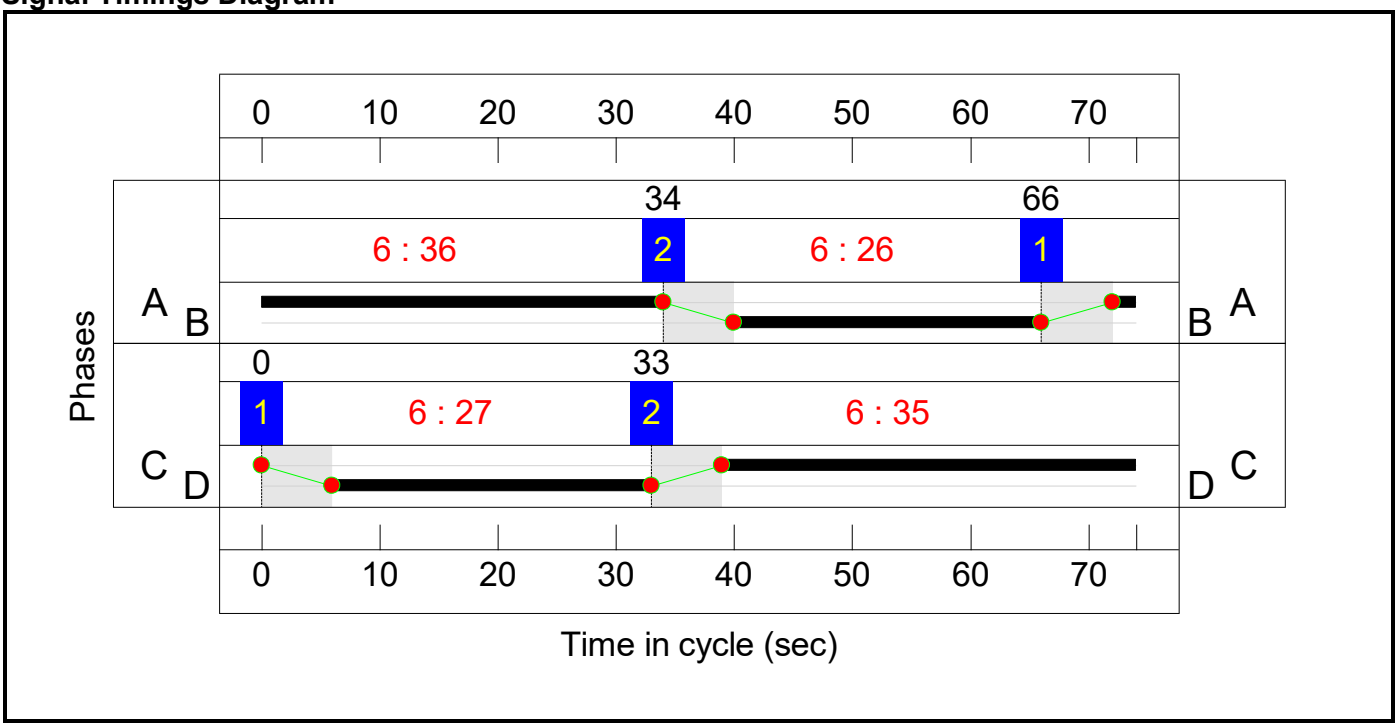
Stage	1	2
Duration	36	26
Change Point	66	34

Full Input Data And Results

Stage Stream: 2

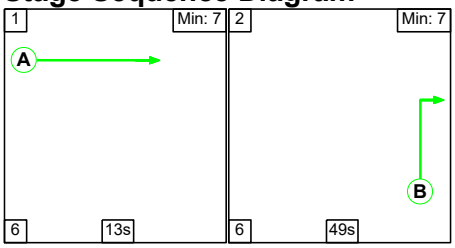
Stage	1	2
Duration	27	35
Change Point	0	33

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

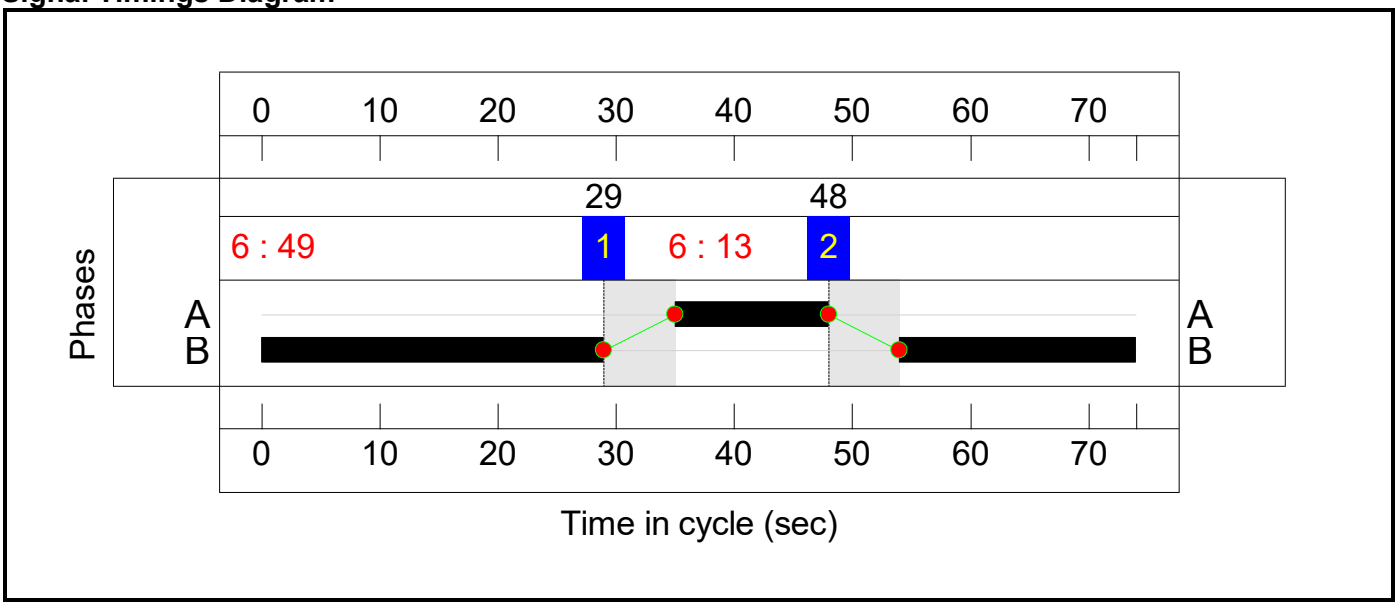


Stage Timings

Stage	1	2
Duration	13	49
Change Point	29	48

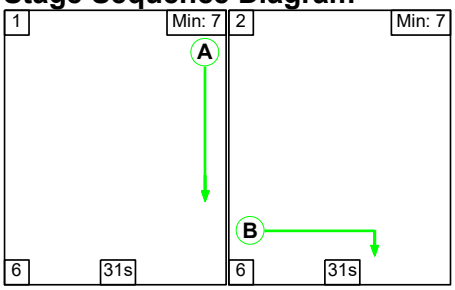
Full Input Data And Results

Signal Timings Diagram



Controller :C5

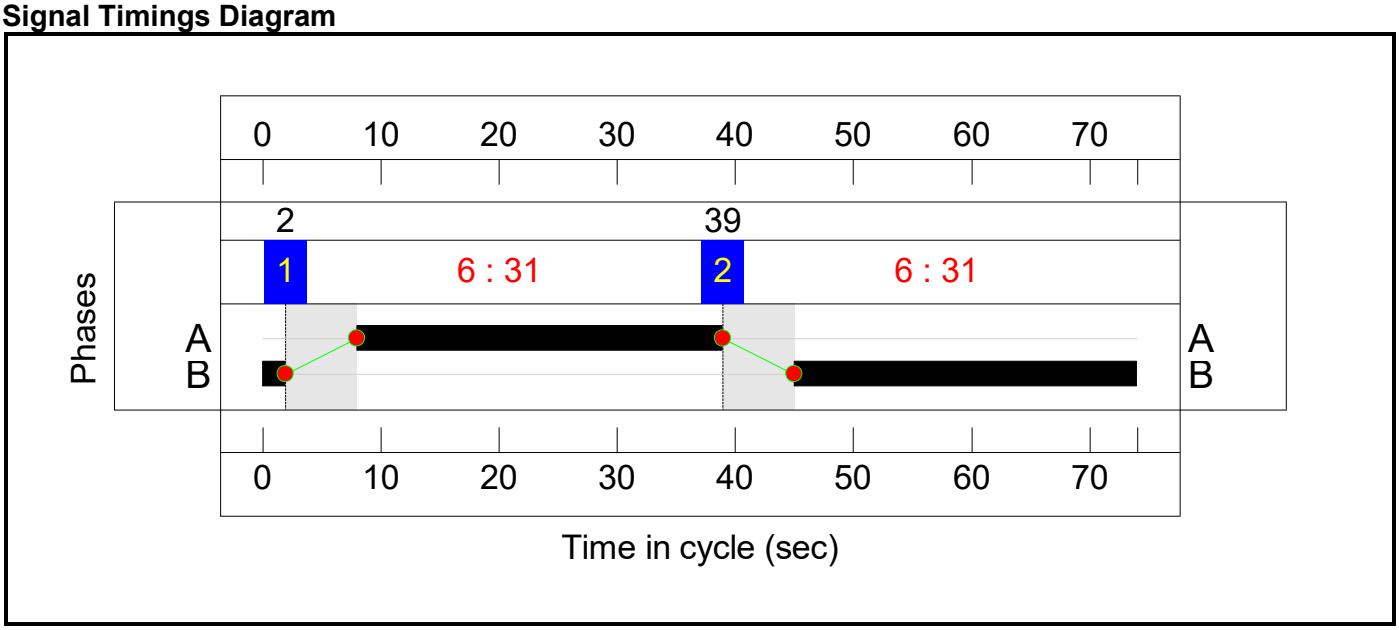
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	31	31
Change Point	2	39

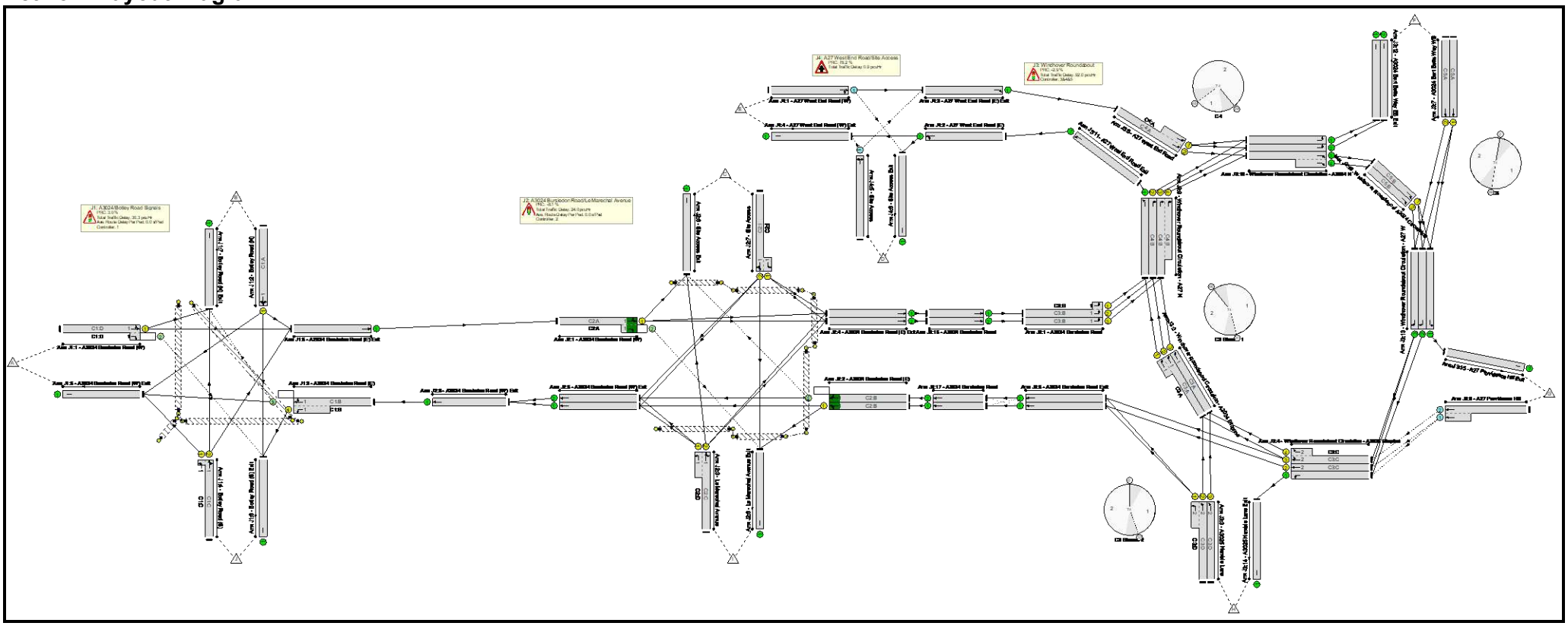
Signal Timings Diagram



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	79	-	649	1782:1761	873+8	73.7 : 73.7%
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	79	-	770	1799:1821	666+294	80.2 : 80.2%
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	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.3%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U+O	2:1	N/A	C2:A		1	69	-	1074	1815:1811	1159+5	92.2 : 92.2%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	69	-	447	1782	1143	39.1%
2/2	A3024 Bursledon Road (E) Ahead Right	O	2:1	N/A	C2:B		1	69	-	370	1897	892	41.5%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:C C2:D		1	9:7	-	176	1846:1848	150+31	97.3 : 97.3%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	429	1915	1915	22.4%
5/2	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	341	1915	1915	17.8%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
7/2+7/1	Site Access Left Right Ahead	U	2:1	N/A	C2:I		1	11	-	45	1835:1741	4+174	25.3 : 25.3%
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	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		2	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	98	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	80	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	14	-	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.6%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	26	-	674	1789:1860	401+346	90.2 : 90.2%

Full Input Data And Results

1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	26	-	582	1865	680	85.5%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	36	-	942	1971:1960	300+754	89.4 : 89.4%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	36	-	771	1965	982	78.5%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	27	-	675	1880:1930	656+73	92.6 : 92.6%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	27	-	617	1879	711	86.8%
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	35	-	530	1919	934	56.8%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	35	-	708	1943:1898	787+219	70.4 : 70.4%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	545	1940	1940	28.1%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	272	1940	1940	14.0%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C4:A		1	13	-	516	1938:1938	258+315	90.1 : 90.1%
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	-	656	2060	891	73.6%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	688	1886:1884	351+425	86.1 : 90.8%

Full Input Data And Results

9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	986	1898	1898	51.9%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	49	-	630	1887	1275	49.4%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	49	-	1353	1872:1848	1113+555	81.1 : 81.1%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	797	1898	1898	42.0%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1020	1940	1940	52.6%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	682	1940:1940	1695+245	35.2 : 35.2%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	986	1985	1985	49.7%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	797	1972	1972	40.4%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1020	1972	1972	51.7%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	573	1929	1929	29.7%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	826	1917	1917	43.1%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	742	1919	1919	38.7%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%

Full Input Data And Results

15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	674	1915	1915	35.2%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	582	1915	1915	30.4%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	447	1940	1940	23.0%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	370	1915	1915	19.3%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	31	-	596	1933	836	71.3%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	31	-	86	1910	826	10.4%
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	**-**	**-**	**1061**	**388**	**12**	**78.3**	**68.2**	**0.7**	**147.2**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**27**	**0**	**0**	**20.9**	**9.2**	**0.1**	**30.3**	**-**	**-**	**-**	**-**
1/1+1/2	649	649	6	0	0	5.9	1.4	0.0	7.3 (7.2+0.1)	40.4 (40.3:59.4)	23.1	1.4	24.4
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	6.7	2.0	0.1	8.8 (6.2+2.6)	41.4 (42.0:40.0)	25.1	2.0	27.1
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	**-**	**-**	**37**	**0**	**12**	**11.2**	**12.3**	**0.5**	**24.0**	**-**	**-**	**-**	**-**
1/1+1/2	1074	1074	5	0	0	5.6	5.3	0.0	11.0 (10.9+0.1)	36.7 (36.7:38.2)	31.3	5.3	36.6
2/1	447	447	-	-	-	1.3	0.3	-	1.6	12.9	7.1	0.3	7.4
2/2	370	370	32	0	12	1.0	0.4	0.5	1.9	18.3	5.4	0.4	5.8
3/2+3/1	176	176	-	-	-	2.7	5.5	-	8.2 (6.8+1.4)	167.7 (168.0:166.4)	4.8	5.5	10.4
4/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	429	429	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

Full Input Data And Results

5/2	341	341	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	45	45	-	-	-	0.6	0.2	-	0.8 (0.0+0.8)	63.4 (62.6:63.4)	1.3	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	**-**	**-**	**988**	**388**	**0**	**46.2**	**45.8**	**0.0**	**92.0**	**-**	**-**	**-**	**-**
1/2+1/1	674	674	-	-	-	3.9	4.1	-	8.0 (4.3+3.7)	42.9 (43.0:42.9)	11.2	4.1	15.3
1/3	582	582	-	-	-	3.5	2.8	-	6.3	39.0	11.0	2.8	13.8
2/2+2/1	942	942	-	-	-	2.8	3.9	-	6.8 (1.5+5.3)	25.9 (20.2:28.2)	7.3	3.9	11.2
2/3	771	771	-	-	-	1.4	1.8	-	3.2	14.9	4.1	1.8	5.8
3/2+3/1	675	675	-	-	-	4.0	5.2	-	9.3 (8.4+0.9)	49.5 (49.6:47.7)	12.6	5.2	17.8
3/3	617	617	-	-	-	3.6	3.1	-	6.7	39.3	11.7	3.1	14.7
4/1	1018	1018	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	530	530	-	-	-	2.5	0.7	-	3.2	21.7	9.3	0.7	9.9
4/3+4/4	708	708	-	-	-	3.5	1.2	-	4.7 (3.7+0.9)	23.7 (24.3:21.3)	10.2	1.2	11.4
5/1	545	545	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	272	272	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	516	516	-	-	-	4.0	4.0	-	8.0 (3.6+4.4)	56.0 (55.6:56.3)	6.1	4.0	10.1
7/1	803	803	-	-	-	4.4	4.5	-	8.9	40.1	15.4	4.5	19.9
7/2	656	656	-	-	-	3.2	1.4	-	4.6	25.1	11.1	1.4	12.5

Full Input Data And Results

8/2+8/1	688	688	988	388	0	3.2	3.6	-	6.8 (3.1+3.7)	35.7 (37.0:34.8)	7.3	3.6	10.9
9/1	986	986	-	-	-	0.0	0.5	-	0.6	2.1	6.4	0.5	7.0
9/2	630	630	-	-	-	0.9	0.5	-	1.4	8.1	7.9	0.5	8.4
9/3+9/4	1353	1353	-	-	-	3.4	2.1	-	5.6 (4.3+1.3)	14.8 (17.1:10.1)	22.7	2.1	24.9
10/1	797	797	-	-	-	0.0	0.4	-	0.4	1.7	7.9	0.4	8.3
10/2	1020	1020	-	-	-	0.0	0.6	-	0.6	2.0	0.5	0.6	1.1
10/3+10/4	682	682	-	-	-	0.0	0.3	-	0.3 (0.2+0.0)	1.4 (1.4:1.4)	0.0	0.3	0.3
11/1	986	986	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/1	797	797	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	1020	1020	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
13/1	573	573	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	826	826	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/3	742	742	-	-	-	0.1	0.3	-	0.4	1.8	9.7	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	582	582	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/1	447	447	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
17/2	370	370	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/1	596	596	-	-	-	1.5	1.2	-	2.7	16.6	5.5	1.2	6.7
18/2	86	86	-	-	-	0.1	0.1	-	0.1	4.7	1.4	0.1	1.5
J4: A27 West End Road/Site Access	**-**	**-**	**9**	**0**	**0**	**0.0**	**0.9**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	514	514	3	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	986	986	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
3/1	516	516	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	6	6	6	0	0	0.0	0.0	-	0.0	5.9	0.0	0.0	0.0

Full Input Data And Results

6/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	29.65	Cycle Time (s): 162
C2	Stream: 1	PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	23.43	Cycle Time (s): 120
C3	Stream: 1	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	24.31	Cycle Time (s): 74
C3	Stream: 2	PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	23.85	Cycle Time (s): 74
C4		PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	14.98	Cycle Time (s): 74
C5		PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	16.35	Cycle Time (s): 74
		PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):	147.18	

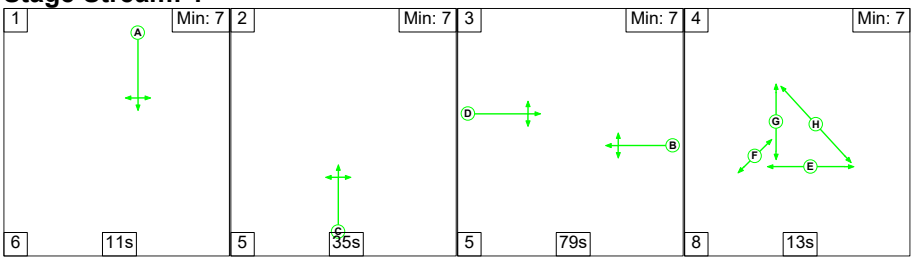
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

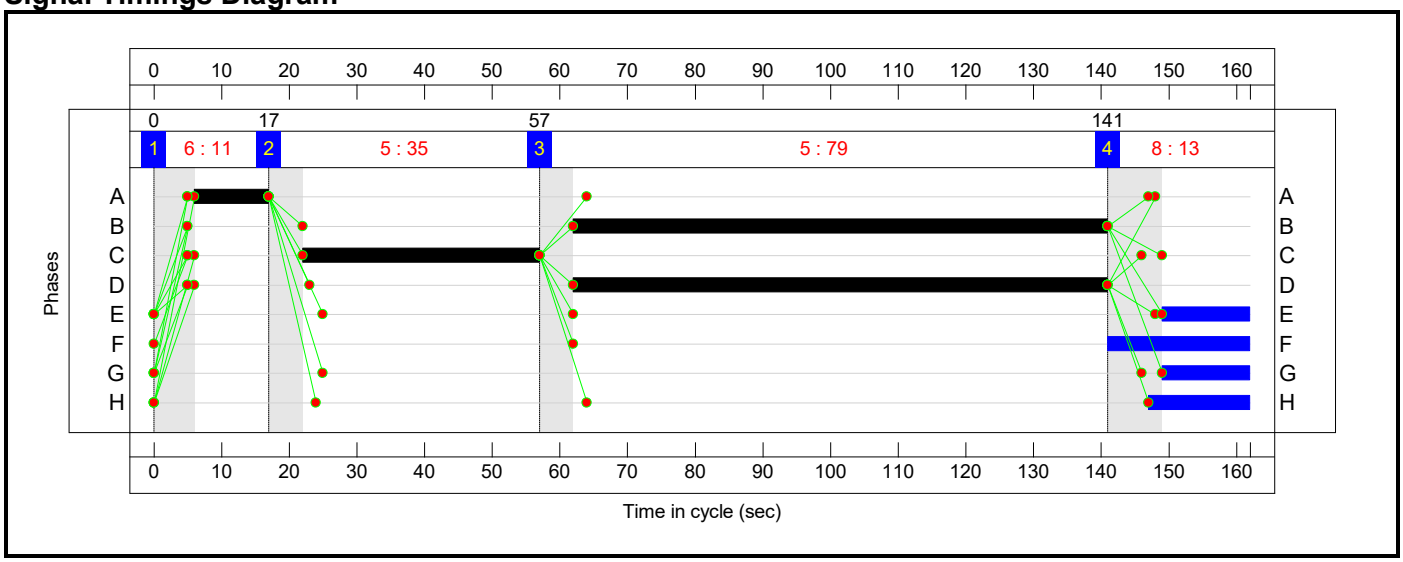


Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	11	35	79	13
Change Point	0	17	57	141

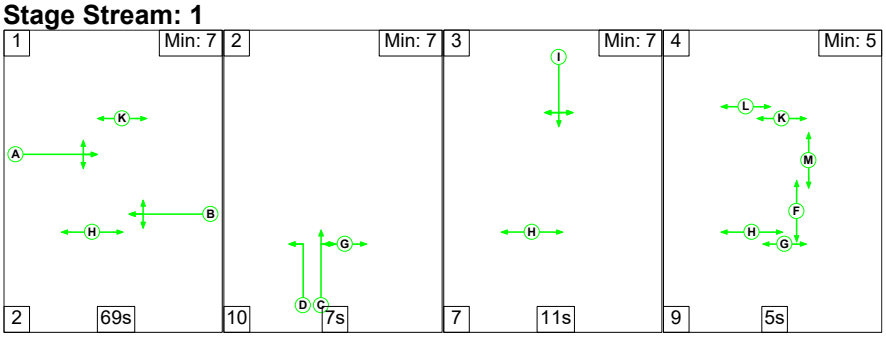
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



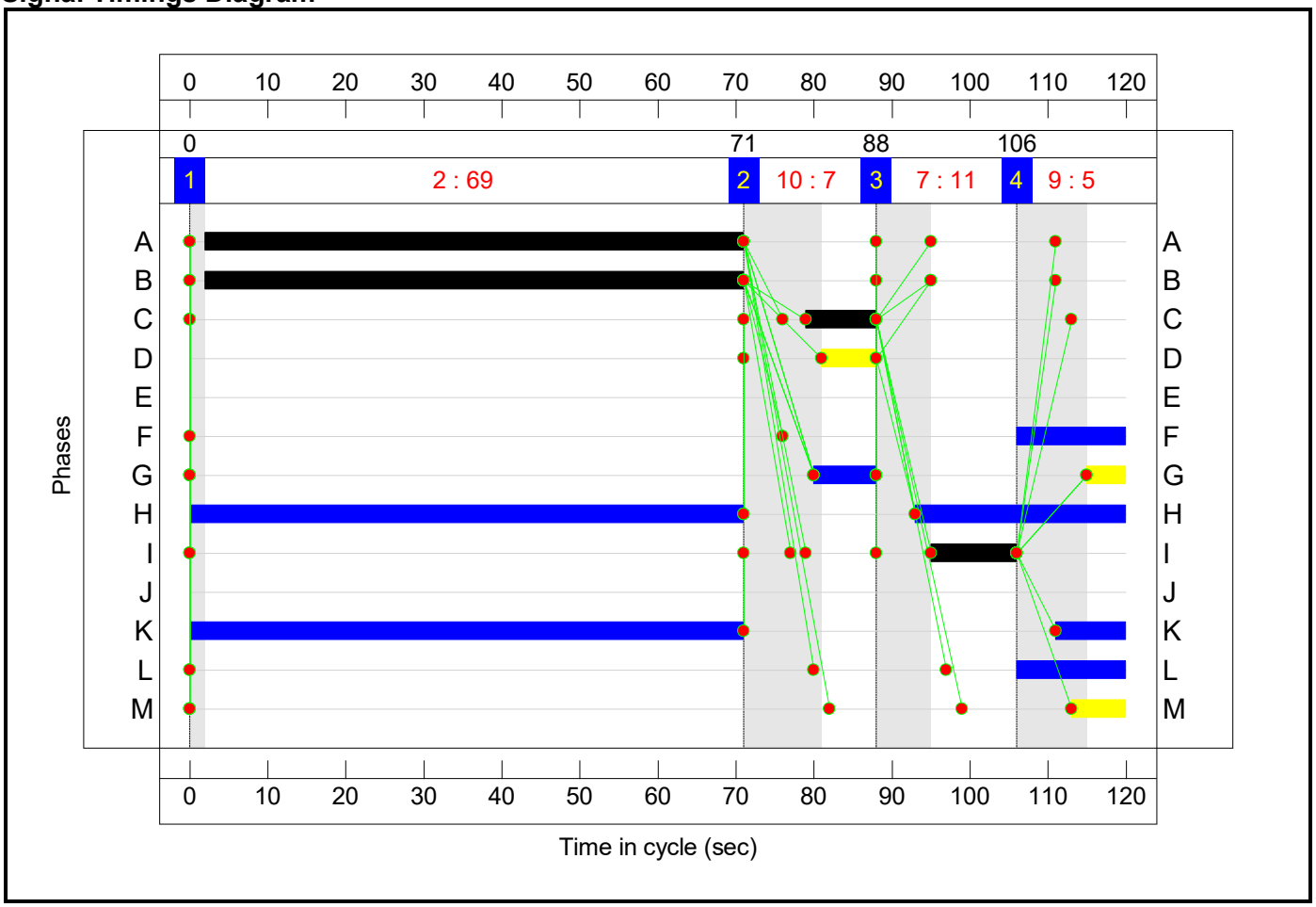
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	69	7	11	5
Change Point	0	71	88	106

Full Input Data And Results

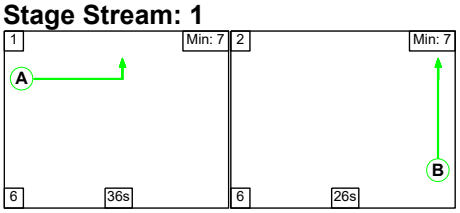
Signal Timings Diagram



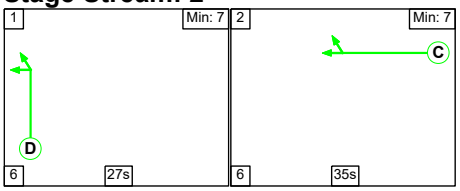
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

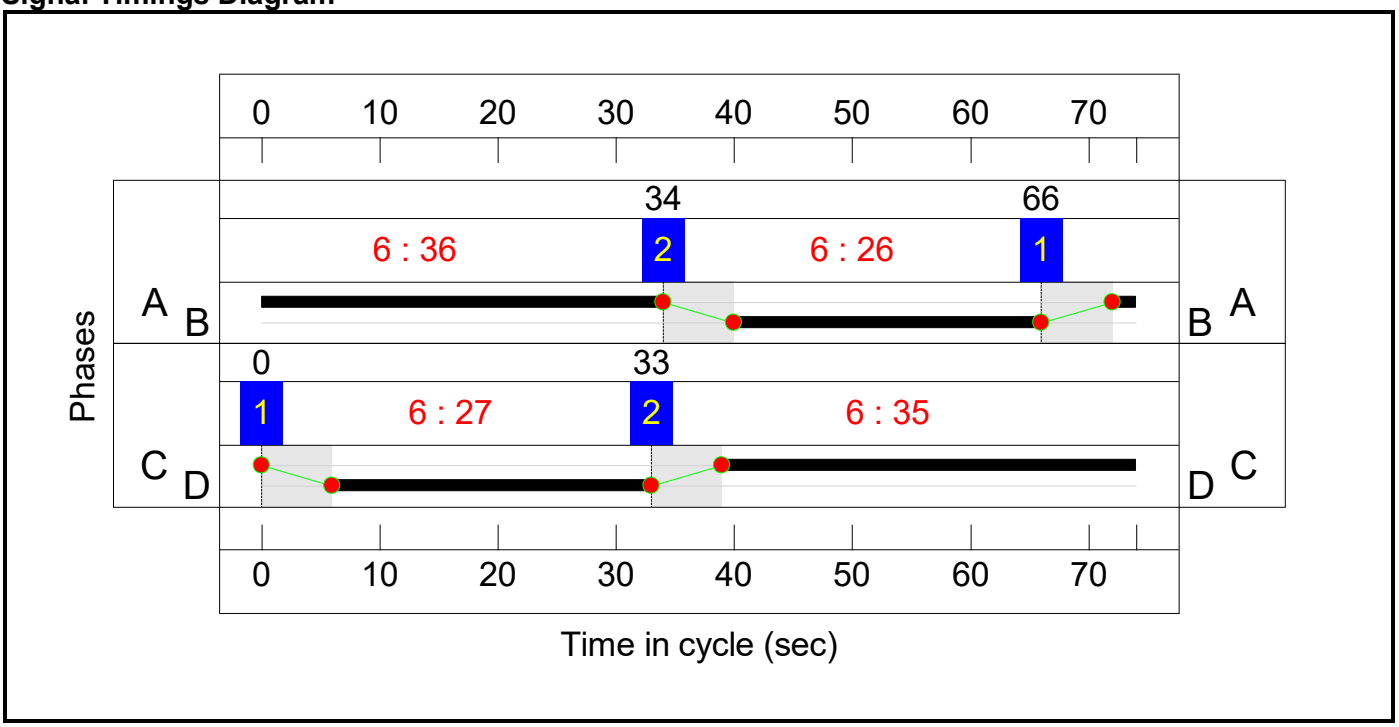
Stage	1	2
Duration	36	26
Change Point	66	34

Full Input Data And Results

Stage Stream: 2

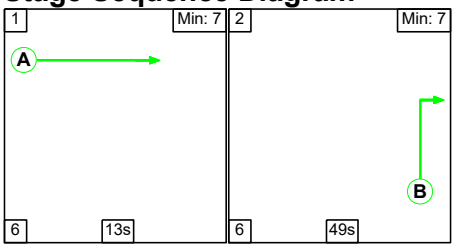
Stage	1	2
Duration	27	35
Change Point	0	33

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

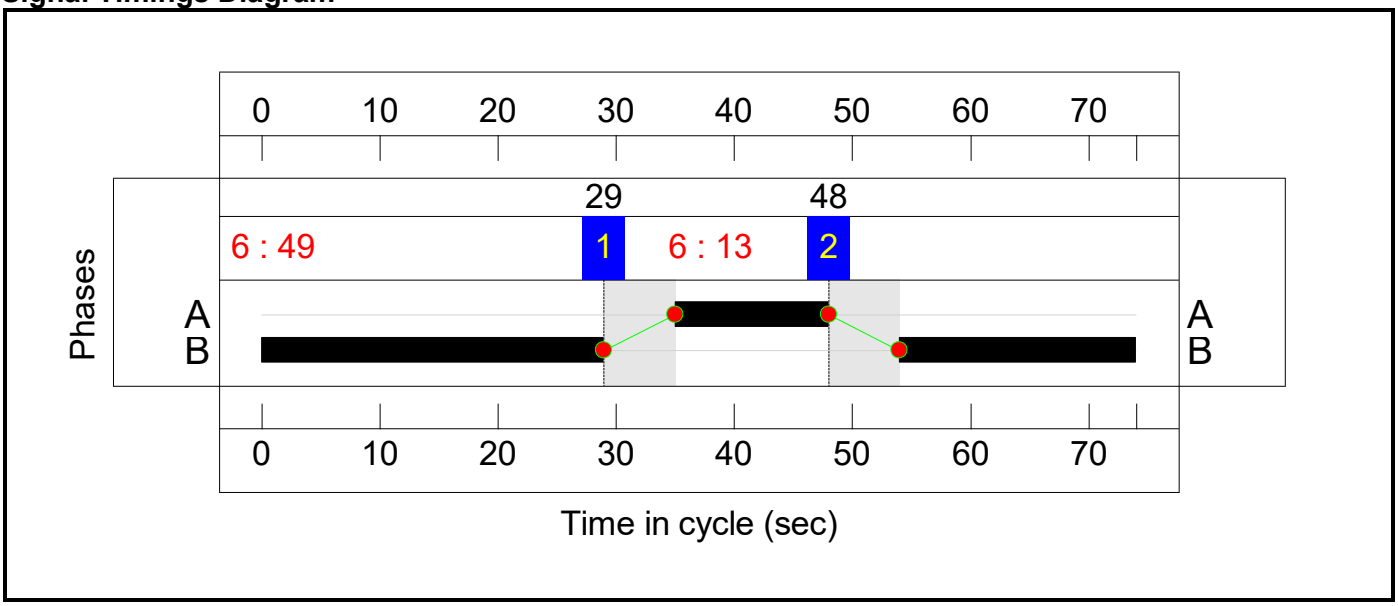


Stage Timings

Stage	1	2
Duration	13	49
Change Point	29	48

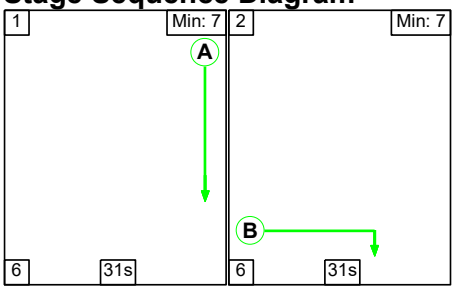
Full Input Data And Results

Signal Timings Diagram



Controller :C5

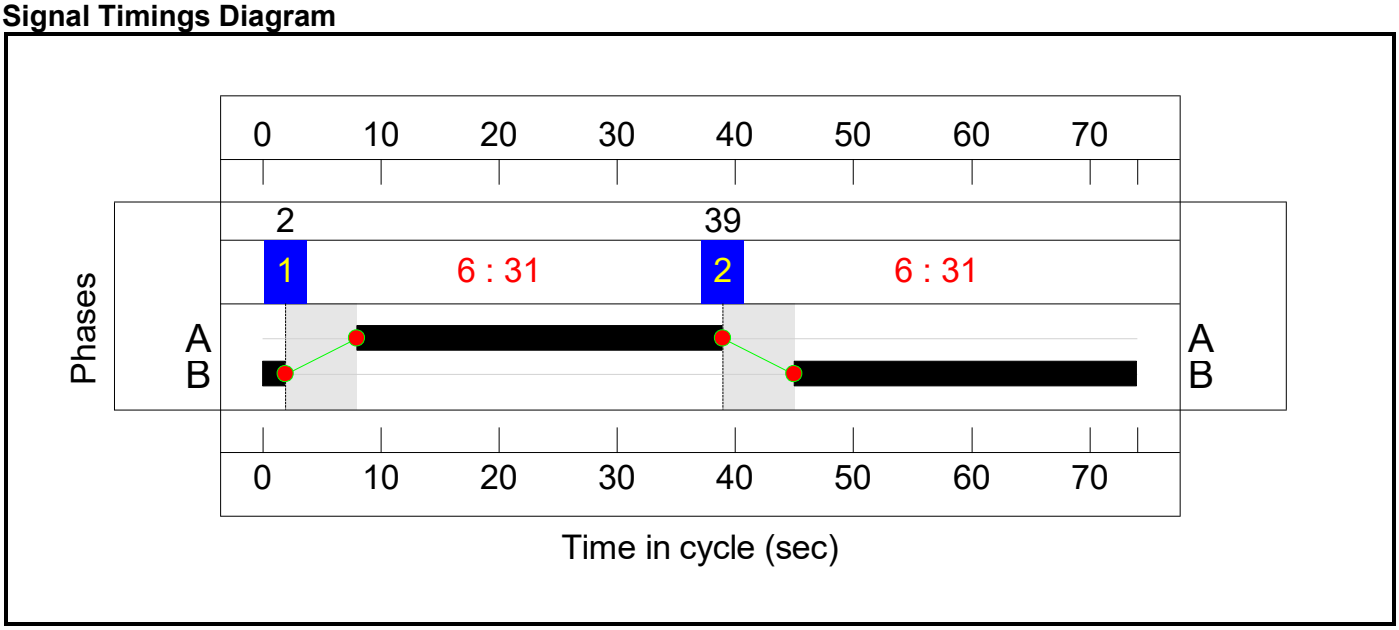
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	31	31
Change Point	2	39

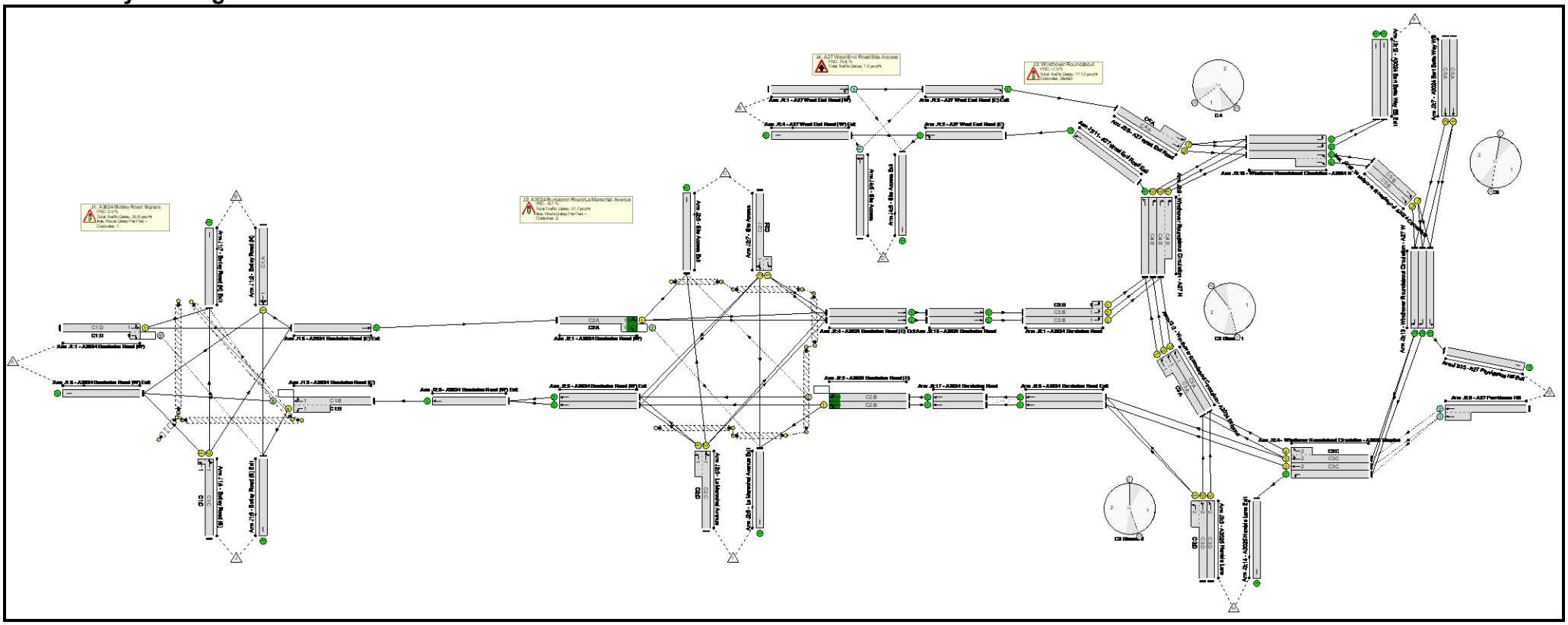
Signal Timings Diagram



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	79	-	653	1782:1761	873+8	74.1 : 74.1%
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	79	-	784	1799:1821	670+288	81.8 : 81.8%
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	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.3%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U+O	2:1	N/A	C2:A		1	69	-	1078	1815:1811	1159+5	92.6 : 92.6%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	69	-	752	1782	1143	65.8%
2/2	A3024 Bursledon Road (E) Ahead Right	O	2:1	N/A	C2:B		1	69	-	113	1803	152	74.5%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:C C2:D		1	9:7	-	176	1846:1848	150+31	97.3 : 97.3%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	738	1915	1915	38.5%
5/2	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	46	1915	1915	2.4%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
7/2+7/1	Site Access Left Right Ahead	U	2:1	N/A	C2:I		1	11	-	161	1835:1741	12+174	86.7 : 86.7%
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	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		2	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	98	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	80	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	14	-	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.7%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	26	-	717	1789:1860	411+331	96.7 : 96.7%

