



Land Adjacent to Windhover Roundabout
Bursledon

Response to Highway Authority Comments

For

Wates Developments Ltd

Document Control Sheet

Land Adjacent to Windhover Roundabout

Bursledon

Wates Developments Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
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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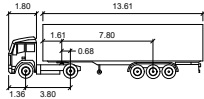
Appendix D

Swept Path Analysis – Site Access and Internal Layout

C:\Users\omurphy\Motion\StaffSite - Whburs 1803014\Drawings\1803014 08, TK09-10.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or its vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Artic

Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Tractor Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Tractor Track	: 2.55		

A	Updated Swept Path	OM	MF	MF	28/09/2026
-	First Issue	AC	MF	MF	23/09/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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Client:
Wates Developments Ltd

Project:
Cranbury Site, Bursledon Road,
Bursledon

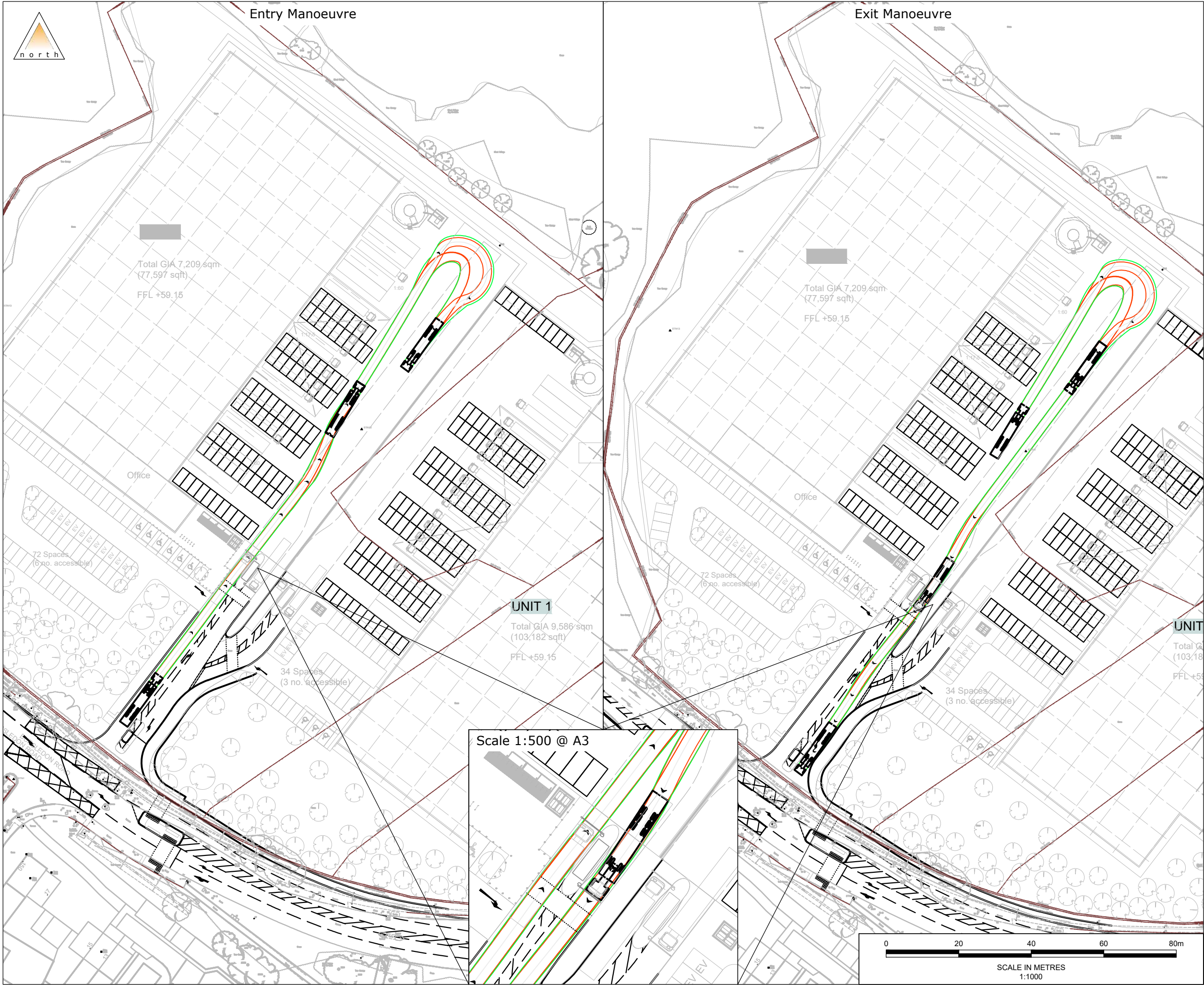
Title:
Swept Path Analysis
16.5 m Artic
Internal Manoeuvre

Scale: 1:1,000 (@ A3)

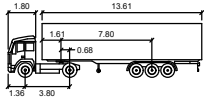
Drawing:
1803014-TK05

Revision:
A

C:\Users\mfitzgerald\Motion\StaffSite - Whburs 1803014\Drawings\1803014 08, TK09-10.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Artic		meters		
Tractor Width	: 2.55	Lock to Lock Time	: 6.0	
Tractor Width	: 2.55	Steering Angle	: 42.7	
Tractor Track	: 2.55	Articulating Angle	: 70.0	
Trailer Track	: 2.55			

A	Updated Site Layout	AC	MF	MF	23/09/2026
-	First Issue	MF	CM	CM	16/03/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Wates Developments Ltd

Project:
Cranbury Site, Bursledon Road,
Bursledon

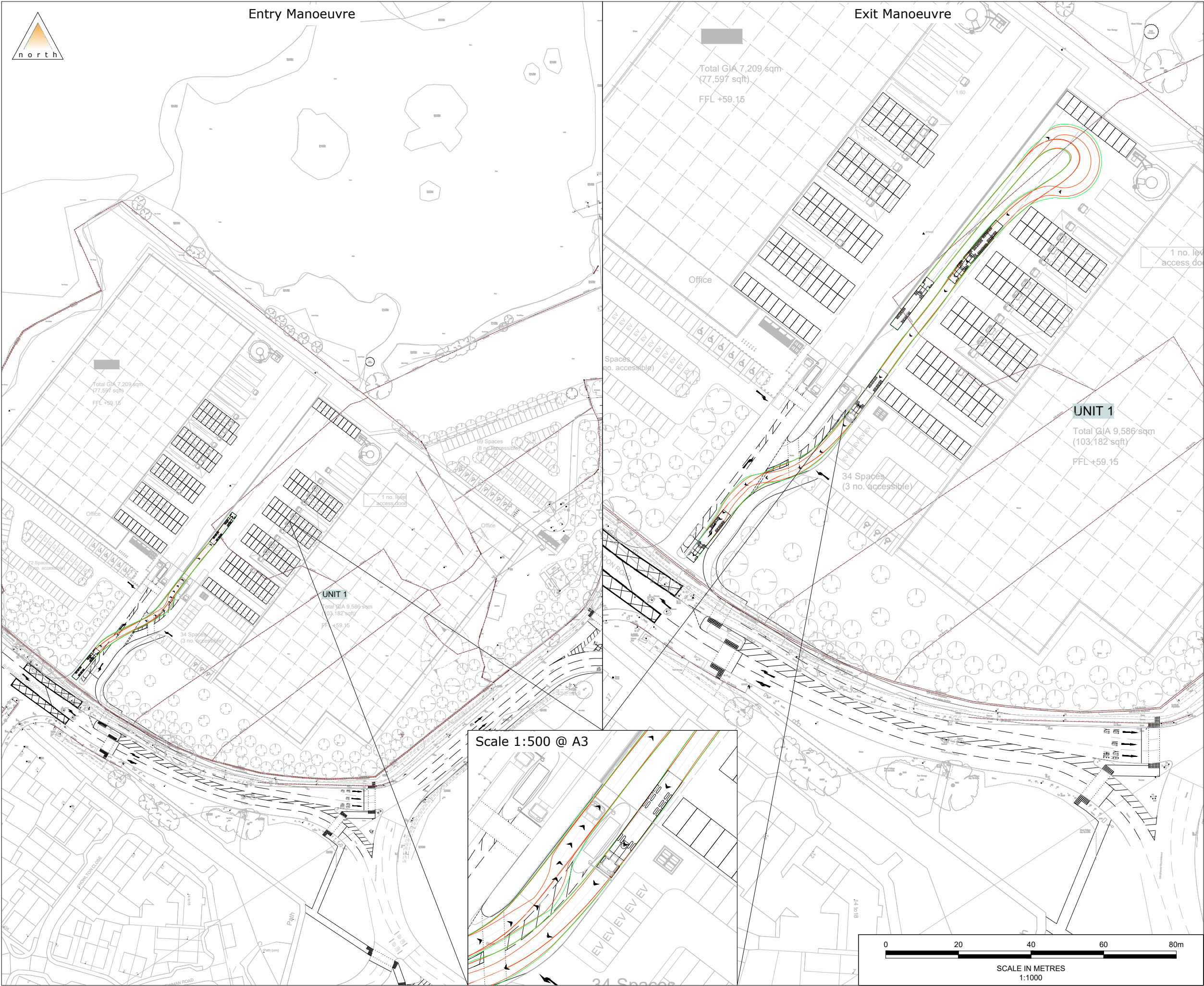
Title:
Swept Path Analysis of B2 Parking
Arrangement
16.5 m Artic - Internal Manoeuvre

Scale: 1:1,000 (@ A3)

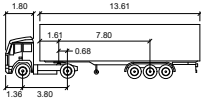
Drawing:
1803014-TK09

Revision:
A

C:\Users\omurphy\Motion\StaffSite - Whburs 1803014\Drawings\1803014 08, TK09-10.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Artic			
Tractor Width	2.55	Lock to Lock Time	6.0
Trailer Width	2.55	Steering Angle	42.7
Tractor Track	2.55	Articulating Angle	70.0
Trailer Track	2.55		