Full Input Data And Results

1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	26	-	647	1865	680	95.1%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	36	-	947	1971:1960	297+756	90.0 : 90.0%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	36	-	772	1965	982	78.6%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	27	-	677	1880:1930	655+74	92.8 : 92.8%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	27	-	617	1879	711	86.8%
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	-	556	1919	934	59.6%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	35	-	734	1942:1898	792+212	73.1 : 73.1%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	559	1940	1940	28.8%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	306	1940	1940	15.8%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C4:A		1	13	-	550	1938:1938	262+315	95.3 : 95.3%
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	335+405	95.1 : 91.8%

Full Input Data And Results

9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	1000	1898	1898	52.7%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	49	-	664	1887	1275	52.1%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	49	-	1419	1872:1848	1116+539	85.8 : 85.8%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	845	1898	1898	44.5%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1076	1940	1940	55.5%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	712	1940:1940	1687+253	36.7 : 36.7%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	1000	1985	1985	50.4%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	845	1972	1972	42.8%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1076	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	-		-	-	-	791	1919	1919	41.2%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	1033	Inf	Inf	0.0%

Full Input Data And Results

15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	717	1915	1915	37.4%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	647	1915	1915	33.8%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	752	1940	1940	38.8%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	113	1915	1915	5.9%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	31	-	619	1933	836	74.1%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	31	-	93	1910	826	11.3%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.3%**
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	517	1941	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	**-**	**-**	**1131**	**360**	**56**	**84.4**	**89.0**	**1.4**	**174.8**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**27**	**0**	**0**	**21.2**	**9.5**	**0.2**	**30.8**	**-**	**-**	**-**	**-**
1/1+1/2	653	653	6	0	0	5.9	1.4	0.0	7.4 (7.3+0.1)	40.7 (40.5:60.5)	23.4	1.4	24.8
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	7.0	2.2	0.1	9.3 (6.6+2.7)	42.7 (43.2:41.3)	26.2	2.2	28.4
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	**-**	**-**	**36**	**0**	**56**	**13.8**	**16.7**	**1.2**	**31.7**	**-**	**-**	**-**	**-**
1/1+1/2	1078	1078	5	0	0	5.7	5.5	0.0	11.2 (11.2+0.1)	37.5 (37.5:44.0)	31.4	5.5	37.0
2/1	752	752	-	-	-	2.8	1.0	-	3.7	17.9	15.5	1.0	16.4
2/2	113	113	31	0	56	0.3	1.4	1.2	2.8	89.7	1.4	1.4	2.8
3/2+3/1	176	176	-	-	-	2.7	5.5	-	8.2 (6.8+1.4)	167.7 (168.0:166.4)	4.8	5.5	10.4
4/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	738	738	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3

Full Input Data And Results

5/2	46	46	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
6/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	161	161	-	-	-	2.4	2.7	-	5.1 (0.3+4.7)	113.1 (111.7:113.2)	5.1	2.7	7.7
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	**-**	**-**	**1022**	**360**	**0**	**49.5**	**61.8**	**0.0**	**111.3**	**-**	**-**	**-**	**-**
1/2+1/1	717	717	-	-	-	4.3	8.6	-	13.0 (7.2+5.8)	65.0 (65.1:65.0)	12.7	8.6	21.3
1/3	647	647	-	-	-	4.1	6.9	-	11.0	61.0	12.8	6.9	19.6
2/2+2/1	947	947	-	-	-	2.9	4.2	-	7.1 (1.6+5.5)	26.8 (21.0:29.1)	7.3	4.2	11.5
2/3	772	772	-	-	-	1.5	1.8	-	3.3	15.3	4.1	1.8	5.9
3/2+3/1	677	677	-	-	-	4.1	5.4	-	9.4 (8.5+0.9)	50.1 (50.3:48.3)	12.6	5.4	18.0
3/3	617	617	-	-	-	3.6	3.1	-	6.7	39.3	11.7	3.1	14.7
4/1	1033	1033	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	556	556	-	-	-	2.8	0.7	-	3.6	23.1	10.0	0.7	10.8
4/3+4/4	734	734	-	-	-	3.8	1.3	-	5.1 (4.1+1.0)	25.2 (25.5:24.1)	10.8	1.3	12.1
5/1	559	559	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	306	306	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	550	550	-	-	-	4.4	6.8	-	11.2 (5.0+6.1)	73.0 (72.7:73.3)	6.8	6.8	13.6
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

Full Input Data And Results

8/2+8/1	691	691	1022	360	0	3.6	5.7	-	9.3 (4.4+4.8)	48.2 (50.2:46.5)	7.1	5.7	12.8
9/1	1000	1000	-	-	-	0.0	0.6	-	0.6	2.1	6.9	0.6	7.5
9/2	664	664	-	-	-	1.0	0.5	-	1.5	8.1	8.6	0.5	9.1
9/3+9/4	1419	1419	-	-	-	3.5	2.9	-	6.5 (4.9+1.5)	16.4 (18.6:11.8)	22.7	2.9	25.7
10/1	845	845	-	-	-	0.0	0.4	-	0.4	1.8	8.5	0.4	8.9
10/2	1076	1076	-	-	-	0.0	0.6	-	0.6	2.1	1.1	0.6	1.7
10/3+10/4	712	712	-	-	-	0.0	0.3	-	0.3 (0.3+0.0)	1.5 (1.5:1.5)	0.0	0.3	0.3
11/1	1000	1000	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/1	845	845	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	1076	1076	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
13/1	581	581	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	841	841	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
13/3	791	791	-	-	-	0.1	0.4	-	0.4	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	717	717	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
16/2	647	647	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
17/1	752	752	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
17/2	113	113	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
18/1	619	619	-	-	-	1.8	1.4	-	3.3	18.9	6.2	1.4	7.7
18/2	93	93	-	-	-	0.1	0.1	-	0.1	4.6	1.4	0.1	1.5
J4: A27 West End Road/Site Access	**-**	**-**	**46**	**0**	**0**	**0.0**	**1.0**	**0.0**	**1.0**	**-**	**-**	**-**	**-**
1/1	517	517	4	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	1000	1000	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
3/1	550	550	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	42	42	42	0	0	0.0	0.1	-	0.1	6.9	0.0	0.1	0.1

Full Input Data And Results

6/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	30.19	Cycle Time (s): 162
C2	Stream: 1	PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	31.05	Cycle Time (s): 120
C3	Stream: 1	PRC for Signalled Lanes (%):	-7.5	Total Delay for Signalled Lanes (pcuHr):	34.25	Cycle Time (s): 74
C3	Stream: 2	PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	24.86	Cycle Time (s): 74
C4		PRC for Signalled Lanes (%):	-5.9	Total Delay for Signalled Lanes (pcuHr):	19.11	Cycle Time (s): 74
C5		PRC for Signalled Lanes (%):	-1.1	Total Delay for Signalled Lanes (pcuHr):	17.58	Cycle Time (s): 74
		PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):	174.78	

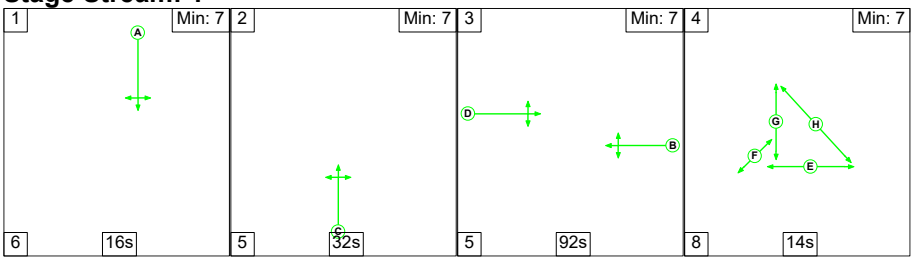
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

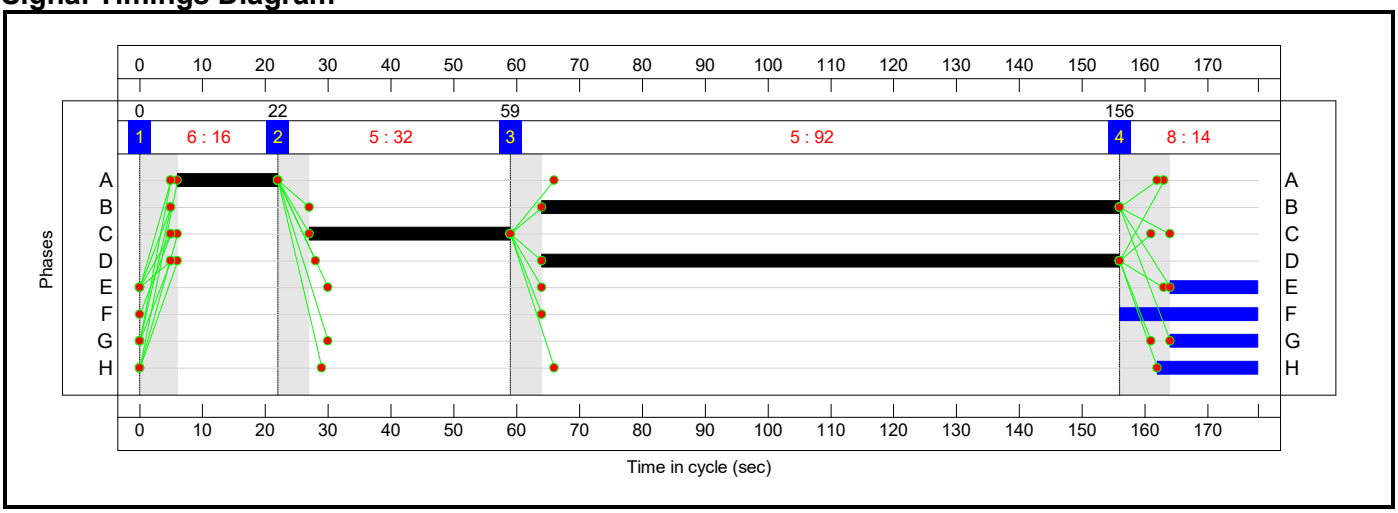


Stage Timings

Stage Stream: 1

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

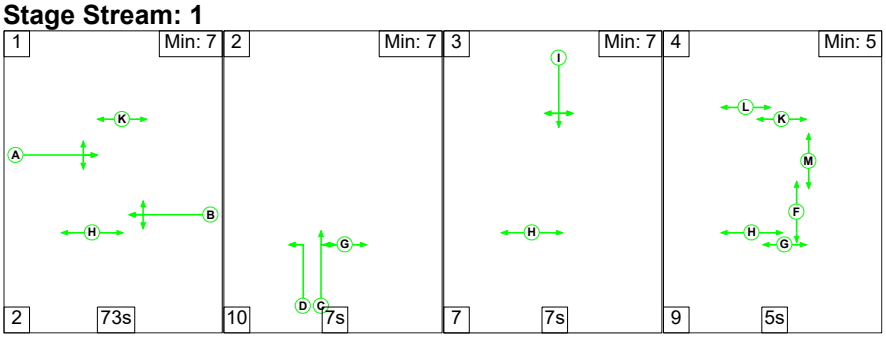
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



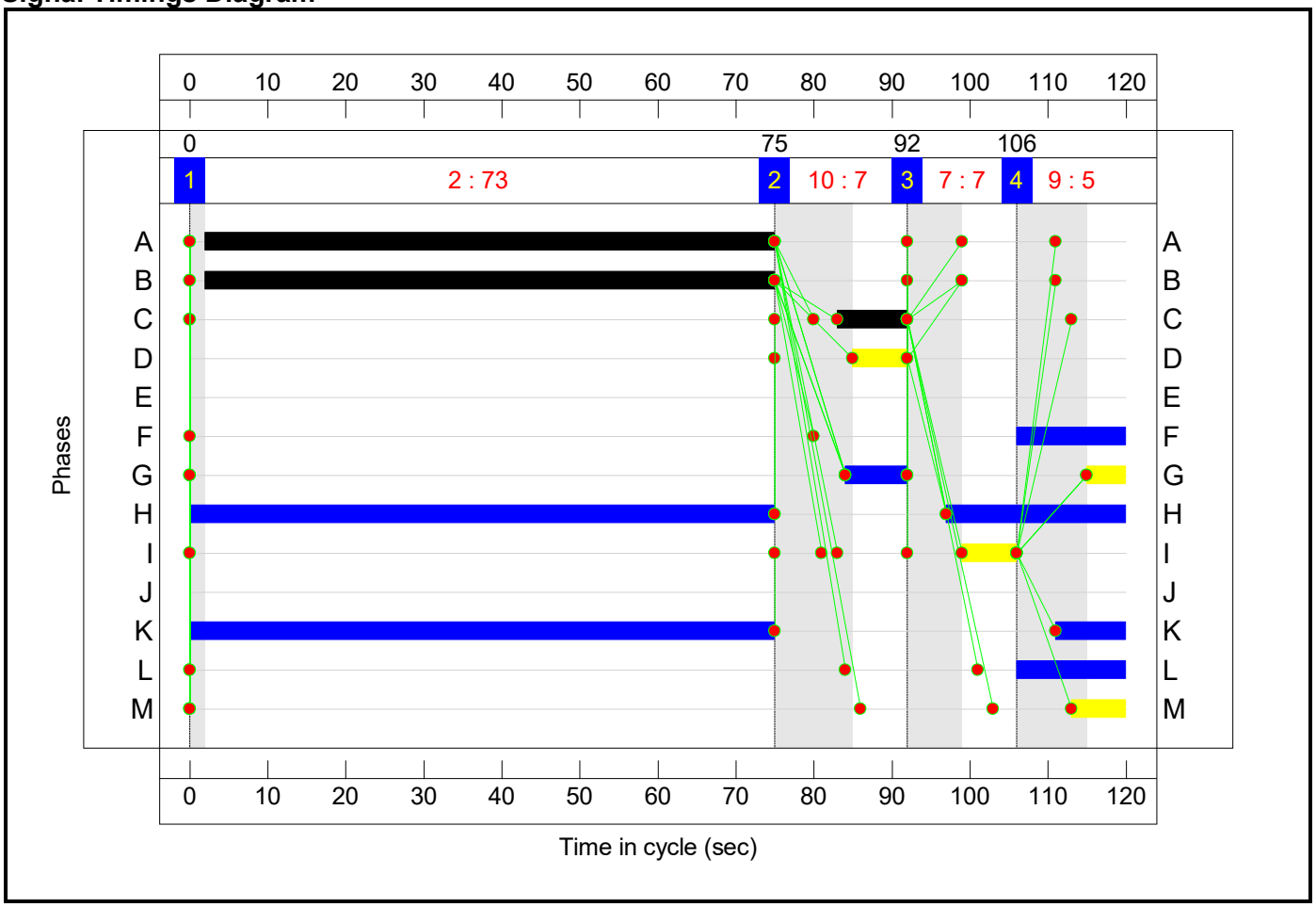
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	73	7	7	5
Change Point	0	75	92	106

Full Input Data And Results

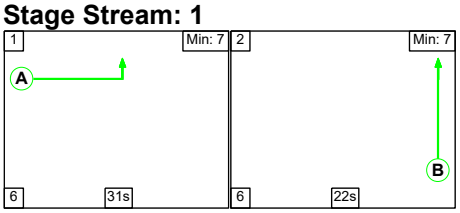
Signal Timings Diagram



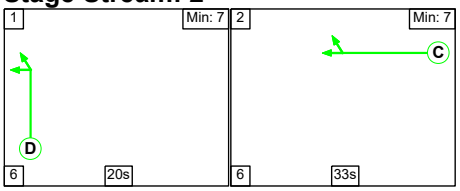
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

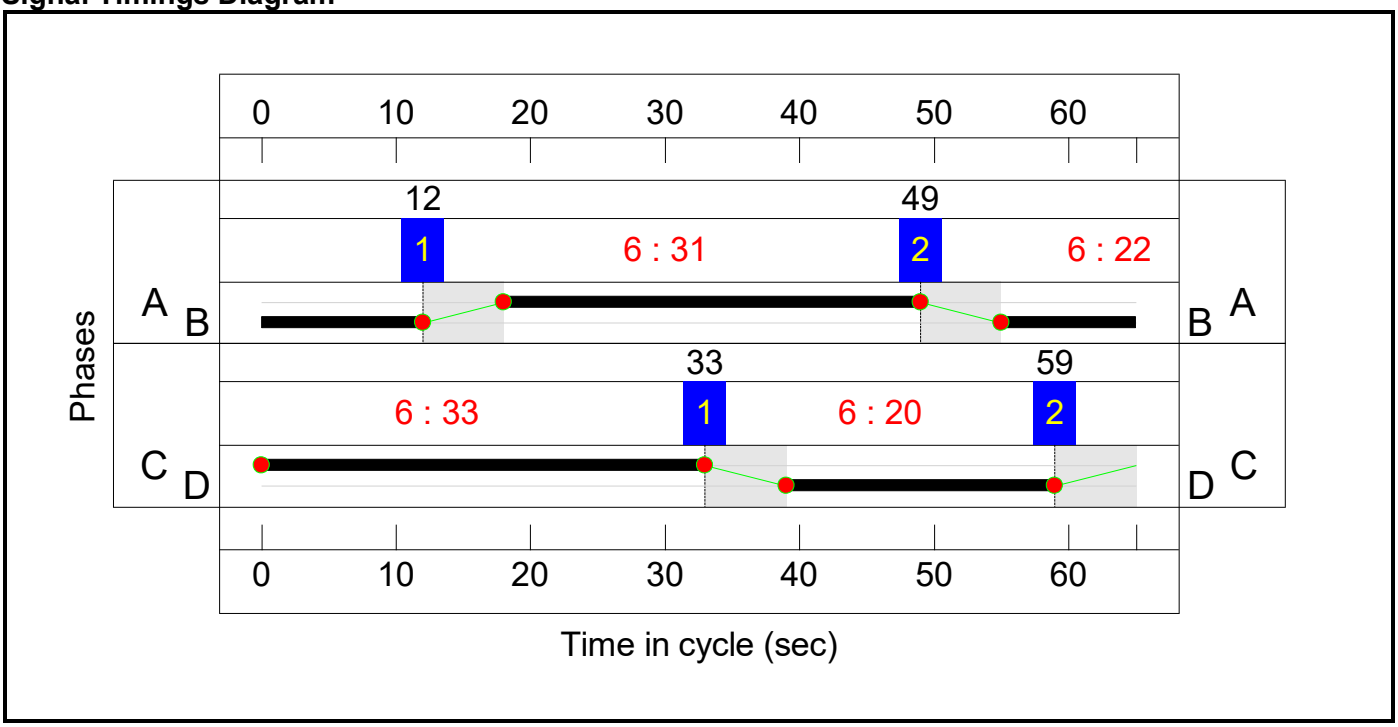
Stage	1	2
Duration	31	22
Change Point	12	49

Full Input Data And Results

Stage Stream: 2

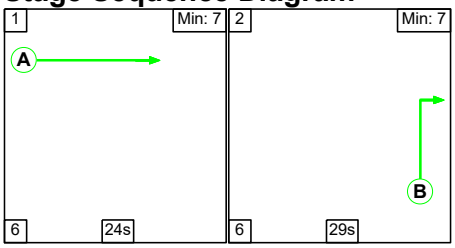
Stage	1	2
Duration	20	33
Change Point	33	59

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

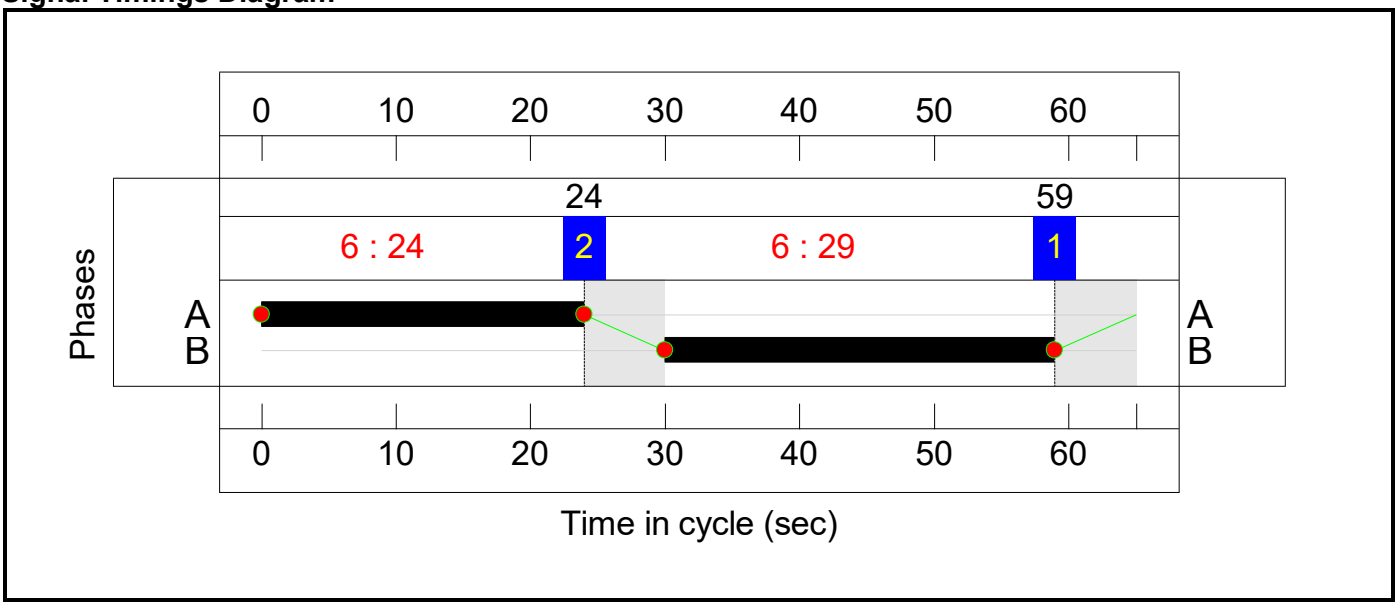


Stage Timings

Stage	1	2
Duration	24	29
Change Point	59	24

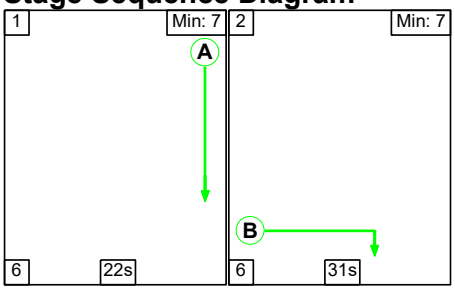
Full Input Data And Results

Signal Timings Diagram



Controller :C5

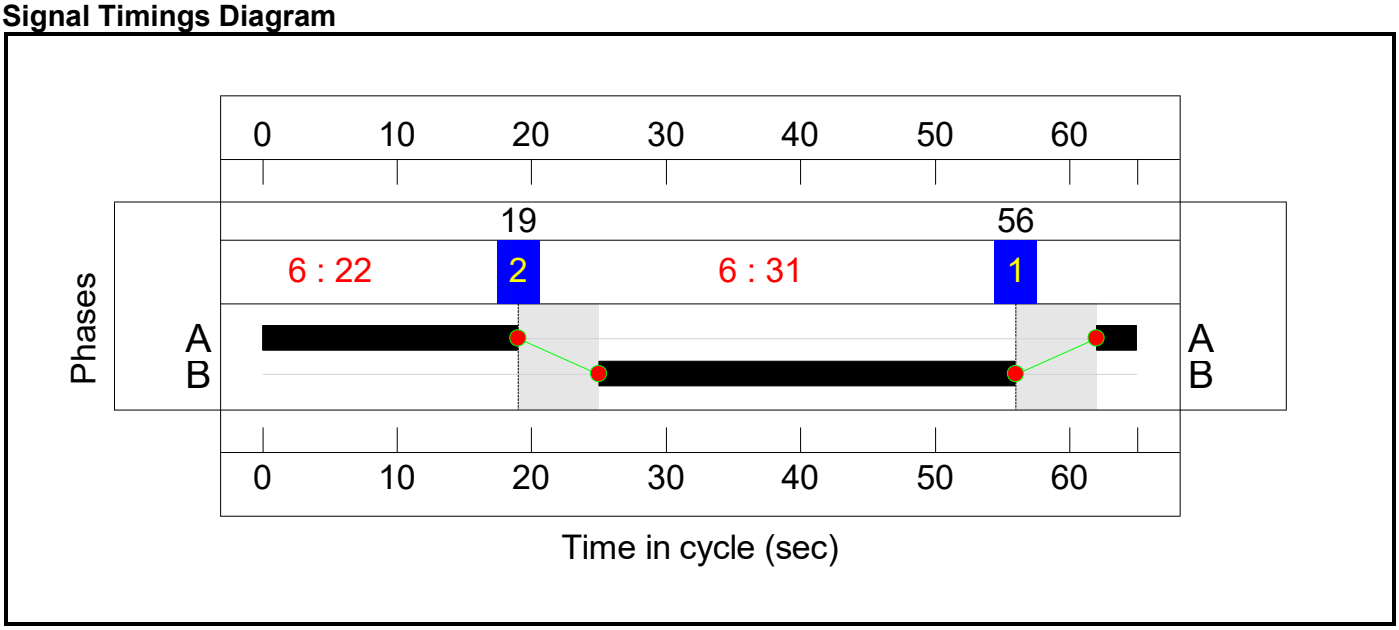
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	22	31
Change Point	56	19

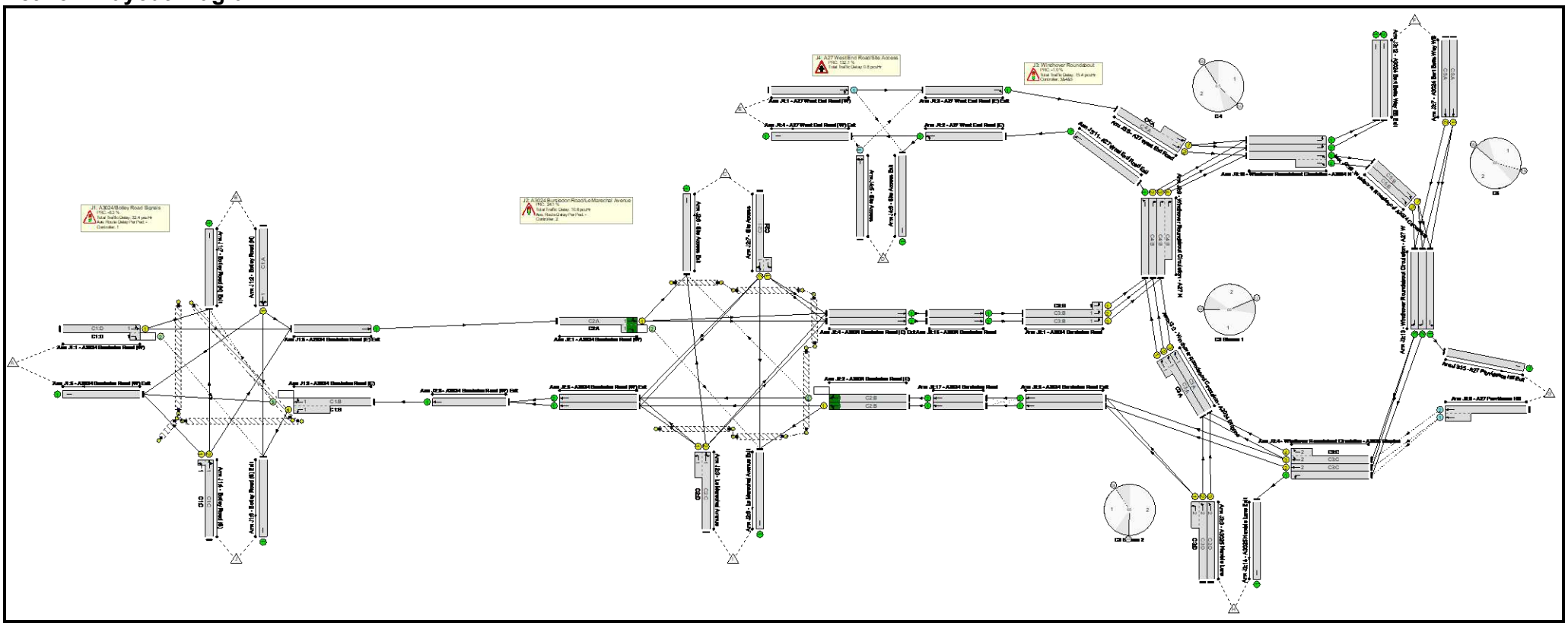
Signal Timings Diagram



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U+O	2:1	N/A	C2:A		1	73	-	891	1815:1811	1175+54	72.5 : 72.5%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	73	-	483	1782	1203	40.2%
2/2	A3024 Bursledon Road (E) Ahead Right	O	2:1	N/A	C2:B		1	73	-	522	1901	1270	41.1%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:C C2:D		1	9:7	-	57	1846:1848	150+69	26.0 : 26.0%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	392	1915	1915	20.5%
5/2	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	483	1915	1915	25.2%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
7/2+7/1	Site Access Left Right Ahead	U	2:1	N/A	C2:I		1	7	-	51	1835:1741	7+116	41.4 : 41.4%
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	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		2	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	98	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	84	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	14	-	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.9%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	406	1789:1860	463+233	58.3 : 58.3%

Full Input Data And Results

1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	532	1865	660	80.6%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	31	-	679	1971:1960	476+643	60.7 : 60.7%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	31	-	672	1965	967	69.5%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	20	-	599	1880:1930	538+121	90.9 : 90.9%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	20	-	531	1879	607	87.5%
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	-	573	1919	1004	57.1%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	33	-	653	1924:1898	846+233	60.5 : 60.5%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	609	1940	1940	31.4%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	396	1940	1940	20.4%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C4:A		1	24	-	758	1938:1938	554+400	79.4 : 79.4%
7/1	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	22	-	615	2040	722	85.2%
7/2	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	22	-	657	2060	729	90.1%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	503	1886:1884	366+436	62.5 : 62.8%

Full Input Data And Results

9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	526	1898	1898	27.7%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	29	-	559	1887	871	64.2%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	29	-	1204	1872:1848	864+670	78.5 : 78.5%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	700	1898	1898	36.9%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	855	1940	1940	44.1%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	966	1940:1940	1574+366	49.8 : 49.8%
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	-		-	-	-	700	1972	1972	35.5%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	855	1972	1972	43.4%
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	-		-	-	-	839	1919	1919	43.7%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%

Full Input Data And Results

15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	406	1915	1915	21.2%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	532	1915	1915	27.8%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	483	1940	1940	24.9%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	522	1915	1915	27.3%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	31	-	784	1933	952	82.4%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	31	-	182	1910	940	19.4%
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	**-**	**-**	**866**	**316**	**1**	**70.3**	**48.1**	**0.8**	**119.2**	**-**	**-**	**-**	**-**
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)	40.1 (37.9:66.2)	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	**-**	**-**	**87**	**0**	**0**	**7.1**	**3.2**	**0.3**	**10.6**	**-**	**-**	**-**	**-**
1/1+1/2	891	891	39	0	0	3.0	1.3	0.0	4.4 (4.2+0.2)	17.7 (17.6:19.7)	18.7	1.3	20.0
2/1	483	483	-	-	-	1.2	0.3	-	1.5	11.2	7.1	0.3	7.4
2/2	522	522	48	0	0	1.3	0.3	0.2	1.8	12.7	7.7	0.3	8.0
3/2+3/1	57	57	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	63.0 (62.6:63.9)	1.2	0.2	1.4
4/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	392	392	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

Full Input Data And Results

5/2	483	483	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	51	51	-	-	-	0.8	0.3	-	1.1 (0.1+1.0)	78.4 (77.4:78.4)	1.5	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	**-**	**-**	**690**	**316**	**0**	**42.5**	**32.9**	**0.0**	**75.4**	**-**	**-**	**-**	**-**
1/2+1/1	406	406	-	-	-	1.8	0.7	-	2.5 (1.7+0.8)	22.3 (22.5:22.0)	4.7	0.7	5.4
1/3	532	532	-	-	-	2.8	2.0	-	4.8	32.6	8.6	2.0	10.6
2/2+2/1	679	679	-	-	-	3.2	0.8	-	4.0 (1.8+2.1)	21.0 (22.7:19.8)	5.6	0.8	6.4
2/3	672	672	-	-	-	4.5	1.1	-	5.6	29.9	9.2	1.1	10.3
3/2+3/1	599	599	-	-	-	3.3	4.4	-	7.7 (6.4+1.4)	46.4 (46.8:44.5)	9.0	4.4	13.4
3/3	531	531	-	-	-	3.1	3.2	-	6.3	42.6	9.0	3.2	12.2
4/1	877	877	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	573	573	-	-	-	0.6	0.7	-	1.2	7.7	3.3	0.7	4.0
4/3+4/4	653	653	-	-	-	0.8	0.8	-	1.5 (0.9+0.6)	8.4 (6.3:16.3)	2.3	0.8	3.1
5/1	609	609	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/2	396	396	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/2+6/1	758	758	-	-	-	3.3	1.9	-	5.2 (3.1+2.1)	24.7 (25.1:24.3)	7.8	1.9	9.7
7/1	615	615	-	-	-	3.3	2.7	-	6.1	35.5	10.2	2.7	13.0
7/2	657	657	-	-	-	3.6	4.1	-	7.7	42.4	11.1	4.1	15.2

Full Input Data And Results

8/2+8/1	503	503	690	316	0	1.6	0.8	-	2.5 (1.2+1.2)	17.6 (19.4:16.0)	3.8	0.8	4.6
9/1	526	526	-	-	-	0.0	0.2	-	0.2	1.4	5.5	0.2	5.7
9/2	559	559	-	-	-	3.4	0.9	-	4.3	27.6	9.0	0.9	9.9
9/3+9/4	1204	1204	-	-	-	5.2	1.8	-	7.0 (3.4+3.6)	21.0 (18.2:24.5)	20.0	1.8	21.8
10/1	700	700	-	-	-	0.0	0.3	-	0.3	1.5	5.3	0.3	5.6
10/2	855	855	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
10/3+10/4	966	966	-	-	-	0.0	0.5	-	0.5 (0.4+0.1)	1.8 (1.8:1.8)	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	700	700	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	855	855	-	-	-	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	0.0	0.2	0.2
13/2	761	761	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/3	839	839	-	-	-	0.1	0.4	-	0.5	2.0	9.7	0.4	10.1
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	406	406	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
16/2	532	532	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/1	483	483	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
17/2	522	522	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
18/1	784	784	-	-	-	1.2	2.3	-	3.4	15.8	4.7	2.3	7.0
18/2	182	182	-	-	-	0.7	0.1	-	0.9	16.9	3.3	0.1	3.4
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

Full Input Data And Results

6/1	5	5	-	-	-	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):	31.95	Cycle Time (s): 178
C2	Stream: 1	PRC for Signalled Lanes (%):	24.1	Total Delay for Signalled Lanes (pcuHr):	9.84	Cycle Time (s): 120
C3	Stream: 1	PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	16.89	Cycle Time (s): 65
C3	Stream: 2	PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	16.75	Cycle Time (s): 65
C4		PRC for Signalled Lanes (%):	13.3	Total Delay for Signalled Lanes (pcuHr):	16.51	Cycle Time (s): 65
C5		PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	18.10	Cycle Time (s): 65
		PRC Over All Lanes (%):	-8.3	Total Delay Over All Lanes(pcuHr):	119.19	

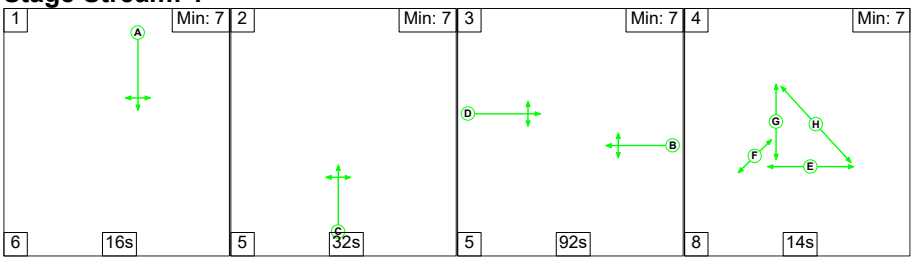
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

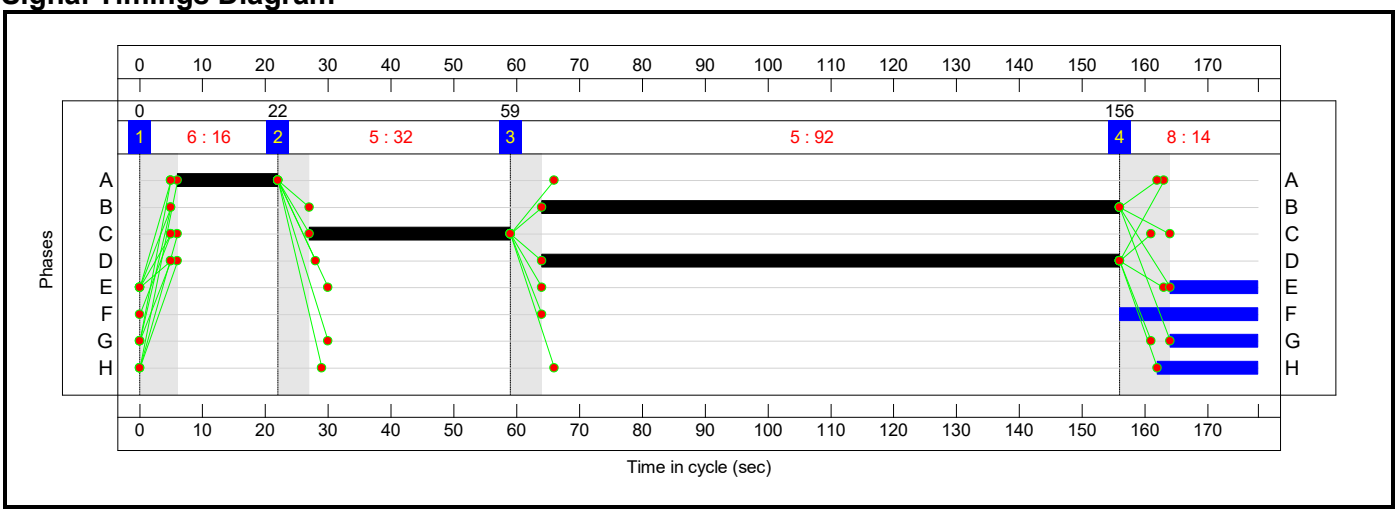


Stage Timings

Stage Stream: 1

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

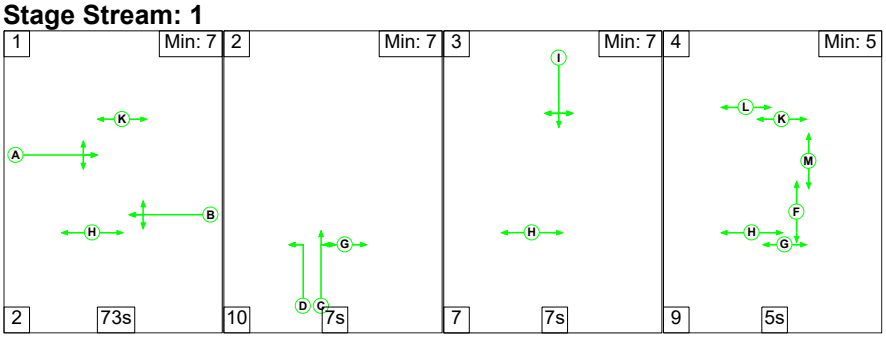
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



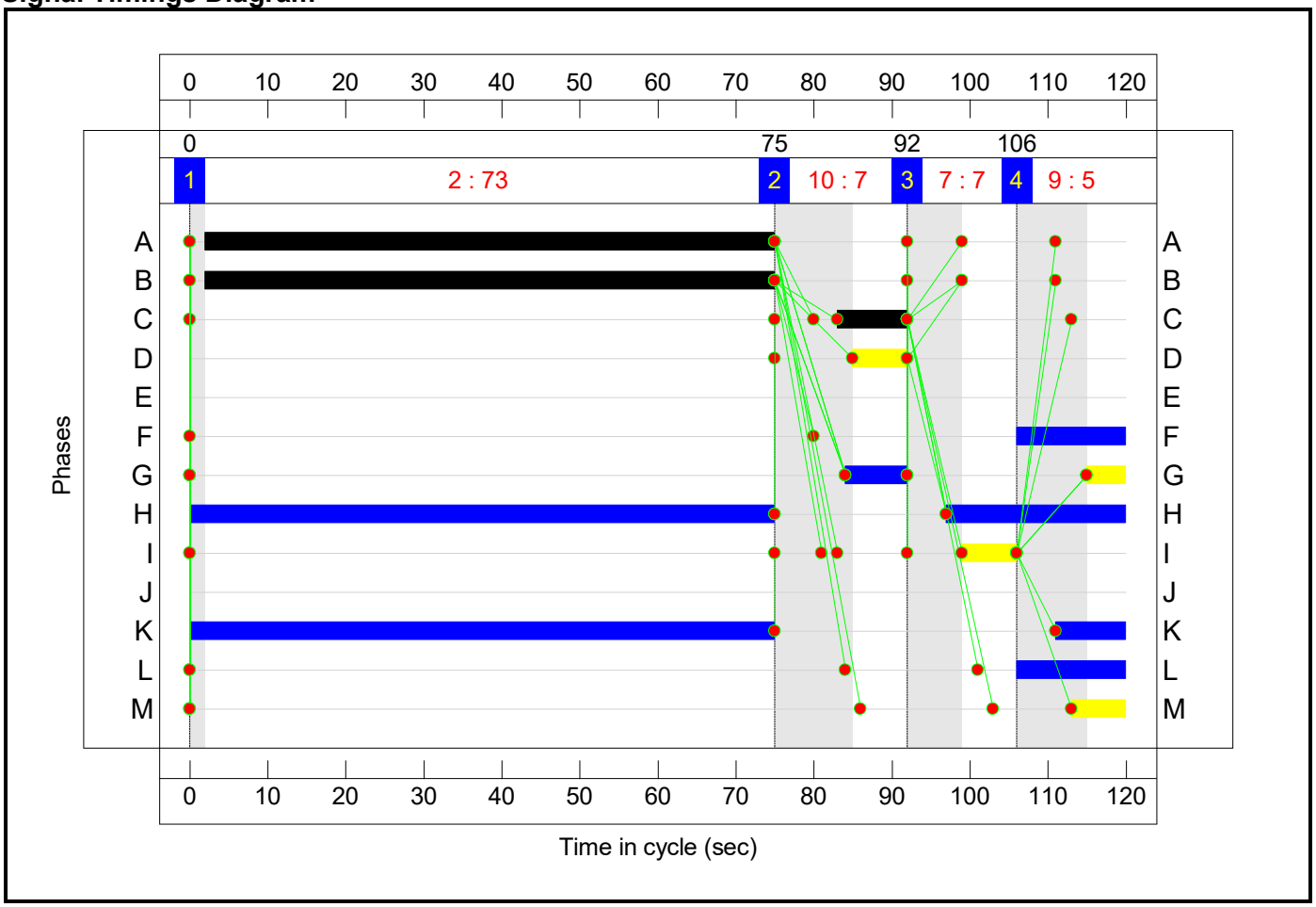
Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	73	7	7	5
Change Point	0	75	92	106

Full Input Data And Results

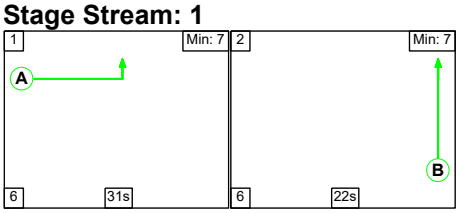
Signal Timings Diagram



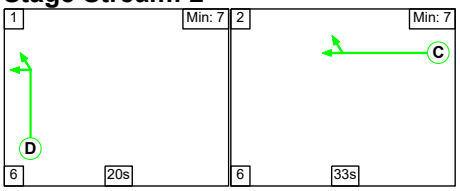
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

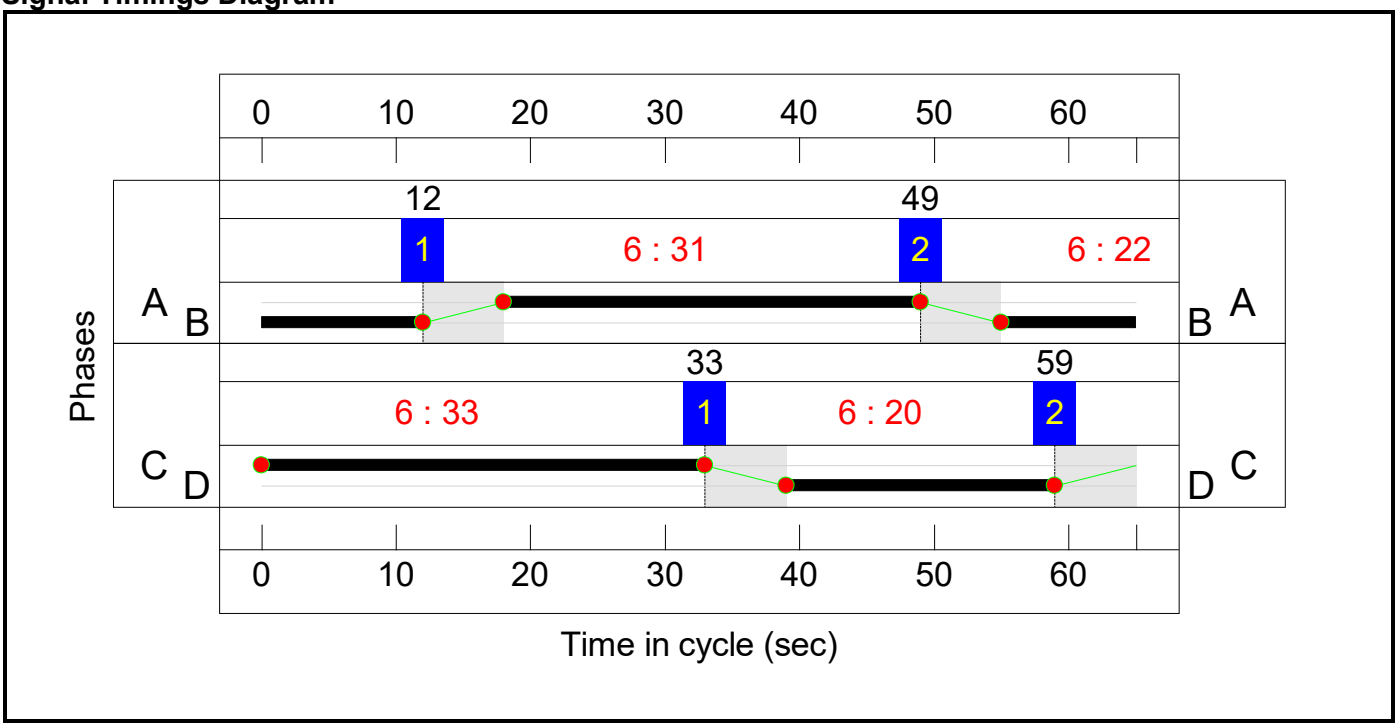
Stage	1	2
Duration	31	22
Change Point	12	49

Full Input Data And Results

Stage Stream: 2

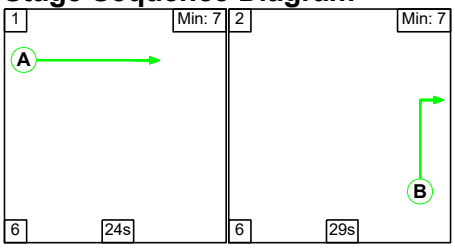
Stage	1	2
Duration	20	33
Change Point	33	59

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

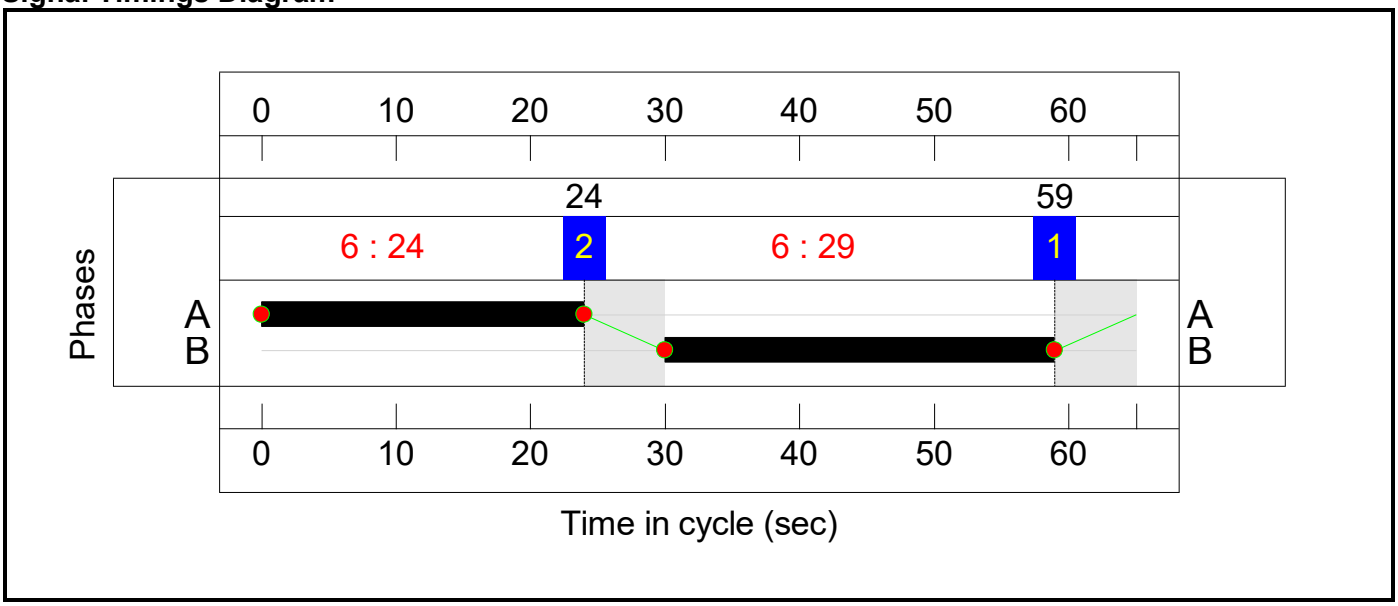


Stage Timings

Stage	1	2
Duration	24	29
Change Point	59	24

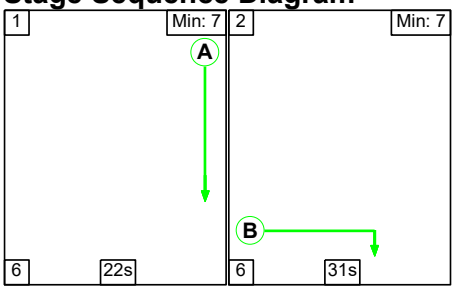
Full Input Data And Results

Signal Timings Diagram



Controller :C5

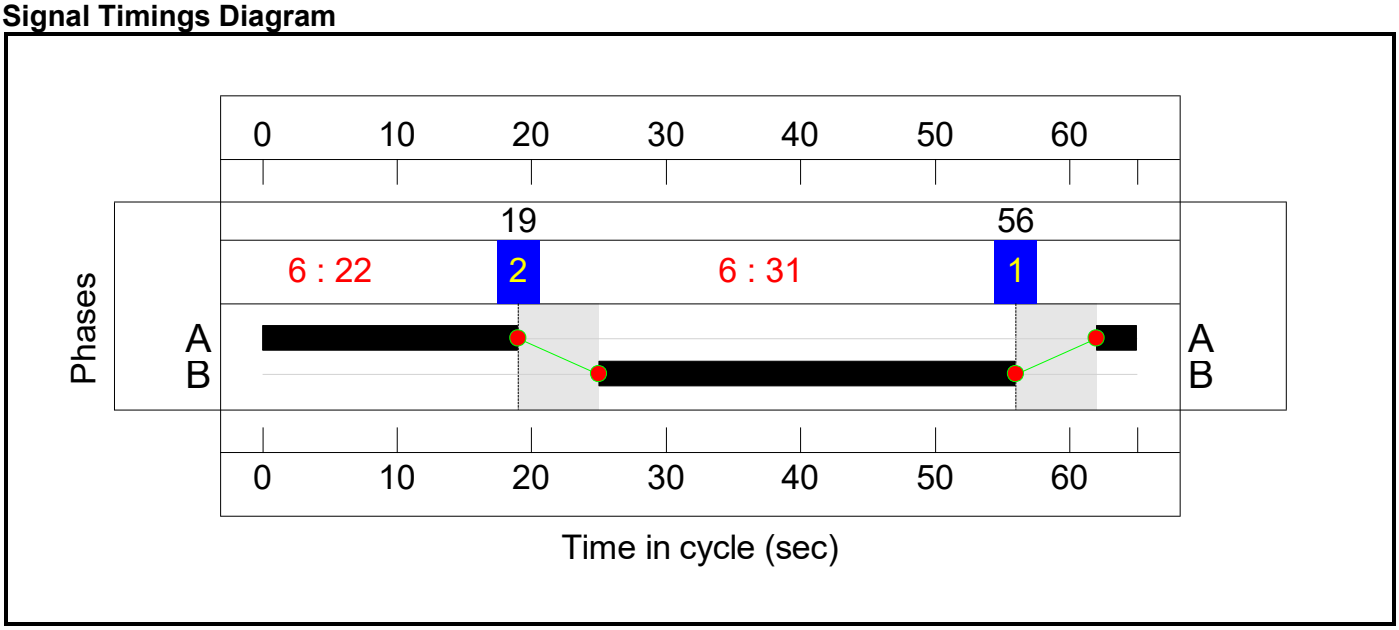
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	22	31
Change Point	56	19

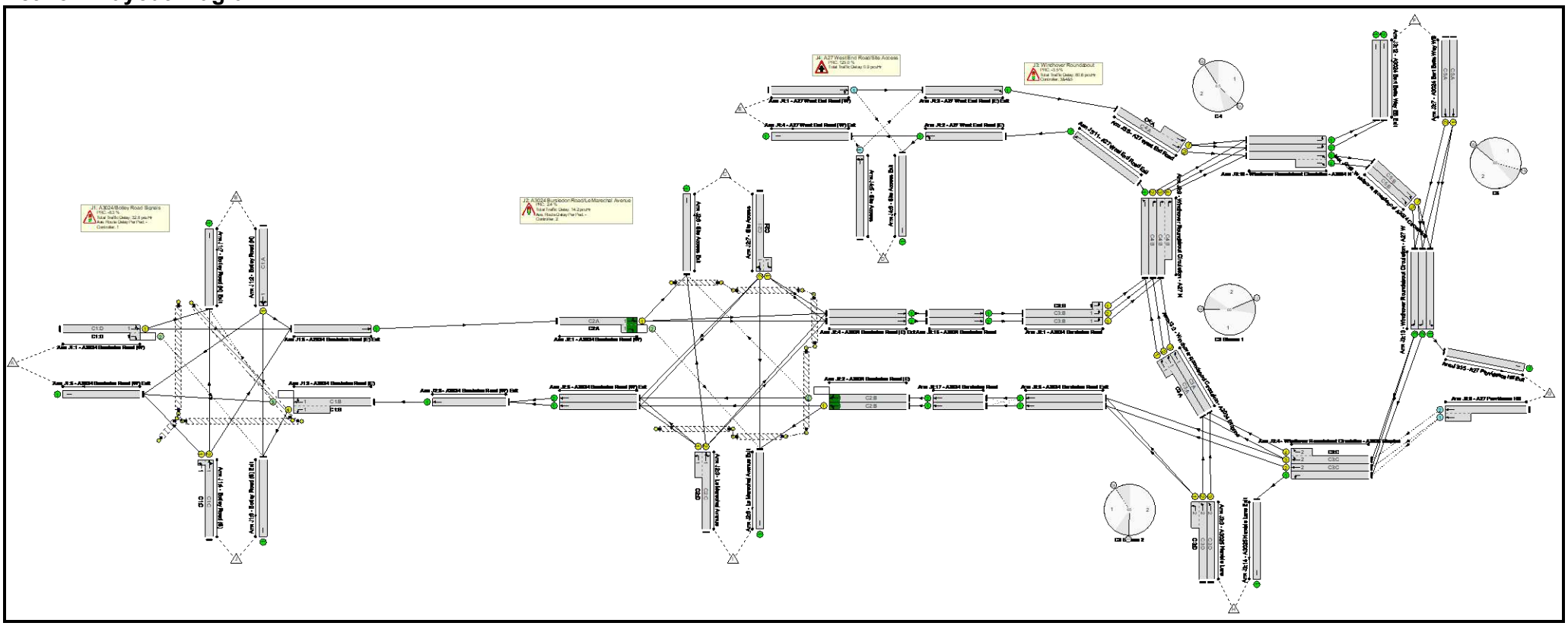
Signal Timings Diagram



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.9%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U+O	2:1	N/A	C2:A		1	73	-	900	1815:1811	1175+53	73.3 : 73.3%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	73	-	504	1782	1203	41.9%
2/2	A3024 Bursledon Road (E) Ahead Right	O	2:1	N/A	C2:B		1	73	-	526	1894	1232	42.7%
3/2+3/1	Le Marechal Avenue Right Left Ahead	U	2:1	N/A	C2:C C2:D		1	9:7	-	57	1846:1848	150+69	26.0 : 26.0%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	416	1915	1915	21.7%
5/2	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	467	1915	1915	24.4%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
7/2+7/1	Site Access Left Right Ahead	U	2:1	N/A	C2:I		1	7	-	111	1835:1741	10+116	87.9 : 87.9%
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	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		2	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	98	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	84	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	14	-	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.2%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	444	1789:1860	469+225	64.0 : 64.0%

Full Input Data And Results

1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	551	1865	660	83.5%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	31	-	691	1971:1960	462+651	62.1 : 62.1%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	31	-	674	1965	967	69.7%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	20	-	603	1880:1930	537+123	91.4 : 91.4%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	20	-	531	1879	607	87.5%
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	-	588	1919	1004	58.6%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	33	-	673	1925:1898	849+229	62.4 : 62.4%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	622	1940	1940	32.1%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	408	1940	1940	21.0%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C4:A		1	24	-	782	1938:1938	553+402	81.9 : 81.9%
7/1	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	22	-	615	2040	722	85.2%
7/2	A3024 Bert Betts Way WB Ahead	U	N/A	N/A	C5:A		1	22	-	679	2060	729	93.2%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	510	1886:1884	354+428	65.3 : 65.2%

Full Input Data And Results

9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	548	1898	1898	28.9%
9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	29	-	587	1887	871	67.4%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	29	-	1225	1872:1848	864+670	79.9 : 79.9%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	720	1898	1898	37.9%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	886	1940	1940	45.7%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	988	1940:1940	1571+369	50.9 : 50.9%
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	-		-	-	-	720	1972	1972	36.5%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	886	1972	1972	44.9%
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	-		-	-	-	867	1919	1919	45.2%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	887	Inf	Inf	0.0%

Full Input Data And Results

15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	444	1915	1915	23.2%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	551	1915	1915	28.8%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	504	1940	1940	26.0%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	526	1915	1915	27.5%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	31	-	800	1933	952	84.1%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	31	-	188	1910	940	20.0%
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	**-**	**-**	**918**	**326**	**1**	**73.2**	**54.4**	**1.0**	**128.6**	**-**	**-**	**-**	**-**
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)	40.6 (38.4:67.2)	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	**-**	**-**	**109**	**0**	**1**	**8.2**	**5.7**	**0.4**	**14.2**	**-**	**-**	**-**	**-**
1/1+1/2	900	900	39	0	0	3.1	1.4	0.0	4.5 (4.3+0.2)	18.0 (17.9:20.1)	18.9	1.4	20.2
2/1	504	504	-	-	-	1.2	0.4	-	1.6	11.4	7.6	0.4	7.9
2/2	526	526	70	0	1	1.3	0.4	0.4	2.0	13.9	7.7	0.4	8.1
3/2+3/1	57	57	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	63.0 (62.6:63.9)	1.2	0.2	1.4
4/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	416	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1

Full Input Data And Results

5/2	467	467	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
6/1	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2+7/1	111	111	-	-	-	1.7	2.7	-	4.4 (0.4+4.0)	142.4 (140.6:142.6)	3.4	2.7	6.1
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	**-**	**-**	**694**	**326**	**0**	**44.0**	**36.5**	**0.0**	**80.6**	**-**	**-**	**-**	**-**
1/2+1/1	444	444	-	-	-	2.1	0.9	-	2.9 (2.0+0.9)	23.8 (23.9:23.5)	5.6	0.9	6.5
1/3	551	551	-	-	-	2.9	2.4	-	5.4	35.1	9.0	2.4	11.5
2/2+2/1	691	691	-	-	-	3.2	0.8	-	4.1 (1.8+2.2)	21.1 (22.9:19.9)	5.8	0.8	6.6
2/3	674	674	-	-	-	4.5	1.1	-	5.6	30.2	9.2	1.1	10.4
3/2+3/1	603	603	-	-	-	3.4	4.6	-	8.0 (6.5+1.4)	47.5 (47.9:45.6)	9.2	4.6	13.8
3/3	531	531	-	-	-	3.1	3.2	-	6.3	42.6	9.0	3.2	12.2
4/1	887	887	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	588	588	-	-	-	0.6	0.7	-	1.3	7.8	3.4	0.7	4.1
4/3+4/4	673	673	-	-	-	0.8	0.8	-	1.6 (0.9+0.6)	8.5 (6.4:16.2)	2.4	0.8	3.2
5/1	622	622	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/2	408	408	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/2+6/1	782	782	-	-	-	3.5	2.2	-	5.7 (3.3+2.3)	26.1 (26.4:25.6)	8.3	2.2	10.5
7/1	615	615	-	-	-	3.3	2.7	-	6.1	35.5	10.2	2.7	13.0
7/2	679	679	-	-	-	3.8	5.6	-	9.4	49.7	11.7	5.6	17.3

Full Input Data And Results

8/2+8/1	510	510	694	326	0	1.8	0.9	-	2.7 (1.4+1.3)	19.1 (21.3:17.2)	4.0	0.9	4.9
9/1	548	548	-	-	-	0.0	0.2	-	0.2	1.5	5.9	0.2	6.1
9/2	587	587	-	-	-	3.7	1.0	-	4.8	29.2	10.1	1.0	11.1
9/3+9/4	1225	1225	-	-	-	5.4	2.0	-	7.3 (3.6+3.7)	21.5 (18.9:25.0)	20.0	2.0	22.0
10/1	720	720	-	-	-	0.0	0.3	-	0.3	1.5	4.7	0.3	5.1
10/2	886	886	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
10/3+10/4	988	988	-	-	-	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	720	720	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	886	886	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
13/1	644	644	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
13/2	771	771	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/3	867	867	-	-	-	0.1	0.4	-	0.5	2.1	10.3	0.4	10.7
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	444	444	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
16/2	551	551	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/1	504	504	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/2	526	526	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
18/1	800	800	-	-	-	1.2	2.6	-	3.7	16.9	4.9	2.6	7.4
18/2	188	188	-	-	-	0.8	0.1	-	0.9	16.8	3.4	0.1	3.5
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

Full Input Data And Results

6/1	24	24	-	-	-	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):	32.42	Cycle Time (s):	178
C2	Stream: 1	PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	13.51	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	18.01	Cycle Time (s):	65
C3	Stream: 2	PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	17.09	Cycle Time (s):	65
C4		PRC for Signalled Lanes (%):	9.9	Total Delay for Signalled Lanes (pcuHr):	17.75	Cycle Time (s):	65
C5		PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	20.06	Cycle Time (s):	65
		PRC Over All Lanes (%):	-8.3	Total Delay Over All Lanes(pcuHr):	128.56		

Appendix O

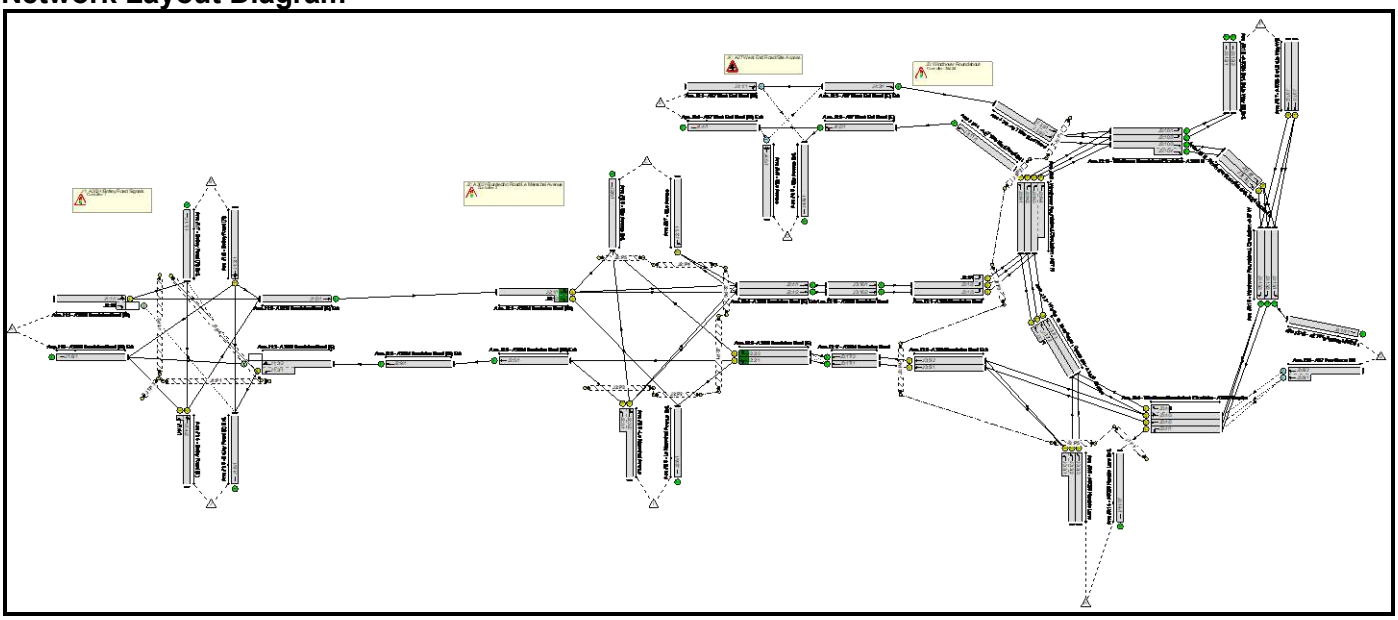
LinSig Output – Proposed Mitigation with Additional Signalised Crossings

Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	M01c2 - whburs - Linked Linsig with development with mitigation LT Only Site Access with Signalised Crossings 2026-09-09.lsg3x
Author:	
Company:	
Address:	

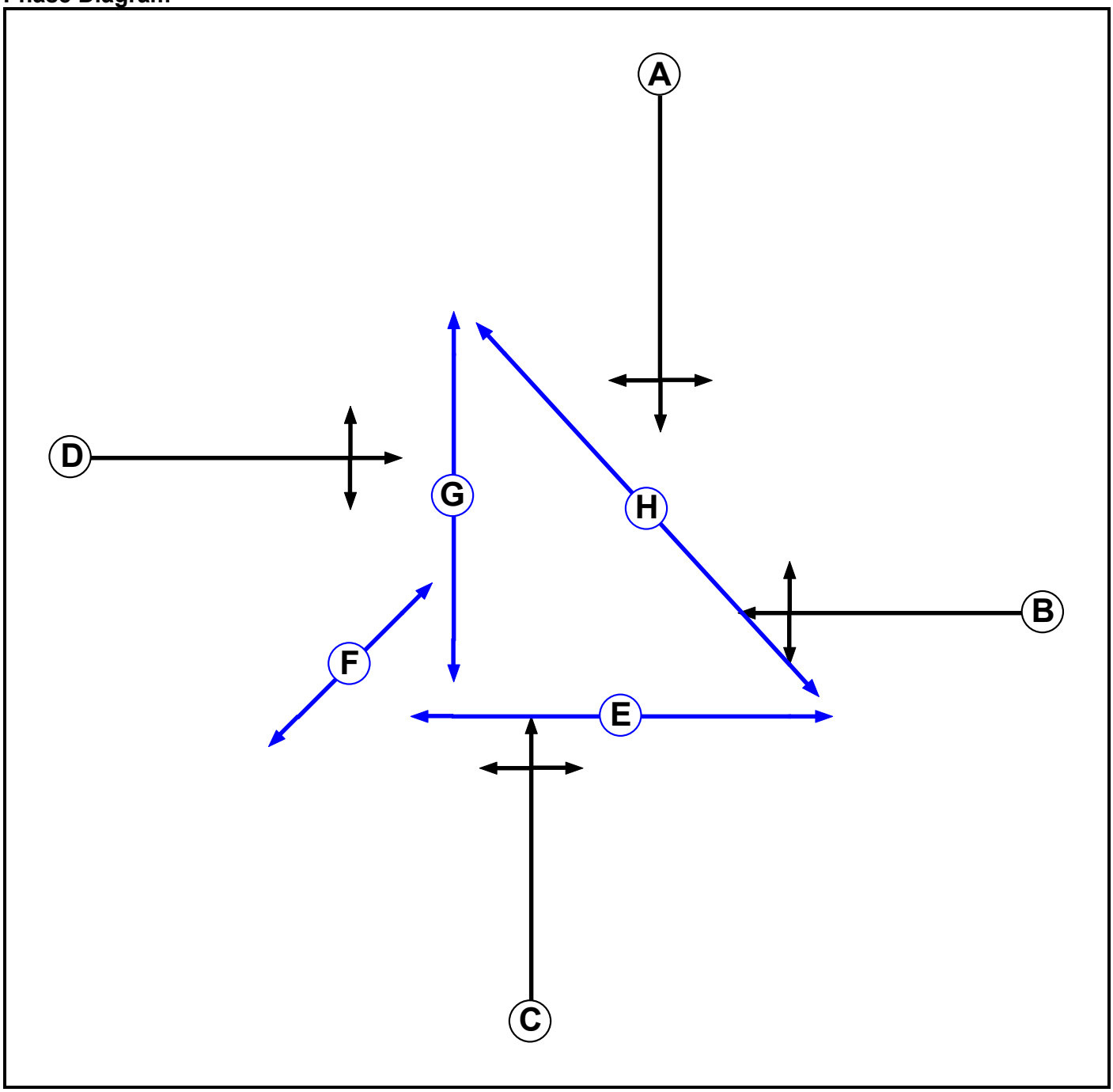
Network Layout Diagram



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

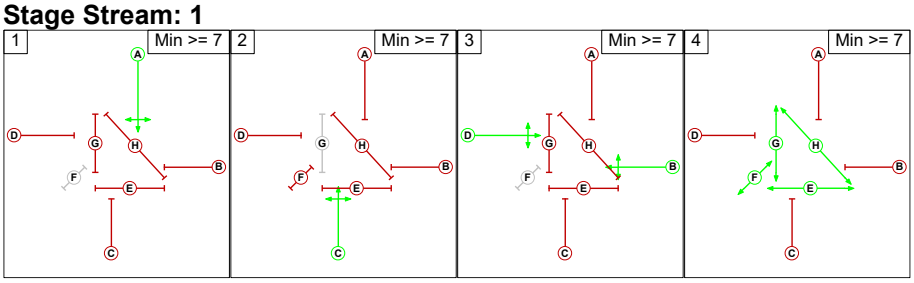
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		5	5	6	8	-	8	7
B	6		8	-	8	-	8	-
C	7	5		5	5	5	-	7
D	7	-	5		7	-	5	6
E	5	5	5	5		-	-	-
F	-	-	5	-	-		-	-
G	5	5	-	5	-	-		-
H	6	-	6	6	-	-	-	

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

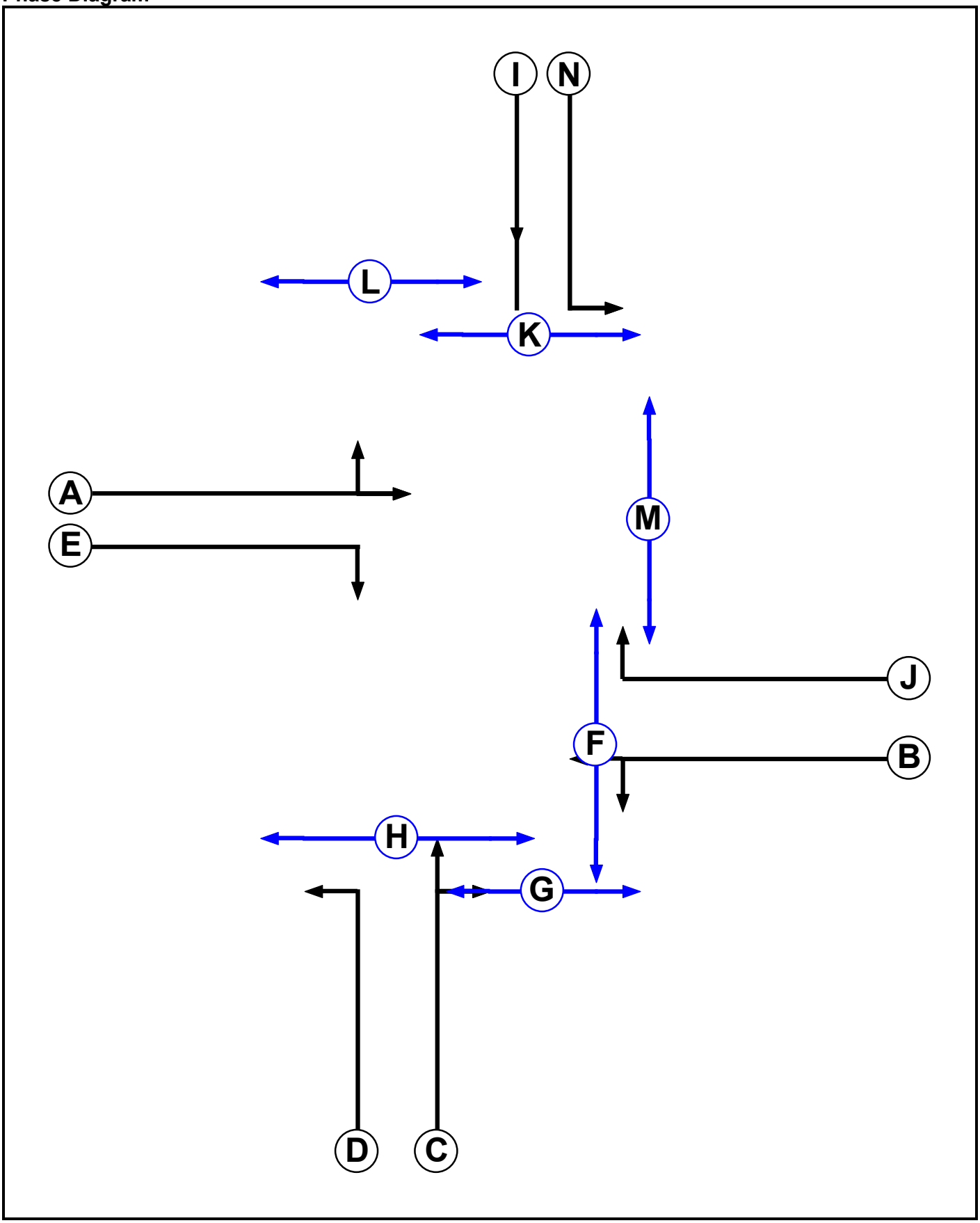
Stage Stream: 1

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

		Starting Phase													
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
Terminating Phase	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	

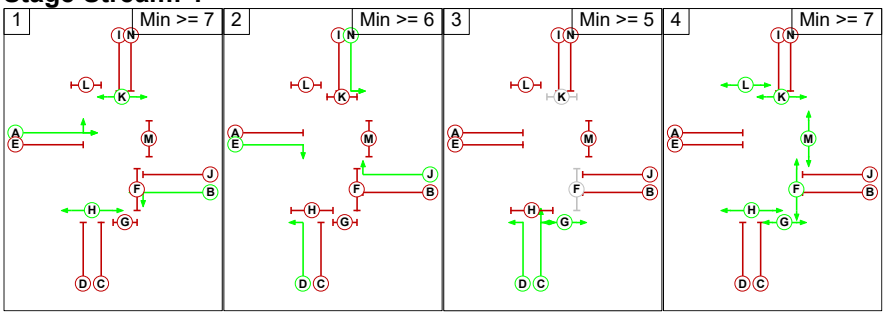
Phases in Stage

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

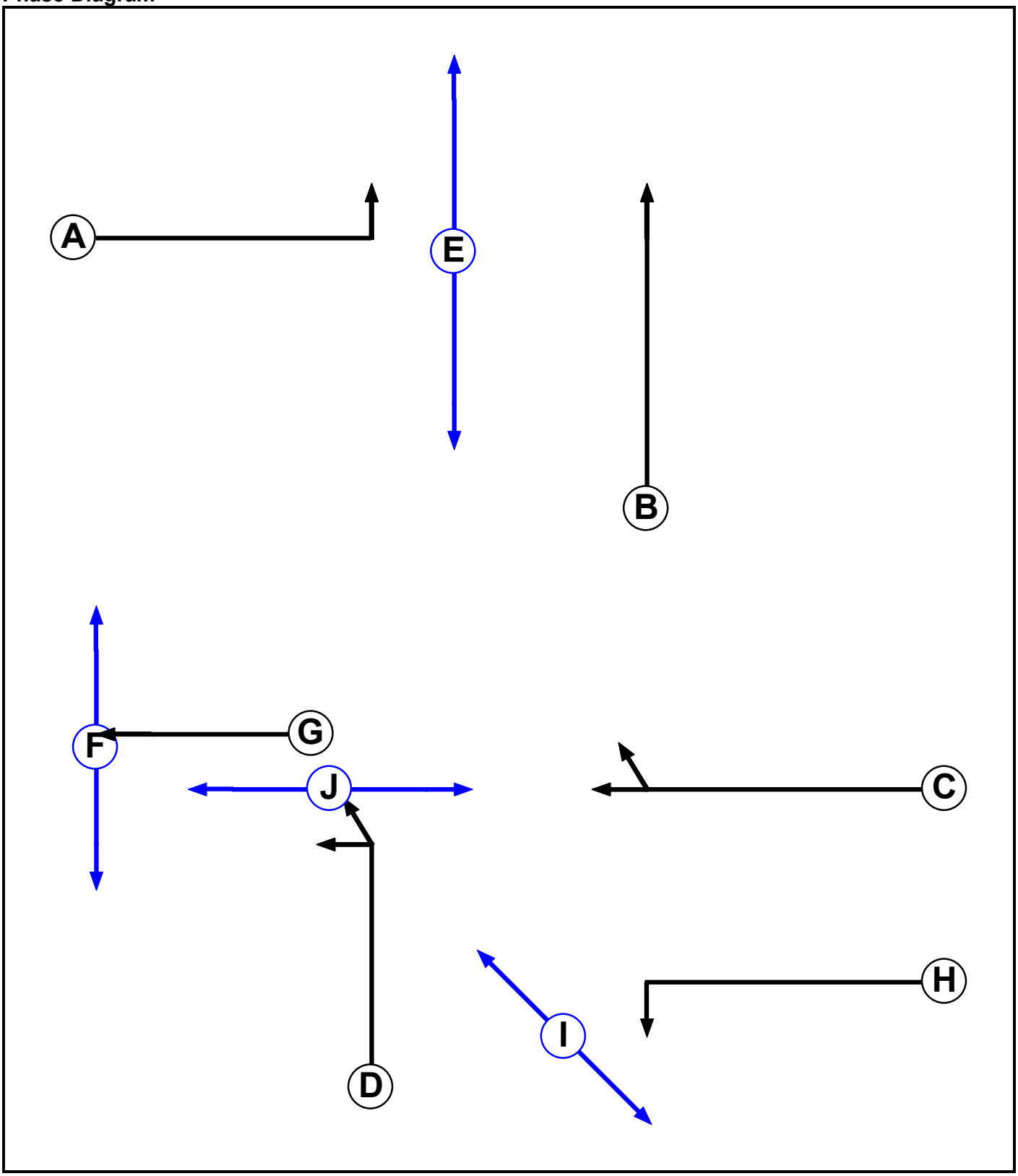
Stage Stream: 1

		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



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	2		7	7
D	Traffic	2		7	7
E	Pedestrian	1		7	7
F	Pedestrian	3		7	7
G	Traffic	3		7	7
H	Traffic	4		7	7
I	Pedestrian	4		7	7
J	Pedestrian	2		7	7

Phase Intergreens Matrix

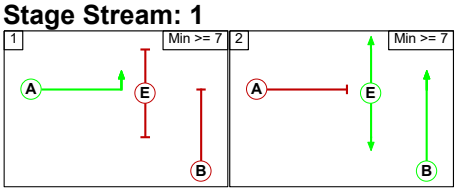
		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		6	-	-	5	-	-	-	-	-
	B	6		-	-	-	-	-	-	-	-
	C	-	-		6	-	-	-	-	-	-
	D	-	-	6		-	-	-	-	-	5
	E	10	-	-	-		-	-	-	-	-
	F	-	-	-	-	-		10	-	-	-
	G	-	-	-	-	-	5		-	-	-
	H	-	-	-	-	-	-	-		5	-
	I	-	-	-	-	-	-	-	8		-
	J	-	-	-	11	-	-	-	-	-	

Phases in Stage

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

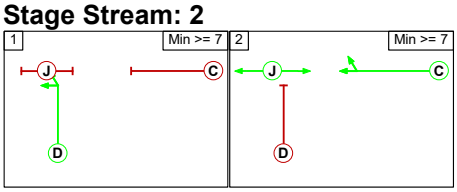
Stage Diagram

Stage Stream: 1

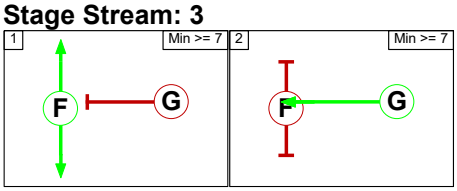


Full Input Data And Results

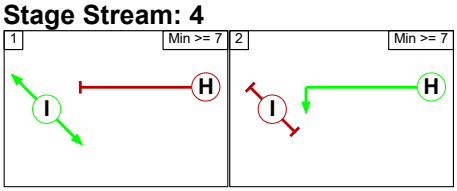
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