B	Updated Swept Path	OM	MF	MF	28/09/2026
A	Updated Site Layout	AC	MF	MF	23/09/2026
-	First Issue	MF	CM	CM	16/03/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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Client:
Wates Developments Ltd

Project:
Cranbury Site, Bursledon Road,
Bursledon

Title:
Swept Path Analysis of B2 Parking
Arrangement
16.5 m Artic - Internal Manoeuvre

Scale: 1:1,000 (@ A3)

Drawing:
1803014-TK10

Revision:
B

Appendix E

LinSig Output – Site Access Testing

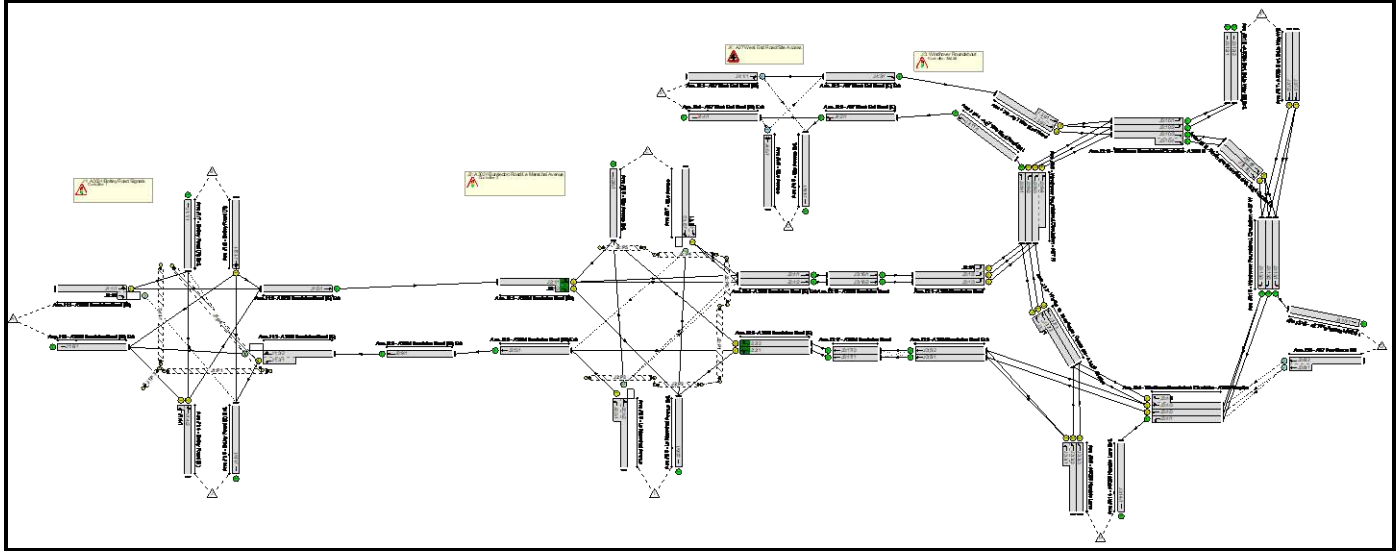
Full Input Data And Results

Full Input Data And Results

User and Project Details

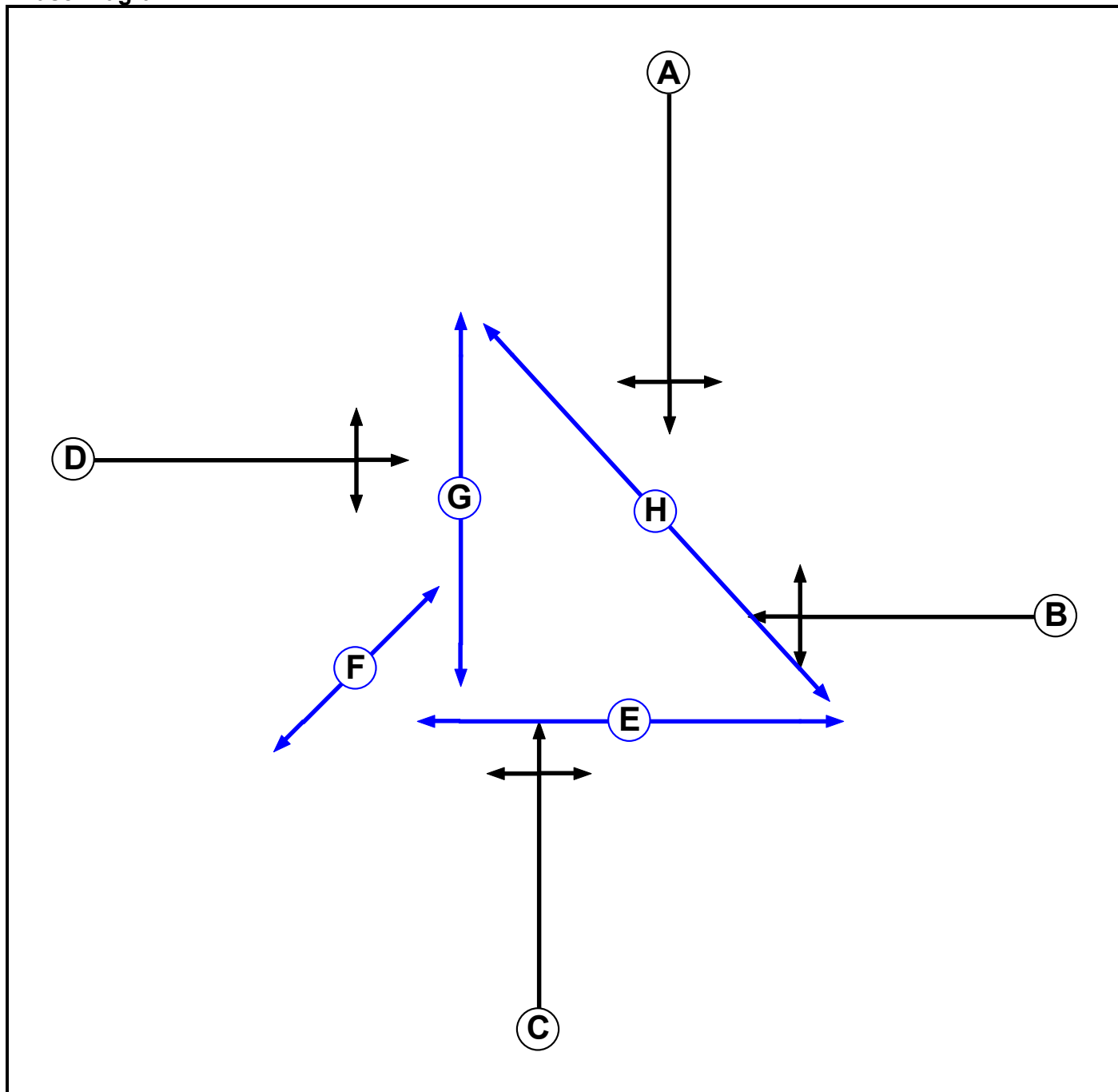
Project:	
Title:	
Location:	
Additional detail:	
File name:	M01c - whburs - Linked Linsig with development with mitigation Access Review 2026-09-09.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Controller :C1

Phase Diagram



Phase Input Data

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

Full Input Data And Results

Phase Intergreens Matrix

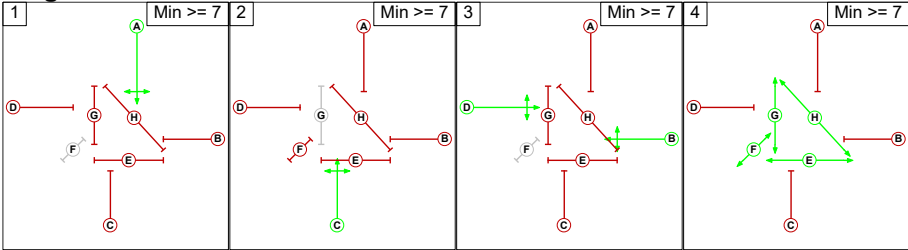
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