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					

Stage Stream: 3

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

Stage Stream: 4

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		6
	2	10	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	11	

Full Input Data And Results

Stage Stream: 3

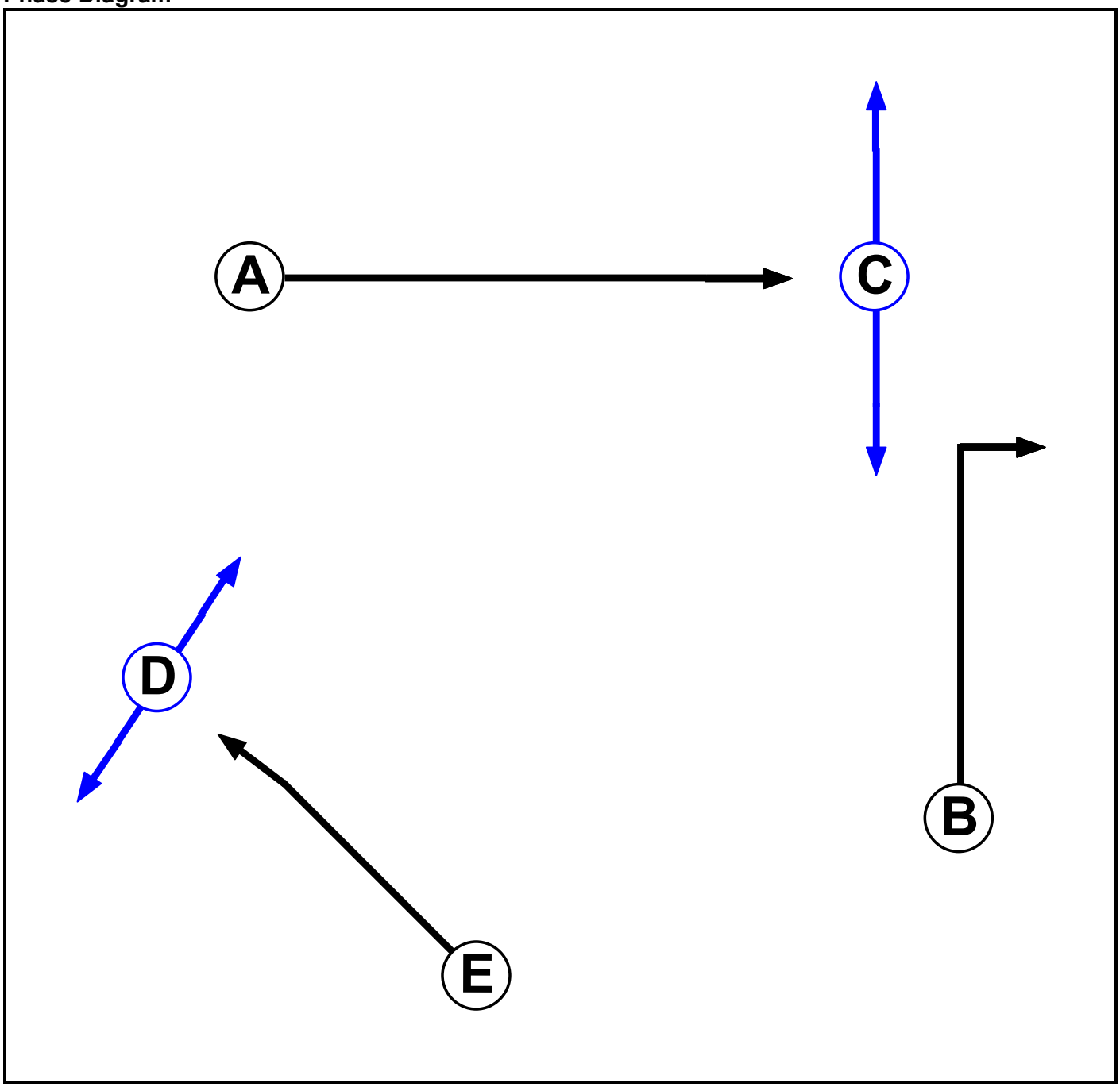
	To Stage		
From Stage		1	2
	1		10
	2	5	

Stage Stream: 4

	To Stage		
From Stage		1	2
	1		8
	2	5	

Controller :C4

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	Pedestrian	1		7	7
D	Pedestrian	2		7	7
E	Traffic	2		7	7

Phase Intergreens Matrix

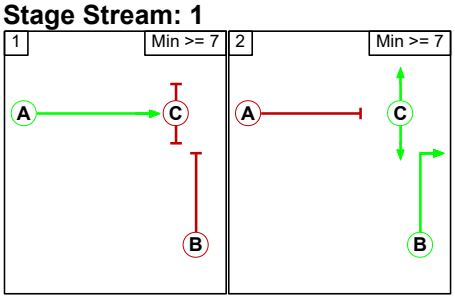
		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		5	5	-	-
	B	5		-	-	-
	C	8	-		-	-
	D	-	-	-		8
	E	-	-	-	5	

Phases in Stage

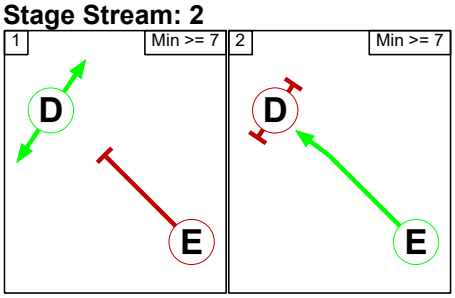
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B C
2	1	D
2	2	E

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					

Full Input Data And Results

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		5
	2	8	

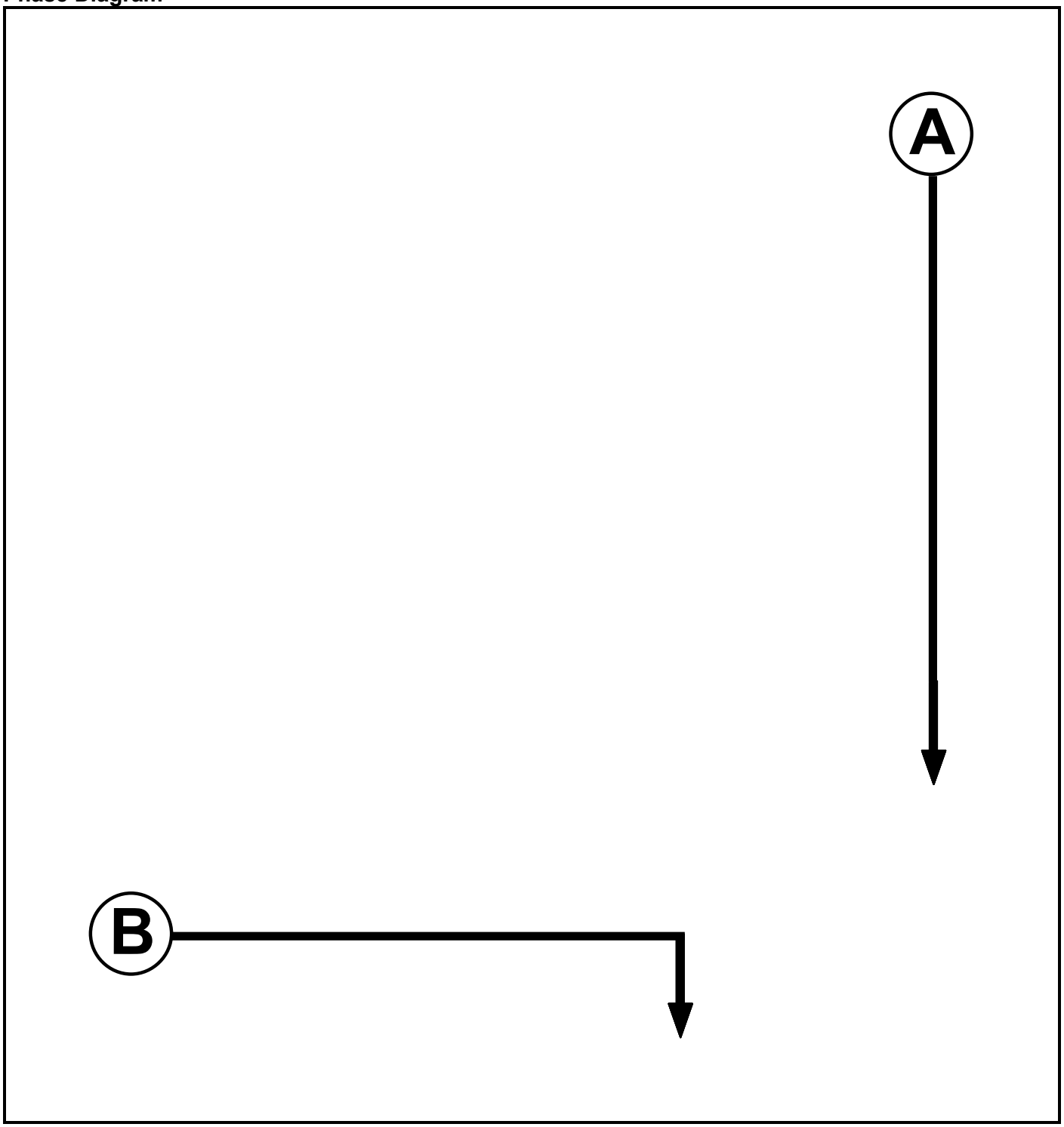
Stage Stream: 2

	To Stage		
From Stage		1	2
	1		8
	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

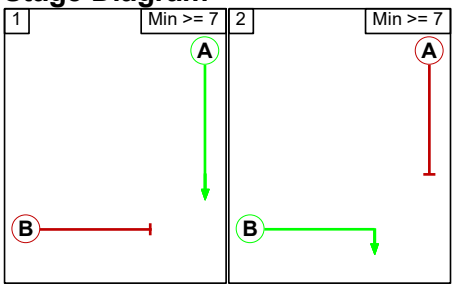
Phase Intergreens Matrix

	Starting Phase		
Terminating Phase		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	5	

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	H	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	G	2	3	3.0	Geom	-	3.25	0.00	Y	Arm J3:17 Ahead	Inf
J3:5/2 (A3024 Bursledon Road Exit)	U	G	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	E	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	671
J2:4/2	586
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)	671(In) 359(Out)
J3:1/3	586
J3:2/1 (short)	674
J3:2/2 (with short)	920(In) 246(Out)
J3:2/3	793

Full Input Data And Results

J3:3/1 (short)	68
J3:3/2 (with short)	654(In) 586(Out)
J3:3/3	638
J3:4/1	1018
J3:4/2	547
J3:4/3 (with short)	692(In) 537(Out)
J3:4/4 (short)	155
J3:5/1	565
J3:5/2	253
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)	389
J3:8/2 (with short)	688(In) 299(Out)
J3:9/1	986
J3:9/2	605
J3:9/3 (with short)	1379(In) 928(Out)
J3:9/4 (short)	451
J3:10/1	775
J3:10/2	1042
J3:10/3 (with short)	683(In) 596(Out)
J3:10/4 (short)	87
J3:11/1	986
J3:12/1	775
J3:12/2	1042
J3:13/1	573
J3:13/2	826
J3:13/3	743
J3:14/1	1018
J3:15/1	573
J3:16/1	671
J3:16/2	586
J3:17/1	565
J3:17/2	253
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	62.2 %	1944	1944
				Arm J3:5 Ahead	35.00	37.8 %		
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	99.4 %	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	722
J2:4/2	652
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)	722(In) 402(Out)
J3:1/3	652
J3:2/1 (short)	680
J3:2/2 (with short)	924(In) 244(Out)
J3:2/3	795

Full Input Data And Results

J3:3/1 (short)	69
J3:3/2 (with short)	656(In) 587(Out)
J3:3/3	638
J3:4/1	1033
J3:4/2	586
J3:4/3 (with short)	714(In) 557(Out)
J3:4/4 (short)	157
J3:5/1	597
J3:5/2	278
J3:6/1 (short)	300
J3:6/2 (with short)	550(In) 250(Out)
J3:7/1	803
J3:7/2	698
J3:8/1 (short)	391
J3:8/2 (with short)	691(In) 300(Out)
J3:9/1	1000
J3:9/2	646
J3:9/3 (with short)	1447(In) 975(Out)
J3:9/4 (short)	472
J3:10/1	833
J3:10/2	1088
J3:10/3 (with short)	722(In) 619(Out)
J3:10/4 (short)	103
J3:11/1	1000
J3:12/1	833
J3:12/2	1088
J3:13/1	581
J3:13/2	841
J3:13/3	801
J3:14/1	1033
J3:15/1	581
J3:16/1	722
J3:16/2	652
J3:17/1	597
J3:17/2	278
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	60.5 %	1943	1943
				Arm J3:5 Ahead	35.00	39.5 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	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	437
J2:4/2	504
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)	437(In) 301(Out)
J3:1/3	504
J3:2/1 (short)	390
J3:2/2 (with short)	761(In) 371(Out)
J3:2/3	590

Full Input Data And Results

J3:3/1 (short)	110
J3:3/2 (with short)	592(In) 482(Out)
J3:3/3	538
J3:4/1	877
J3:4/2	557
J3:4/3 (with short)	672(In) 620(Out)
J3:4/4 (short)	52
J3:5/1	615
J3:5/2	393
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	672
J3:9/3 (with short)	1094(In) 565(Out)
J3:9/4 (short)	529
J3:10/1	804
J3:10/2	751
J3:10/3 (with short)	969(In) 784(Out)
J3:10/4 (short)	185
J3:11/1	526
J3:12/1	804
J3:12/2	751
J3:13/1	638
J3:13/2	761
J3:13/3	842
J3:14/1	877
J3:15/1	638
J3:16/1	437
J3:16/2	504
J3:17/1	615
J3:17/2	393
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	45.0 %	1930	1930
				Arm J3:5 Ahead	35.00	55.0 %		
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	99.9 %	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	475
J2:4/2	529
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)	475(In) 331(Out)
J3:1/3	529
J3:2/1 (short)	404
J3:2/2 (with short)	764(In) 360(Out)
J3:2/3	601

Full Input Data And Results

J3:3/1 (short)	112
J3:3/2 (with short)	594(In) 482(Out)
J3:3/3	540
J3:4/1	887
J3:4/2	598
J3:4/3 (with short)	672(In) 611(Out)
J3:4/4 (short)	61
J3:5/1	642
J3:5/2	397
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)	234
J3:8/2 (with short)	510(In) 276(Out)
J3:9/1	548
J3:9/2	691
J3:9/3 (with short)	1130(In) 586(Out)
J3:9/4 (short)	544
J3:10/1	823
J3:10/2	783
J3:10/3 (with short)	997(In) 800(Out)
J3:10/4 (short)	197
J3:11/1	548
J3:12/1	823
J3:12/2	783
J3:13/1	644
J3:13/2	771
J3:13/3	876
J3:14/1	887
J3:15/1	644
J3:16/1	475
J3:16/2	529
J3:17/1	642
J3:17/2	397
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	46.2 %	1931	1931
				Arm J3:5 Ahead	35.00	53.8 %		
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

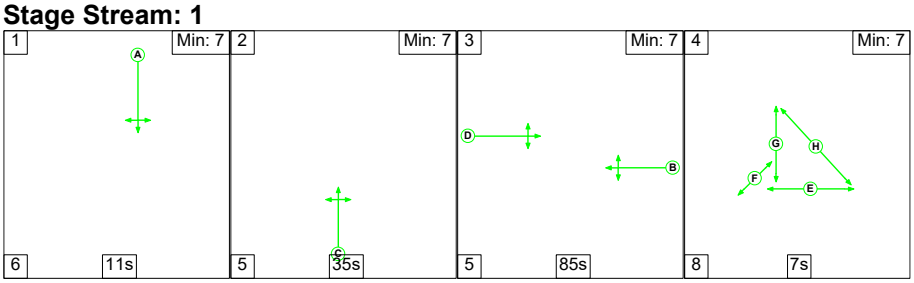
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910

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	99.6 %	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



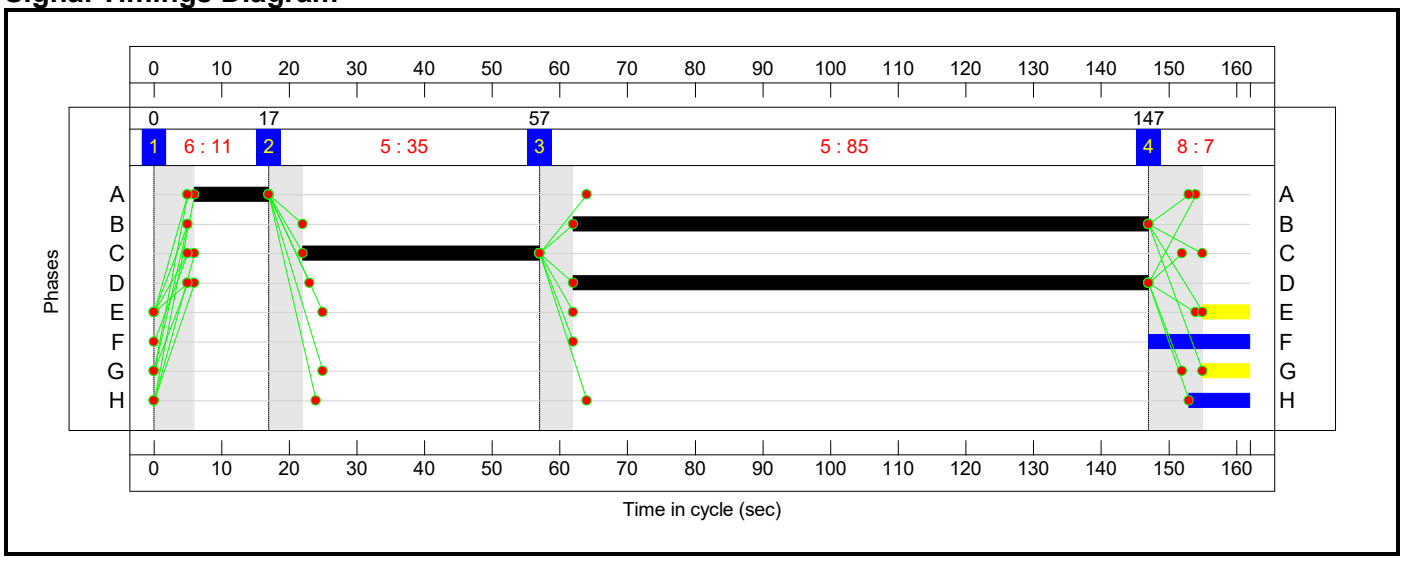
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

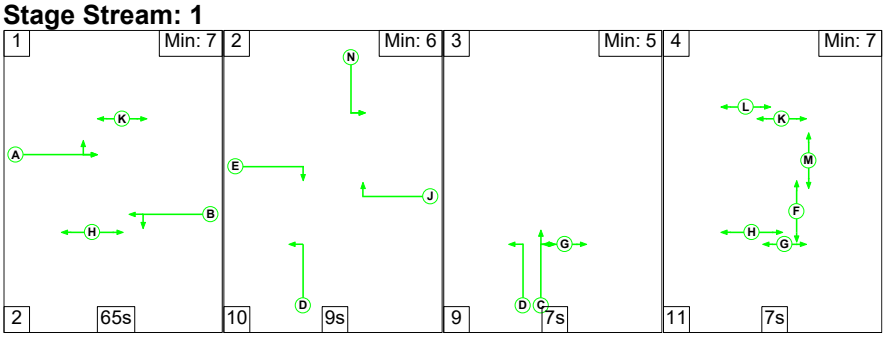
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



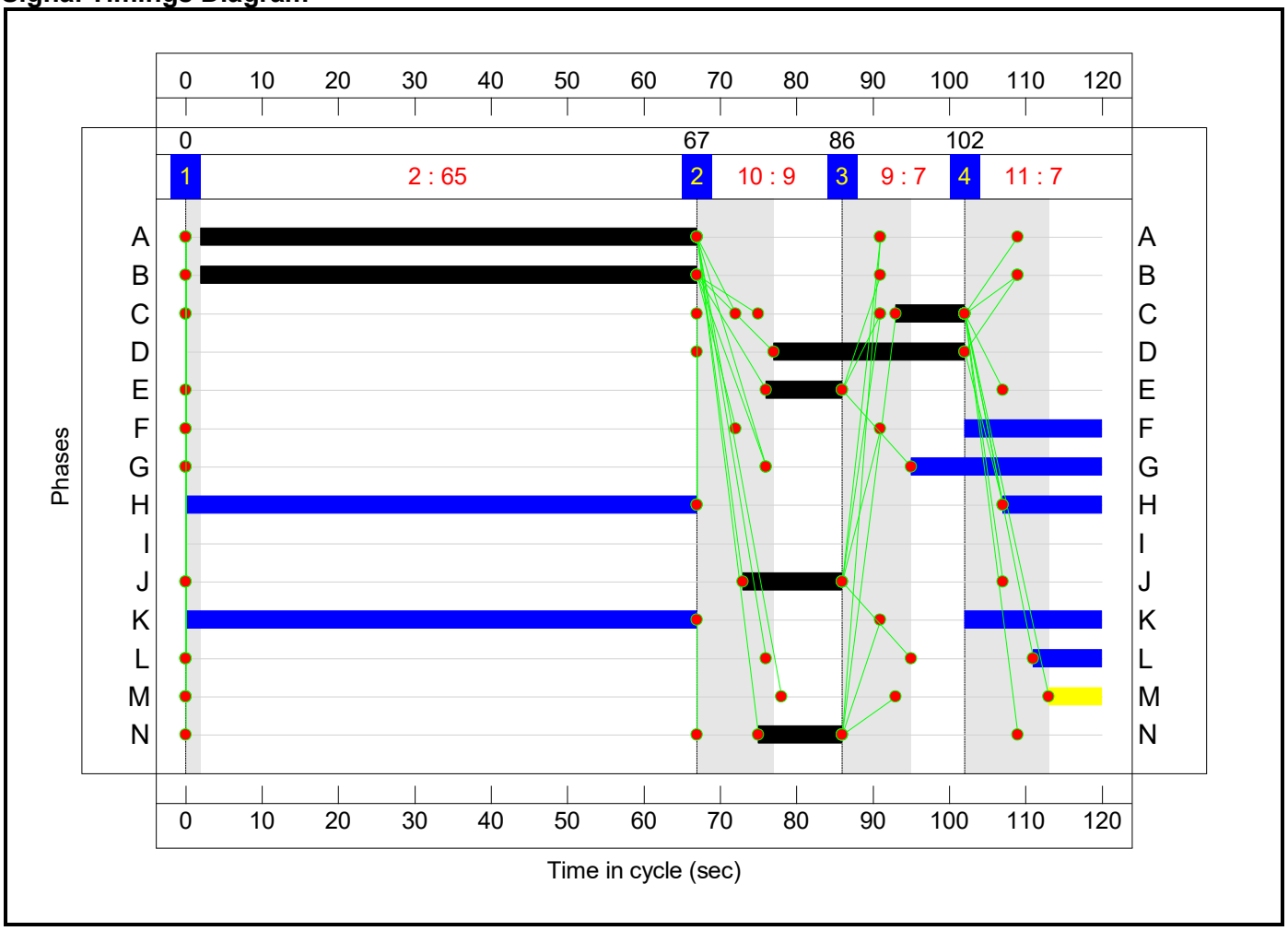
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

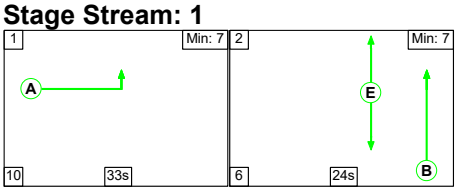
Signal Timings Diagram



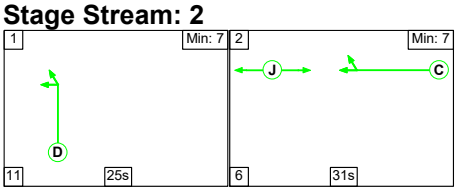
Controller :C3

Stage Sequence Diagram

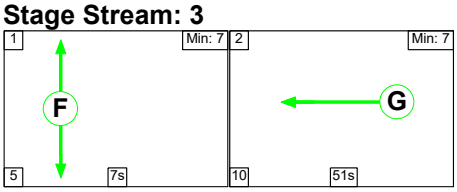
Stage Stream: 1



Stage Stream: 2

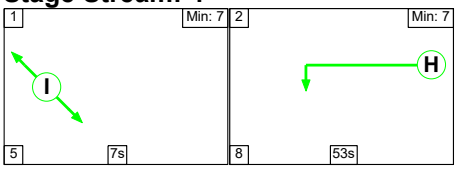


Stage Stream: 3



Full Input Data And Results

Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	24
Change Point	64	34

Stage Stream: 2

Stage	1	2
Duration	25	31
Change Point	0	36

Stage Stream: 3

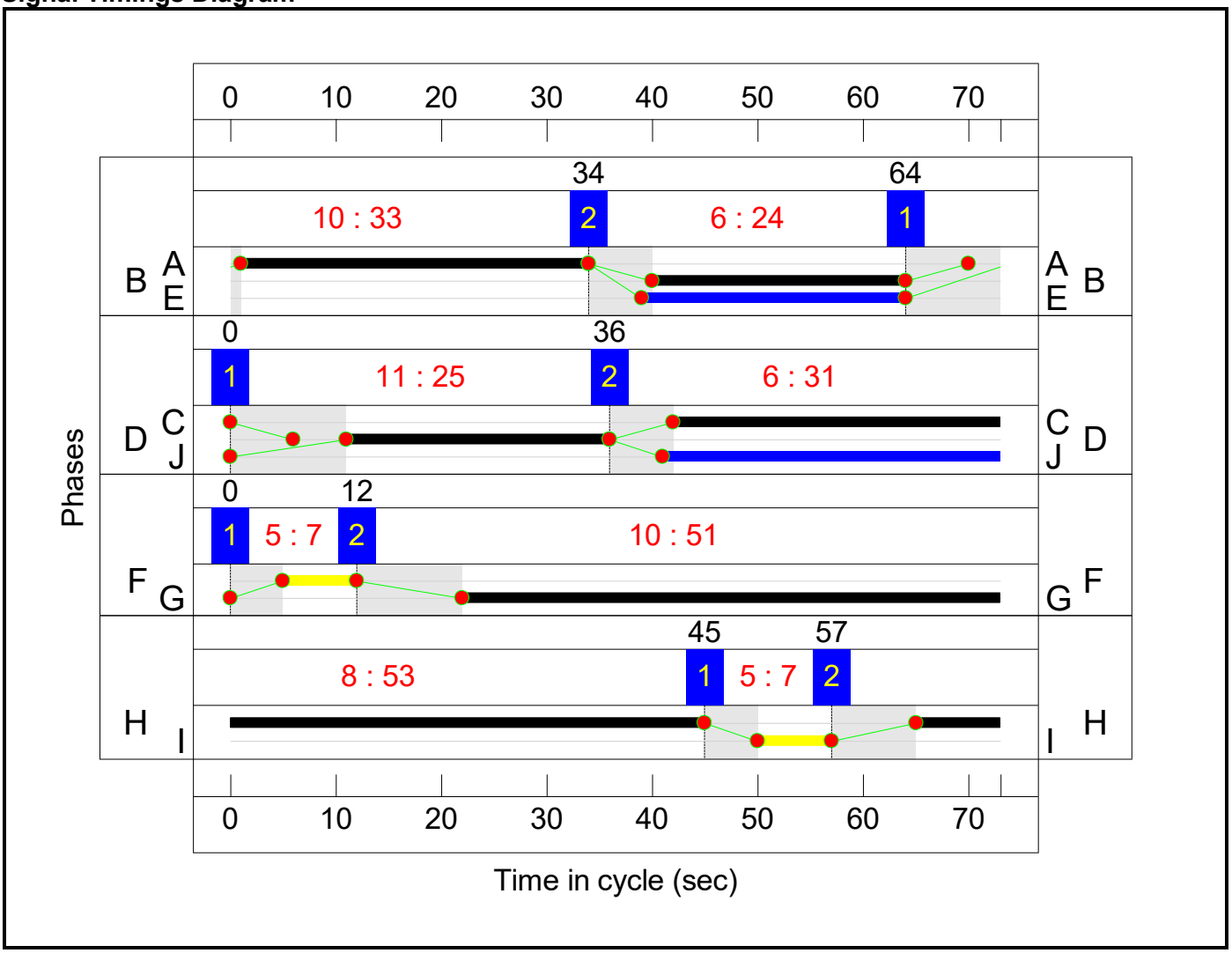
Stage	1	2
Duration	7	51
Change Point	0	12

Stage Stream: 4

Stage	1	2
Duration	7	53
Change Point	45	57

Full Input Data And Results

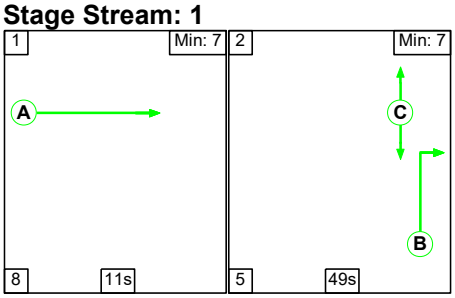
Signal Timings Diagram



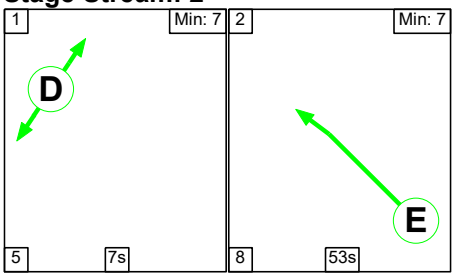
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

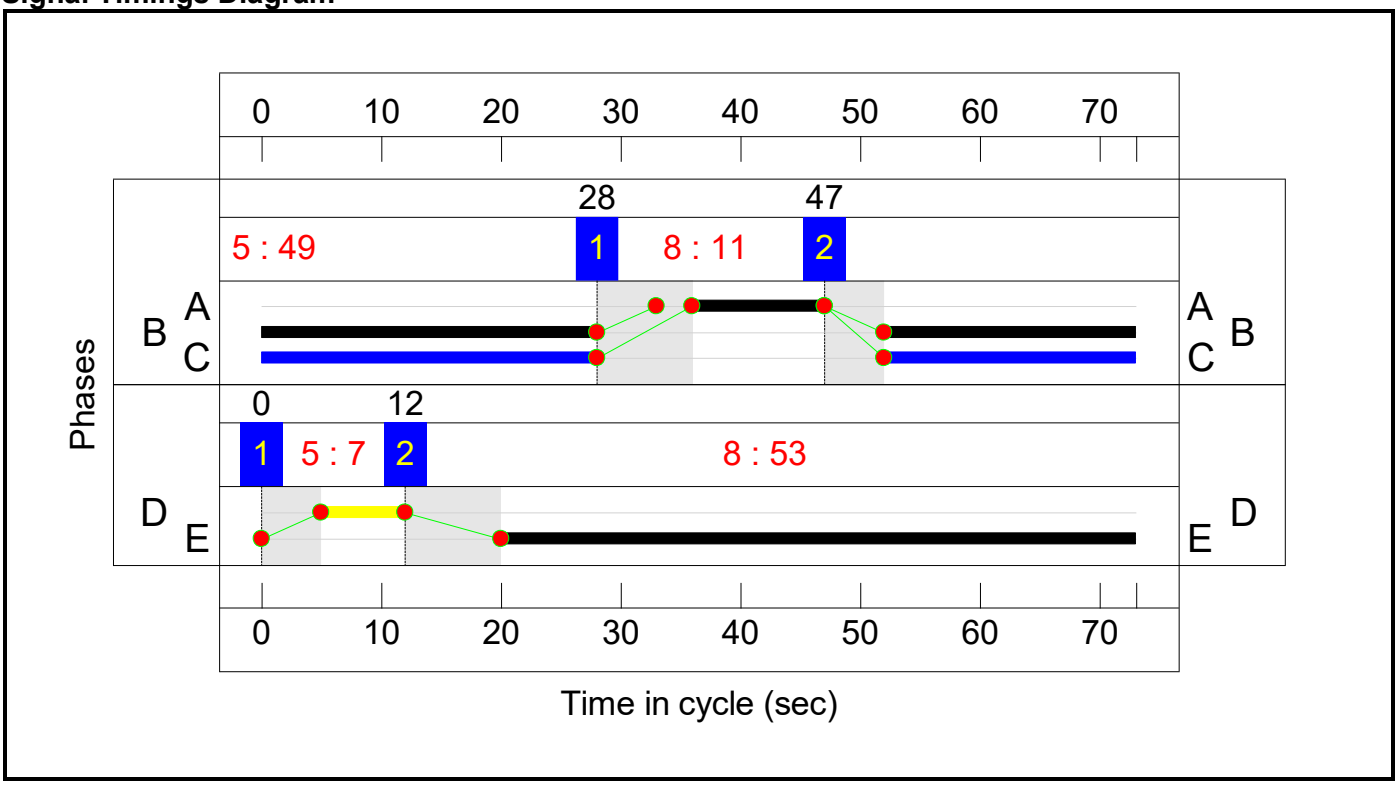
Stage Stream: 1

Stage	1	2
Duration	11	49
Change Point	28	47

Stage Stream: 2

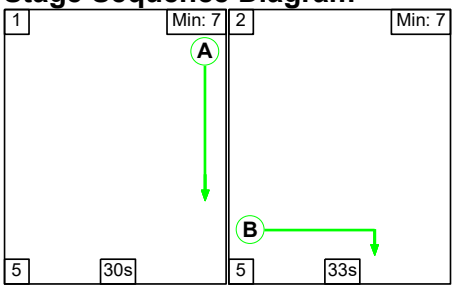
Stage	1	2
Duration	7	53
Change Point	0	12

Signal Timings Diagram



Controller :C5

Stage Sequence Diagram

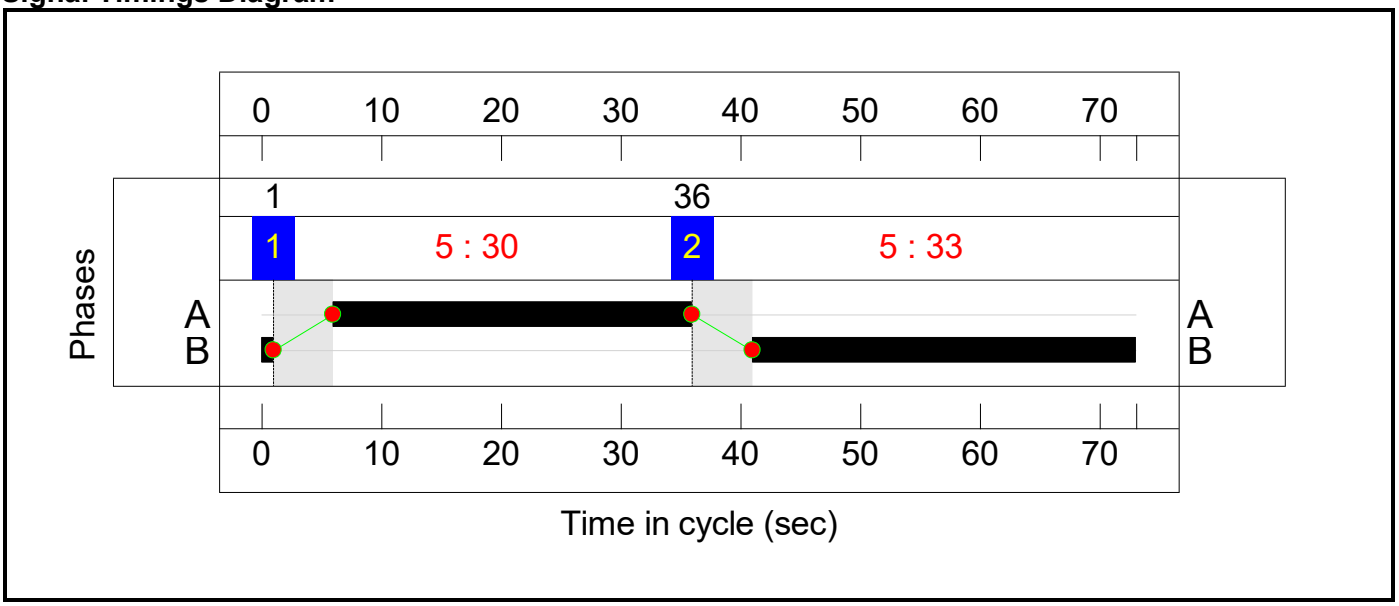


Stage Timings

Stage	1	2
Duration	30	33
Change Point	1	36

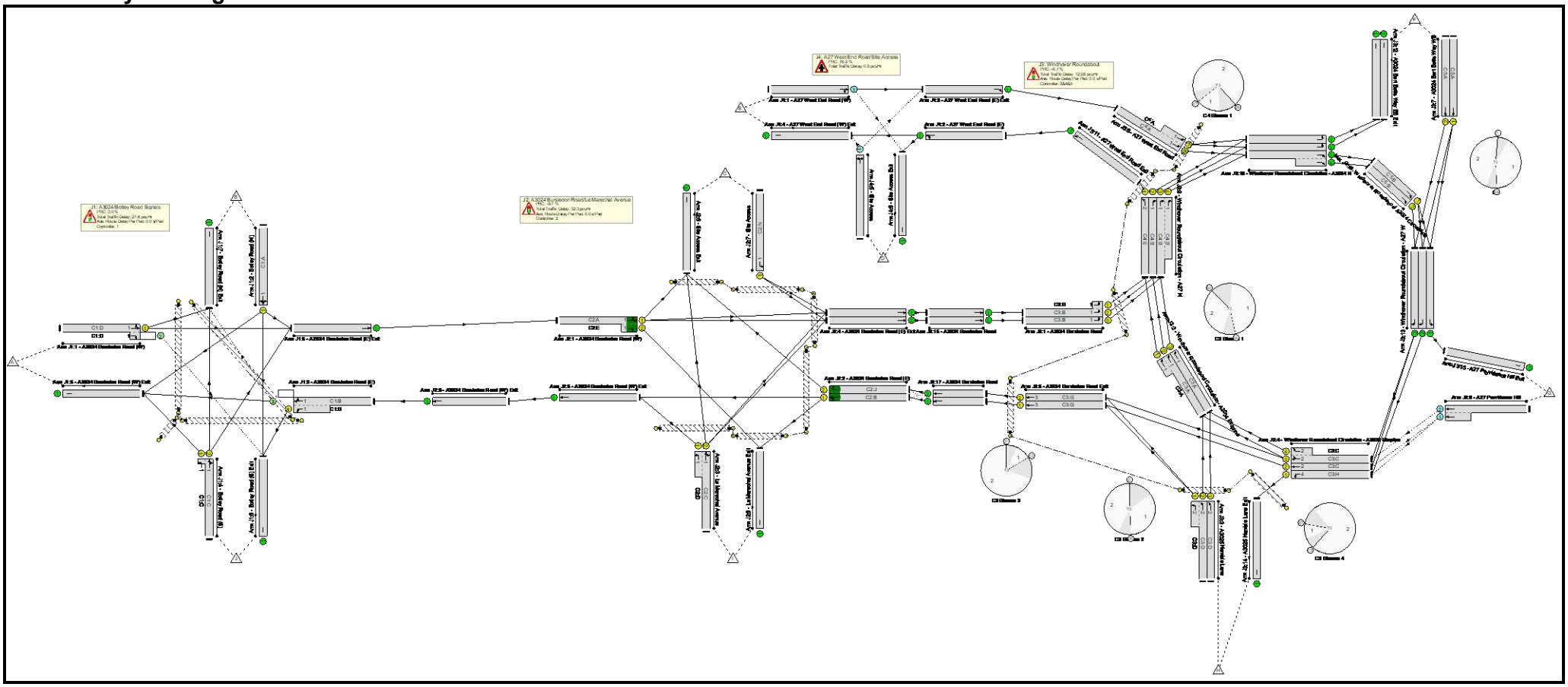
Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.8%**
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	-		-	-	-	671	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	586	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.8%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	24	-	671	1789:1860	379+329	94.7 : 94.7%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	24	-	586	1865	639	91.7%

Full Input Data And Results

2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	33	-	920	1971:1960	262+719	93.8 : 93.8%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	33	-	793	1965	915	86.6%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	25	-	654	1880:1930	617+72	95.0 : 95.0%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	25	-	638	1879	669	95.3%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	3:4	N/A	C3:H		1	53	-	1018	1928	1426	71.4%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	31	-	547	1919	841	65.0%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	31	-	692	1944:1898	711+205	75.5 : 75.5%
5/1	A3024 Bursledon Road Exit Ahead	U	3:3	N/A	C3:G		1	51	-	565	1940	1382	40.9%
5/2	A3024 Bursledon Road Exit Ahead	U	3:3	N/A	C3:G		1	51	-	253	1940	1382	18.3%
6/2+6/1	A27 West End Road Ahead	U	4:1	N/A	C4:A		1	11	-	516	1938:1938	237+290	97.8 : 97.8%
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	348+410	86.0 : 95.0%
9/1	Windhover Roundabout Circulation - A27 N Left	U	4:2	N/A	C4:E		1	53	-	986	1898	1404	70.2%

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	4:1	N/A	C4:B		1	49	-	605	1887	1292	46.8%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	4:1	N/A	C4:B		1	49	-	1379	1872:1848	1130+549	82.1 : 82.1%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	775	1898	1898	40.8%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1042	1940	1940	53.7%
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	-		-	-	-	775	1972	1972	39.3%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1042	1972	1972	52.8%
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	-		-	-	-	671	1915	1915	35.0%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	586	1915	1915	30.6%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	565	1940	1940	29.1%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	253	1915	1915	13.2%
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%
Ped Link: P1	Unnamed Ped Link	-	4:1	-	C4:C		1	49	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	4:2	-	C4:D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3:1	-	C3:E		1	25	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	3:3	-	C3:F		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	3:2	-	C3:J		1	32	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3:4	-	C3:I		1	7	-	0	-	0	0.0%
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	1890	27.2%
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	308	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	**-**	**-**	**1018**	**394**	**0**	**87.8**	**95.6**	**0.1**	**183.5**	**-**	**-**	**-**	**-**
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 (34.0:49.2)	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	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	586	586	-	-	-	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	**-**	**-**	**982**	**394**	**0**	**54.7**	**68.0**	**0.0**	**122.6**	**-**	**-**	**-**	**-**
1/2+1/1	671	671	-	-	-	4.1	6.6	-	10.7 (5.7+5.0)	57.6 (57.7:57.6)	11.3	6.6	17.9
1/3	586	586	-	-	-	3.7	4.7	-	8.5	52.0	11.2	4.7	15.9
2/2+2/1	920	920	-	-	-	3.9	6.2	-	10.2 (2.4+7.8)	39.7 (34.7:41.6)	8.4	6.2	14.6
2/3	793	793	-	-	-	2.9	3.1	-	5.9	27.0	6.4	3.1	9.5
3/2+3/1	654	654	-	-	-	4.1	6.8	-	10.9 (9.8+1.1)	59.9 (60.1:58.1)	12.1	6.8	19.0
3/3	638	638	-	-	-	4.1	7.0	-	11.1	62.6	12.6	7.0	19.6
4/1	1018	1018	-	-	-	0.8	1.2	-	2.1	7.3	6.6	1.2	7.8
4/2	547	547	-	-	-	3.2	0.9	-	4.1	26.8	9.3	0.9	10.2
4/3+4/4	692	692	-	-	-	4.0	1.5	-	5.5 (4.5+1.0)	28.5 (30.0:23.1)	9.5	1.5	11.0
5/1	565	565	-	-	-	0.2	0.3	-	0.5	3.3	0.7	0.3	1.1
5/2	253	253	-	-	-	0.0	0.1	-	0.1	2.0	0.4	0.1	0.5
6/2+6/1	516	516	-	-	-	4.2	8.8	-	13.1 (5.8+7.2)	91.1 (90.7:91.4)	6.2	8.8	15.0
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	982	394	0	3.4	4.4	-	7.9 (3.5+4.4)	41.2 (41.6:40.8)	7.5	4.4	11.9

Full Input Data And Results

9/1	986	986	-	-	-	3.3	1.2	-	4.5	16.3	15.0	1.2	16.1
9/2	605	605	-	-	-	0.8	0.4	-	1.2	7.3	7.5	0.4	7.9
9/3+9/4	1379	1379	-	-	-	2.7	2.3	-	4.9 (3.8+1.1)	12.8 (14.8:8.9)	23.4	2.3	25.6
10/1	775	775	-	-	-	0.0	0.3	-	0.4	1.8	8.0	0.3	8.3
10/2	1042	1042	-	-	-	0.0	0.6	-	0.6	2.0	4.9	0.6	5.4
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	775	775	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	1042	1042	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
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	671	671	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
16/2	586	586	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
17/1	565	565	-	-	-	0.0	0.2	-	0.2	1.3	0.5	0.2	0.7
17/2	253	253	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/1	596	596	-	-	-	1.6	1.0	-	2.6	15.5	6.0	1.0	7.0
18/2	87	87	-	-	-	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
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	-	-	-	-	-	-	-	-	-	-	-
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

Full Input Data And Results

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	6.0	0.0	0.0	0.0
6/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	26.99	Cycle Time (s):	162
C2	Stream: 1	PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	31.66	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	35.30	Cycle Time (s):	73
C3	Stream: 2	PRC for Signalled Lanes (%):	-5.9	Total Delay for Signalled Lanes (pcuHr):	31.53	Cycle Time (s):	73
C3	Stream: 3	PRC for Signalled Lanes (%):	120.1	Total Delay for Signalled Lanes (pcuHr):	0.66	Cycle Time (s):	73
C3	Stream: 4	PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	2.08	Cycle Time (s):	73
C4	Stream: 1	PRC for Signalled Lanes (%):	-8.7	Total Delay for Signalled Lanes (pcuHr):	19.21	Cycle Time (s):	73
C4	Stream: 2	PRC for Signalled Lanes (%):	28.2	Total Delay for Signalled Lanes (pcuHr):	4.46	Cycle Time (s):	73
C5		PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	17.20	Cycle Time (s):	73
		PRC Over All Lanes (%):	-8.7	Total Delay Over All Lanes(pcuHr):	183.46		

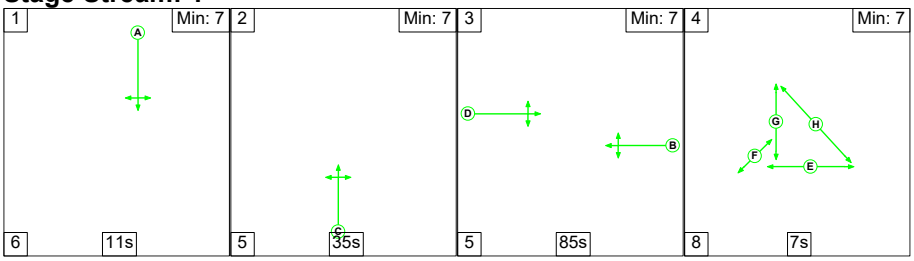
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

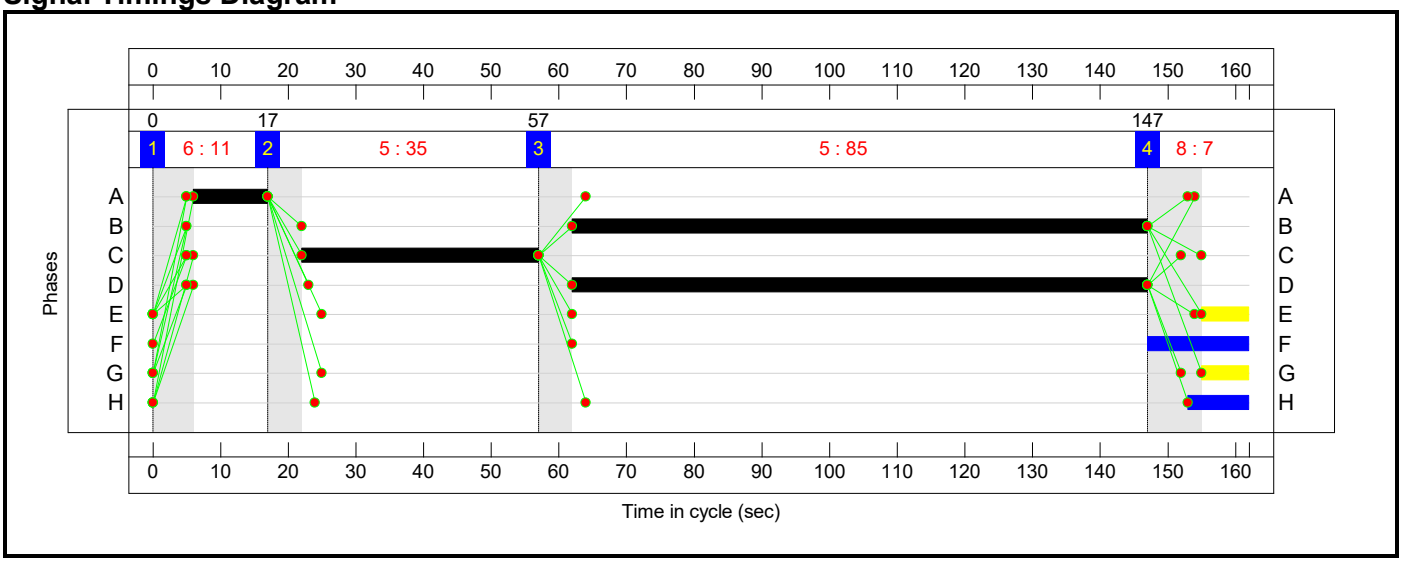


Stage Timings

Stage Stream: 1

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

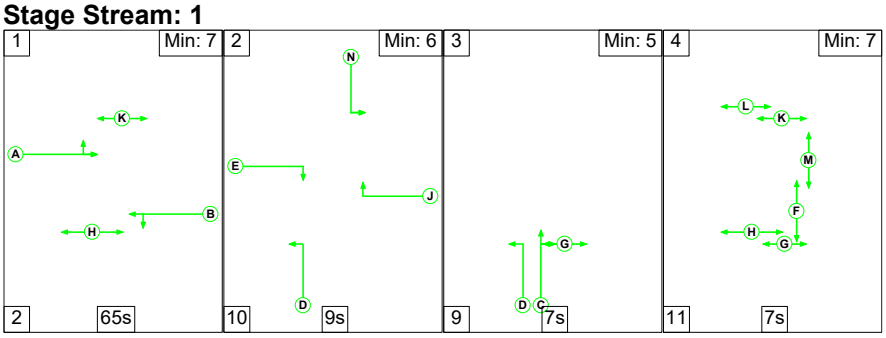
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



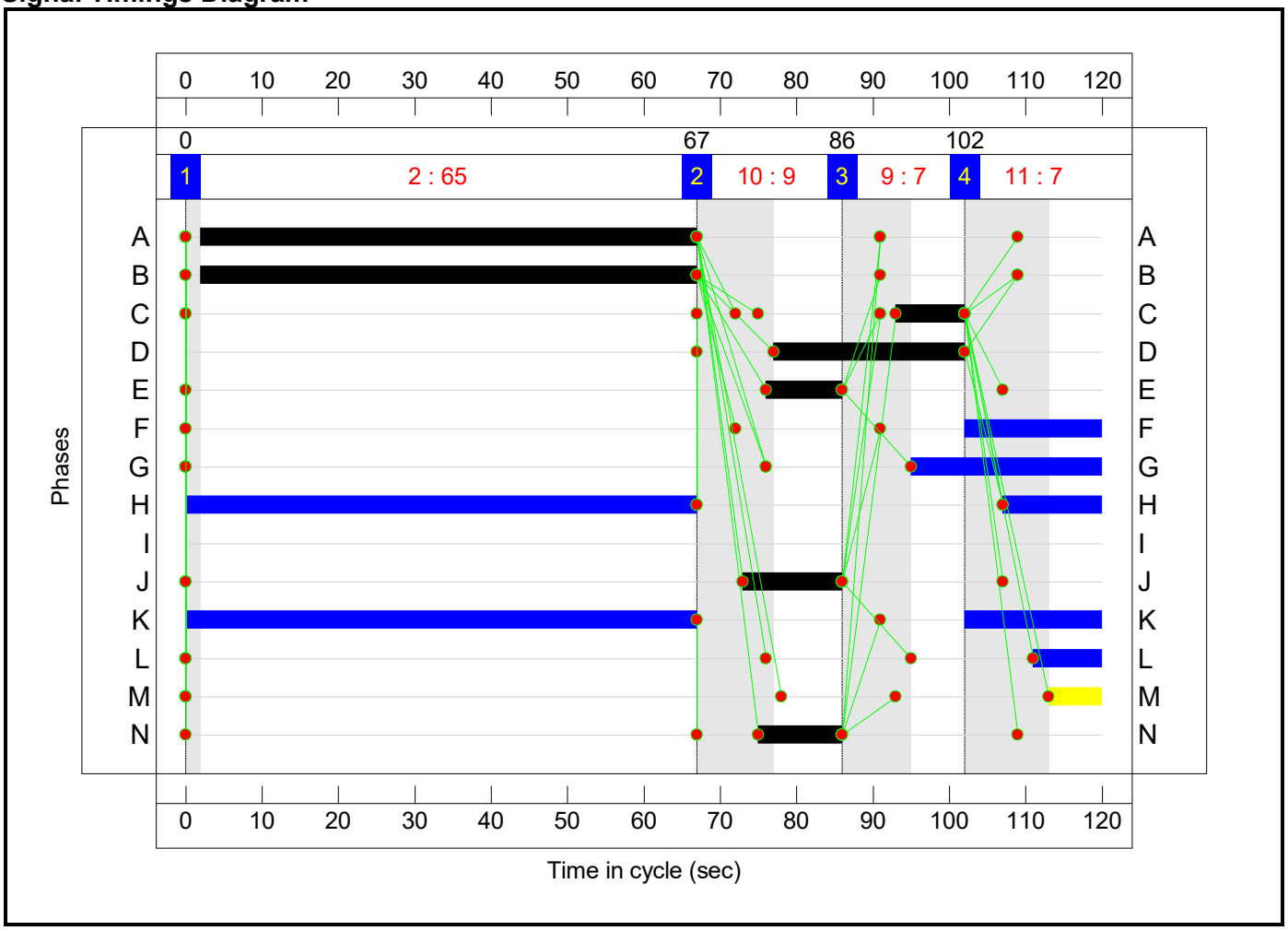
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

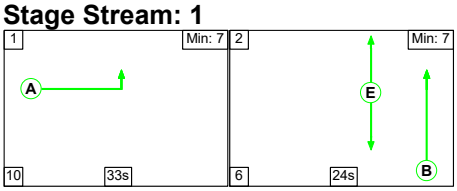
Signal Timings Diagram



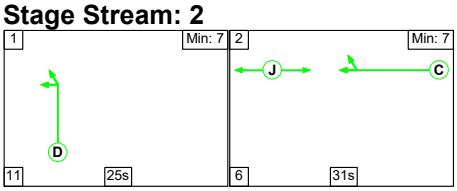
Controller :C3

Stage Sequence Diagram

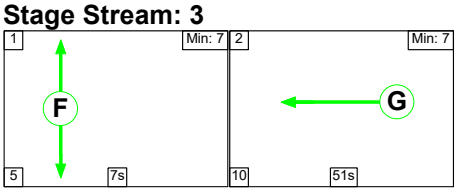
Stage Stream: 1



Stage Stream: 2

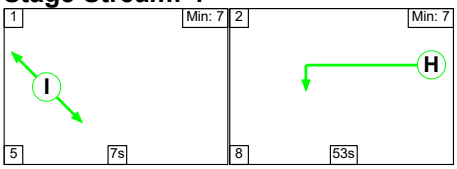


Stage Stream: 3



Full Input Data And Results

Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	24
Change Point	64	34

Stage Stream: 2

Stage	1	2
Duration	25	31
Change Point	0	36

Stage Stream: 3

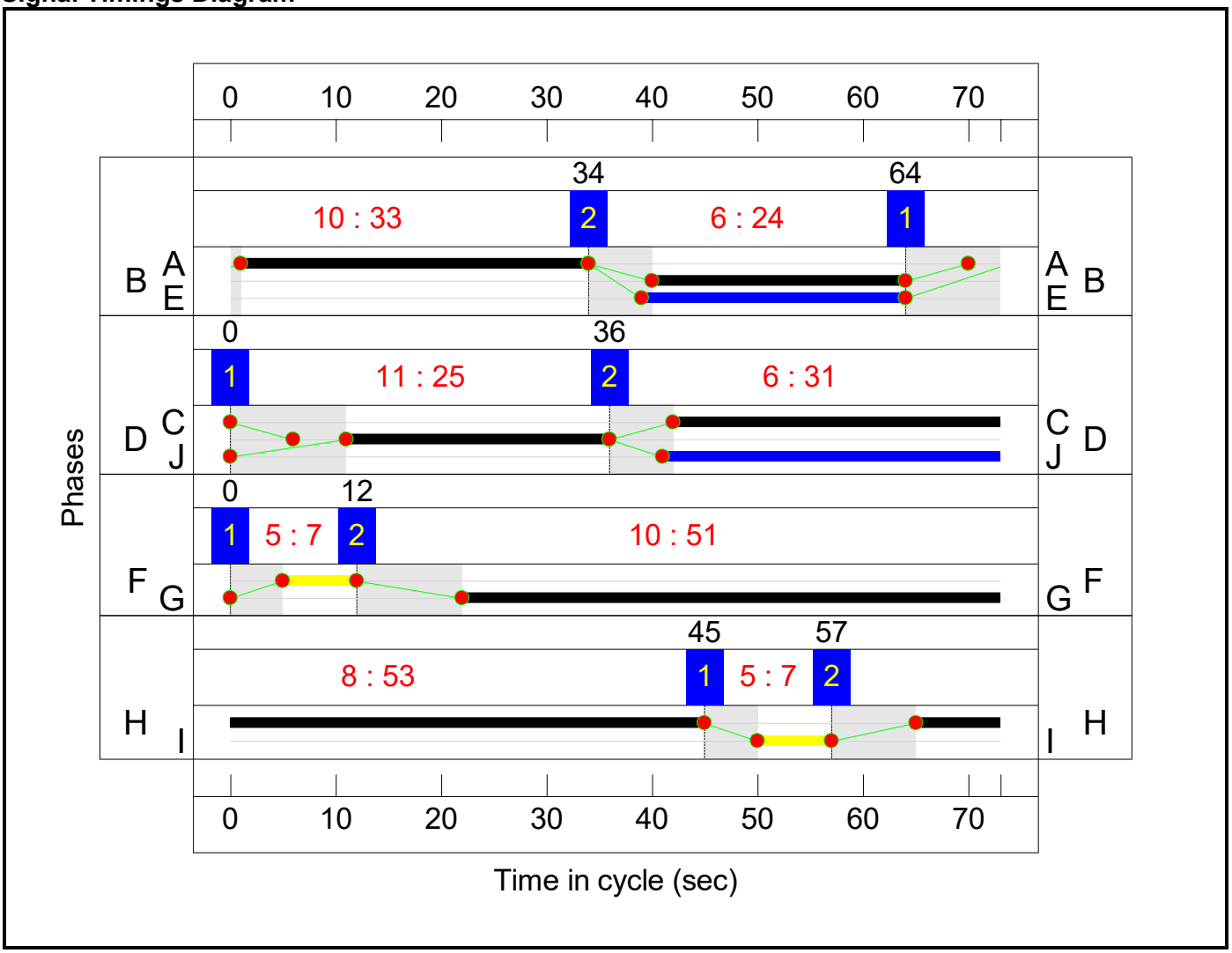
Stage	1	2
Duration	7	51
Change Point	0	12

Stage Stream: 4

Stage	1	2
Duration	7	53
Change Point	45	57

Full Input Data And Results

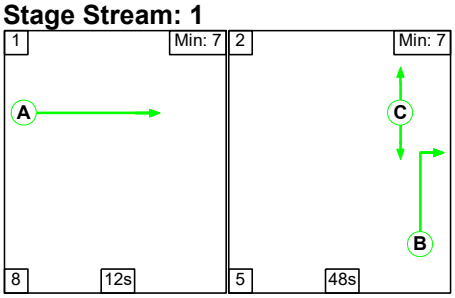
Signal Timings Diagram



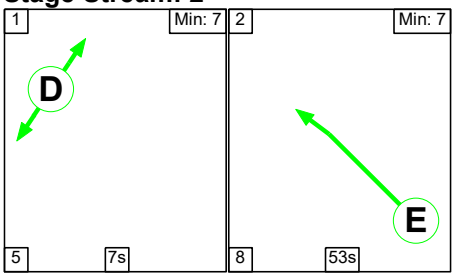
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

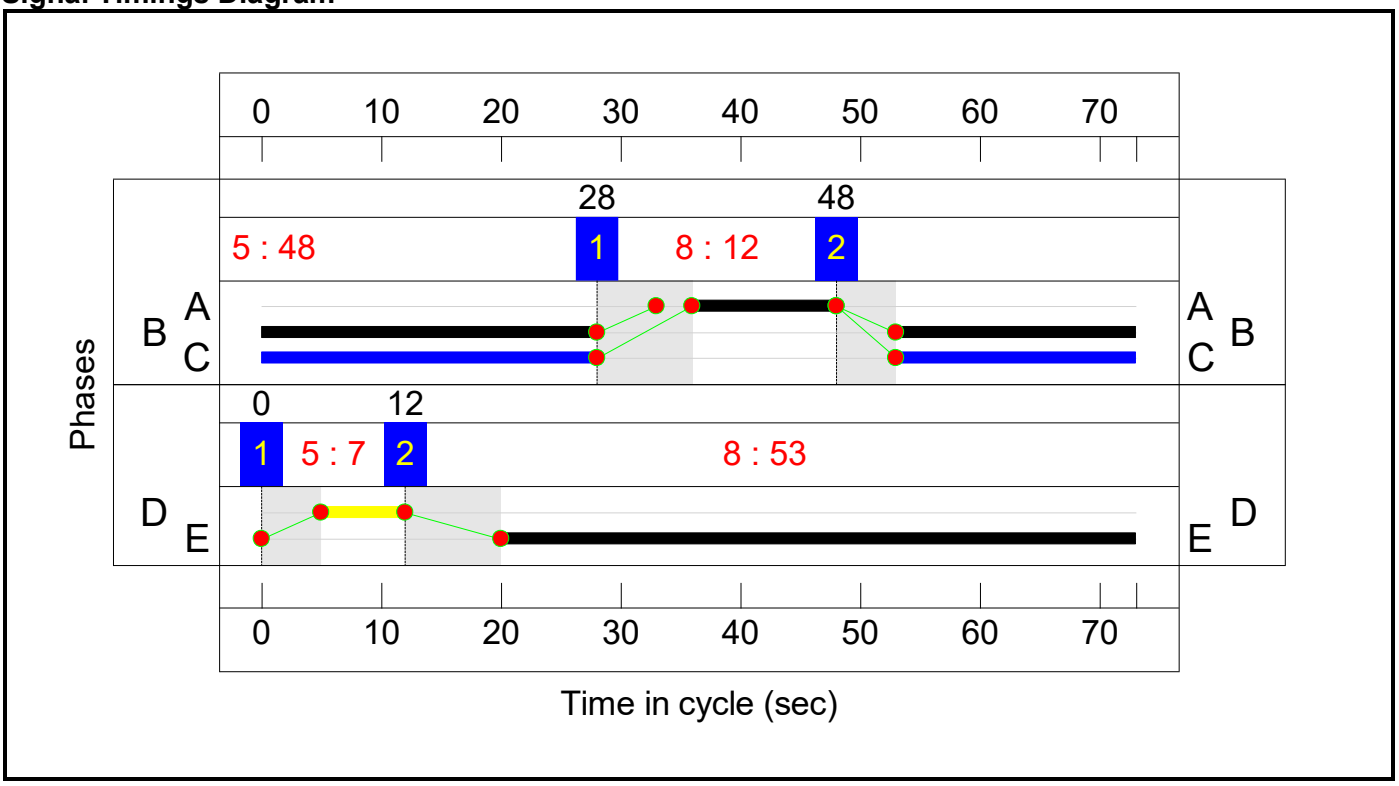
Stage Stream: 1

Stage	1	2
Duration	12	48
Change Point	28	48

Stage Stream: 2

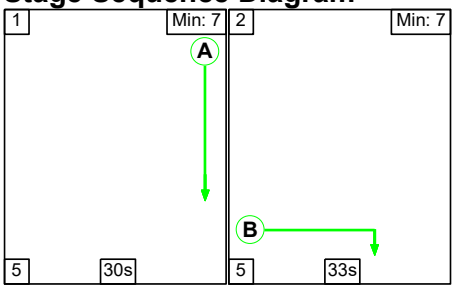
Stage	1	2
Duration	7	53
Change Point	0	12

Signal Timings Diagram



Controller :C5

Stage Sequence Diagram

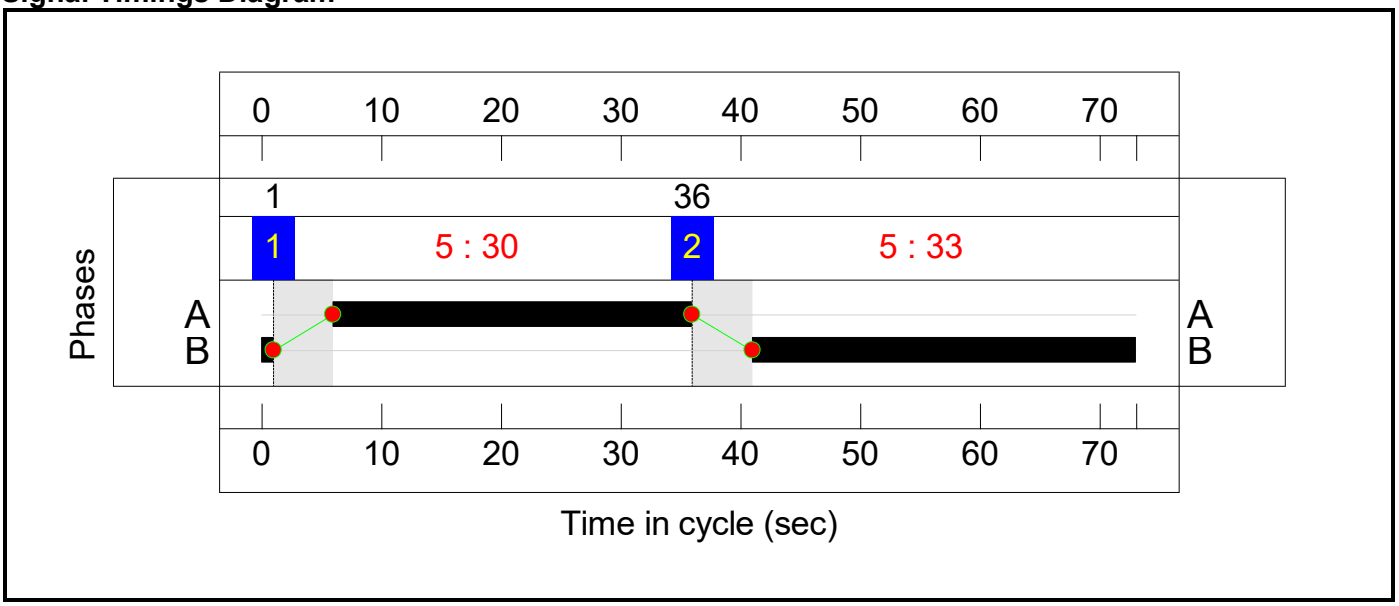


Stage Timings

Stage	1	2
Duration	30	33
Change Point	1	36

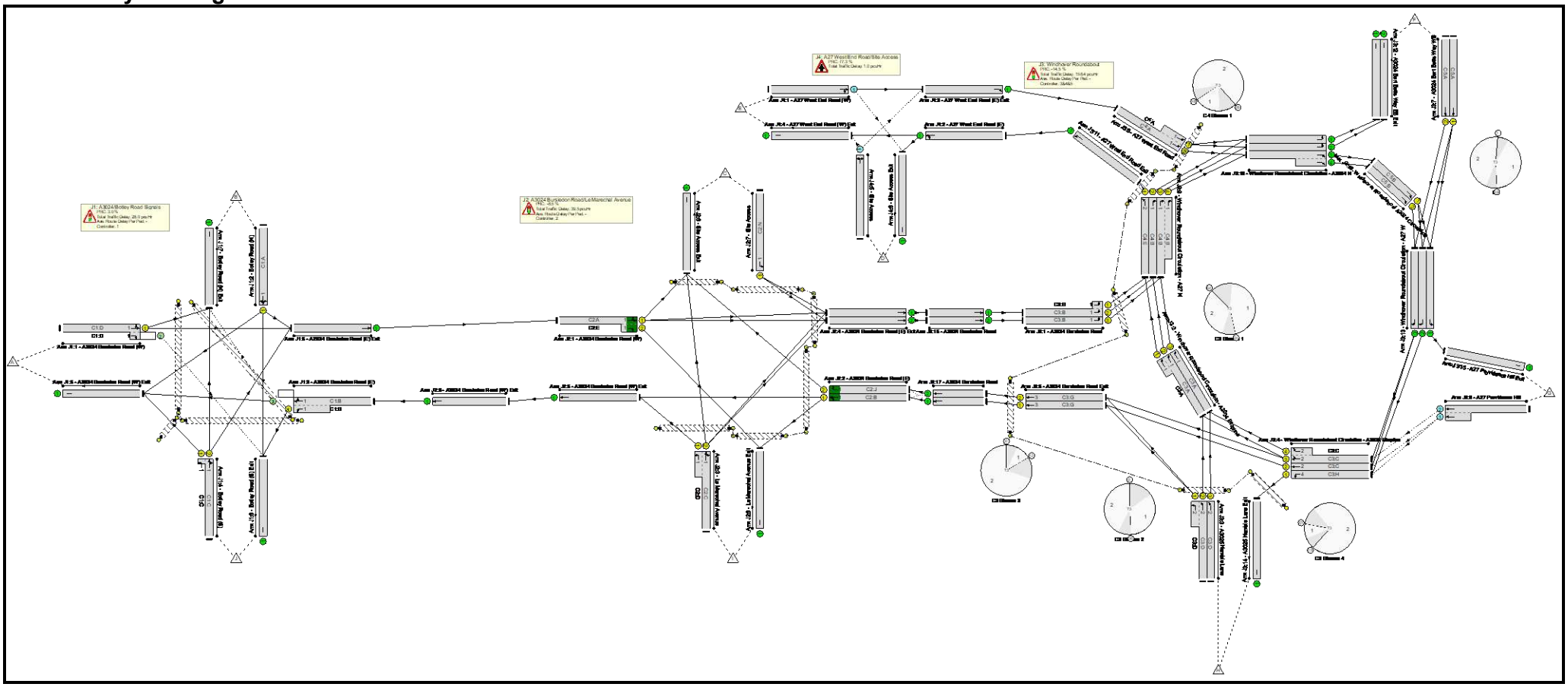
Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.0%**
J1: A3024/Botley Road Signals	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.4%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	85	-	653	1782:1761	938+9	69.0 : 69.0%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	11	-	113	1824	135	83.6%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	85	-	784	1799:1821	716+309	76.5 : 76.5%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	35	-	353	1812:1819	382+22	87.4 : 87.4%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1078	1960	1960	55.0%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	15	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	9	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**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	-		-	-	-	722	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	652	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.0%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	24	-	722	1789:1860	390+311	103.0 : 103.0%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	24	-	652	1865	639	102.1%

Full Input Data And Results

2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	33	-	924	1971:1960	259+721	94.3 : 94.3%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	33	-	795	1965	915	86.9%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	25	-	656	1880:1930	616+72	95.2 : 95.2%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	25	-	638	1879	669	95.3%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	3:4	N/A	C3:H		1	53	-	1033	1928	1426	72.2%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	31	-	586	1919	841	69.6%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	31	-	714	1943:1898	714+201	78.0 : 78.0%
5/1	A3024 Bursledon Road Exit Ahead	U	3:3	N/A	C3:G		1	51	-	597	1940	1382	43.2%
5/2	A3024 Bursledon Road Exit Ahead	U	3:3	N/A	C3:G		1	51	-	278	1940	1382	20.1%
6/2+6/1	A27 West End Road Ahead	U	4:1	N/A	C4:A		1	12	-	550	1938:1938	254+304	98.5 : 98.5%
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	-	698	2060	875	79.8%
8/2+8/1	A27 Providence Hill Ahead	O	N/A	N/A	-		-	-	-	691	1886:1884	334+394	89.9 : 99.3%
9/1	Windhover Roundabout Circulation - A27 N Left	U	4:2	N/A	C4:E		1	53	-	1000	1898	1404	70.6%

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	4:1	N/A	C4:B		1	48	-	646	1887	1267	50.1%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	4:1	N/A	C4:B		1	48	-	1447	1872:1848	1114+539	87.0 : 86.3%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	833	1898	1898	43.3%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1088	1940	1940	55.7%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	722	1940:1940	1663+277	36.8 : 37.1%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	1000	1985	1985	49.9%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	833	1972	1972	41.6%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1088	1972	1972	54.8%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	581	1929	1929	30.0%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	841	1917	1917	43.7%
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	-		-	-	-	722	1915	1915	37.7%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	652	1915	1915	34.0%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	597	1940	1940	30.8%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	278	1915	1915	14.5%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	33	-	619	1933	900	68.0%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	33	-	103	1910	890	11.6%
Ped Link: P1	Unnamed Ped Link	-	4:1	-	C4:C		1	48	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	4:2	-	C4:D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3:1	-	C3:E		1	25	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	3:3	-	C3:F		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	3:2	-	C3:J		1	32	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3:4	-	C3:I		1	7	-	0	-	0	0.0%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.8%**
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	517	1941	1872	27.6%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	1000	1951	1951	50.8%
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	302	13.9%
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	**-**	**-**	**1057**	**398**	**0**	**94.8**	**132.0**	**0.1**	**226.9**	**-**	**-**	**-**	**-**
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 (34.2:50.4)	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	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	652	652	-	-	-	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	**-**	**-**	**984**	**398**	**0**	**58.9**	**99.5**	**0.0**	**158.4**	**-**	**-**	**-**	**-**
1/2+1/1	722	701	-	-	-	5.1	19.8	-	24.9 (13.9+11.0)	124.3 (124.3:124.2)	13.9	19.8	33.7
1/3	652	639	-	-	-	4.7	16.5	-	21.2	117.1	13.5	16.5	30.0
2/2+2/1	924	924	-	-	-	3.9	6.7	-	10.6 (2.5+8.2)	41.3 (36.2:43.2)	8.7	6.7	15.4
2/3	795	795	-	-	-	2.9	3.1	-	6.0	27.4	6.4	3.1	9.6
3/2+3/1	656	656	-	-	-	4.1	7.0	-	11.1 (10.0+1.1)	60.9 (61.1:59.1)	12.4	7.0	19.4
3/3	638	638	-	-	-	4.1	7.0	-	11.1	62.6	12.6	7.0	19.6
4/1	1029	1029	-	-	-	0.8	1.3	-	2.1	7.5	6.5	1.3	7.8
4/2	586	586	-	-	-	3.5	1.1	-	4.6	28.4	10.2	1.1	11.4
4/3+4/4	714	714	-	-	-	4.2	1.7	-	6.0 (4.9+1.1)	30.2 (31.5:25.6)	10.0	1.7	11.8
5/1	597	597	-	-	-	0.2	0.4	-	0.5	3.3	0.7	0.4	1.1
5/2	278	278	-	-	-	0.0	0.1	-	0.2	2.1	0.5	0.1	0.6
6/2+6/1	550	550	-	-	-	4.4	9.8	-	14.3 (6.5+7.8)	93.4 (93.1:93.7)	6.8	9.8	16.7
7/1	803	803	-	-	-	4.4	5.4	-	9.9	44.2	15.4	5.4	20.8
7/2	698	698	-	-	-	3.5	1.9	-	5.5	28.2	12.2	1.9	14.1
8/2+8/1	691	691	984	398	0	3.7	6.9	-	10.6 (4.7+6.0)	55.3 (55.8:54.9)	7.7	6.9	14.6

Full Input Data And Results

9/1	991	991	-	-	-	3.3	1.2	-	4.5	16.5	15.0	1.2	16.2
9/2	634	634	-	-	-	0.9	0.5	-	1.4	8.1	8.5	0.5	9.0
9/3+9/4	1434	1434	-	-	-	2.9	3.2	-	6.1 (4.7+1.4)	15.4 (17.4:11.2)	23.4	3.2	26.6
10/1	821	821	-	-	-	0.0	0.4	-	0.4	1.9	8.6	0.4	9.0
10/2	1081	1081	-	-	-	0.0	0.6	-	0.6	2.1	4.3	0.6	4.9
10/3+10/4	715	715	-	-	-	0.0	0.3	-	0.3 (0.2+0.0)	1.5 (1.5:1.5)	0.0	0.3	0.3
11/1	991	991	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/1	821	821	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	1081	1081	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
13/1	578	578	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	837	837	-	-	-	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	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	722	722	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
16/2	652	652	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
17/1	597	597	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/2	278	278	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/1	612	612	-	-	-	1.8	1.1	-	2.8	16.7	6.6	1.1	7.7
18/2	103	103	-	-	-	0.0	0.1	-	0.1	3.7	0.1	0.1	0.2
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	-	-	-	-	-	-	-	-	-	-	-
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

Full Input Data And Results

2/1	991	991	-	-	-	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	974	974	-	-	-	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

C1	Stream: 1	PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	27.38	Cycle Time (s):	162
C2	Stream: 1	PRC for Signalled Lanes (%):	-8.5	Total Delay for Signalled Lanes (pcuHr):	38.84	Cycle Time (s):	120
C3	Stream: 1	PRC for Signalled Lanes (%):	-14.5	Total Delay for Signalled Lanes (pcuHr):	62.78	Cycle Time (s):	73
C3	Stream: 2	PRC for Signalled Lanes (%):	-5.9	Total Delay for Signalled Lanes (pcuHr):	32.81	Cycle Time (s):	73
C3	Stream: 3	PRC for Signalled Lanes (%):	108.4	Total Delay for Signalled Lanes (pcuHr):	0.71	Cycle Time (s):	73
C3	Stream: 4	PRC for Signalled Lanes (%):	24.7	Total Delay for Signalled Lanes (pcuHr):	2.13	Cycle Time (s):	73
C4	Stream: 1	PRC for Signalled Lanes (%):	-9.5	Total Delay for Signalled Lanes (pcuHr):	21.82	Cycle Time (s):	73
C4	Stream: 2	PRC for Signalled Lanes (%):	27.6	Total Delay for Signalled Lanes (pcuHr):	4.54	Cycle Time (s):	73
C5		PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	18.29	Cycle Time (s):	73
		PRC Over All Lanes (%):	-14.5	Total Delay Over All Lanes(pcuHr):	226.93		

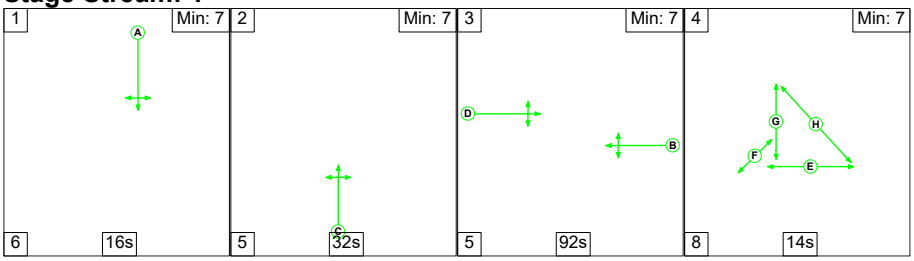
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

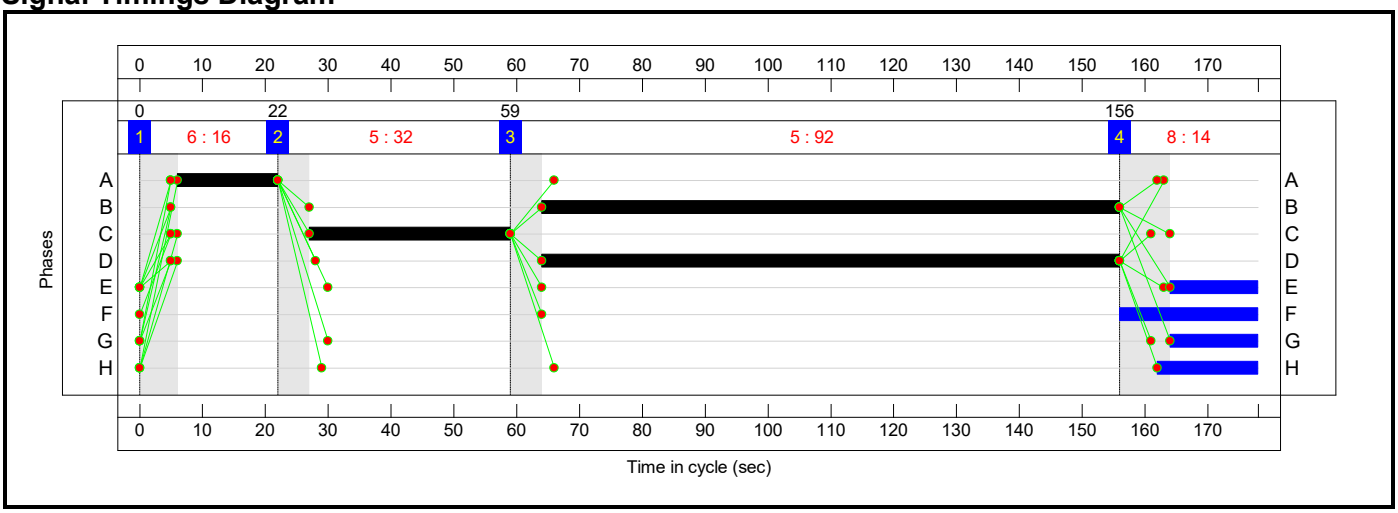


Stage Timings

Stage Stream: 1

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

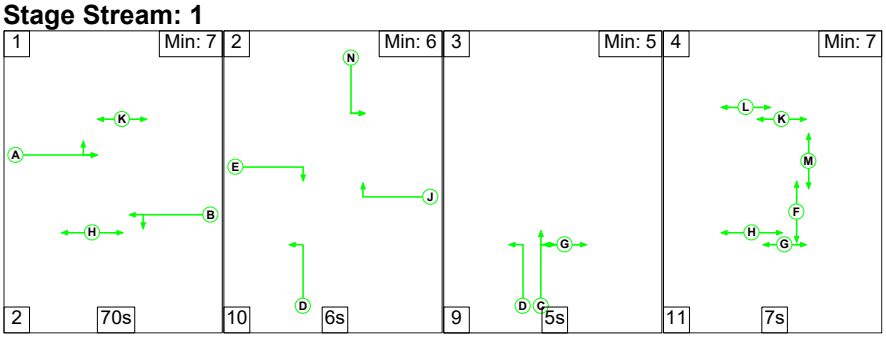
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