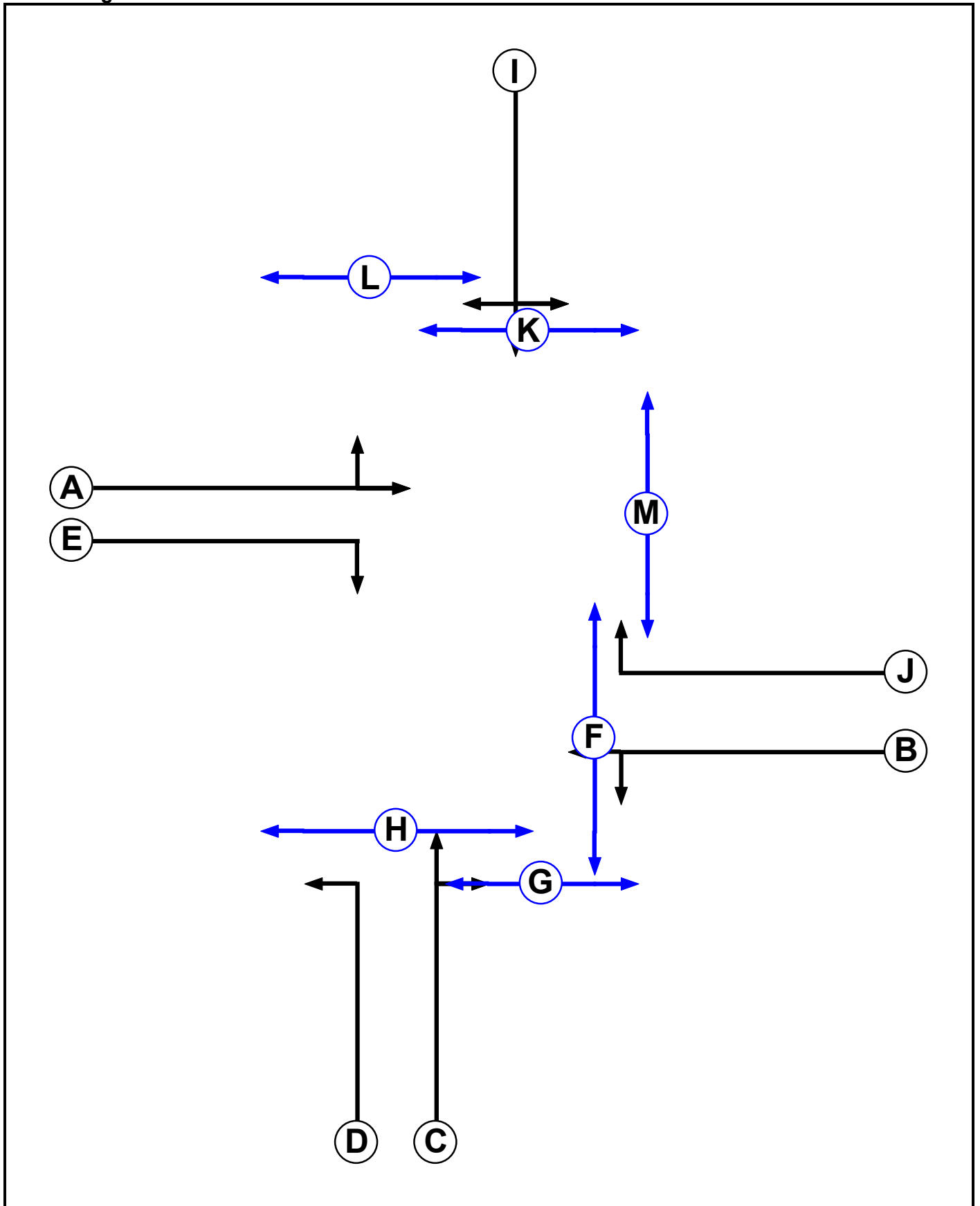
Prohibited Stage Change

Stage Stream: 1

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

Controller :C2

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Pedestrian	1		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	-	7	7	5	5	8	-	7	-	-	-	-
	C	7	7	-	5	-	-	5	-	5	-	9	9
	D	-	7	-	-	-	-	5	-	-	-	-	-
	E	-	5	5	-	-	9	-	5	-	-	-	-
	F	-	0	-	-	-	-	-	-	0	-	-	-
	G	0	0	-	0	-	-	-	0	-	-	-	-
	H	-	-	0	0	-	-	-	-	-	-	-	-
	I	5	5	-	-	6	-	9	-	5	5	-	7
	J	5	-	5	-	-	5	-	-	6	-	8	-
	K	-	-	-	-	-	-	-	0	-	-	-	-
	L	0	-	0	-	-	-	-	-	0	-	-	-
	M	0	-	0	-	-	-	-	0	-	-	-	-

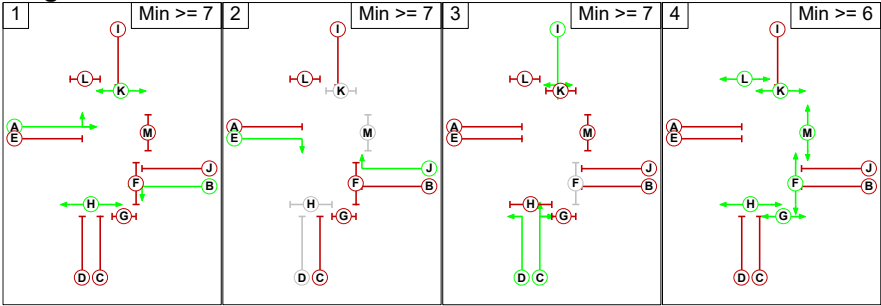
Phases in Stage

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

Full Input Data And Results

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

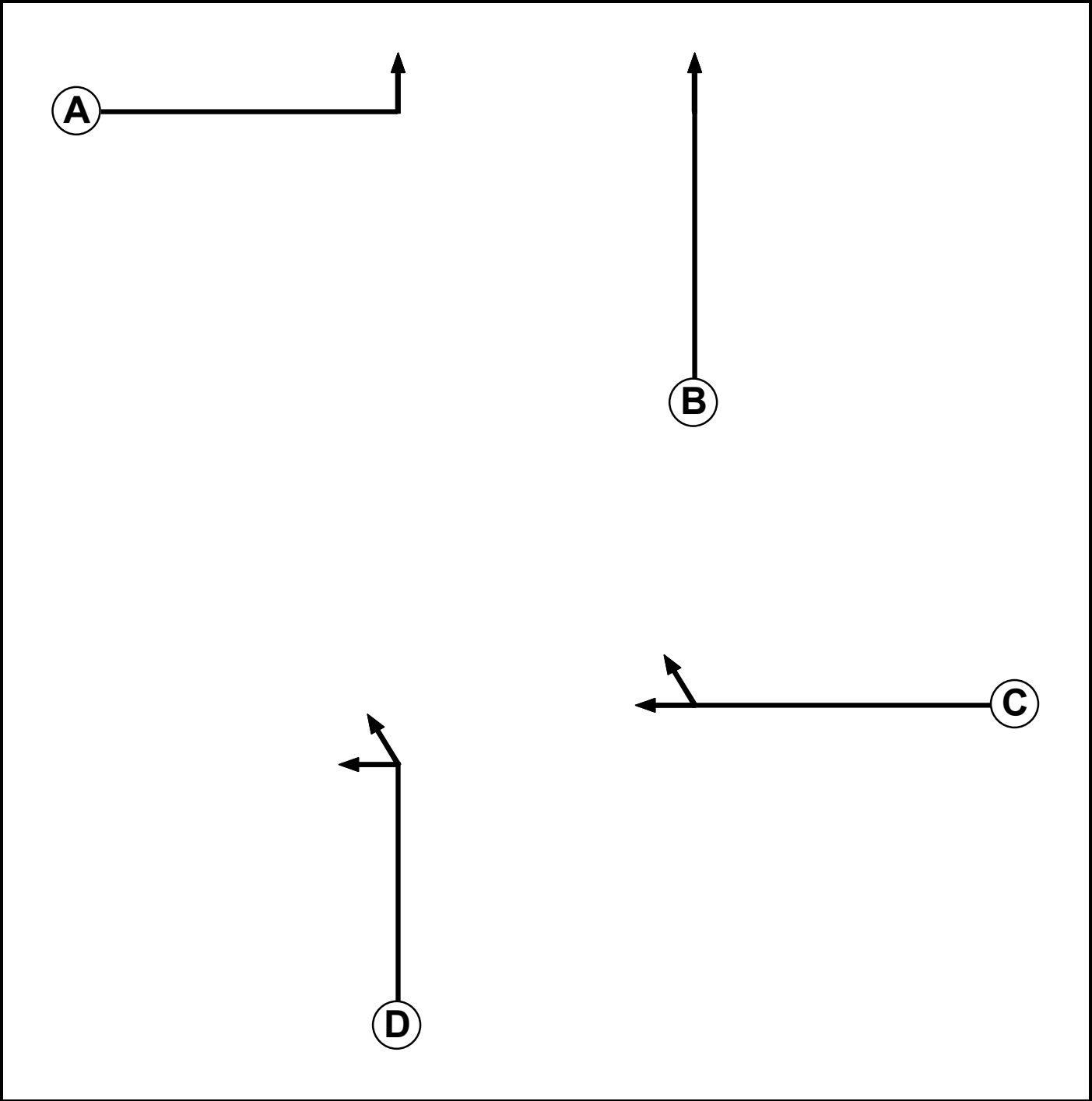
Term.	Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined						

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage				
	1	2	3	4	
	1		6	8	11
	2	5		6	9
	3	7	6		9
4	2	2	2		

Controller :C3
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Full Input Data And Results

Phase Intergreens Matrix

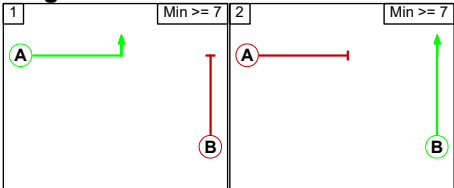
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

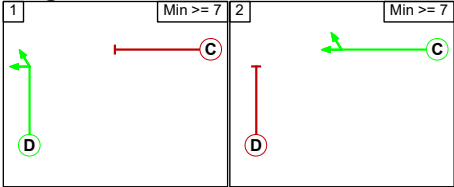
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage	
	1	2
	1	6
From Stage	2	6