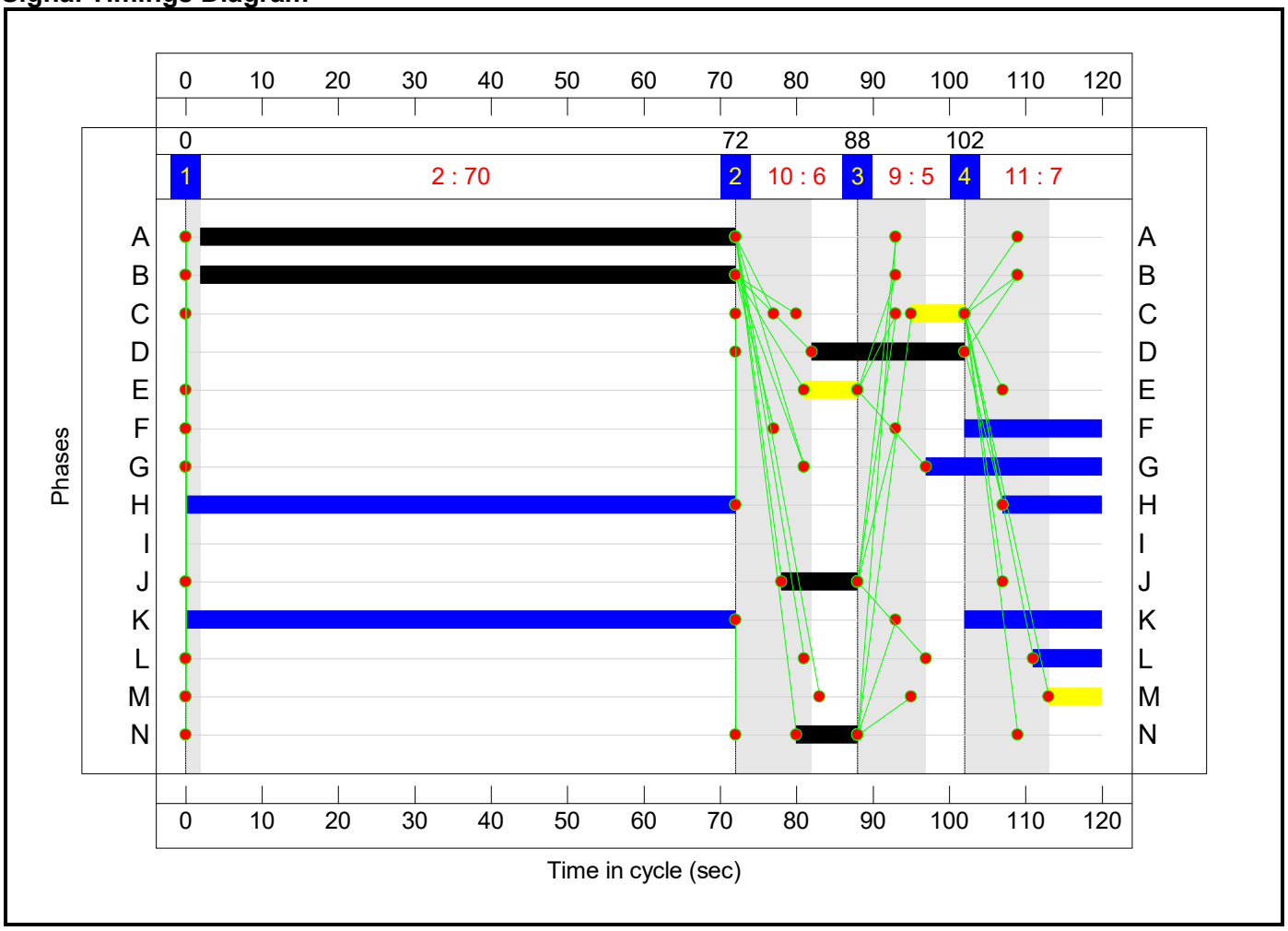
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

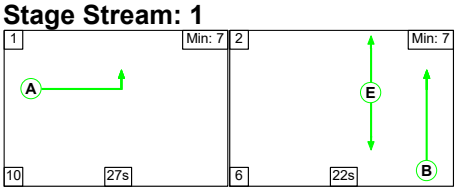
Signal Timings Diagram



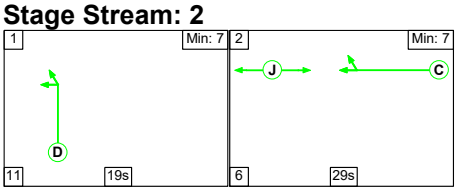
Controller :C3

Stage Sequence Diagram

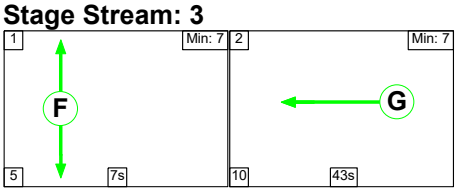
Stage Stream: 1



Stage Stream: 2

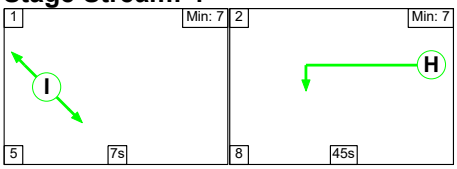


Stage Stream: 3



Full Input Data And Results

Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	22
Change Point	16	53

Stage Stream: 2

Stage	1	2
Duration	19	29
Change Point	29	59

Stage Stream: 3

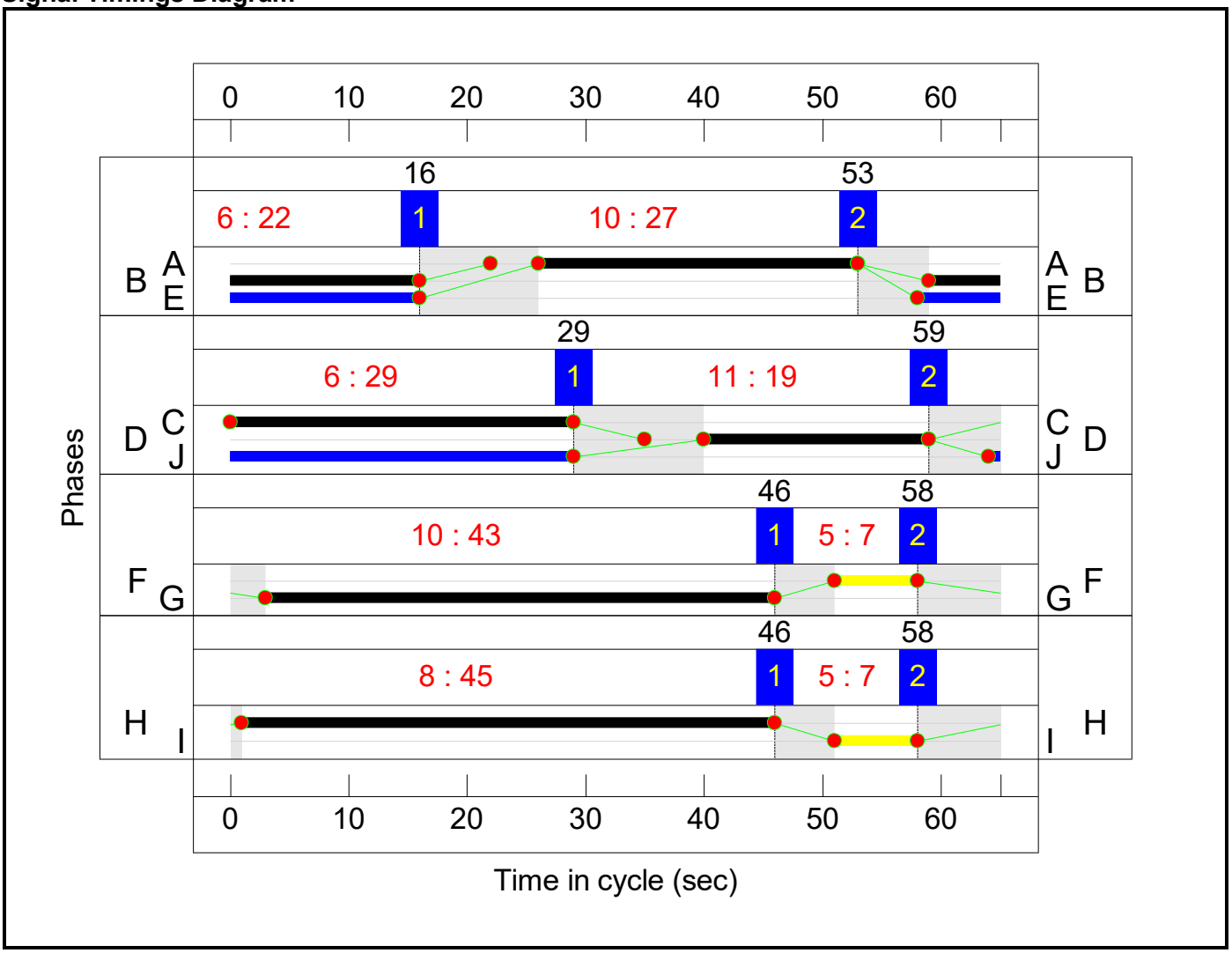
Stage	1	2
Duration	7	43
Change Point	46	58

Stage Stream: 4

Stage	1	2
Duration	7	45
Change Point	46	58

Full Input Data And Results

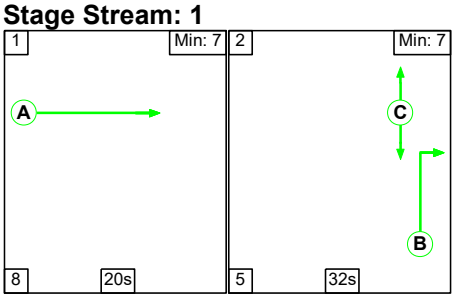
Signal Timings Diagram



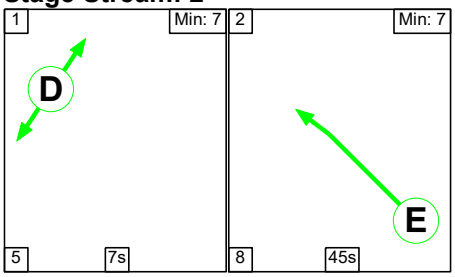
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

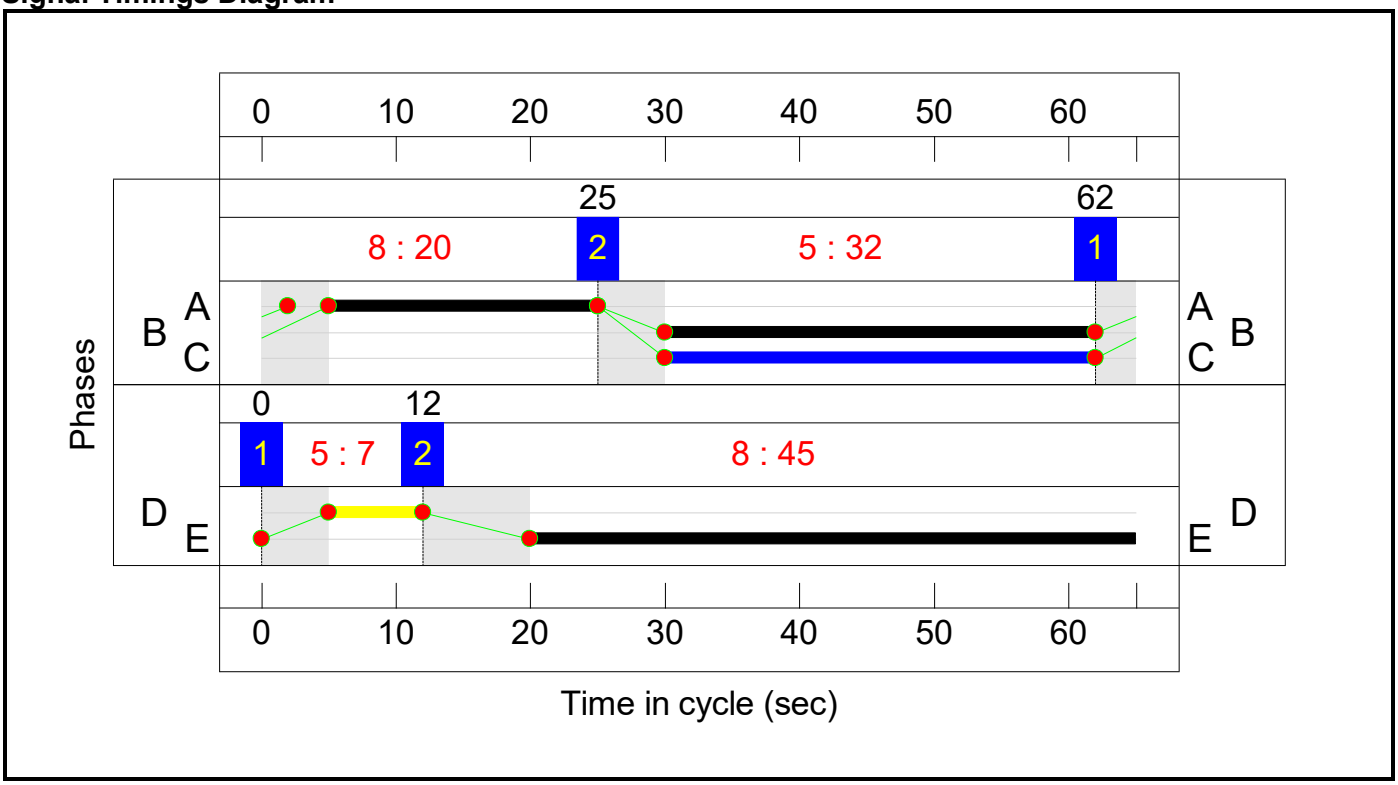
Stage Stream: 1

Stage	1	2
Duration	20	32
Change Point	62	25

Stage Stream: 2

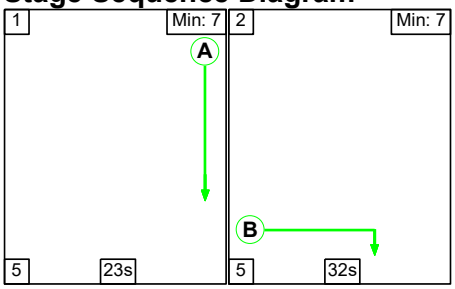
Stage	1	2
Duration	7	45
Change Point	0	12

Signal Timings Diagram



Controller :C5

Stage Sequence Diagram

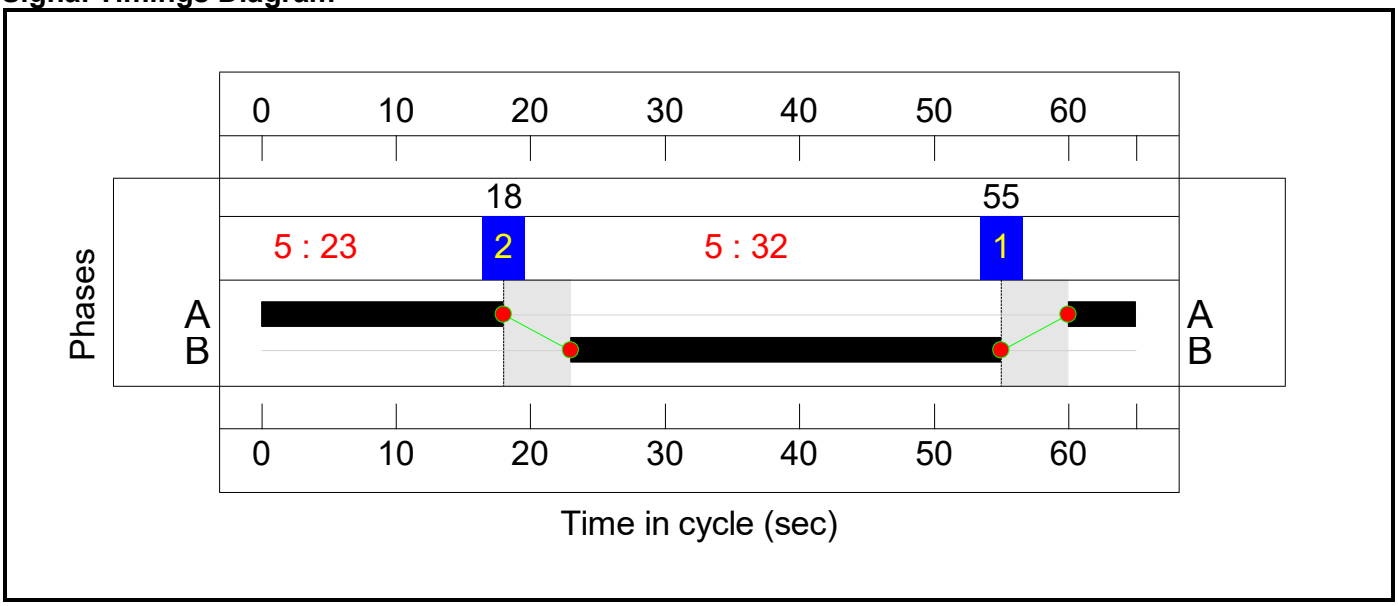


Stage Timings

Stage	1	2
Duration	23	32
Change Point	55	18

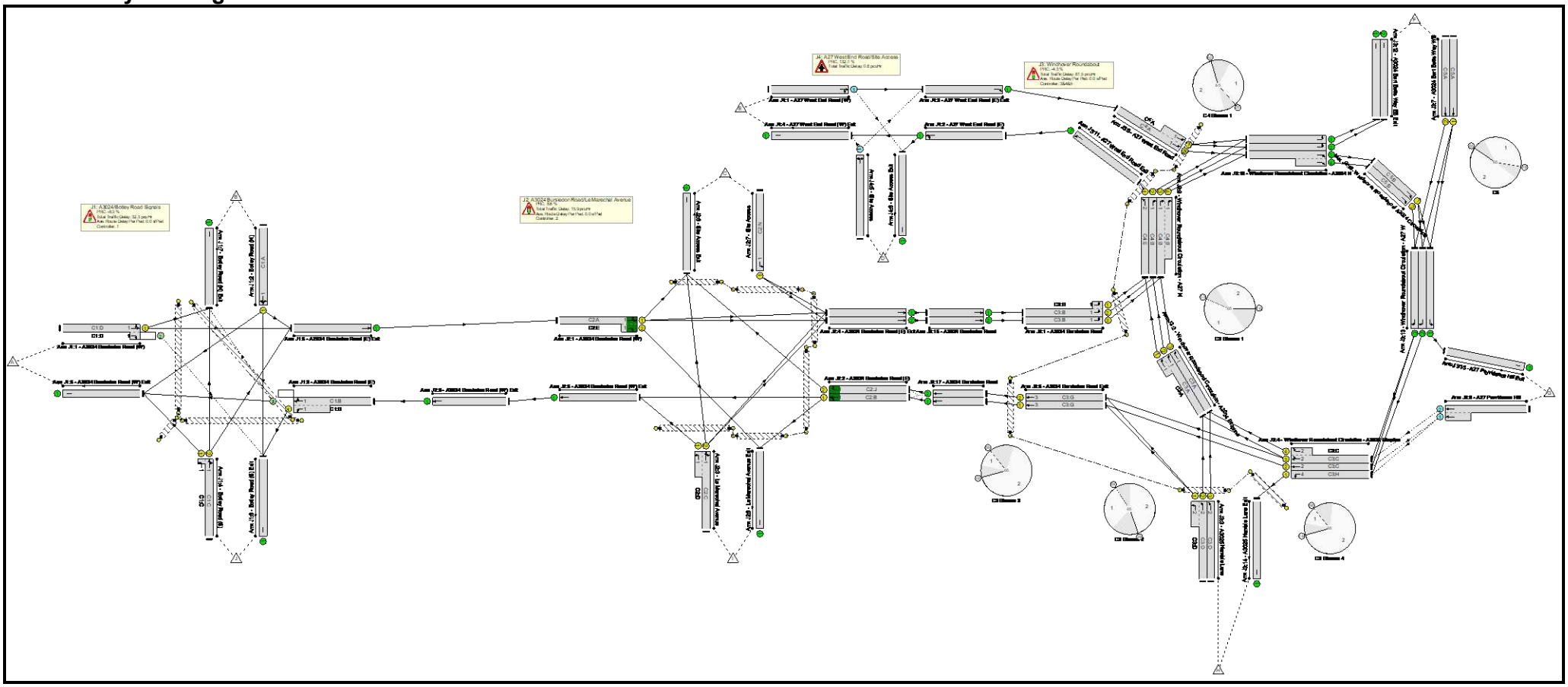
Full Input Data And Results

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	-	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	-		-	-	-	437	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	504	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.9%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	437	1789:1860	475+215	63.3 : 63.3%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	504	1865	660	76.4%

Full Input Data And Results

2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	27	-	761	1971:1960	508+534	73.1 : 73.1%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	27	-	590	1965	846	69.7%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	19	-	592	1880:1930	514+117	93.9 : 93.9%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	19	-	538	1879	578	93.1%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	3:4	N/A	C3:H		1	45	-	877	1928	1364	64.3%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	29	-	557	1919	886	62.9%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	29	-	672	1930:1898	851+71	72.9 : 72.9%
5/1	A3024 Bursledon Road Exit Ahead	U	3:3	N/A	C3:G		1	43	-	615	1940	1313	46.8%
5/2	A3024 Bursledon Road Exit Ahead	U	3:3	N/A	C3:G		1	43	-	393	1940	1313	29.9%
6/2+6/1	A27 West End Road Ahead	U	4:1	N/A	C4:A		1	20	-	758	1938:1938	485+350	90.8 : 90.8%
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	348+427	63.4 : 66.0%
9/1	Windhover Roundabout Circulation - A27 N Left	U	4:2	N/A	C4:E		1	45	-	526	1898	1343	39.2%

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	4:1	N/A	C4:B		1	32	-	672	1887	958	70.1%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	4:1	N/A	C4:B		1	32	-	1094	1872:1848	943+882	59.9 : 59.9%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	804	1898	1898	42.4%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	751	1940	1940	38.7%
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	-		-	-	-	804	1972	1972	40.8%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	751	1972	1972	38.1%
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	-		-	-	-	437	1915	1915	22.8%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	504	1915	1915	26.3%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	615	1940	1940	31.7%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	393	1915	1915	20.5%
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%
Ped Link: P1	Unnamed Ped Link	-	4:1	-	C4:C		1	32	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	4:2	-	C4:D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3:1	-	C3:E		1	23	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	3:3	-	C3:F		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	3:2	-	C3:J		1	30	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3:4	-	C3:I		1	7	-	0	-	0	0.0%
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	1935	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	363	3.9%
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**	**74.4**	**55.7**	**0.5**	**130.6**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**75**	**0**	**0**	**20.7**	**11.1**	**0.5**	**32.3**	**-**	**-**	**-**	**-**
1/1+1/2	649	649	50	0	0	5.7	1.1	0.3	7.2 (6.3+0.9)	39.8 (37.9:62.7)	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	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	504	504	-	-	-	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**	**43.2**	**38.3**	**0.0**	**81.5**	**-**	**-**	**-**	**-**
1/2+1/1	437	437	-	-	-	2.0	0.9	-	2.9 (2.0+0.9)	23.7 (23.8:23.4)	5.5	0.9	6.4
1/3	504	504	-	-	-	2.6	1.6	-	4.2	29.9	8.0	1.6	9.6
2/2+2/1	761	761	-	-	-	3.9	1.3	-	5.2 (2.6+2.7)	24.6 (24.8:24.5)	6.5	1.3	7.9
2/3	590	590	-	-	-	3.4	1.1	-	4.6	28.0	6.2	1.1	7.3
3/2+3/1	592	592	-	-	-	3.4	5.9	-	9.3 (7.6+1.7)	56.6 (57.0:54.7)	9.2	5.9	15.1
3/3	538	538	-	-	-	3.3	5.3	-	8.6	57.3	9.4	5.3	14.7
4/1	877	877	-	-	-	0.5	0.9	-	1.4	5.9	6.5	0.9	7.4
4/2	557	557	-	-	-	0.8	0.8	-	1.6	10.7	4.5	0.8	5.4
4/3+4/4	672	672	-	-	-	1.3	1.3	-	2.6 (2.3+0.3)	13.9 (13.4:20.6)	6.0	1.3	7.4
5/1	615	615	-	-	-	0.1	0.4	-	0.6	3.3	0.6	0.4	1.1
5/2	393	393	-	-	-	0.1	0.2	-	0.3	2.9	0.6	0.2	0.8
6/2+6/1	758	758	-	-	-	4.1	4.4	-	8.5 (5.0+3.5)	40.3 (40.6:39.8)	9.0	4.4	13.4
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 (1.2+1.3)	17.9 (19.8:16.4)	4.0	0.9	4.9

Full Input Data And Results

9/1	526	526	-	-	-	0.4	0.3	-	0.7	4.7	2.7	0.3	3.0
9/2	672	672	-	-	-	3.4	1.2	-	4.5	24.2	11.6	1.2	12.8
9/3+9/4	1094	1094	-	-	-	4.3	0.7	-	5.1 (2.3+2.8)	16.7 (14.7:18.8)	20.9	0.7	21.7
10/1	804	804	-	-	-	0.0	0.4	-	0.4	1.7	10.0	0.4	10.4
10/2	751	751	-	-	-	0.0	0.3	-	0.3	1.5	1.6	0.3	1.9
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	804	804	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	751	751	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
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	437	437	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
16/2	504	504	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/1	615	615	-	-	-	0.0	0.2	-	0.2	1.4	0.5	0.2	0.8
17/2	393	393	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
18/1	784	784	-	-	-	0.9	1.9	-	2.9	13.3	5.2	1.9	7.1
18/2	185	185	-	-	-	0.4	0.1	-	0.5	10.2	3.2	0.1	3.3
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	-	-	-	-	-	-	-	-	-	-	-
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

Full Input Data And Results

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	5.2	0.0	0.0	0.0
6/1	5	5	-	-	-	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):	31.90	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 (%):	17.8	Total Delay for Signalled Lanes (pcuHr):	16.85	Cycle Time (s):	65
C3	Stream: 2	PRC for Signalled Lanes (%):	-4.3	Total Delay for Signalled Lanes (pcuHr):	22.12	Cycle Time (s):	65
C3	Stream: 3	PRC for Signalled Lanes (%):	92.2	Total Delay for Signalled Lanes (pcuHr):	0.88	Cycle Time (s):	65
C3	Stream: 4	PRC for Signalled Lanes (%):	40.0	Total Delay for Signalled Lanes (pcuHr):	1.44	Cycle Time (s):	65
C4	Stream: 1	PRC for Signalled Lanes (%):	-0.9	Total Delay for Signalled Lanes (pcuHr):	18.07	Cycle Time (s):	65
C4	Stream: 2	PRC for Signalled Lanes (%):	129.8	Total Delay for Signalled Lanes (pcuHr):	0.68	Cycle Time (s):	65
C5		PRC for Signalled Lanes (%):	4.2	Total Delay for Signalled Lanes (pcuHr):	15.20	Cycle Time (s):	65
		PRC Over All Lanes (%):	-8.3	Total Delay Over All Lanes(pcuHr):	130.57		

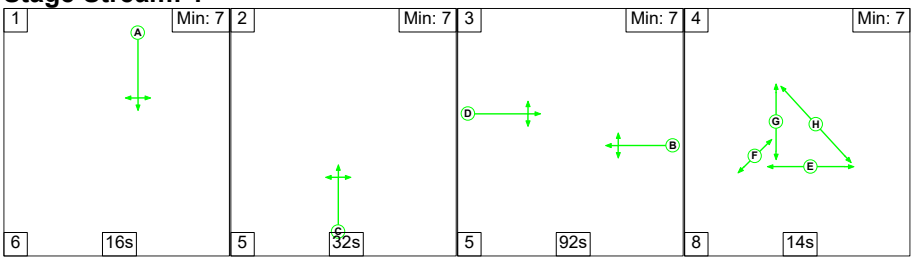
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

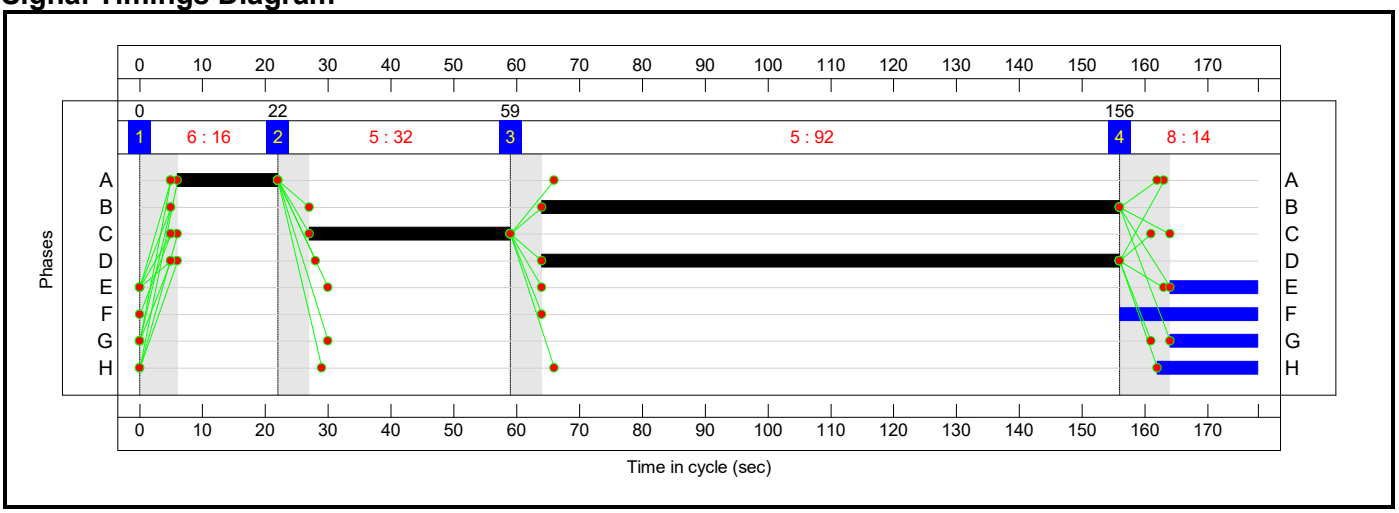


Stage Timings

Stage Stream: 1

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

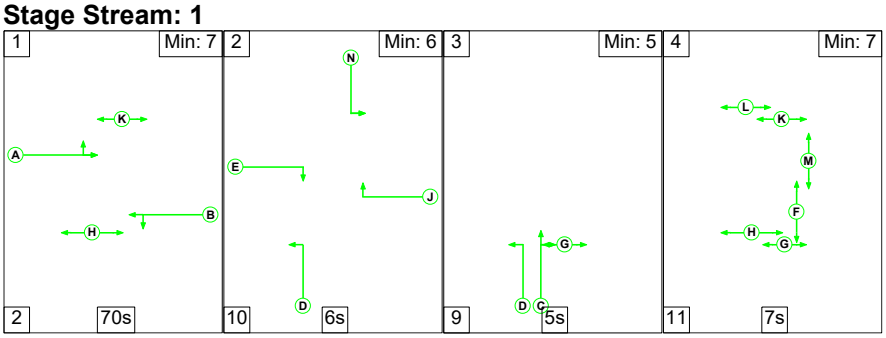
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



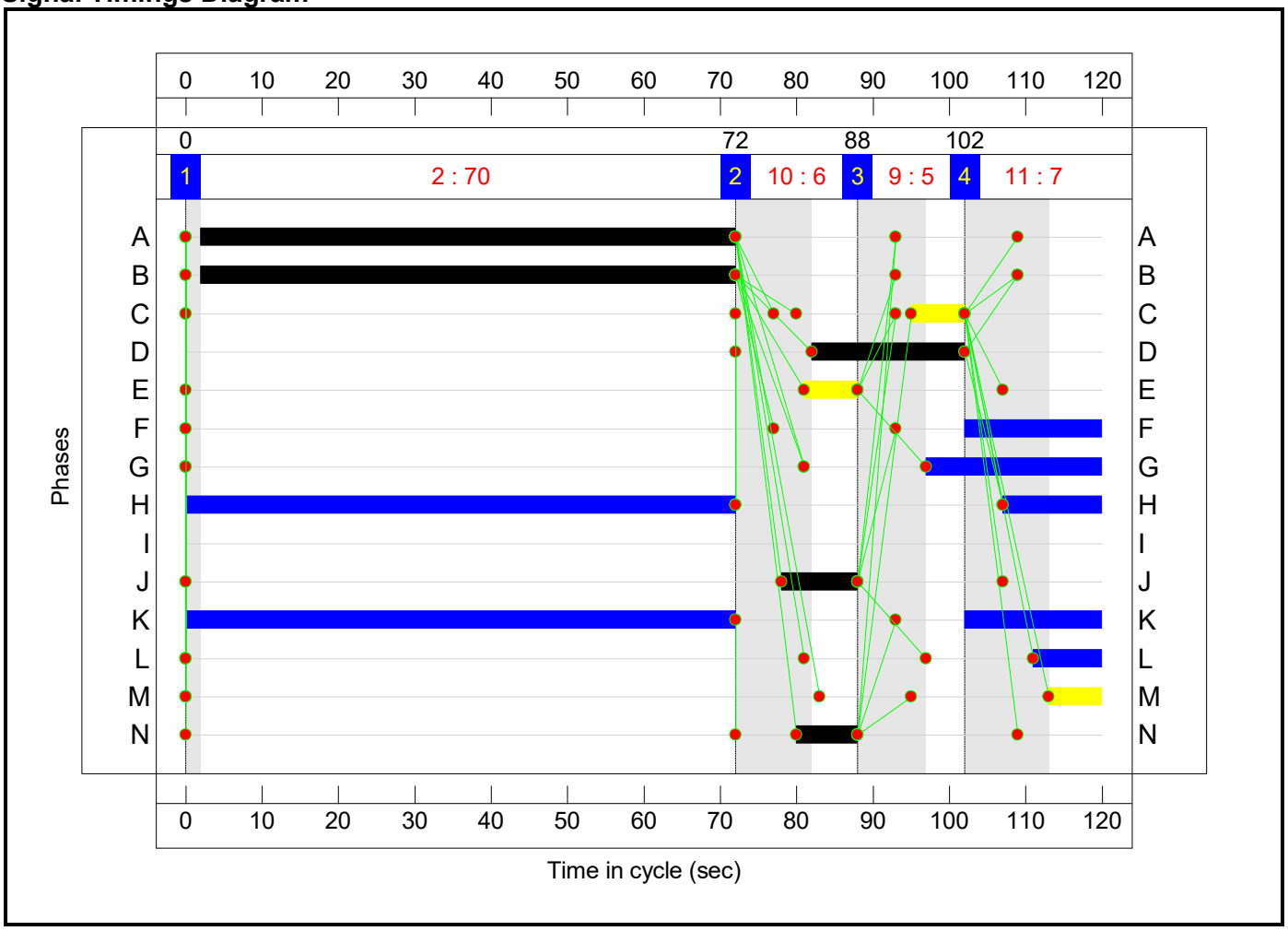
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

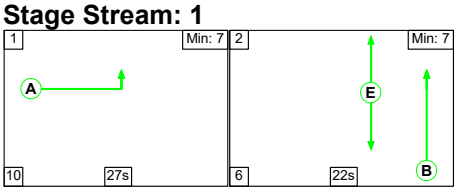
Signal Timings Diagram



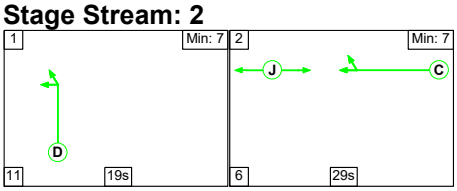
Controller :C3

Stage Sequence Diagram

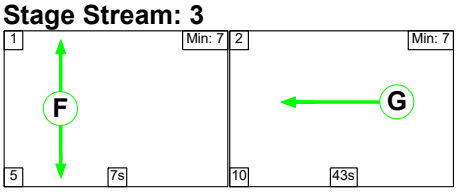
Stage Stream: 1



Stage Stream: 2

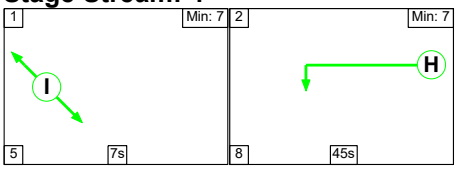


Stage Stream: 3



Full Input Data And Results

Stage Stream: 4



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	22
Change Point	16	53

Stage Stream: 2

Stage	1	2
Duration	19	29
Change Point	29	59

Stage Stream: 3

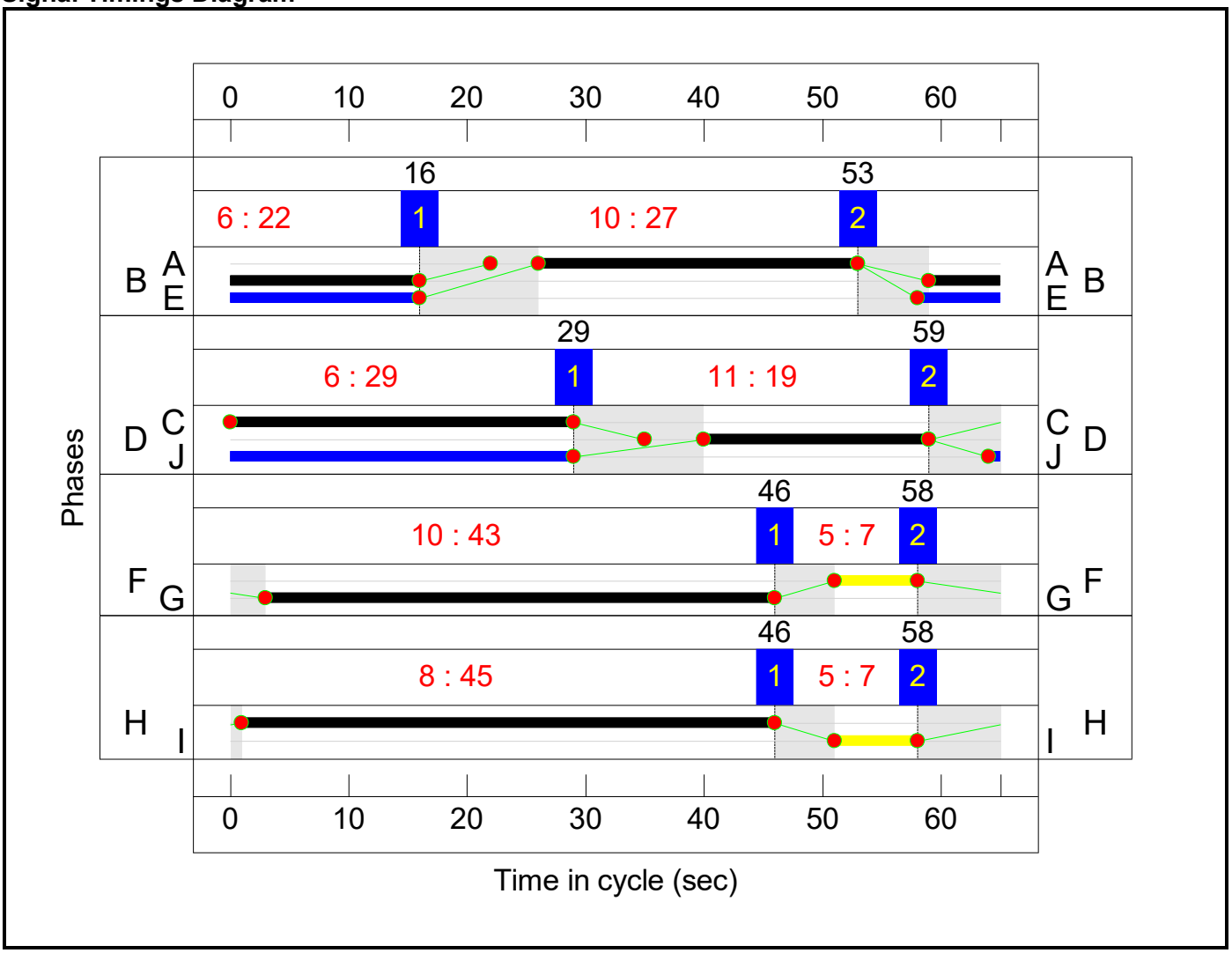
Stage	1	2
Duration	7	43
Change Point	46	58

Stage Stream: 4

Stage	1	2
Duration	7	45
Change Point	46	58

Full Input Data And Results

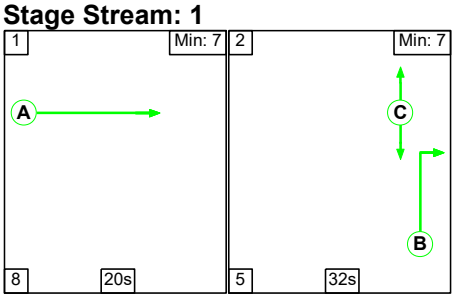
Signal Timings Diagram



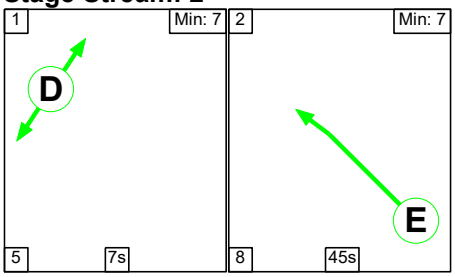
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

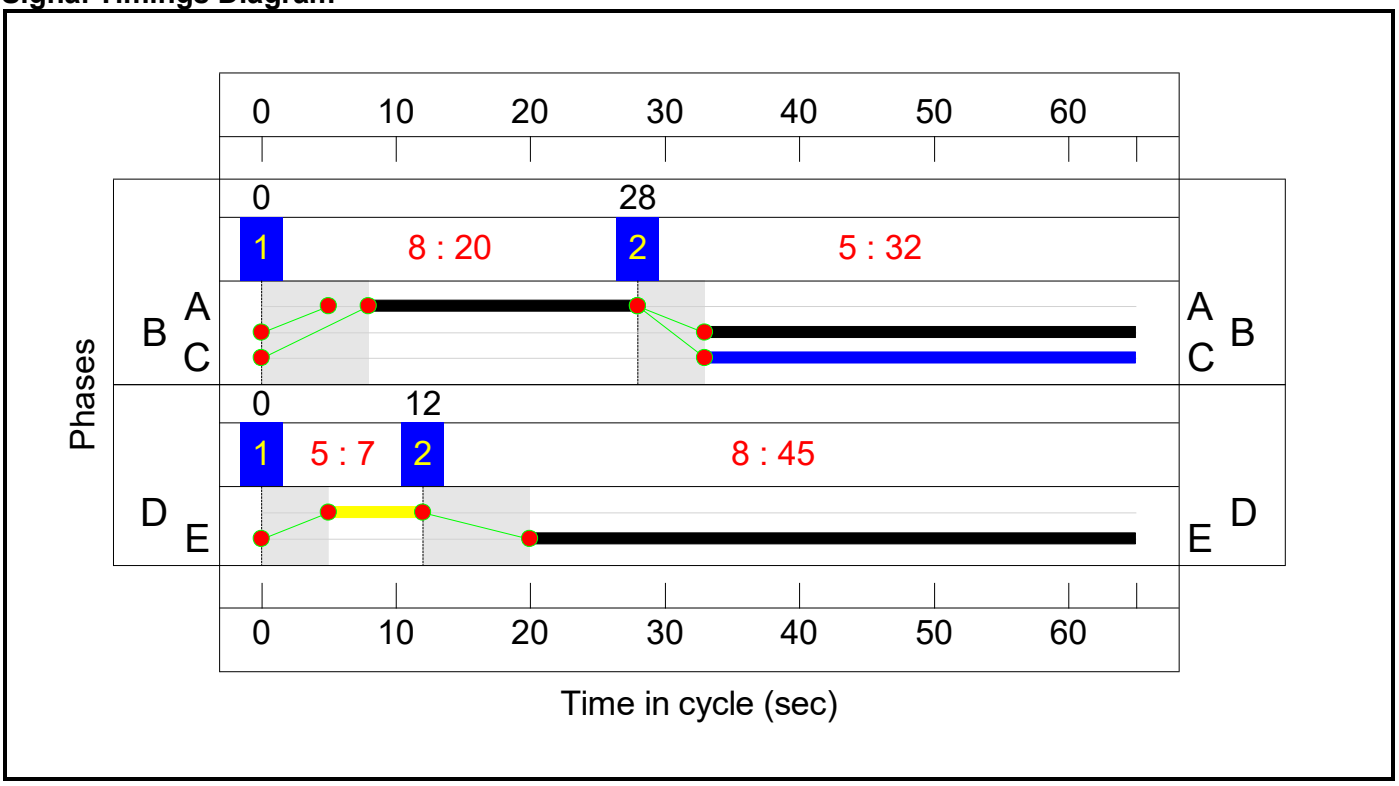
Stage Stream: 1

Stage	1	2
Duration	20	32
Change Point	0	28

Stage Stream: 2

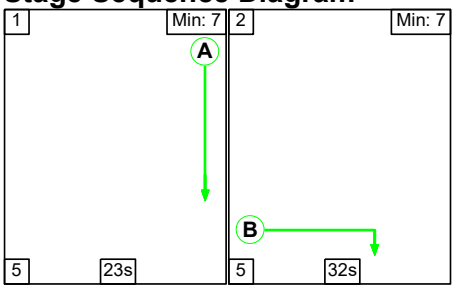
Stage	1	2
Duration	7	45
Change Point	0	12

Signal Timings Diagram



Controller :C5

Stage Sequence Diagram

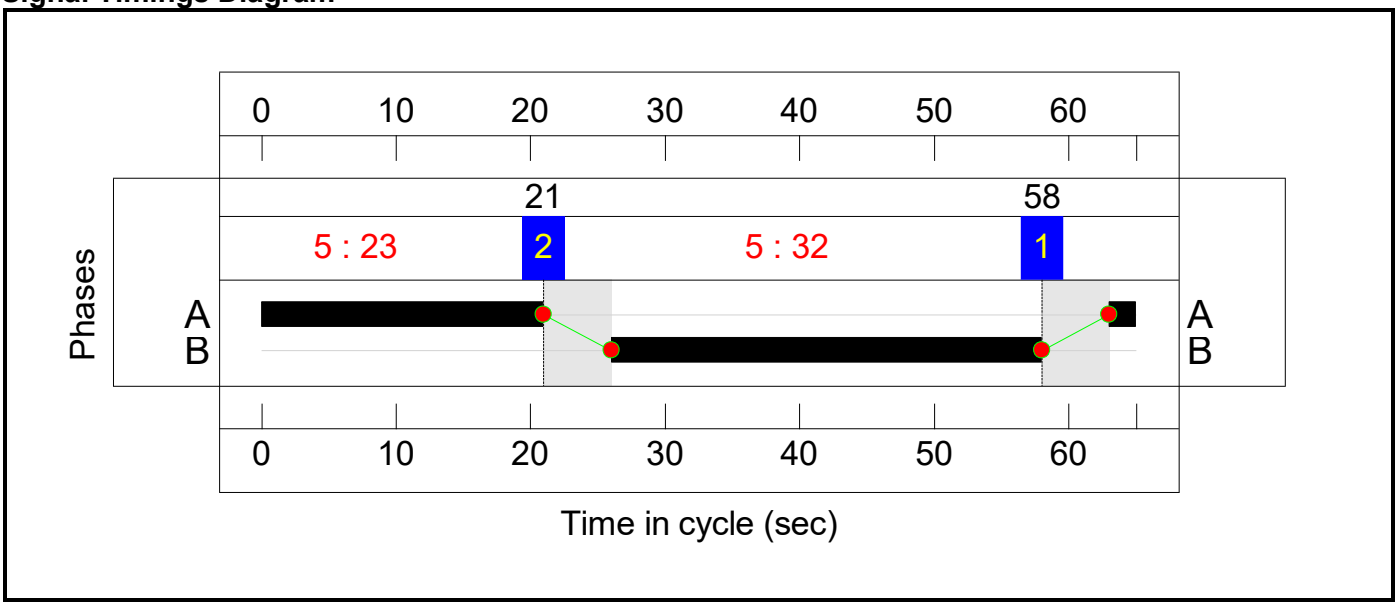


Stage Timings

Stage	1	2
Duration	23	32
Change Point	58	21

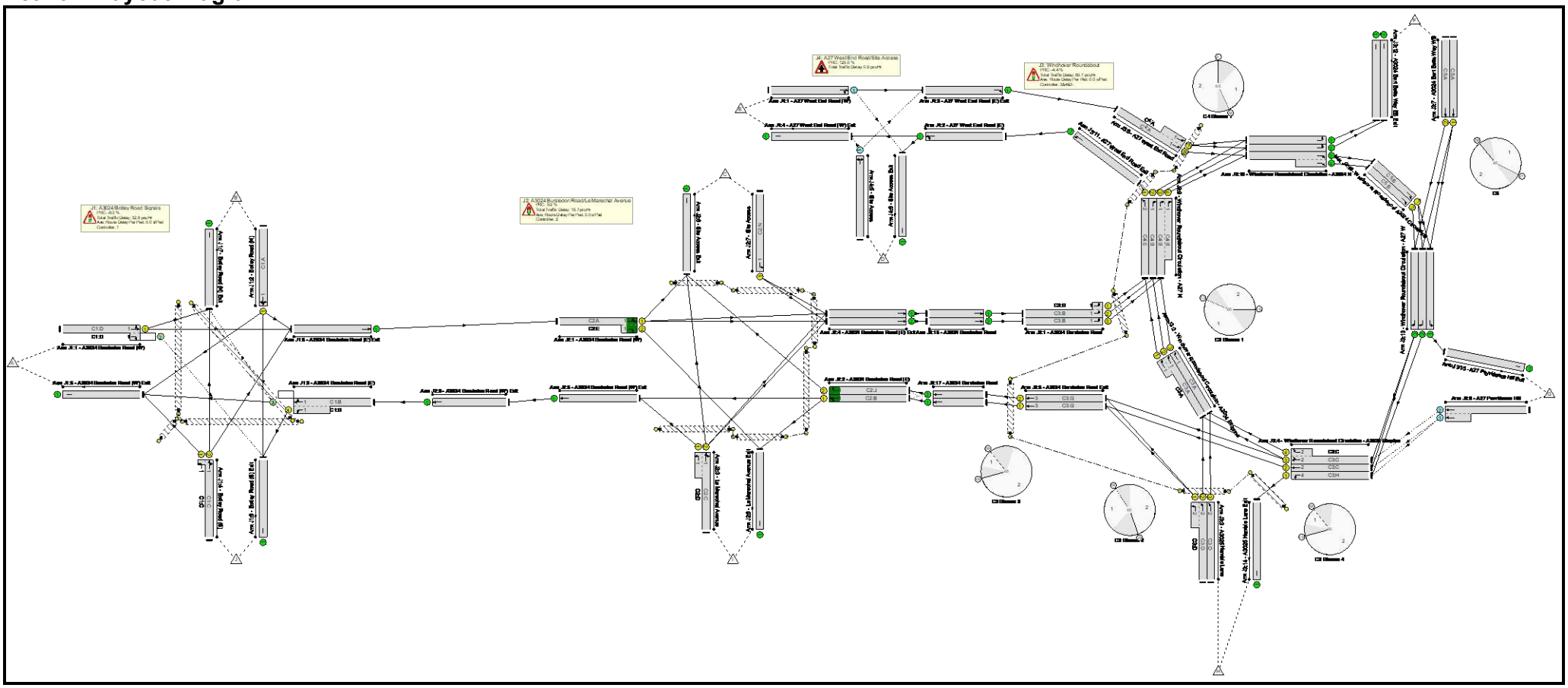
Full Input Data And Results

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	-	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	-		-	-	-	475	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	529	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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.0%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	475	1789:1860	479+209	69.0 : 69.0%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	529	1865	660	80.2%

Full Input Data And Results

2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	27	-	764	1971:1960	485+544	74.3 : 74.3%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	27	-	601	1965	846	71.0%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	19	-	594	1880:1930	513+119	94.0 : 94.0%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	19	-	540	1879	578	93.4%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	3:4	N/A	C3:H		1	45	-	887	1928	1364	65.0%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	29	-	598	1919	886	67.5%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	29	-	672	1931:1898	842+84	72.6 : 72.6%
5/1	A3024 Bursledon Road Exit Ahead	U	3:3	N/A	C3:G		1	43	-	642	1940	1313	48.9%
5/2	A3024 Bursledon Road Exit Ahead	U	3:3	N/A	C3:G		1	43	-	397	1940	1313	30.2%
6/2+6/1	A27 West End Road Ahead	U	4:1	N/A	C4:A		1	20	-	782	1938:1938	484+352	93.6 : 93.6%
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	327+277	84.3 : 84.3%
9/1	Windhover Roundabout Circulation - A27 N Left	U	4:2	N/A	C4:E		1	45	-	548	1898	1343	40.8%

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	4:1	N/A	C4:B		1	32	-	691	1887	958	72.1%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	4:1	N/A	C4:B		1	32	-	1130	1872:1848	942+875	62.2 : 62.2%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	823	1898	1898	43.4%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	783	1940	1940	40.4%
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	-		-	-	-	823	1972	1972	41.7%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	783	1972	1972	39.7%
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	-		-	-	-	475	1915	1915	24.8%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	529	1915	1915	27.6%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	642	1940	1940	33.1%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	397	1915	1915	20.7%
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%
Ped Link: P1	Unnamed Ped Link	-	4:1	-	C4:C		1	32	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	4:2	-	C4:D		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	3:1	-	C3:E		1	23	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	3:3	-	C3:F		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	3:2	-	C3:J		1	30	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	3:4	-	C3:I		1	7	-	0	-	0	0.0%
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	1919	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	**-**	**-**	**899**	**236**	**0**	**77.8**	**64.2**	**0.5**	**142.5**	**-**	**-**	**-**	**-**
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)	40.3 (38.4:63.7)	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	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	529	529	-	-	-	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	**-**	**-**	**784**	**236**	**0**	**44.9**	**44.2**	**0.0**	**89.1**	**-**	**-**	**-**	**-**
1/2+1/1	475	475	-	-	-	2.3	1.1	-	3.4 (2.4+1.0)	25.5 (25.6:25.2)	6.3	1.1	7.4
1/3	529	529	-	-	-	2.8	2.0	-	4.7	32.3	8.5	2.0	10.5
2/2+2/1	764	764	-	-	-	3.8	1.4	-	5.2 (2.5+2.7)	24.4 (25.0:24.0)	6.4	1.4	7.8
2/3	601	601	-	-	-	3.6	1.2	-	4.8	28.5	6.4	1.2	7.6
3/2+3/1	594	594	-	-	-	3.5	6.0	-	9.4 (7.7+1.7)	57.1 (57.5:55.2)	9.2	6.0	15.2
3/3	540	540	-	-	-	3.3	5.5	-	8.8	58.5	9.5	5.5	14.9
4/1	887	887	-	-	-	0.7	0.9	-	1.7	6.7	6.4	0.9	7.4
4/2	598	598	-	-	-	1.5	1.0	-	2.5	15.1	5.4	1.0	6.4
4/3+4/4	672	672	-	-	-	0.7	1.3	-	2.1 (1.8+0.2)	11.0 (10.7:14.2)	4.9	1.3	6.2
5/1	642	642	-	-	-	0.1	0.5	-	0.6	3.2	0.5	0.5	1.0
5/2	397	397	-	-	-	0.1	0.2	-	0.4	3.2	0.7	0.2	1.0
6/2+6/1	782	782	-	-	-	4.2	5.9	-	10.2 (5.9+4.2)	46.9 (47.3:46.5)	9.6	5.9	15.6
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	784	236	0	2.1	2.6	-	4.6 (2.7+1.9)	32.6 (35.6:29.0)	4.6	2.6	7.2

Full Input Data And Results

9/1	548	548	-	-	-	0.4	0.3	-	0.7	4.8	2.7	0.3	3.1
9/2	691	691	-	-	-	3.4	1.3	-	4.7	24.5	11.5	1.3	12.8
9/3+9/4	1130	1130	-	-	-	4.1	0.8	-	4.9 (2.0+2.9)	15.6 (12.4:19.1)	20.6	0.8	21.4
10/1	823	823	-	-	-	0.0	0.4	-	0.4	1.7	11.1	0.4	11.5
10/2	783	783	-	-	-	0.0	0.3	-	0.3	1.6	2.2	0.3	2.5
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	823	823	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	783	783	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
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	475	475	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
16/2	529	529	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/1	642	642	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
17/2	397	397	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
18/1	800	800	-	-	-	1.1	2.2	-	3.3	14.6	5.6	2.2	7.8
18/2	197	197	-	-	-	0.4	0.1	-	0.5	9.8	3.3	0.1	3.4
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	-	-	-	-	-	-	-	-	-	-	-
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

Full Input Data And Results

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

C1	Stream: 1	PRC for Signalled Lanes (%):	-8.3	Total Delay for Signalled Lanes (pcuHr):	32.37	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 (%):	12.3	Total Delay for Signalled Lanes (pcuHr):	18.06	Cycle Time (s):	65
C3	Stream: 2	PRC for Signalled Lanes (%):	-4.4	Total Delay for Signalled Lanes (pcuHr):	22.75	Cycle Time (s):	65
C3	Stream: 3	PRC for Signalled Lanes (%):	84.1	Total Delay for Signalled Lanes (pcuHr):	0.93	Cycle Time (s):	65
C3	Stream: 4	PRC for Signalled Lanes (%):	38.4	Total Delay for Signalled Lanes (pcuHr):	1.66	Cycle Time (s):	65
C4	Stream: 1	PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	19.80	Cycle Time (s):	65
C4	Stream: 2	PRC for Signalled Lanes (%):	120.6	Total Delay for Signalled Lanes (pcuHr):	0.73	Cycle Time (s):	65
C5		PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	16.55	Cycle Time (s):	65
		PRC Over All Lanes (%):	-8.3	Total Delay Over All Lanes(pcuHr):	142.47		

Appendix P

Travel Plan

Land Adjacent to Windhover Roundabout
Bursledon

Framework Travel Plan

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
06/06/2025	d1.0	MF	LH
19/06/2025	v1.0	MF	LH
10/10/2025	v1.1	ATW/MF	LH
21/10/2025	v1.2	MF	LH
19/03/2026	V1.3	MF	LH

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2.0 Travel Planning Policy and Guidance 2
3.0 Site Characteristics 7
4.0 Aims, Objectives and Benefits 11
5.0 Targets 12
6.0 Travel Plan Strategy 14
7.0 Measures 15
8.0 Monitoring 17
9.0 Action Plan 18

Appendices

A Site Layout Plan

1.0 Introduction

1.1 This Framework Travel Plan has been prepared by Motion on behalf of Wates Developments Ltd to accompany a pre-application submission at land adjacent to Windhover roundabout, Bursledon to Eastleigh Borough Council.

1.2 The site is situated within the administrative boundary of Eastleigh Borough Council (EBC), with Hampshire County Council (HCC) as the local highway authority.

Development Context

1.3 The development proposal for warehouse development (Use Classes B2 and B8 applied flexibly) of up to 200,000ft2 (GIA), together with ancillary offices (Use Class E(g)(i)) and other ancillary building and structures, parking, servicing and manoeuvring areas, landscaping and sustainable drainage features.

1.4 The indicative site layout is included at **Appendix A**.

Purpose of the Travel Plan Document

1.5 A Travel Plan is a document which sets out a strategy to encourage the uptake of sustainable modes of travel to minimise any reliance on the private car. In doing so it seeks to reduce car usage, encourage healthier lifestyles and facilitate meeting wider Government aims to reduce emissions.

1.6 This Framework Travel Plan sets out the applicable transport and planning policy informing objectives, measures and targets to be delivered through the implementation of the plan.

Framework Travel Plan Structure

1.7 Following this introduction, the remainder of this Framework Travel Plan is as follows:

- Section 2 reviews applicable national and local policy and guidance;
- Section 3 describes the site location and its accessibility;
- Section 4 details the TP aims and objectives;
- Section 5 discusses the TP targets;
- Section 6 details the Travel Plan Strategy for the site;
- Section 7 outlines the measures and initiatives that will be implemented to support use of active and/or sustainable modes for trips to and from the site;
- Section 8 describes the monitoring and review programme that will be implemented to track progress being made towards achievement of the plan targets, necessarily involving rolling reports and modification, as necessary, of the Plan implementation measures; and
- Section 9 provides an Action Plan summarising the scheme and design elements relating to travel, Plan management and implementation measures, the party/ies responsible in each instance and an indicative timeline.

2.0 Travel Planning Policy and Guidance

2.1 There are a number of planning policies that are considered pertinent to the development proposals. The policies and guidance are as follows:

- National Planning Policy Framework, Department for Levelling Up, Housing and Communities, December 2024;
- Draft National Planning Policy Framework, Ministry of Housing, Communities & Local Government, December 2025;
- National Design Guide, Ministry of Housing, Communities & Local Government, October 2019;
- Planning Practice Guidance, Ministry of Housing, Communities and & Local Government, March 2014;
- DfT Circular 01/2022 Strategic road network and the delivery of sustainable development, Department for Transport, December 2022;
- Planning for Walking and Planning for Cycling, Chartered Institution of Highways and Transportation, April 2015 and October 2014 respectively;
- Gear Change: A bold vision for cycling and walking, Department for Transport, July 2020;
- Local Transport Note (LTN) 1/20 Cycle Infrastructure Design, Department for Transport, July 2020;
- Manual for Streets (MfS), Department for Transport, March 2007;
- National Travel Survey (NTS), Department for Transport, 2015;
- Eastleigh Borough Council Local Plan 2016 – 2036, April 2022; and
- Eastleigh Local Cycling and Walking Infrastructure Plan, Hampshire County Council 2022.

National Policy

National Planning Policy Framework (NPPF)

2.2 The latest version of the National Planning Policy Framework (NPPF) was published in December 2024 which sets out the government's planning policies for England and how these are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 focuses on 'Promoting Sustainable Transport' which aims to *"actively manage patterns of growth… focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes"*.

2.4 Paragraph 118 states that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored".*

2.5 Annex 2 of the NPPF defines sustainable transport modes as, *"any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport".*

Draft National Planning Policy Framework

2.1 On 16th December 2025, a draft version of the NPPF was published, setting out the Government's revised planning polices for England. While not yet formally adopted, the policies contained within the revised NPPF illustrate the direction of travel at a national level.

2.2 Chapter 15 of the draft NPPF considers the promotion of sustainable transport, with the chapter summary stating:

"The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places."

2.3 As part of the draft NPPF, several transport-related policies have been updated, most notably under Policy TR6: Assessing Transport Impacts. Paragraph 1 of Policy TR6 states:

"Development proposals that are likely to generate significant amounts of movement should be supported by:

A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

A travel plan, indicating how sustainable transport objectives will be delivered, monitored and manged [sic] over time"

Planning Practice Guidance (PPG)

2.4 Planning practice guidance (PPG) supports delivery of the principles set out in the National Planning Policy Framework (NPPF).

2.5 The guidance describes Travel Plans as "*… long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets."* (PPG paragraph: 003; reference ID: 42-003-20140306)

2.6 Furthermore, the guidance indicates that "*… Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."* (PPG paragraph: 003; reference ID: 42-003-20140306)

2.7 It is stated that the primary purpose of a Travel Plan is:

"… to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. …, they should not be used as a way of unfairly penalising drivers." (PPG paragraph 005; reference ID: 42-005-20140306)

DfT Circular 01/2022

2.8 DfT Circular 01/2022 relates to the 'strategic road network and the delivery of sustainable development' and seeks to promote sustainable development where impacting on the National Highways strategic road network. This states that "*new development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable".*

2.9 Paragraph 42 relates to engaging with decision taking and states that:

"Local planning authorities and development promoters are encouraged to identify any potential impacts on the SRN that may result from development proposals and discuss them with the company at the earliest opportunity. In the first instance, new developments should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where possible."

2.10 Paragraph 44 relates to Travel Plans and states:

"Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator."

Active Travel – Walking and Cycling

Planning for Walking and Cycling

2.11 Walking and cycling are active and sustainable forms of transport in their own right and as linking modes for accessing public transport, for example, when making longer journeys.

2.12 The Chartered Institution of Highways and Transportation (CIHT) documents 'Planning for Walking' and 'Planning for Cycling' provide an insight into these modes of transport:

"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot…but beyond that distance cars are the dominant modes" (Planning for Walking, 2015, pg.6).

"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014, pg. 4)

2.13 The CIHT also published 'Guidelines for Providing for Journeys on Foot' (2000) to support implementation of the central Government publication 'Encouraging walking: advice to local authorities'. The CIHT Guidelines suggest acceptable, desirable and preferred maximum walking distances ('acceptable' walking distances would vary between individuals) for pedestrians without mobility impairment for some common trip purposes, which are set out at Table 2.1.

Description of Walking Distance	Distance to Destination (Metres)		
	Town Centres	Commuting/Schools	Elsewhere
Desirable	200 metres	500 metres	400 metres
Acceptable	400 metres	1,000 metres	800 metres
Preferred Maximum	800 metres	2,000 metres	1,200 metres

Table 2.1: CIHT Walking Distance Guidelines

2.14 The Department for Transport (DfT) updated their advice to Local Authorities in Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design', which was published in July 2020 alongside the DfT's 'Gear Change: A bold vision for cycling and walking'. LTN 1/20 promotes the inclusion of good quality cycling infrastructure in Local Authority planning, design and highway adoption policies and processes, with new developments, new highways and new highway improvement schemes contributing accordingly.

Manual for Streets and National Travel Survey

2.15 Manual for Streets (MfS) identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which employees may access comfortably on foot"*. Within MfS it is also noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres.

2.16 The 2015 National Travel Survey (NTS) noted that *"76% of all trips under one mile are walks",* making it the most frequent mode of travel for very short distances. (1 mile = 1.6 kilometres).

Local Policy

Eastleigh Borough Council Local Plan 2016 – 2036

2.17 Planning polices for the district are contained within the Eastleigh Borough Council Local Plan (2016-2036), which was adopted in April 2022. The following polices are relevant to transport.

2.18 Policy DM13 relates to the general development criteria for transport, stating:

"All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:

a) meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;

b) not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and

c) be provided without unacceptable environmental impact.

All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.

Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:

a) provision of/contribution towards on and off-site highway improvements such as junction improvements and potentially new road links

b) on-site pedestrian, cycle and public transport infrastructure

c) contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate

d) on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans) to reduce car use.

New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have as a result of the development, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access."

Eastleigh Local Cycling and Walking Infrastructure Plan

2.19 The Eastleigh Local Cycling and Walking Infrastructure Plan (LCWIP) was prepared by HCC to note existing and potential walking and cycling routes in the borough.

2.20 In the vicinity of the site, two routes are noted:

- Route 270 – Hightown to Bursledon; and
- Route 338 – West End to Hamble.

2.21 Route 270 routes along the western side of the Bursledon Road carriageway and continues across the Windhover Roundabout junction to follow the A27 Providence Hill. The LCWIP notes that there is scope

to provide a segregated cycle track along Bursledon Road between the Botley Road and Windhover Roundabout junctions.

2.22 Route 338 routes down the A27 West End Road and down Hamble Lane in the vicinity of the site. The LCWIP notes that *"there is considerable existing infrastructure for cyclists and pedestrians along this section of route 338"*. Notwithstanding this, the LCWIP notes that segregated cycle tracks could be provided between the Windhover Roundabout and the Tesco Roundabout by reallocating space from the central verge.

3.0 Site Characteristics

Site Location

3.1 The site is located on land north of the Windhover Roundabout to the north-west of Bursledon. The site is situated to the southeast of Hightown and east of Sholing, approximately 6.0km east of Southampton city centre.

3.2 The Windhover Roundabout is a five-arm roundabout junction, with the A27 forming the northern and south-eastern arms, the A3024 forming the eastern and north-western arms and the A3025 Hamble Lane forming the south-western arm.

3.3 The northern arm, the A27 West End Road, continues north around the western and northern extents of Southampton, providing a route towards suburban areas such as West End and Swaythling, whilst the south-eastern arm, the A27 Providence Hill, continues towards Sarisbury, Titchfield and Fareham.

3.4 Approximately 350 metres east of the Windhover Roundabout, the eastern arm of the junction, the A3024 Bert Betts Way, provides a link to the M27 Junction 8 and onward towards Hedge End along Dodwell Lane. The M27 continues north to provide access towards Hedge End, Southampton and the M3 and onwards to the west as the A31 towards Ringwood. To the south-east, the M27 continues towards Fareham and Portsmouth and continues east as the A27 towards Chichester.

3.5 The north-western arm of the Windhover Roundabout, the A3024 Bursledon Road, continues through Hightown, Thornhill and Bitterne into Southampton, whilst the south-western arm, the A3025 Hamble Lane, provides a route south towards Hamble, with the A3025 then continuing west through Old Netley and onwards to Southampton city centre via the Itchen toll bridge.

3.6 To the northwest of the site along the A3024 Bursledon Road, a signal junction between Botley Road and the A3024 is provided. Botley Road routes southwest to form a mini-roundabout junction with the A3025. The A3024 continues northwest towards Bitterne.

3.7 The location of the site in the context of the local highway network is illustrated in Figure 3.1.

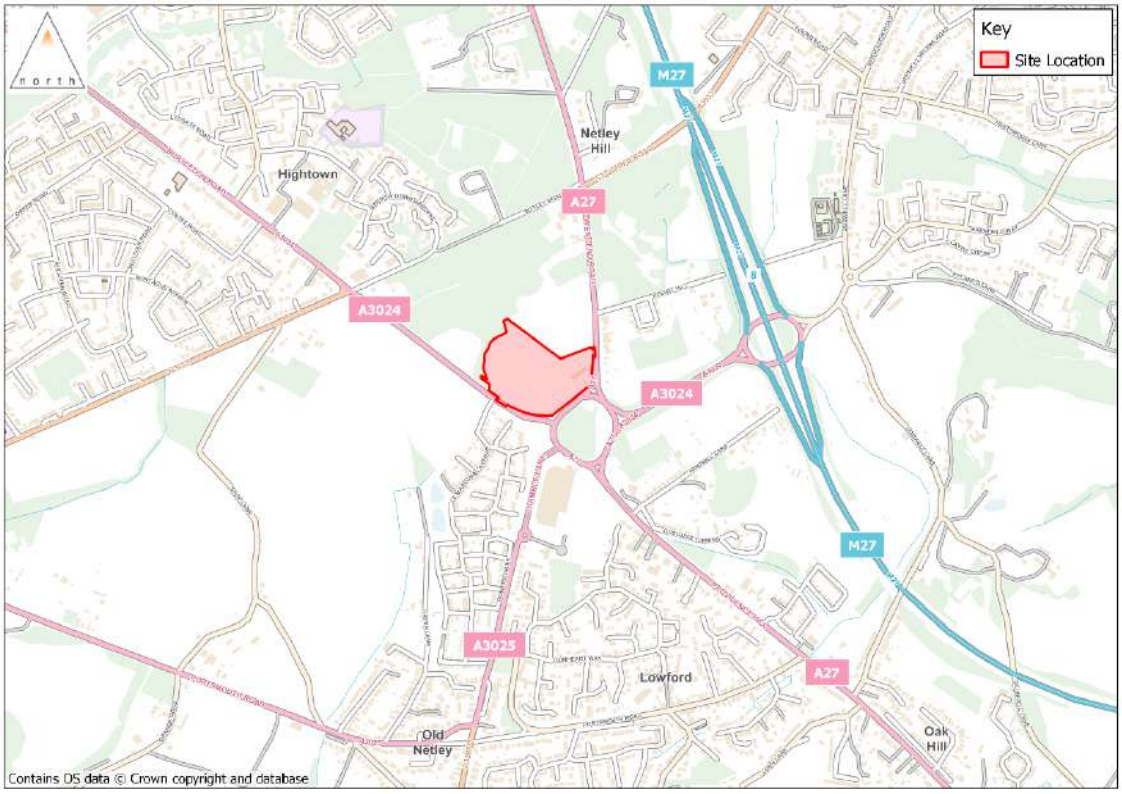

Figure 3.1: Site Location

Accessibility by Active Travel Modes

Accessibility on Foot

3.8 Continuous lit footways are provided along the southern and eastern boundaries of the site.

3.9 Signalised pedestrian crossings are provided on the south-eastern A3024 arm and Le Marechal Avenue arm of the A3024/Le Marechal Avenue junction, facilitating safe pedestrian movement between the site and footways to the south of the A3024 carriageway.

3.10 Footways continue north-west adjacent to the A3024 northbound carriageway to the A3024/Botley Road signalised junction, where signalised pedestrian crossings are provided across the eastern and northern arms, linked via a pedestrian refuge island.

3.11 From this junction, footways continue to link to nearby residential areas, including to the west adjacent to Botley Road towards Sholing and north adjacent to the A3024 through Hightown and towards Thornhill.

3.12 Lit footways also continue to the south of the A3024/Le Marechal Avenue junction. The footway continues south to a staggered pedestrian crossing provided over the A3025 Hamble Lane, which benefits from dropped kerbs and tactile paving.

3.13 Footways continue south adjacent to the A3025 southbound carriageway to the Tesco access roundabout junction, where a pedestrian refuge island crossing is provided across the eastern arm. Footways continue east then north through the Tesco car park, facilitating safe pedestrian access between the site and nearest supermarket, which also contains additional amenities including ATM, pharmacy and postal facilities.

3.14 To the south, footways continue adjacent to the A3025 southbound carriageway, providing links between the site, the nearest frequently served bus stops and residential areas within Bursledon.

Accessibility by Cycle

3.15 In the vicinity of the site, a shared footway/cycleway is provided adjacent to the northbound carriageway of the A3024 Bursledon Road carriageway, accessed via a shared pedestrian and cycle signalised crossing immediately south of the site.

3.16 The shared footway/cycleway continues north-west adjacent to the A3024 northbound carriageway to the A3024/Botley Road signalised junction, where a cycle crossing is provided across the centre of the crossing to facilitate safe cycle crossing at the junction.

3.17 The shared footway/cycleway then continues north of this junction on the A3024 adjacent to the southbound carriageway and forms part of Southampton Cycle Network (SCN) Route 3. SCN3 continues north to facilitate safe cycle access between the site and local residential areas within Southampton, including Hightown, Thornhill and Bitterne.

3.18 A shared footway/cycleway is also provided around the south of the Windhover Roundabout and continues south adjacent to the A27 northbound carriageway, providing a link towards residential areas to the north of Bursledon.

Accessibility via Public Transport

Accessibility by Bus

3.19 The closest bus stops to the site served frequently by local bus routes are located on Jurd Way, situated approximately 840 metres and 920 metres walk to the south of the site for northbound and southbound services respectively. Both stops are provided with a pole, flag, timetable information, shelter and seating.

3.20 The bus services operating from these stops are summarised in Table 3.1 below, including the bus route and service frequency.

Service	Route	Frequency (no. buses per hour)		
		Mon-Fri	Sat	Sun
X4	Southampton Central – West Quay – Woolston Bridge – Sholing – Old Netley – Lowford – Bursledon Station – Sarisbury – Locks Heath – Titchfield Common – Fareham Station – Wallington – Portchester – Paulsgrove – Portsea – Portsmouth The Hard Interchange	1-2 per hour	1 per hour	1 per hour
X5	Southampton Central – West Quay – Woolston Bridge – Sholing – Old Netley – Lowford – Bursledon Station – Sarisbury – Warsash – Locks Heath - Titchfield Common – Titchfield – Fareham Station – Wallington – Portchester – Paulsgrove – Portsea – Portsmouth The Hard Interchange	1-2 per hour	1 per hour	1 per hour

Table 3.1: Local Bus Services

3.21 It should be noted that whilst some bus stops are located closer to the site, including at the Tesco foodstore approximately 420 metres walk from the site, these stops are served infrequently by scheduled local bus routes.

Accessibility by Rail

3.22 Bursledon railway station is situated approximately 2.0km to the south of the site, accessible within approximately 25-minutes walk and 7-minutes cycle.

3.23 The station, operated by South Western Railway, is situated on the Portsmouth to Southampton Line. Typically, hourly services operate between Southampton Central and Portsmouth Harbour. Services to the west serve Hamble, Netley, Sholing, Woolston, Bitterne, St Denys and Southampton Central, with services east towards Swanwick, Fareham, Portchester, Cosham, Hilsea, Fratton, Portsmouth & Southsea and Portsmouth Harbour.

4.0 Aims, Objectives and Benefits

Aim

4.1 The main aim of this TP is to put in place the management tools deemed necessary to enable employees to make informed choices about their methods of travel to and from the site, whilst at the same time minimising the adverse impacts of travel on the environment. This is achieved by setting out a strategy for eliminating barriers that keep employees from making use of sustainable modes.

4.2 Improving travel choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all employees regardless of whether or not they own a car.

Objectives

4.3 The key objectives of this TP are to:

- Maximise sustainable and active modes of travel to and from the site;
- Support walking, cycling and the use of public transport to and from the site;
- Minimise the use of the private vehicle, particularly for short trips;
- Highlight the health and environmental benefits of using sustainable travel modes; and
- Establish long-term sustainable and active travel patterns associated with the site.

4.4 These objectives accord with the aims of national and local policy documents. The objectives will provide focus and direction to the TP, leading to appropriate measures and targets being set.

Benefits

4.5 By meeting the objectives, the TP will bring about the following benefits:

Employee Benefits

- Health benefits associated with walking and cycling; including reduced levels of stress;
- The opportunity to save money by using alternative modes of travel to the car; and
- Improved quality and reliability of journeys to and from work.

Wider Community Benefits

- On-going reductions in vehicular generated traffic on the local highway network;
- Increasing patronage on existing public transport modes;
- Health benefits associated with walking and cycling; and
- A contribution towards an overall reduction in travel emissions.

4.6 It is intended that these objectives will be met by identifying and implementing measures that provide employees with a variety of travel choices and reduce the need to travel by private car. By meeting the objectives set out above, the development will achieve consistency with national and local planning policy and facilitate accessibility by all available modes of travel to the site.

5.0 Targets

5.1 The aim of the TP is to increase awareness of sustainable travel opportunities and minimise the use of the private vehicle, particularly single occupancy vehicle trips. In order to assess the progress and success of the TP, specific targets are identified at this stage that the monitoring and review programmes can be checked against.

5.2 Targets are measurable goals by which the progress of the TP will be assessed. When setting targets, it is important that they are SMART (Specific, Measurable, Achievable, Realistic and Time-bound), enabling the outcomes to be quantified and an assessment of what the TP has, or will, achieve to be undertaken.

5.3 Targets will take the form of both 'action' and 'aim' targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this TP relate to the degree of modal shift the Plan is seeking to achieve.

Action Targets

5.4 The action targets for the development involve:

- The appointment of the TPC(s) prior to the first occupation of the development; and
- Agree a finalised Travel Plan with EBC and HCC including the results of the initial travel survey.

Aim Targets

5.5 The proposed aim targets for the development are as follows:

- To achieve a reduction in single occupancy vehicle trips; and
- To achieve an increase in alternative modes to offset the reduction in single occupancy vehicle trips.

5.6 Indicative aim targets are summarised in Table 5.1, which identifies a 10% mode shift towards more sustainable modes.

5.7 It is not until the initial employee travel survey has been completed, reviewed and analysed that specific targets can be identified which will form the baseline information of future assessments regarding the success of the TP. The TP targets will then form a continual part of the review process over subsequent years.

5.8 As detailed in **Section 8**, the baseline surveys will be undertaken within 6 months of occupation of the development, and the baseline mode split established.

5.9 The travel surveys will also provide data in relation to the details of working hours and places of residence of employees so that realistic and achievable targets can be derived.

Target	Indicator	Modal Split			
		Baseline	Year 1	Year 3	Year 5
Achieve a 10% decrease in single occupancy commuting vehicle mode share	Mode split monitoring surveys for single occupancy use for commuting journeys (i.e. private car rather than LGV/OGV trips)	As surveyed	-3%	-5%	-10%
Achieve an increase in the use of active and/or sustainable travel modes e.g. walking, cycling, public transport, car sharing	Mode split monitoring surveys for public transport/active travel modes	As surveyed	+3%	+5%	+10%

Table 5.1: Indicative Travel Plan Aim Target

5.10 All data to be collected will be in accordance with Local Authority standards, to ensure the TP is being accurately monitored and that targets are being met. The survey data will be collated, analysed and stored on a biennial basis to monitor the impact of the TP for the proposed development.

6.0 Travel Plan Strategy

Travel Plan Coordinator

6.1 A Travel Plan Coordinator (TPC) will be appointed prior to the first occupation of the development.

6.2 The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the TP. On this basis, it is proposed that the TP will become operational 2-3 months prior to the occupation of the first unit at the site.

6.3 The TPC will be a part-time role who is responsible for liaising with future employees and assigning an appropriate level of input to the management of the TP, ensuring that monitoring and review obligations are fully met.

6.4 The TPC will be authorised to assume responsibility for:

- Acting as a point of contact for all employees requiring information on travel-related matters;
- Overseeing the development and implementation of the measures set out within the TP;
- Organising and distributing any necessary surveys or other data collection exercises required to develop to TP;
- Ensuring the travel information provided to employees is up to date;
- Promoting the objectives and benefits of the TP;
- Monitoring the success of the TP against the agreed upon targets; and
- Reporting the results of the TP monitoring to Officers at EBC/HCC as necessary.

6.5 Contact details of the TPC will be provided once the position has been appointed.

Marketing

6.6 Employees will be made aware of the existence of the TP prior to the commencement of employment at the site. As the success of the TP is dependent on the implementation of an effective strategy, the TPC will provide employees with information on the sustainable ways to travel to and from the development.

6.7 The following methods could be used as a means of disseminating information to employees as well as promoting events, campaigns and promotions:

- Notice boards;
- Employee newsletters;
- Travel information packs; and
- E-groups and forums.

7.0 Measures

7.1 The measures detailed here are approximate for the target audience comprising on-site staff in terms of Travel Plan delivery, as well as addressing all site users in the form of site design and infrastructure provision.

7.2 These measures are listed in the 'Action Plan' in **Section 9** of this Framework Travel Plan alongside the party/ies responsible for carrying out and funding each, and a likely timescale for implementation.

7.3 In summary, the measures through which this Travel Plan will be implemented consist of physical infrastructure, site facilities, information provision and operational management.

Sustainable Travel Measures

7.4 To encourage the use of sustainable modes of transport, a number of walking, cycling, public transport and car sharing measures have been identified for the site.

Walking

7.5 The development will be provided with a safe and convenient pedestrian/cycle network facilitating movement around the site and providing links with the existing provision in the vicinity of the site.

7.6 Furthermore, the following measures have been identified to promote walking to and from the site:

- Provision of walking maps: Maps of local and accessible walking routes can be made available to employees at the site through 'Induction Packs' and other methods e.g. information boards; and
- Promotion of events including 'National Walking Month' to employees: Employees who live near to the site should be encouraged to participate in events such as 'National Walking Month'. For these activities, promotional resources can be obtained from charities such as Living Streets.

Cycling

7.7 To increase an awareness and involvement in cycling by site users, the measures detailed below could be implemented:

- Provision of cycle maps: Cycle maps can be made available to employees through 'Induction Packs' and other methods e.g. information boards;
- Provide details of local independent bicycle businesses offering repair services;
- Promoting cycle training: Details of local cycle training providers can be made available to employees.
- Cycle to Work: Occupiers could adopt a 'Cycle to Work' scheme for employees at the site (e.g. cyclescheme.co.uk). 'Cycle to Work' operates as an employee benefit scheme that will save individuals 25 – 39% on a bike and accessories. The scheme involves employees making payments for a bike of their choice via tax effective payments made from their salary by employers.

7.8 Cycle parking will be provided on site for each of the two units. This will be in the form of covered, secure cycle parking areas which will be conveniently located for employees at each site.

7.9 The benefits of the use of E-bikes and E-scooters, subject to these being made legal for use on public roads, will be promoted to all users as part of on-going marketing efforts of the development.

Public Transport

7.10 To maximise the potential usage of public transport, the TPC will actively promote the use of local bus and rail services. The key promotional tool for these are phone apps that often offer real-time views of service frequency, reliability and timetables.

7.11 Details of local public transport services (bus and rail) will be included within the travel information pack. This will include details of route information, timetables, operator websites, journey planning websites and ticket types and fare information such as season tickets.

Car Sharing

7.12 Car share schemes have the potential to reduce the number of single occupancy car trips to the employment site, thus reducing congestion and pressure on parking.