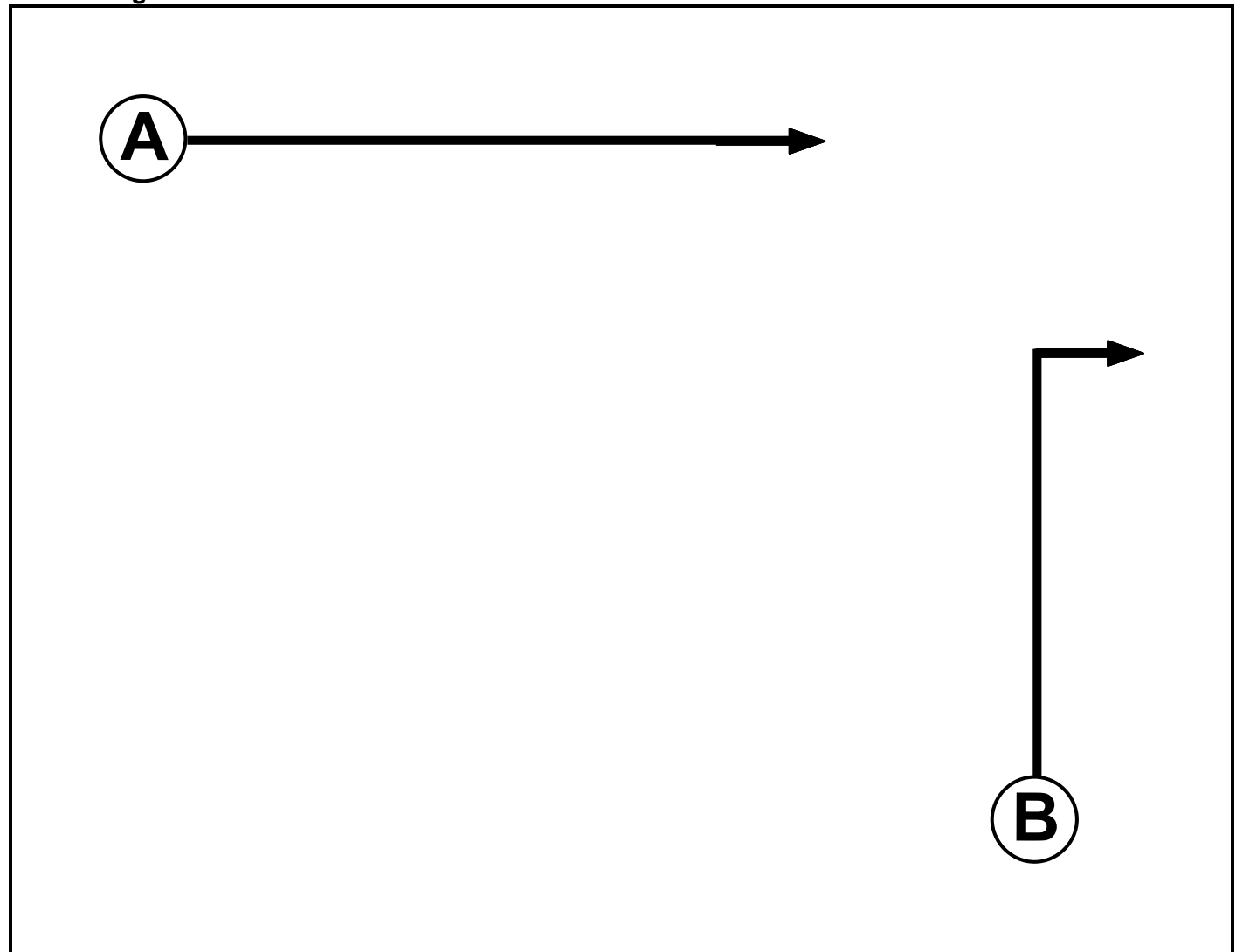
Full Input Data And Results

Stage Stream: 2

		To Stage	
From Stage		1	2
	1		6
	2	6	

Controller :C4

Phase Diagram



Phase Input Data

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

Full Input Data And Results

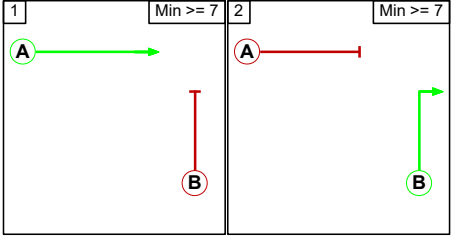
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



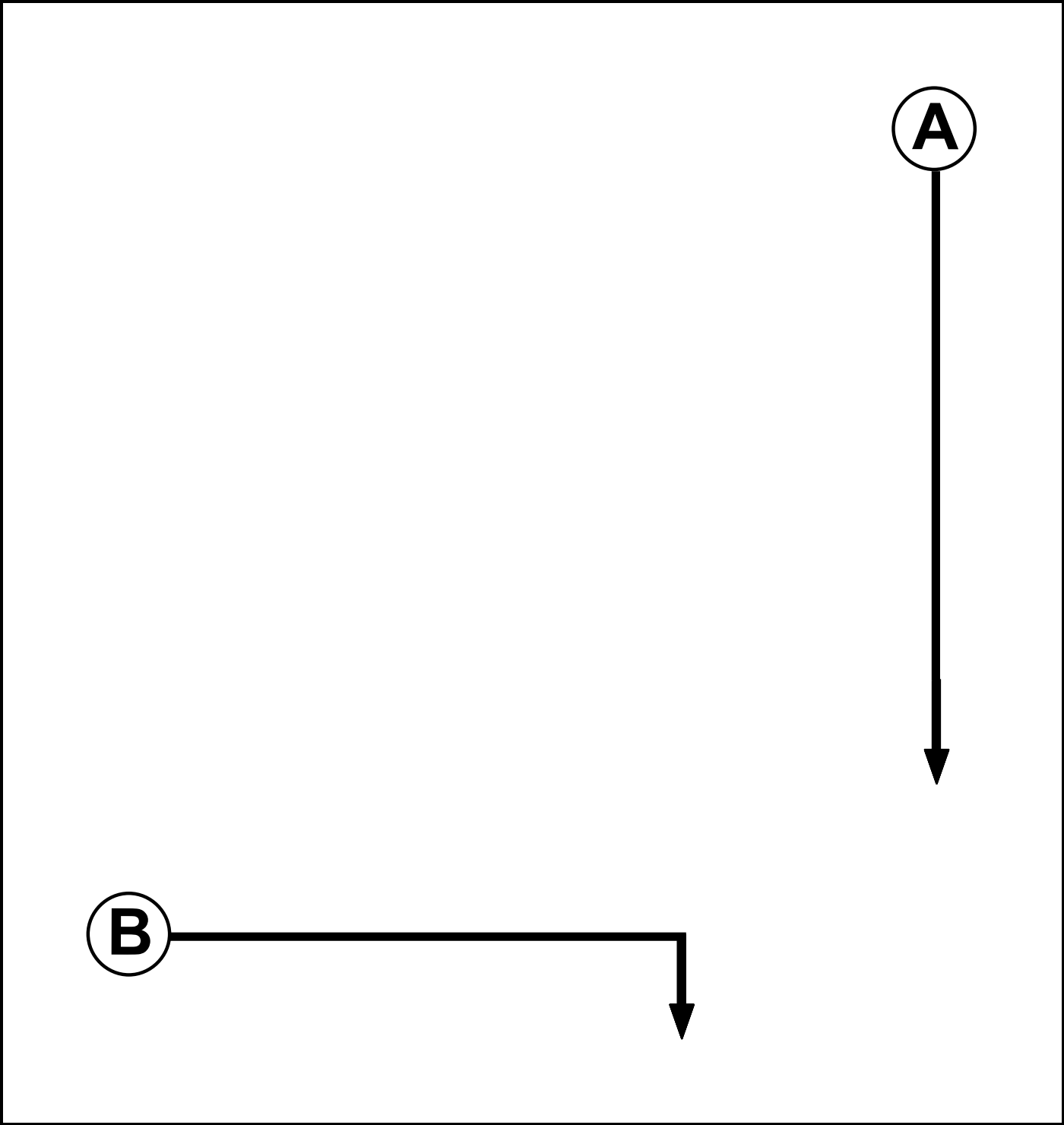
Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

Controller :C5
Phase Diagram



Phase Input Data

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

Full Input Data And Results

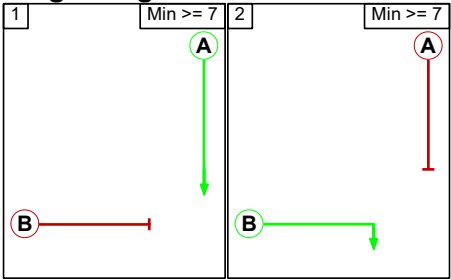
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage	
	1	2
	1	5
	2	5

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)
J2:3/2 (Le Marechal Avenue)	J2:4/1 (Right)	1439	0	J2:7/1	1.09	All	2.00	2.00	0.50	2	2.00
	J2:4/2 (Right)	1439	0	J2:7/1	1.09	All					
J2:7/2 (Site Access)	J2:5/1 (Right)	1439	0	J2:3/2	1.09	All	2.00	2.00	0.50	2	2.00

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

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)	O	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	I	2	3	2.7	Geom	-	3.25	0.00	Y	Arm J2:4 Left	13.10
J2:7/2 (Site Access)	O	I	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:5 Right	26.30
											Arm J2:6 Ahead	Inf
J2:8/1 (Site Access Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
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

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

Full Input Data And Results

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

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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

Full Input Data And Results

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	
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

Full Input Data And Results

Scenario 2: '2031 + PDC Development AM' (FG10: '2031 + PDC Development AM', Plan 1: 'AM Stage Sequences')
Traffic Flows, Desired
Desired Flow :

		Destination										
Origin		A	B	C	D	E	F	G	H	I	J	Tot.
	A	0	2	9	0	163	310	63	96	4	6	653
	B	3	0	0	0	26	51	10	16	0	7	113
	C	16	0	0	0	13	148	9	17	0	0	203
	D	0	0	0	0	0	0	0	0	0	0	0
	E	50	2	10	0	0	281	51	94	4	25	517
	F	268	13	85	0	181	0	259	544	21	130	1501
	G	125	5	7	0	105	192	0	192	8	57	691
	H	44	1	8	0	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	119	0	983	1921	581	1033	39	249	5501

Traffic Lane Flows

Lane	Scenario 2: 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	772
J2:2/2	110
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	753
J2:4/2	644
J2:5/1	784
J2:6/1	39
J2:7/1 (short)	187
J2:7/2 (with short)	203(In) 16(Out)
J2:8/1	119
J2:9/1	784
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	322
J3:1/2 (with short)	753(In) 431(Out)
J3:1/3	644
J3:2/1 (short)	661

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J3:2/2 (with short)	910(In) 249(Out)
J3:2/3	790
J3:3/1 (short)	72
J3:3/2 (with short)	673(In) 601(Out)
J3:3/3	621
J3:4/1	1033
J3:4/2	561
J3:4/3 (with short)	727(In) 558(Out)
J3:4/4 (short)	169
J3:5/1	586
J3:5/2	296
J3:6/1 (short)	281
J3:6/2 (with short)	517(In) 236(Out)
J3:7/1	803
J3:7/2	698
J3:8/1 (short)	388
J3:8/2 (with short)	691(In) 303(Out)
J3:9/1	983
J3:9/2	680
J3:9/3 (with short)	1434(In) 960(Out)
J3:9/4 (short)	474
J3:10/1	846
J3:10/2	1075
J3:10/3 (with short)	710(In) 619(Out)
J3:10/4 (short)	91
J3:11/1	983
J3:12/1	846
J3:12/2	1075
J3:13/1	581
J3:13/2	841
J3:13/3	789
J3:14/1	1033
J3:15/1	581
J3:16/1	753
J3:16/2	644
J3:17/1	772
J3:17/2	110

J3:18/1	619
J3:18/2	91
Junction: J4: A27 West End Road/Site Access	
J4:1/1	517
J4:2/1	983
J4:3/1	517
J4:4/1	983
J4:5/1	0
J4:6/1	0

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

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1782	1782
J2:2/2 (A3024 Bursledon Road (E))	3.00	0.00	Y	Arm J2:8 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
J2:7/2 (Site Access)	3.25	0.00	Y	Arm J2:5 Right	26.30	100.0 %	1835	1835
J2:8/1 (Site Access Exit Lane 1)				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	55.4 %	1939	1939
				Arm J3:5 Ahead	35.00	44.6 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

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

Full Input Data And Results

J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910
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Junction: J4: A27 West End Road/Site Access								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1943	1943
				Arm J4:6 Right	13.20	0.0 %		
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1955	1955
				Arm J4:6 Left	15.10	0.0 %		
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	0.0 %	1980	1980
				Arm J4:4 Left	12.80	0.0 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '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	11	0	84	264	83	124	31	50	658
	B	9	0	0	0	4	14	4	7	0	14	52
	C	13	0	0	0	13	98	9	15	0	0	148
	D	0	0	0	0	0	0	0	0	0	0	0
	E	77	5	8	0	0	311	98	157	21	76	753
	F	210	13	69	0	122	0	216	399	57	208	1294
	G	79	5	8	0	52	155	0	116	17	78	510
	H	50	2	6	0	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	102	0	532	1606	644	887	142	484	4936

Traffic Lane Flows

Lane	Scenario 4: 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	955
J2:2/2	91
J2:3/1 (short)	18
J2:3/2 (with short)	57(In) 39(Out)
J2:4/1	495
J2:4/2	529
J2:5/1	883
J2:6/1	142
J2:7/1 (short)	135
J2:7/2 (with short)	148(In) 13(Out)
J2:8/1	102
J2:9/1	883
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	145
J3:1/2 (with short)	495(In) 350(Out)
J3:1/3	529
J3:2/1 (short)	387

Full Input Data And Results

J3:2/2 (with short)	661(In) 274(Out)
J3:2/3	687
J3:3/1 (short)	115
J3:3/2 (with short)	593(In) 478(Out)
J3:3/3	541
J3:4/1	887
J3:4/2	567
J3:4/3 (with short)	693(In) 547(Out)
J3:4/4 (short)	146
J3:5/1	617
J3:5/2	429
J3:6/1 (short)	311
J3:6/2 (with short)	753(In) 442(Out)
J3:7/1	615
J3:7/2	679
J3:8/1 (short)	281
J3:8/2 (with short)	510(In) 229(Out)
J3:9/1	532
J3:9/2	624
J3:9/3 (with short)	1216(In) 671(Out)
J3:9/4 (short)	545
J3:10/1	752
J3:10/2	854
J3:10/3 (with short)	987(In) 800(Out)
J3:10/4 (short)	187
J3:11/1	532
J3:12/1	752
J3:12/2	854
J3:13/1	644
J3:13/2	771
J3:13/3	866
J3:14/1	887
J3:15/1	644
J3:16/1	495
J3:16/2	529
J3:17/1	955
J3:17/2	91

Full Input Data And Results

J3:18/1	800
J3:18/2	187
Junction: J4: A27 West End Road/Site Access	
J4:1/1	753
J4:2/1	532
J4:3/1	753
J4:4/1	532
J4:5/1	0
J4:6/1	0

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
J2:7/2 (Site Access)	3.25	0.00	Y	Arm J2:5 Right	26.30	100.0 %	1835	1835
J2:8/1 (Site Access Exit Lane 1)				Arm J2:6 Ahead	Inf	0.0 %		
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	33.5 %	1921	1921
				Arm J3:5 Ahead	35.00	66.5 %		
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

Full Input Data And Results

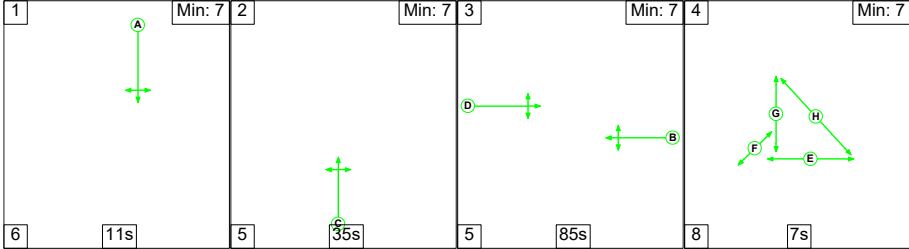
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910
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Junction: J4: A27 West End Road/Site Access								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1943	1943
				Arm J4:6 Right	13.20	0.0 %		
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1955	1955
				Arm J4:6 Left	15.10	0.0 %		
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	0.0 %	1980	1980
				Arm J4:4 Left	12.80	0.0 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 + PDC Development AM' (FG10: '2031 + PDC Development AM', Plan 1: 'AM Stage Sequences')
Controller :C1