7.13 The positive benefits of car sharing, and the potential cost savings can be advertised to employees as part of TP via websites, meetings, reception areas, employee meetings and by travel information boards.

7.14 The TPC will encourage car sharing among residents at the development by promoting the LiftShare website and, if demand is sufficient, a site-based car sharing database. The TPC will also organise car share awareness campaigns which will promote the cost saving, social and environmental benefits of car sharing and also help to introduce members of the community who work near each other. Such information would also be provided in the travel information pack.

Taxis

7.15 To promote the use of taxis, local taxi operator numbers will be provided in the reception area to allow employees and visitors to arrange for taxi services to collect / drop-off.

Remedial Measures

7.16 Should it transpire that Travel Plan targets are not met within this monitoring period, remedial measures to address the shortfall and an appropriate timeline can be investigated.

8.0 Monitoring

Overview

8.1 A programme of monitoring and review will be implemented to generate information by which the success of the TP can be evaluated.

8.2 Monitoring and review will be the responsibility of the TPC, and the results of the monitoring process will be made available to EBC and HCC as appropriate.

8.3 A framework for undertaking the monitoring and review of the TP is outlined in this section.

Monitoring Strategy

8.4 In order to determine the success of the Travel Plan in achieving the desired aims, a defined, regular programme of monitoring is required. The objective of the monitoring process is to regularly assess employee travel patterns, and identify if and when the TP, or elements of the TP strategy, are not working and may need to be changed.

8.5 The monitoring programme will begin with the initial employee travel survey, to be undertaken within six months of occupation. This survey will establish the travel patterns and habits of employees, allowing for specific targets to be set and onwards monitoring to be established.

8.6 Following the initial travel survey, the TPC will be expected to undertake monitoring for a further four years (biennially) during years three and five; on or around the anniversary of the initial occupation.

Reporting

8.7 The TPC will submit a biennial Monitoring Report to EBC/HCC within three months of completion of the travel plan surveys. It is envisaged that any required changes to the TP will be agreed with EBC/HCC within one month of submission of this report.

8.8 In the event that targets are not achieved within agreed milestones, a commitment to reviewing the measures in consultation with the Local Planning Authority is proposed so that TP can be refined in order to achieve as much success as is reasonably practicable.

9.0 Action Plan

9.1 To achieve the aims and objectives of the TP, a clear framework of targets and milestones in the form of both short and long-term objectives will be set out in an Action Plan, as detailed in this section.

Indicative Action Plan

9.2 The Action Plan will be reviewed by the TPC prior to any review process to check the performance of the TP and identify the need for any corrective actions that may need to be put in place for the following period.

9.3 Details of the indicative Action Plan are summarised in Table 9.1 which sets out the measures included in this TP.

Measure	Target Date	Responsibility
Appointment of the Travel Plan Co-ordinator (TPC)	Prior to occupation	Developer
Travel Information Packs	Provided to each employee upon occupation of dwelling	TPC
Provision of information related to promoting walking (outlining benefits, route maps, leisure and commuter routes etc.)	Provided through travel packs, websites and social media	TPC
Provision of information related to promoting cycling (outlining benefits, route maps, leisure and commuter routes, cycling initiatives etc.)	Promoted through travel packs, noticeboard, website and social media	TPC
Promotion of E-bikes/E-scooters	Through travel packs and noticeboards / websites where applicable	TPC
Provision of sustainable travel information with timetables and bus stop information	Through travel packs and noticeboards / websites where applicable	TPC
Promote car share database and car sharing to employees	Through travel packs and noticeboards / websites where applicable	TPC
Provide details of local taxi services	Through travel packs and noticeboards / websites where applicable	TPC

Table 9.1: Action Plan

Appendix A

Site Layout Plan

UNIT 2

Total GIA 7,209 sqm
(77,597 sqft)

Office

72 Spaces
(6 no. accessible)

34 Spaces
(3 no. accessible)

UNIT 1

Total GIA 9,586 sqm
(103,182 sqft)

Office

69 Spaces
(8 no. accessible)

A27 - West End Rd

A3024 - Burlesdon Rd

Le Marechal Ave

D	19/06/2025	Lighten retaining wall appearance to client request.	GW
C	10/06/2025	Footpath/cycleway width updated	JH
B	20/05/2025	Layout frozen. Unit footprints, layout & accesses amended in line with updated levels. Retaining structures updated to accommodate footprints & drainage.	JH
A			JH

Land adjacent to Windover Roundabout, Bursledon

Wates Developments

0 25 50 m

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Illustrative Masterplan

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Scale @ A1:1:500 PLANNING
28/03/2025

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Appendix Q

National Highways Consultation Response Technical Note

Response to National Highways Comments

Site:	Land adjacent to Windhover Roundabout, Bursledon
Prepared by:	MF
Approved by:	LH
Date:	17 July 2026

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1.0 Introduction

1.1 This Note seeks to provide additional information requested by National Highways relating to a planning application (reference O/26/101417) for warehouse development (Use Classes B2 and B8 applied flexibly) of up to 200,000ft^2 (GIA), together with ancillary offices (Use Class E(g)(i)) and other ancillary building and structures, parking, servicing and manoeuvring areas, landscaping and sustainable drainage features on land adjacent to Windhover Roundabout, Bursledon.

1.2 The National Highways consultation response was provided on 23rd June 2026 and is included at **Appendix A**. This note seeks to address the underlined requests included within the National Highways response.

2.0 Response to National Highways Comments

Sensitivity Test Trip Generation

"We advised that a parcel distribution 'worst case' test might be required in addition to the assessment proposed in the TA Scoping Note… <u>The applicant should provide an updated assessment based on the trip rates provided in the Havant application referenced above, or provide an alternative methodology with justification for National Highways' agreement or comment as appropriate."</u>

2.1 Within the pre-application response, National Highways *"notes and endorses HCC's requirement that a higher set of rates be used"* referencing the HCC request for a site survey for an application in Havant to be utilised.

2.2 The Transport Assessment utilised the TRICS database for the category 'parcel distribution centre' to assess the worst-case land use occupation of the development site. TRICS seeks to provide a network of surveys of sites across the UK for a range of land uses. As part of this, surveys have been undertaken of existing parcel distribution centre uses, with 12 multi-modal and 23 vehicular surveys on the database within this category. These include parcel distribution uses across the spectrum, ranging from independent distribution sites, Royal Mail/Parcelforce centres, to parcel distribution uses operated by DHL, Evri, City Link and TNT.

2.3 The Transport Assessment has sought to apply reasonable criteria to identify potential sites which are comparable to the proposed Bursledon development, noting the illustrative layout for two large warehouse units on the development site. As such, the TRICS analysis utilises two parcel distribution centre sites which, at the point of writing the TA, formed the only recent site surveys in excess of 5,000 square metres of floorspace on the TRICS database. These sites were also noted to be in similar location area alongside being located in close proximity to an A-road with good links to a junction of the motorway network.

2.4 The two large sites used are both operated by DHL, also providing public access for people collecting parcels alongside the operational traffic generated by the unit. For one of the two sites, a subsequent resurvey has been undertaken with a vehicular count in the form of an ATC. Given the previous site survey results were higher, the TA includes the initial survey to assess a higher trip rate for the parcel distribution centre sensitivity test.

2.5 For the purpose of this assessment, an updated review of TRICS has been undertaken, which identifies that a new large parcel distribution centre has been added to the TRICS database. This is an 32,515 square metre Evri unit in Hoyland. The TRICS trip rate graph is included for reference in Figure 2.1, with the updated TRICS output included at **Appendix B**.

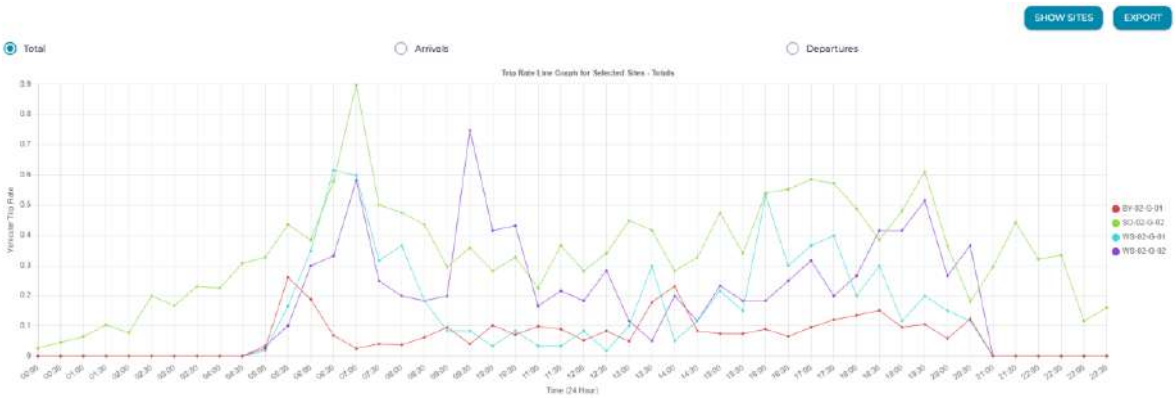

Figure 2.1: TRICS Trip Rate Comparison Graph – Parcel Distribution Centre

2.6 The above demonstrates the new site in red, the Slough DHL site in green and the Crawley DHL site in light blue for the initial survey and purple for the ATC resurvey. Of note, the peak hour trip rates of the original Crawley and Slough DHL site surveys form the highest trip rates of each of the surveys.

2.7 It is noted that the NPPF requires that:

"Development should only be prevented or refused… the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

2.8 Assessing a generic parcel distribution centre use is considered to represent a reasonable future scenario, given this is likely the highest trip generation category that could occupy a B2/B8 use. By comparison, the Havant site is occupied by Amazon and assessed the specific use of the known operator within the planning application. For the current scheme, an identified occupier for the development has not been identified.

2.9 It is also noted that Amazon operate warehouses in Southampton and Havant, therefore it is considered that the catchment area of the proposed site location would be reduced and that these areas are already covered by existing Amazon warehousing in the area. In view of this, an assessment of the site as an Amazon occupied unit is not considered to provide a realistic or reasonable scenario of potential site impact.

2.10 It is demonstrated above that the TRICS database parcel distribution centre use notes that sites operate with similar or lower levels of trips in the peak periods than the assessment undertaken within the Transport Assessment, and therefore this is considered to reflect a reasonable assessment of the worst-case land use occupation of the development site.

LGV Traffic Distribution

"This will need further investigation before the proposed trip distribution can be accepted by National Highways for the purposes of the SRN assessments."

2.11 The LGV traffic distribution assessed within the Transport Assessment is replicated in Table 2.1.

Route	Distribution (%)
M27 East	20%
M27 West	15%
A27 East	15%
A27 West	10%
A3024	25%
A3025	5%
Dodwell Lane	10%
Total	**100%**

Table 2.1: Transport Assessment LGV Traffic Distribution

2.12 Overall, the above distribution reflected an estimation of the likely number of households in each direction from the site. To place this into further context, a review of households for the 2021 Census has been undertaken to identify where households are located in the vicinity of the site. This analysis looks at Eastleigh, Fareham and Southampton districts, though for the purposes of analysis, properties in the western half of Southampton are likely to be outside of the catchment for the proposed warehousing use. The Census output is included at **Appendix C**, with Table 2.2 summarising the number and proportion of households along the routes identified in Table 2.1.

Route	Number of Households	% of Households	Difference to Table 2.1
M27 East	30,558	19%	-1%
M27 West	38,977	24%	9%
A27 East	20,070	12%	-3%
A27 West	15,647	10%	0%
A3024	39,421	24%	-1%
A3025	7,134	4%	-1%
Dodwell Lane	11,595	7%	-3%
Total	**163,402**	**100%**	**0%**

Table 2.2: Census Household LGV Distribution

2.13 The above analysis broadly replicates the distribution identified in Table 2.1. The main difference is an increase in routes along the M27 west, with corresponding decreases on Dodwell Lane and on the A27 and M27 east. The reality is that, depending on routes taken there are a choice of routes available to drivers such that they could use either the motorway or A road network to access areas such as to the north of Hedge End. In reality, this would depend on operational requirements of the development occupier.

2.14 Overall, the sensitivity test scenario identifies a maximum of 49 two-way LGV trips during the weekday evening peak hour, with the warehousing analysis identifying a maximum of 16 LGV trips in the weekday morning peak hour. Applying this change to the M27 west would result in four additional LGVs in the sensitivity test scenario and one additional LGV in the warehousing scenario on the M27 west. These changes are likely to be within daily vehicle fluctuations and are therefore not considered to alter the conclusions of the modelling undertaken to date.

Model Calibration

"Further information should be provided regarding validation and modelling files should be provided to enable a detailed review of the models to be undertaken."

2.15 The modelling files will be provided separately to this note.

2.16 The junction files were calibrated through a review of throughput for each stop line of the junction, ensuring that the volume of vehicles recorded entering each arm is able to enter the junction in the peak hour. Table 2.3 provides a comparison of baseline model throughput on each entry arm, alongside the recording from the traffic surveys.

Arm	Weekday Morning Peak		Weekday Evening Peak	
	Traffic Survey Throughput	Model Entry Flows	Traffic Survey Throughput	Model Entry Flows
M27 Junction 8				
Dodwell Lane	767	825	611	658
M27 East	811	843	832	907
A3024 Bert Betts Way	1,696	1,799	1,450	1,565
M27 West	701	701	805	866
Windhover Roundabout				
A27 West End Road	478	490	731	728
A3024 Bert Betts Way	1,339	1,322	1,197	1,129
A27 Providence Hill	671	658	487	467
A3025 Hamble Lane	1,242	1,047	1,085	1,084
A3024 Bursledon Road	1,151	1,125	874	870
A3024/Le Marechal Avenue				
A3024 Bursledon Road (East)	740	738	941	838
Le Marechal Avenue	174	171	58	57
A3024 Bursledon Road (West)	1,023	988	872	869
A3024/Botley Road				
Botley Road (North)	102	109	51	52
A3024 Bursledon Road (East)	744	734	850	765
Botley Road (South)	348	292	320	323
A3024 Bursledon Road (West)	637	624	628	632

Table 2.3: Model Calibration – Throughput Comparison

2.17 The above demonstrates that the recorded throughput and the modelled throughput are broadly reflected across the network.

2.18 This has been supplemented through a review of available signal timing data to ensure the models are set up to accurately reflect the existing arrangement across the peak hours.

2.19 For non-signal junctions, a cross check with the observed queue survey data has been undertaken to ensure the results reflect queueing observed within the peak periods.

3.0 Summary

3.1 In summary, this note has provided additional information requested by National Highways regarding an outline planning application on land adjacent to Windhover Roundabout, Bursledon.

3.2 In view of the additional information, it is considered that there are no highways or transport related reasons why the development should not be granted planning permission.

Appendix A

National Highways Consultation Response

National Highways Planning Response (NHPR 25-01)
Formal Recommendation to an Application for Planning Permission

From: Hermes Luli (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
Planningse@nationalhighways.co.uk

To: Eastleigh Borough Council, FAO: David Huckfield

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: O/26/101417

Location: Land adjacent to Windhover Roundabout, Bursledon, Bursledon Road, Bursledon, SO31 8BN

Proposal: Outline planning application (all matters reserved except for access) for employment development (Use Class B2/B8) of up to 18,580 square metres together with ancillary offices (Use Class E(g)(i)) and other ancillary buildings, structures, parking, servicing and manoeuvring areas, landscaping and sustainable urban drainage features, following demolition of existing buildings.

National Highways Ref: NH/26/16517

Referring to the consultation on a planning application referenced above, in the vicinity of the M27 motorway that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

~~a) offer no objection (see reasons at Annex A);~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

~~c)~~ **recommend that planning permission not be granted for a specified period (see reasons at Annex A);**

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.[1]

This represents National Highways' formal recommendation and is copied to the

Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningse@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:	**Date: 23 June 2026**
Name: Mrs Beata Ginn	**Position:** Assistant Spatial Planner, Area 3
National Highways **Ground Floor, Building 1000, Cathedral Square, Guildford, GU2 7YL** **www.nationalhighways.co.uk**	

[1] Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long term operation and integrity.

In case of this development proposal, our interest is in the M27 motorway, particularly Junction 8.

We reviewed the information available on your planning portal and note that this is an outline planning application (with all matters reserved except for access), comprising of employment development (Use Class B2/B8) of up to 18,580 sqm together with ancillary office and other ancillary buildings, on land adjacent to the Windhover Roundabout, Bursledon.

The development site is a parcel of land (known as the Cranbury Site) located to the north of the Windhover Roundabout, between the A27 West End Road and the A3024 Bursledon Road. The development site lies approximately 0.3 miles west of the M27 Junction 8 and our prime interest is in relation to the impact of the application on the M27 Junction 8. However, given the close proximity of the Windhover roundabout to the M27 junction, we will also need to understand the operation of the Windhover Roundabout to ensure that development traffic does not cause queuing back from this junction to the M27 junction.

We provided pre-application advice to the Applicant's consultants (Motion) in 2024, in which we raised concerns that the proposal could come forward as a B8 parcel distribution centre. We advised that a parcel distribution 'worst case' test might be required in addition to the assessment proposed in the TA Scoping Note. During pre-application discussions, we advised that the parcel distribution trip rates adopted needed to be higher than those presented by Motion in a Technical Note dated 19th November 2024 and should reflect a worst-case scenario. National Highways maintains that this advice is still applicable to the current application.

We also concurred with advice provided by Hampshire County Council that the applicant should use the parcel distribution trip rates utilised in a similar application (32 New Lane, Havant APP/21/00200), where the end user was known and was able to provide identified trip rates. However, it is noted that the TA has not adopted the rates from the Havant application. Instead, the assessment in the TA is predicated on the average of two TRICS sites. The resulting trip rates in the PM peak are lower than those previously presented by Motion during pre-application discussions, which both HCC and National Highways have already advised are too low for the purposes of the

TA. Furthermore, from consideration of the two TRICS sites used in the TA, there are discrepancies with the extraction of the trip rates, which will need further investigation. The applicant should provide an updated assessment based on the trip rates provided in the Havant application referenced above, or provide an alternative methodology with justification for National Highways' agreement or comment as appropriate.

Regarding trip distribution, we appreciate that Motion has attempted to provide LGV and HGV distribution as per our pre-application advice. This has been done using the first principles approach discussed within Paragraphs 6.19 to 6.24 of the TA. However, given the proximity of the settlements to the north and the south of the proposed development site, the proposed 50/50 HGV trips split does not appear to reflect the areas that the HGV traffic will be travelling to/from. This will need further investigation before the proposed trip distribution can be accepted by National Highways for the purposes of the SRN assessments.

LGV trips are distributed on a first principles basis. Although the principle of this is considered acceptable, we require further details regarding how this calculation was undertaken before we are able to agree the appropriateness of this distribution. Further information on how the distribution has been calculated should be provided.

No information has been provided to confirm that the existing models are representative of current site conditions. Further information should be provided regarding validation and modelling files should be provided to enable a detailed review of the models to be undertaken.

Recommendation:

We recommend that the Local Planning Authority does not grant planning permission for this application (Ref: O/26/101417) until 23 September 2026 to allow National Highways to review this information, so we can provide the Local Planning Authority with fully informed advice. This does not prevent the authority, if they so wish, to either refuse the application or agree an extension of time beyond 23 September 2026.

Reason: To allow National Highways to understand the impact of the development on the safe and efficient operation of the Strategic Road Network and provide the Local Planning Authority with fully informed advice.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Appendix B

Updated TRICS Output – Parcel Distribution Centre

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: G - PARCEL DISTRIBUTION CENTRES

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	**SOUTH EAST**		
	SO	SLOUGH	1 day
	WS	WEST SUSSEX	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	BY	BARNSLEY	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	6016 to 32515 (units:sqm)
Range Selected by User:	5000 to 50000 (units:sqm)
Parking Spaces Range:	18 - 850

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/20 to 26/11/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town	2 days
Neighbourhood Centre	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1 days
Industrial Zone	1 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	3 days

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Secondary Filtering Selection:

Use Class:

B8	3 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 2675

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys
10,001 to 15,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	2 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
Yes	2 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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1 **BY-02-G-01** **EVRI** **BARNSLEY**
OLYMPUS WAY
HOYLAND
Edge of Town
Industrial Zone
Gross floor area: 32515.00 sqm
Survey date: Wednesday 30/04/2025 Survey Type: Manual

2 **SO-02-G-02** **DHL** **SLOUGH**
HORTON ROAD
SLOUGH
COLNBROOK
Edge of Town
Development Zone
Gross floor area: 15583.00 sqm
Survey date: Tuesday 11/05/2021 Survey Type: Manual

3 **WS-02-G-01** **DHL** **WEST SUSSEX**
BARBOUR DRIVE
NEAR CRAWLEY
COPTHORNE
Neighbourhood Centre
Village
Gross floor area: 6016.00 sqm
Survey date: Thursday 23/11/2023 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WS-02-G-02	26-11-2025	ATC Survey

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.039	0.032	0.071
01:00-02:00	1	15583	0.096	0.071	0.167
02:00-03:00	1	15583	0.141	0.135	0.276
03:00-04:00	1	15583	0.205	0.193	0.398
04:00-05:00	1	15583	0.308	0.225	0.533
05:00-06:00	3	18038	0.314	0.098	0.412
06:00-07:00	3	18038	0.273	0.264	0.537
07:00-08:00	3	18038	0.209	0.334	0.543
08:00-09:00	3	18038	0.233	0.150	0.383
09:00-10:00	3	18038	0.176	0.113	0.289
10:00-11:00	3	18038	0.120	0.172	0.292
11:00-12:00	3	18038	0.116	0.174	0.290
12:00-13:00	3	18038	0.159	0.113	0.272
13:00-14:00	3	18038	0.235	0.196	0.431
14:00-15:00	3	18038	0.128	0.255	0.383
15:00-16:00	3	18038	0.161	0.203	0.364
16:00-17:00	3	18038	0.266	0.233	0.499
17:00-18:00	3	18038	0.248	0.299	0.547
18:00-19:00	3	18038	0.253	0.225	0.478
19:00-20:00	3	18038	0.238	0.231	0.469
20:00-21:00	3	18038	0.139	0.157	0.296
21:00-22:00	1	15583	0.218	0.520	0.738
22:00-23:00	1	15583	0.340	0.314	0.654
23:00-00:00	1	15583	0.039	0.077	0.116
Total Rates:			4.654	4.784	9.438

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	5000 - 50000 (units: sqm)
Survey date date range:	11/05/2021 - 30/04/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.000	0.000	0.000
01:00-02:00	1	15583	0.000	0.000	0.000
02:00-03:00	1	15583	0.000	0.000	0.000
03:00-04:00	1	15583	0.000	0.000	0.000
04:00-05:00	1	15583	0.000	0.000	0.000
05:00-06:00	3	18038	0.002	0.004	0.006
06:00-07:00	3	18038	0.002	0.000	0.002
07:00-08:00	3	18038	0.000	0.002	0.002
08:00-09:00	3	18038	0.000	0.000	0.000
09:00-10:00	3	18038	0.000	0.000	0.000
10:00-11:00	3	18038	0.000	0.000	0.000
11:00-12:00	3	18038	0.002	0.000	0.002
12:00-13:00	3	18038	0.000	0.000	0.000
13:00-14:00	3	18038	0.004	0.002	0.006
14:00-15:00	3	18038	0.006	0.006	0.012
15:00-16:00	3	18038	0.000	0.004	0.004
16:00-17:00	3	18038	0.002	0.000	0.002
17:00-18:00	3	18038	0.000	0.000	0.000
18:00-19:00	3	18038	0.000	0.000	0.000
19:00-20:00	3	18038	0.004	0.000	0.004
20:00-21:00	3	18038	0.000	0.000	0.000
21:00-22:00	1	15583	0.000	0.006	0.006
22:00-23:00	1	15583	0.006	0.013	0.019
23:00-00:00	1	15583	0.000	0.000	0.000
Total Rates:			0.028	0.037	0.065

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	5000 - 50000 (units: sqm)
Survey date date range:	11/05/2021 - 30/04/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.000	0.000	0.000
01:00-02:00	1	15583	0.013	0.000	0.013
02:00-03:00	1	15583	0.006	0.006	0.012
03:00-04:00	1	15583	0.000	0.006	0.006
04:00-05:00	1	15583	0.019	0.019	0.038
05:00-06:00	3	18038	0.004	0.006	0.010
06:00-07:00	3	18038	0.007	0.004	0.011
07:00-08:00	3	18038	0.007	0.011	0.018
08:00-09:00	3	18038	0.007	0.006	0.013
09:00-10:00	3	18038	0.004	0.002	0.006
10:00-11:00	3	18038	0.002	0.004	0.006
11:00-12:00	3	18038	0.006	0.006	0.012
12:00-13:00	3	18038	0.002	0.007	0.009
13:00-14:00	3	18038	0.009	0.006	0.015
14:00-15:00	3	18038	0.004	0.009	0.013
15:00-16:00	3	18038	0.011	0.007	0.018
16:00-17:00	3	18038	0.006	0.006	0.012
17:00-18:00	3	18038	0.006	0.004	0.010
18:00-19:00	3	18038	0.004	0.007	0.011
19:00-20:00	3	18038	0.011	0.006	0.017
20:00-21:00	3	18038	0.002	0.002	0.004
21:00-22:00	1	15583	0.039	0.039	0.078
22:00-23:00	1	15583	0.032	0.032	0.064
23:00-00:00	1	15583	0.000	0.019	0.019
Total Rates:			0.201	0.214	0.415

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	5000 - 50000 (units: sqm)
Survey date date range:	11/05/2021 - 11/05/2021
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.032	0.032	0.064
01:00-02:00	1	15583	0.019	0.019	0.038
02:00-03:00	1	15583	0.064	0.083	0.147
03:00-04:00	1	15583	0.116	0.103	0.219
04:00-05:00	1	15583	0.109	0.122	0.231
05:00-06:00	3	18038	0.072	0.039	0.111
06:00-07:00	3	18038	0.089	0.063	0.152
07:00-08:00	3	18038	0.052	0.100	0.152
08:00-09:00	3	18038	0.057	0.037	0.094
09:00-10:00	3	18038	0.052	0.033	0.085
10:00-11:00	3	18038	0.054	0.070	0.124
11:00-12:00	3	18038	0.022	0.046	0.068
12:00-13:00	3	18038	0.030	0.020	0.050
13:00-14:00	3	18038	0.030	0.057	0.087
14:00-15:00	3	18038	0.031	0.076	0.107
15:00-16:00	3	18038	0.039	0.046	0.085
16:00-17:00	3	18038	0.087	0.091	0.178
17:00-18:00	3	18038	0.089	0.057	0.146
18:00-19:00	3	18038	0.111	0.085	0.196
19:00-20:00	3	18038	0.048	0.102	0.150
20:00-21:00	3	18038	0.070	0.076	0.146
21:00-22:00	1	15583	0.090	0.122	0.212
22:00-23:00	1	15583	0.212	0.083	0.295
23:00-00:00	1	15583	0.032	0.013	0.045
Total Rates:			1.607	1.575	3.182

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	5000 - 50000 (units: sqm)
Survey date date range:	11/05/2021 - 30/04/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.000	0.000	0.000
01:00-02:00	1	15583	0.000	0.000	0.000
02:00-03:00	1	15583	0.000	0.000	0.000
03:00-04:00	1	15583	0.000	0.000	0.000
04:00-05:00	1	15583	0.000	0.000	0.000
05:00-06:00	3	18038	0.000	0.000	0.000
06:00-07:00	3	18038	0.000	0.000	0.000
07:00-08:00	3	18038	0.000	0.000	0.000
08:00-09:00	3	18038	0.000	0.000	0.000
09:00-10:00	3	18038	0.000	0.000	0.000
10:00-11:00	3	18038	0.004	0.004	0.008
11:00-12:00	3	18038	0.000	0.000	0.000
12:00-13:00	3	18038	0.004	0.004	0.008
13:00-14:00	3	18038	0.007	0.007	0.014
14:00-15:00	3	18038	0.000	0.000	0.000
15:00-16:00	3	18038	0.004	0.004	0.008
16:00-17:00	3	18038	0.002	0.002	0.004
17:00-18:00	3	18038	0.004	0.004	0.008
18:00-19:00	3	18038	0.002	0.002	0.004
19:00-20:00	3	18038	0.000	0.000	0.000
20:00-21:00	3	18038	0.000	0.000	0.000
21:00-22:00	1	15583	0.000	0.000	0.000
22:00-23:00	1	15583	0.000	0.000	0.000
23:00-00:00	1	15583	0.000	0.000	0.000
Total Rates:			0.027	0.027	0.054

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	5000 - 50000 (units: sqm)
Survey date date range:	23/11/2023 - 30/04/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.006	0.000	0.006
01:00-02:00	1	15583	0.058	0.051	0.109
02:00-03:00	1	15583	0.058	0.039	0.097
03:00-04:00	1	15583	0.077	0.083	0.160
04:00-05:00	1	15583	0.128	0.071	0.199
05:00-06:00	3	18038	0.207	0.054	0.261
06:00-07:00	3	18038	0.133	0.142	0.275
07:00-08:00	3	18038	0.113	0.148	0.261
08:00-09:00	3	18038	0.131	0.031	0.162
09:00-10:00	3	18038	0.078	0.035	0.113
10:00-11:00	3	18038	0.044	0.059	0.103
11:00-12:00	3	18038	0.070	0.074	0.144
12:00-13:00	3	18038	0.083	0.059	0.142
13:00-14:00	3	18038	0.144	0.094	0.238
14:00-15:00	3	18038	0.057	0.142	0.199
15:00-16:00	3	18038	0.072	0.109	0.181
16:00-17:00	3	18038	0.068	0.094	0.162
17:00-18:00	3	18038	0.078	0.183	0.261
18:00-19:00	3	18038	0.083	0.091	0.174
19:00-20:00	3	18038	0.133	0.070	0.203
20:00-21:00	3	18038	0.031	0.035	0.066
21:00-22:00	1	15583	0.058	0.308	0.366
22:00-23:00	1	15583	0.096	0.193	0.289
23:00-00:00	1	15583	0.006	0.039	0.045
Total Rates:			2.012	2.204	4.216

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	5000 - 50000 (units: sqm)
Survey date date range:	11/05/2021 - 30/04/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.000	0.000	0.000
01:00-02:00	1	15583	0.006	0.000	0.006
02:00-03:00	1	15583	0.006	0.006	0.012
03:00-04:00	1	15583	0.013	0.000	0.013
04:00-05:00	1	15583	0.051	0.006	0.057
05:00-06:00	3	18038	0.030	0.000	0.030
06:00-07:00	3	18038	0.043	0.052	0.095
07:00-08:00	3	18038	0.030	0.070	0.100
08:00-09:00	3	18038	0.037	0.076	0.113
09:00-10:00	3	18038	0.043	0.041	0.084
10:00-11:00	3	18038	0.015	0.033	0.048
11:00-12:00	3	18038	0.018	0.048	0.066
12:00-13:00	3	18038	0.041	0.022	0.063
13:00-14:00	3	18038	0.044	0.031	0.075
14:00-15:00	3	18038	0.035	0.028	0.063
15:00-16:00	3	18038	0.035	0.037	0.072
16:00-17:00	3	18038	0.103	0.039	0.142
17:00-18:00	3	18038	0.070	0.046	0.116
18:00-19:00	3	18038	0.054	0.041	0.095
19:00-20:00	3	18038	0.044	0.054	0.098
20:00-21:00	3	18038	0.035	0.043	0.078
21:00-22:00	1	15583	0.026	0.051	0.077
22:00-23:00	1	15583	0.000	0.006	0.006
23:00-00:00	1	15583	0.000	0.000	0.000
Total Rates:			0.779	0.730	1.509

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	5000 - 50000 (units: sqm)
Survey date date range:	11/05/2021 - 30/04/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.000	0.000	0.000
01:00-02:00	1	15583	0.000	0.000	0.000
02:00-03:00	1	15583	0.006	0.000	0.006
03:00-04:00	1	15583	0.000	0.000	0.000
04:00-05:00	1	15583	0.000	0.006	0.006
05:00-06:00	3	18038	0.002	0.000	0.002
06:00-07:00	3	18038	0.002	0.004	0.006
07:00-08:00	3	18038	0.006	0.004	0.010
08:00-09:00	3	18038	0.000	0.000	0.000
09:00-10:00	3	18038	0.000	0.002	0.002
10:00-11:00	3	18038	0.002	0.002	0.004
11:00-12:00	3	18038	0.000	0.000	0.000
12:00-13:00	3	18038	0.002	0.002	0.004
13:00-14:00	3	18038	0.004	0.004	0.008
14:00-15:00	3	18038	0.000	0.000	0.000
15:00-16:00	3	18038	0.000	0.000	0.000
16:00-17:00	3	18038	0.000	0.002	0.002
17:00-18:00	3	18038	0.004	0.007	0.011
18:00-19:00	3	18038	0.000	0.000	0.000
19:00-20:00	3	18038	0.002	0.000	0.002
20:00-21:00	3	18038	0.000	0.002	0.002
21:00-22:00	1	15583	0.006	0.000	0.006
22:00-23:00	1	15583	0.000	0.000	0.000
23:00-00:00	1	15583	0.000	0.006	0.006
Total Rates:			0.036	0.041	0.077

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	5000 - 50000 (units: sqm)
Survey date date range:	11/05/2021 - 30/04/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Servicing Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	1	15583	0.032	0.032	0.064
01:00-02:00	1	15583	0.026	0.019	0.045
02:00-03:00	1	15583	0.071	0.090	0.161
03:00-04:00	1	15583	0.128	0.103	0.231
04:00-05:00	1	15583	0.160	0.128	0.288
05:00-06:00	3	18038	0.102	0.039	0.141
06:00-07:00	3	18038	0.131	0.111	0.242
07:00-08:00	3	18038	0.081	0.166	0.247
08:00-09:00	3	18038	0.094	0.109	0.203
09:00-10:00	3	18038	0.094	0.076	0.170
10:00-11:00	3	18038	0.068	0.113	0.181
11:00-12:00	3	18038	0.041	0.094	0.135
12:00-13:00	3	18038	0.070	0.043	0.113
13:00-14:00	3	18038	0.076	0.091	0.167
14:00-15:00	3	18038	0.068	0.105	0.173
15:00-16:00	3	18038	0.078	0.087	0.165
16:00-17:00	3	18038	0.190	0.129	0.319
17:00-18:00	3	18038	0.159	0.103	0.262
18:00-19:00	3	18038	0.164	0.126	0.290
19:00-20:00	3	18038	0.092	0.155	0.247
20:00-21:00	3	18038	0.105	0.118	0.223
21:00-22:00	1	15583	0.116	0.173	0.289
22:00-23:00	1	15583	0.212	0.090	0.302
23:00-00:00	1	15583	0.032	0.013	0.045
Total Rates:			2.390	2.313	4.703

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	5000 - 50000 (units: sqm)
Survey date date range:	11/05/2021 - 30/04/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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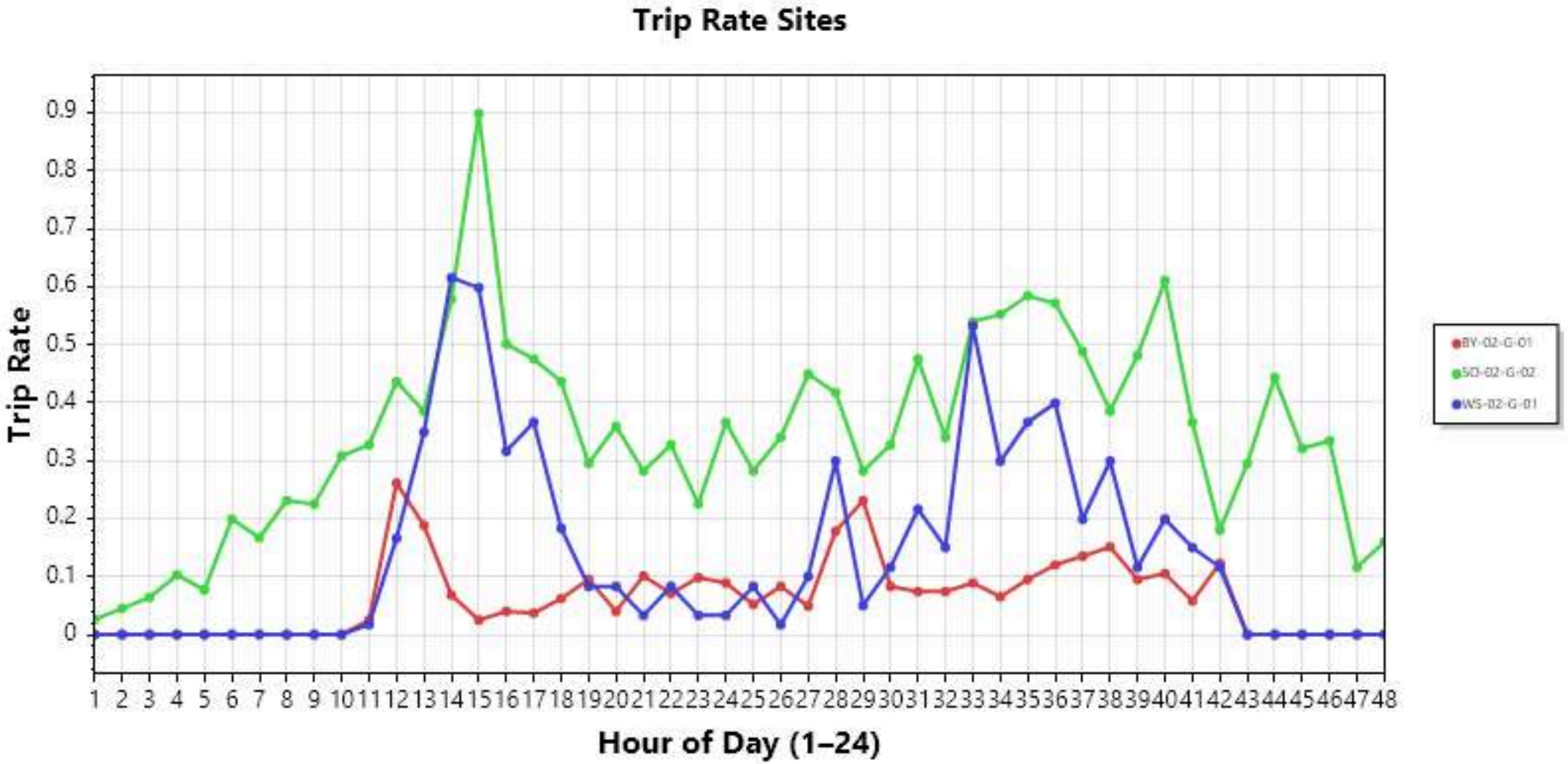

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Generated on: 2026-07-16 21:16

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Appendix C

2021 Census Households Data

TS041 - Number of Households

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population	All households
units	Households
number of households	Number of households

2021 super output area - middle layer	2021	Route
E02004727 : Fareham 001	3,860	A27 East
E02004728 : Fareham 002	3,807	A27 East
E02004731 : Fareham 005	3,270	A27 East
E02004732 : Fareham 006	3,715	A27 East
E02004733 : Fareham 007	3,430	A27 East
E02004724 : Eastleigh 013	3,976	A27 East/A3025 50/50
E02004720 : Eastleigh 009	5,036	A27 West
E02003551 : Southampton 003	2,305	A27 West
E02003556 : Southampton 008	2,379	A27 West
E02003561 : Southampton 013	3,201	A27 West
E02003566 : Southampton 018	2,726	A27 West
E02003562 : Southampton 014	3,716	A3024
E02003564 : Southampton 016	3,431	A3024
E02003570 : Southampton 022	4,076	A3024
E02003572 : Southampton 024	2,499	A3024
E02003573 : Southampton 025	3,324	A3024
E02003574 : Southampton 026	3,428	A3024
E02003575 : Southampton 027	2,838	A3024
E02003576 : Southampton 028	3,455	A3024
E02003578 : Southampton 030	2,745	A3024
E02003579 : Southampton 031	4,277	A3024
E02003580 : Southampton 032	2,617	A3024
E02007074 : Southampton 033	3,015	A3024
E02004725 : Eastleigh 014	2,444	A3025
E02004726 : Eastleigh 015	2,702	A3025
E02004721 : Eastleigh 010	4,454	Dodwell Lane
E02004722 : Eastleigh 011	3,061	Dodwell Lane
E02004723 : Eastleigh 012	4,080	Dodwell Lane
E02004729 : Fareham 003	3,071	M27 East
E02004730 : Fareham 004	3,599	M27 East
E02004734 : Fareham 008	4,493	M27 East
E02004735 : Fareham 009	3,261	M27 East
E02004736 : Fareham 010	3,525	M27 East
E02004737 : Fareham 011	3,378	M27 East
E02004738 : Fareham 012	3,168	M27 East
E02004739 : Fareham 013	2,929	M27 East
E02004740 : Fareham 014	3,134	M27 East
E02004712 : Eastleigh 001	3,415	M27 West
E02004713 : Eastleigh 002	3,269	M27 West
E02004714 : Eastleigh 003	3,336	M27 West
E02004715 : Eastleigh 004	3,874	M27 West
E02004716 : Eastleigh 005	3,603	M27 West
E02004717 : Eastleigh 006	5,224	M27 West
E02004718 : Eastleigh 007	3,836	M27 West
E02004719 : Eastleigh 008	4,617	M27 West
E02003549 : Southampton 001	2,657	M27 West
E02003553 : Southampton 005	2,390	M27 West
E02003557 : Southampton 009	2,756	M27 West
	163,402	

Route	No Households	%	Difference to TA
M27 East	30,558	19%	-1%
M27 West	38,977	24%	9%
A27 East	20070	12%	-3%
A27 West	15,647	10%	0%
A3024	39,421	24%	-1%
A3025	7,134	4%	-1%
Dodwell Lane	11,595	7%	-3%
	163402	**100%**	**0%**

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.