Stage Sequence Diagram

Stage Stream: 1

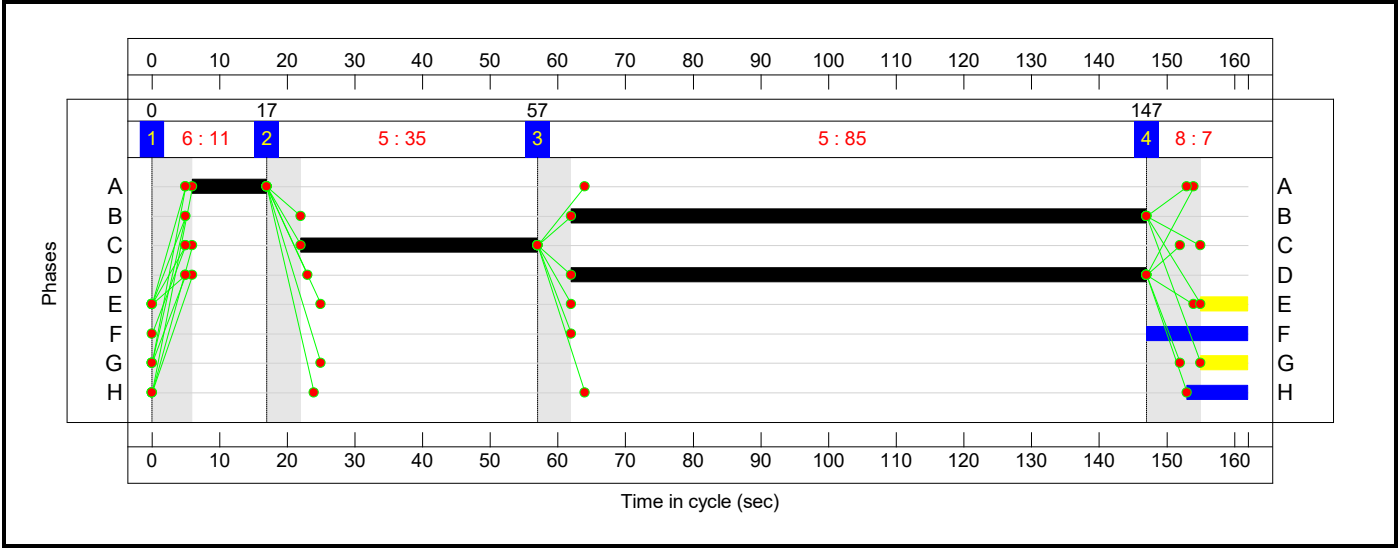


Stage Timings

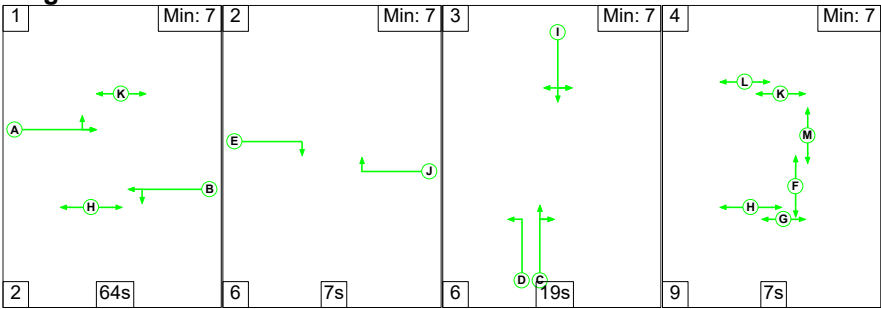
Stage Stream: 1

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

Signal Timings Diagram



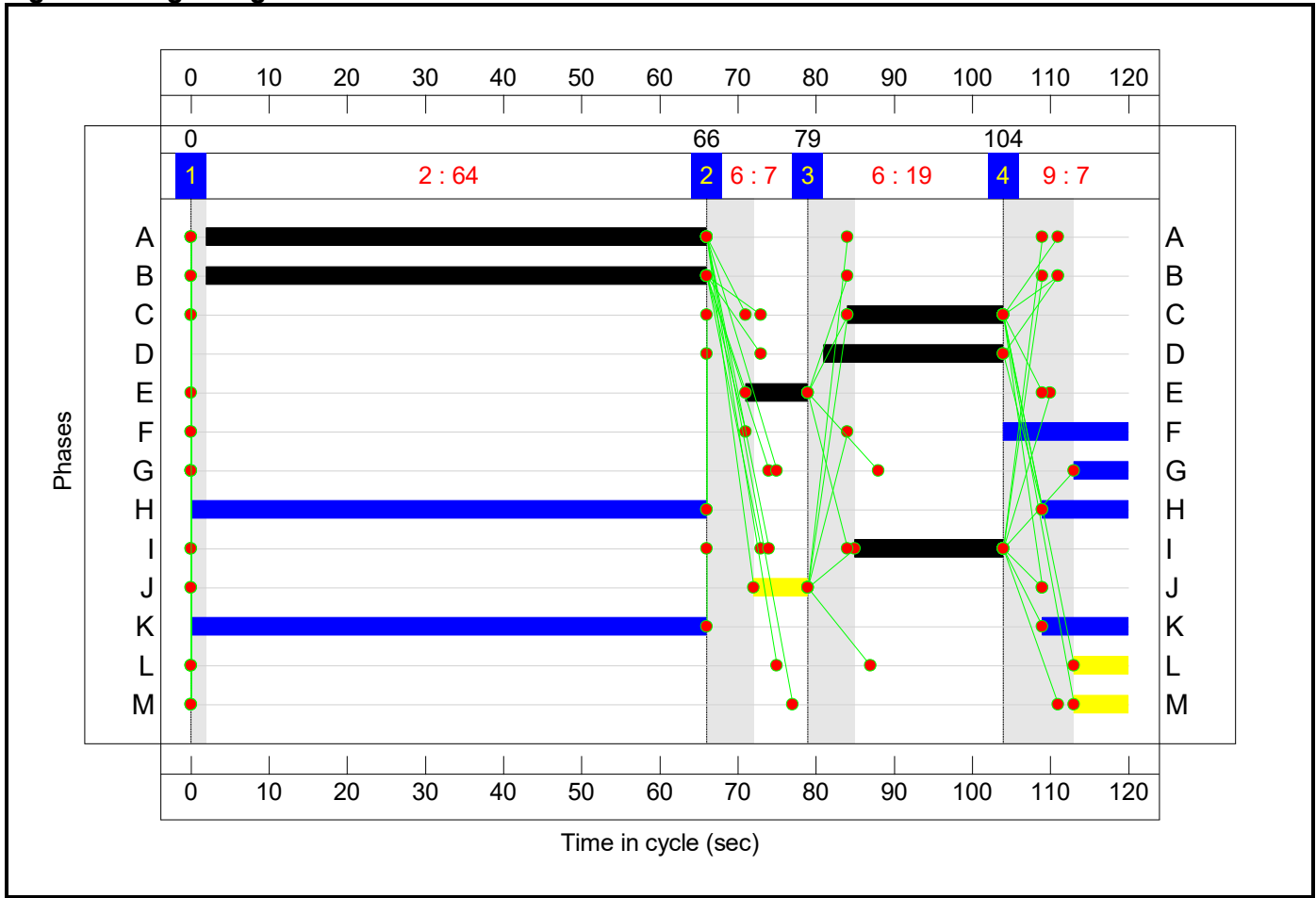
Controller :C2
Stage Sequence Diagram
Stage Stream: 1



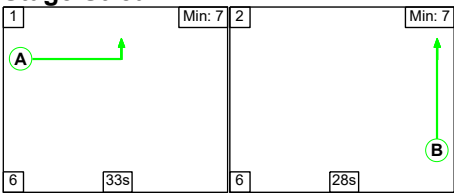
Stage Timings
Stage Stream: 1

Stage	1	2	3	4
Duration	64	7	19	7
Change Point	0	66	79	104

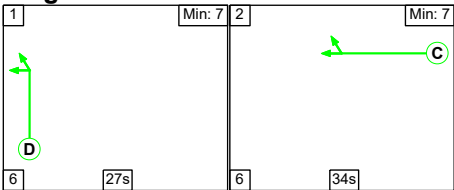
Signal Timings Diagram



Controller :C3
Stage Sequence Diagram
Stage Stream: 1



Stage Stream: 2



Stage Timings
Stage Stream: 1

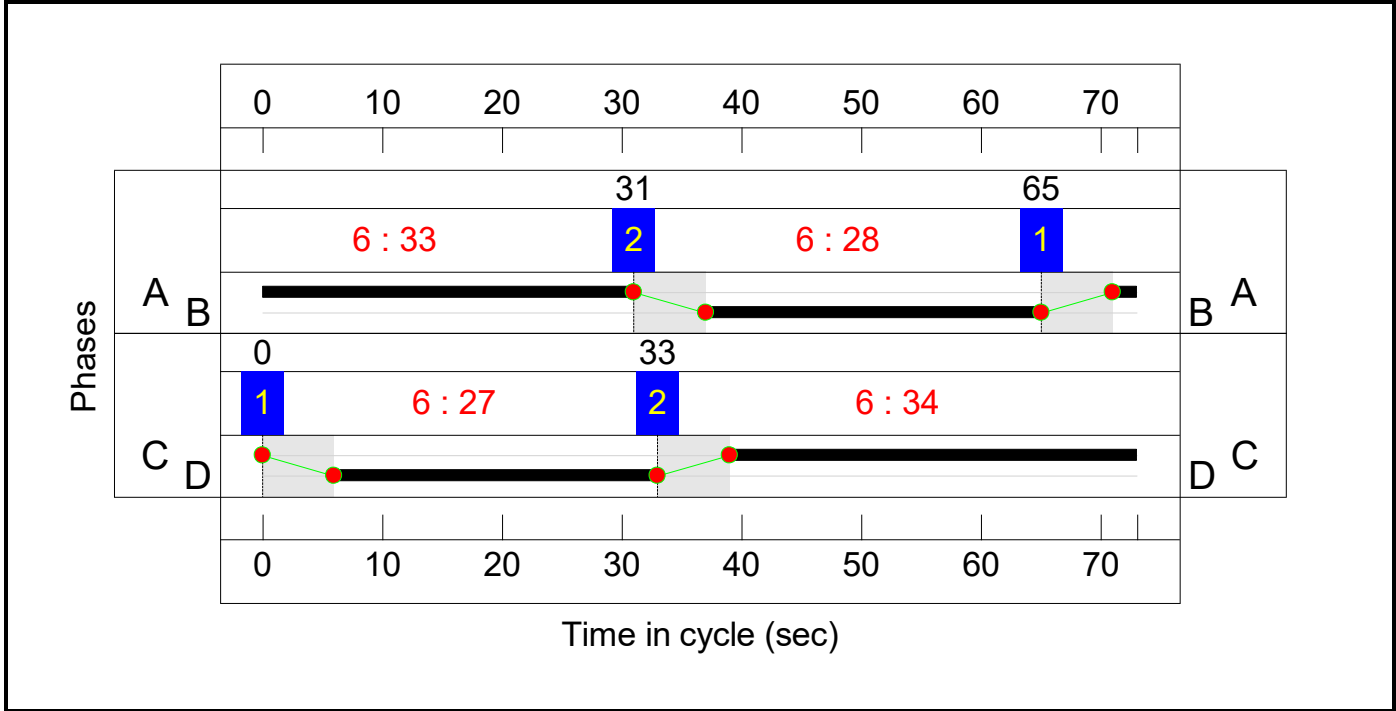
Stage	1	2
Duration	33	28
Change Point	65	31

Full Input Data And Results

Stage Stream: 2

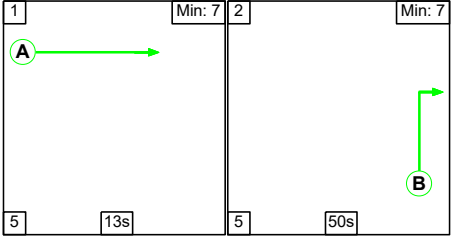
Stage	1	2
Duration	27	34
Change Point	0	33

Signal Timings Diagram



Controller :C4

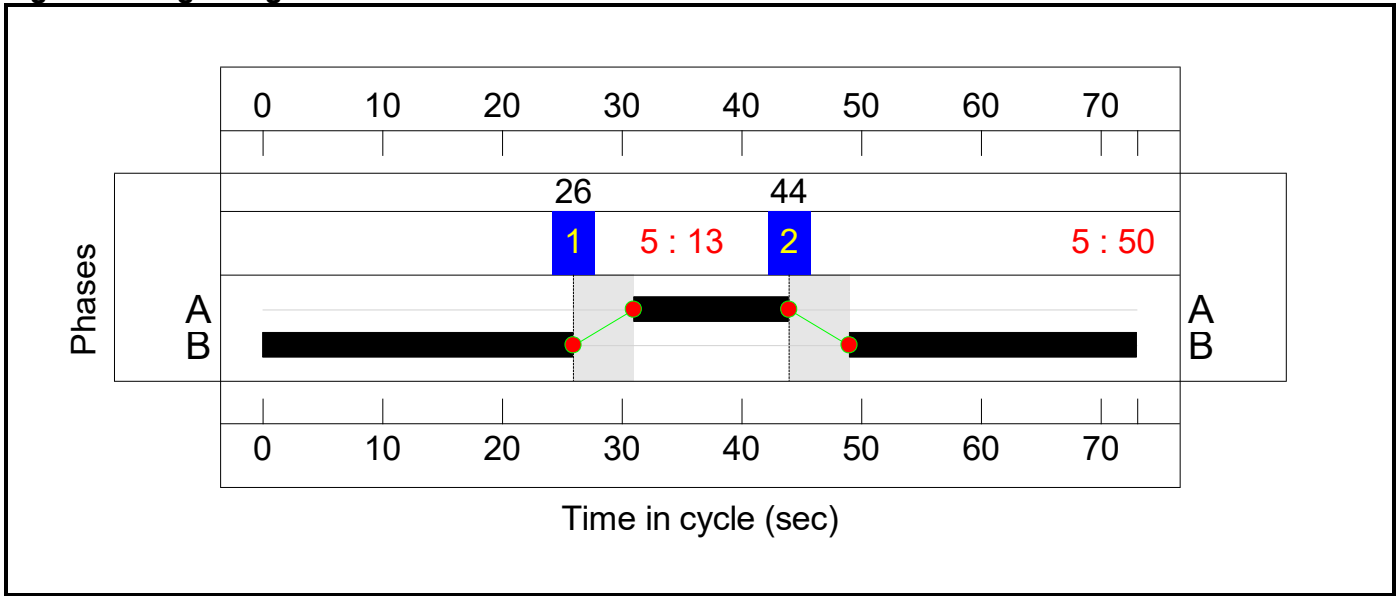
Stage Sequence Diagram



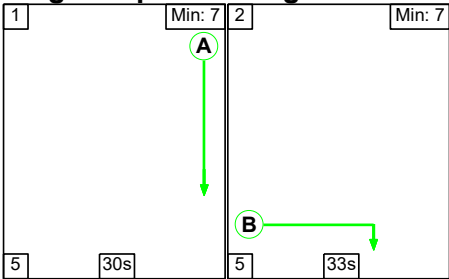
Stage Timings

Stage	1	2
Duration	13	50
Change Point	26	44

Signal Timings Diagram



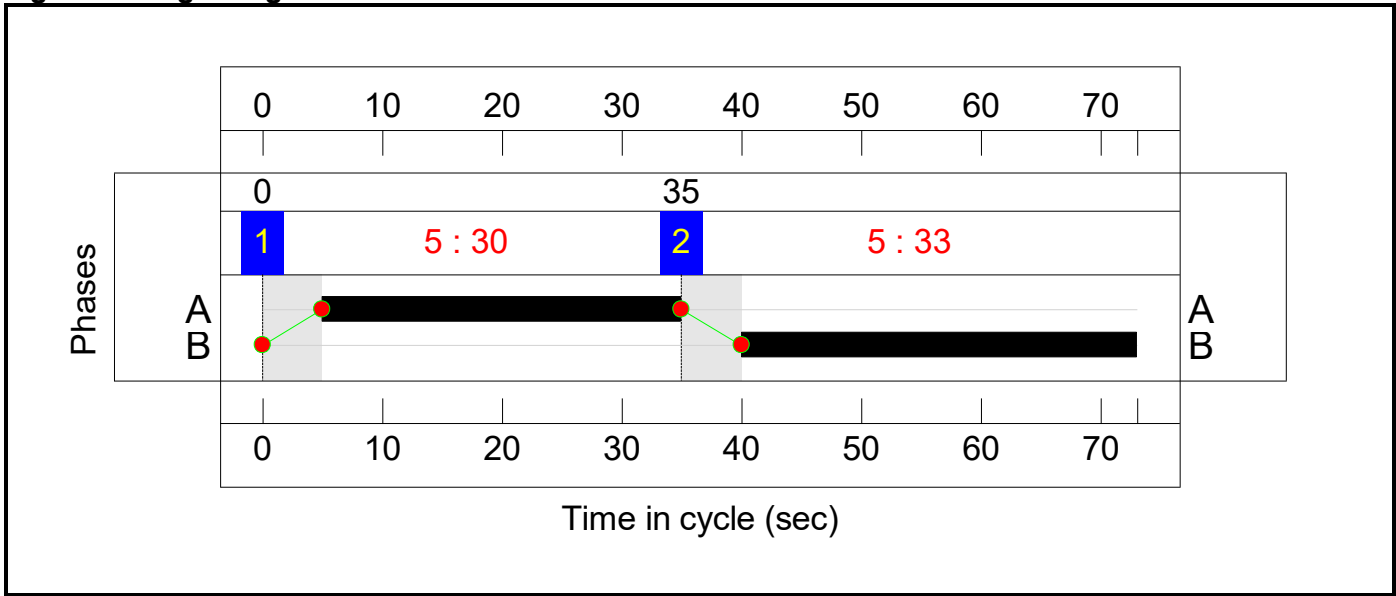
Controller : C5
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	30	33
Change Point	0	35

Signal Timings Diagram



Full Input Data And Results

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	-	-		-	-	-	-	-	-	120.4%
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	-	-		-	-	-	-	-	-	120.4%
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U	2:1	N/A	C2:A C2:E		1	64:8	-	1078	1815:1811	1084+5	99.0 : 99.0%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	64	-	772	1782	1069	72.2%
2/2	A3024 Bursledon Road (E) Right	U	2:1	N/A	C2:J		1	7	-	110	1772	118	93.1%
3/2+3/1	Le Marechal Avenue Right Left Ahead	O+U	2:1	N/A	C2:C C2:D		1	20:23	-	176	1846:1848	121+25	120.4 : 120.4%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
4/2	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	644	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%
7/2+7/1	Site Access Left Right Ahead	O+U	2:1	N/A	C2:I		1	19	-	203	1835:1741	25+287	65.3 : 65.3%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	119	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	16	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	77	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	77	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	7	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	2:1	-	C2:M		1	7	-	0	-	0	0.0%
J3: Windhover Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	93.1%
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	28	-	753	1789:1860	455+340	93.1 : 92.9%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	28	-	644	1865	741	85.4%

Full Input Data And Results

2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	33	-	910	1971:1960	269+714	92.5 : 92.5%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	33	-	790	1965	915	86.3%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	27	-	673	1880:1930	662+79	90.8 : 90.8%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	27	-	621	1879	721	86.2%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	1033	1928	1928	53.4%
4/2	Windhover Roundabout Circulation - A3025 Stopline Ahead	U	3:2	N/A	C3:C		1	34	-	561	1919	920	61.0%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	34	-	727	1939:1898	765+232	72.9 : 72.9%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	586	1940	1940	30.2%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	296	1940	1940	15.3%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C4:A		1	13	-	517	1938:1938	268+319	88.2 : 88.2%
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	354+421	85.6 : 92.2%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	983	1898	1898	51.5%

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	50	-	680	1887	1318	51.0%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	50	-	1434	1872:1848	1146+566	83.3 : 82.7%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	846	1898	1898	44.2%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1075	1940	1940	55.2%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	710	1940:1940	1691+249	36.2 : 36.6%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	983	1985	1985	49.2%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	846	1972	1972	42.5%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1075	1972	1972	54.3%
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	-		-	-	-	789	1919	1919	41.1%
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	-		-	-	-	753	1915	1915	38.6%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	644	1915	1915	33.0%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	772	1940	1940	39.8%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	110	1915	1915	5.7%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	33	-	619	1933	900	68.1%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	33	-	91	1910	890	10.2%
J4: A27 West End Road/Site Access	-	-	N/A	-	-		-	-	-	-	-	-	50.0%
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	517	1943	1943	26.6%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	983	1955	1955	50.0%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	517	1955	1955	26.4%
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	-		-	-	-	0	1980	326	0.0%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	0	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	-	-	1115	392	40	85.5	98.1	0.4	184.0	-	-	-	-
J1: A3024/Botley Road Signals	-	-	27	0	0	19.3	8.6	0.1	28.0	-	-	-	-
1/1+1/2	653	653	6	0	0	5.1	1.1	0.0	6.2 (6.1+0.1)	34.3 (34.2:51.3)	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	-	-	98	0	39	18.5	37.9	0.3	56.7	-	-	-	-
1/1+1/2	1078	1078	-	-	-	7.1	14.0	-	21.1 (21.0+0.1)	70.4 (70.3:101.2)	35.3	14.0	49.3
2/1	772	772	-	-	-	3.6	1.3	-	4.9	22.9	18.0	1.3	19.3
2/2	110	110	-	-	-	1.7	3.6	-	5.3	173.3	3.6	3.6	7.2
3/2+3/1	176	151	82	0	39	3.4	17.4	0.3	21.1 (17.8+3.3)	432.0 (439.4:395.8)	5.8	17.4	23.2
4/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	633	633	-	-	-	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
7/2+7/1	203	203	16	0	0	2.6	0.9	0.0	3.6 (0.3+3.3)	63.0 (61.7:63.1)	6.0	0.9	7.0
8/1	119	119	-	-	-	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	-	-	990	392	0	47.7	50.8	0.0	98.5	-	-	-	-
1/2+1/1	740	740	-	-	-	4.1	5.6	-	9.6 (5.5+4.1)	46.8 (46.8:46.7)	12.7	5.6	18.2
1/3	633	633	-	-	-	3.5	2.8	-	6.3	35.9	11.6	2.8	14.4
2/2+2/1	910	910	-	-	-	3.3	5.4	-	8.7 (2.0+6.7)	34.3 (28.7:36.5)	9.3	5.4	14.7
2/3	790	790	-	-	-	2.0	3.0	-	5.0	22.8	5.3	3.0	8.3
3/2+3/1	673	673	-	-	-	3.9	4.4	-	8.3 (7.4+0.8)	44.2 (44.4:42.5)	12.1	4.4	16.5
3/3	621	621	-	-	-	3.6	2.9	-	6.5	37.8	11.6	2.9	14.5
4/1	1029	1029	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
4/2	561	561	-	-	-	3.0	0.8	-	3.7	24.0	9.4	0.8	10.2
4/3+4/4	727	727	-	-	-	3.6	1.3	-	5.0 (4.0+0.9)	24.5 (26.1:19.5)	10.0	1.3	11.3
5/1	586	586	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/2	296	296	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
6/2+6/1	517	517	-	-	-	4.0	3.4	-	7.4 (3.3+4.0)	51.2 (50.9:51.5)	5.9	3.4	9.3
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

Full Input Data And Results

8/2+8/1	691	691	990	392	0	3.3	3.8	-	7.1 (3.2+3.9)	36.8 (37.5:36.3)	7.3	3.8	11.1
9/1	977	977	-	-	-	0.0	0.5	-	0.6	2.1	7.4	0.5	7.9
9/2	673	673	-	-	-	0.8	0.5	-	1.3	6.9	8.0	0.5	8.5
9/3+9/4	1423	1423	-	-	-	3.0	2.4	-	5.4 (4.2+1.3)	13.8 (15.8:9.6)	22.3	2.4	24.7
10/1	839	839	-	-	-	0.0	0.4	-	0.4	1.8	8.0	0.4	8.4
10/2	1070	1070	-	-	-	0.0	0.6	-	0.6	2.1	1.6	0.6	2.2
10/3+10/4	704	704	-	-	-	0.0	0.3	-	0.3 (0.2+0.0)	1.5 (1.5:1.5)	0.0	0.3	0.3
11/1	977	977	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/1	839	839	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	1070	1070	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
13/1	579	579	-	-	-	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	789	789	-	-	-	0.1	0.3	-	0.4	2.0	10.8	0.3	11.1
14/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	740	740	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
16/2	633	633	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
17/1	772	772	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
17/2	110	110	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
18/1	613	613	-	-	-	1.6	1.1	-	2.7	15.6	5.8	1.1	6.8
18/2	91	91	-	-	-	0.0	0.1	-	0.1	3.8	1.2	0.1	1.3
J4: A27 West End Road/Site Access	-	-	0	0	0	0.0	0.9	0.0	0.9	-	-	-	-
1/1	517	517	0	0	0	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	977	977	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
3/1	517	517	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	Stream: 1	PRC for Signalled Lanes (%)	3.0	Total Delay for Signalled Lanes (pcuHr)	27.39	Cycle Time (s)	162						
C2	Stream: 1	PRC for Signalled Lanes (%)	-33.8	Total Delay for Signalled Lanes (pcuHr)	55.98	Cycle Time (s)	120						
C3	Stream: 1	PRC for Signalled Lanes (%)	-3.4	Total Delay for Signalled Lanes (pcuHr)	29.61	Cycle Time (s)	73						
C3	Stream: 2	PRC for Signalled Lanes (%)	-0.9	Total Delay for Signalled Lanes (pcuHr)	23.48	Cycle Time (s)	73						
C4		PRC for Signalled Lanes (%)	2.1	Total Delay for Signalled Lanes (pcuHr)	14.09	Cycle Time (s)	73						
C5		PRC for Signalled Lanes (%)	-3.0	Total Delay for Signalled Lanes (pcuHr)	18.09	Cycle Time (s)	73						
		PRC Over All Lanes (%)	-33.8	Total Delay Over All Lanes(pcuHr)	184.02								

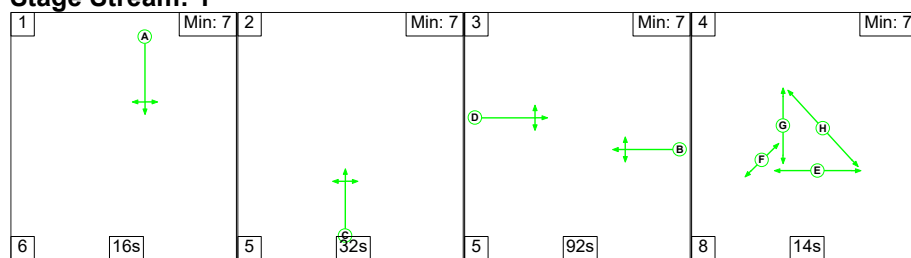
Full Input Data And Results

Scenario 4: '2031 + PDC Development PM' (FG18: '2031 + PDC Development PM', Plan 1: 'AM Stage Sequences')

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

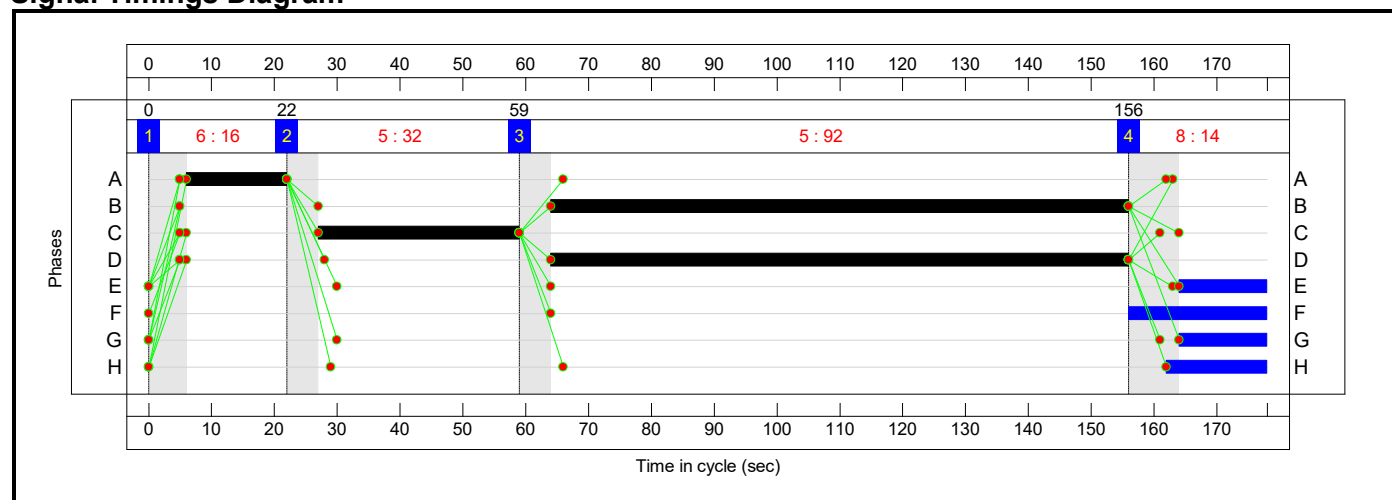


Stage Timings

Stage Stream: 1

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

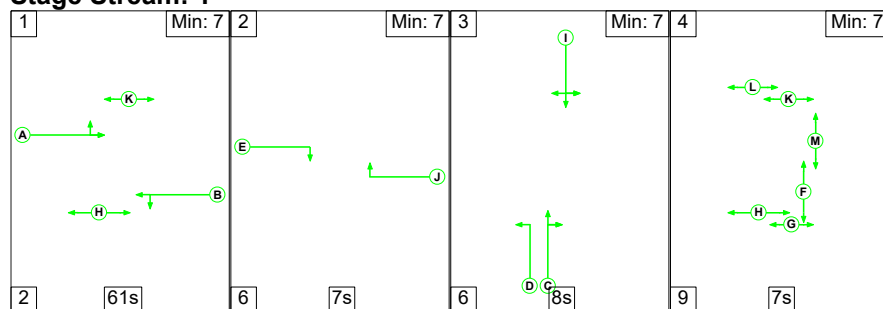
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

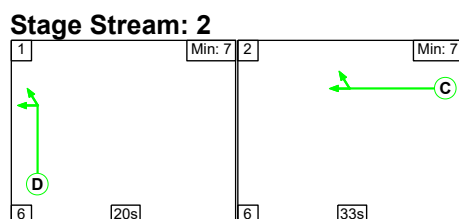
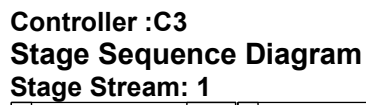
Stage Stream: 1



Stage Timings

Stage Stream: 1

Stage	1	2	3	4
Duration	61	7	8	7
Change Point	0	63	76	90



Stage Timings

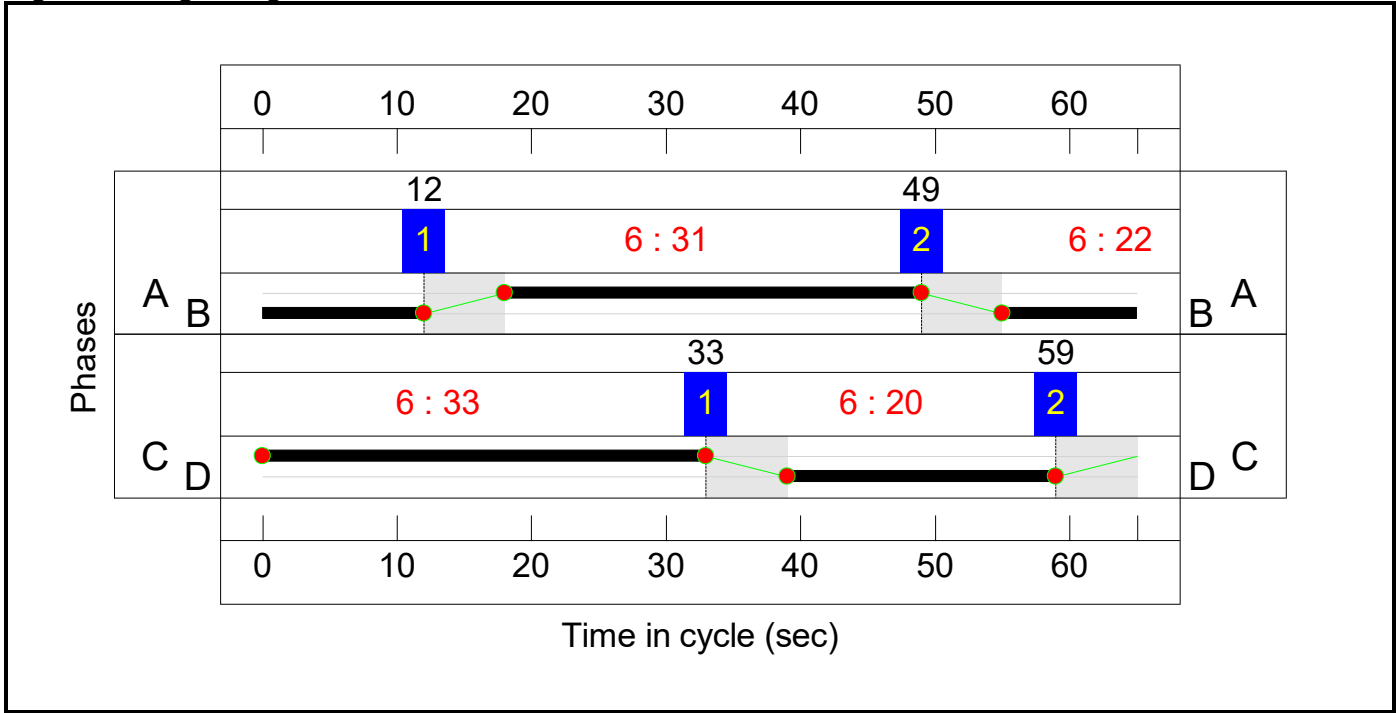
Stage Stream: 1

Stage	1	2
Duration	31	22
Change Point	12	49

Stage Stream: 2

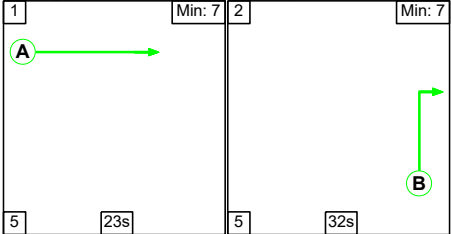
Stage	1	2
Duration	20	33
Change Point	33	59

Signal Timings Diagram



Controller :C4

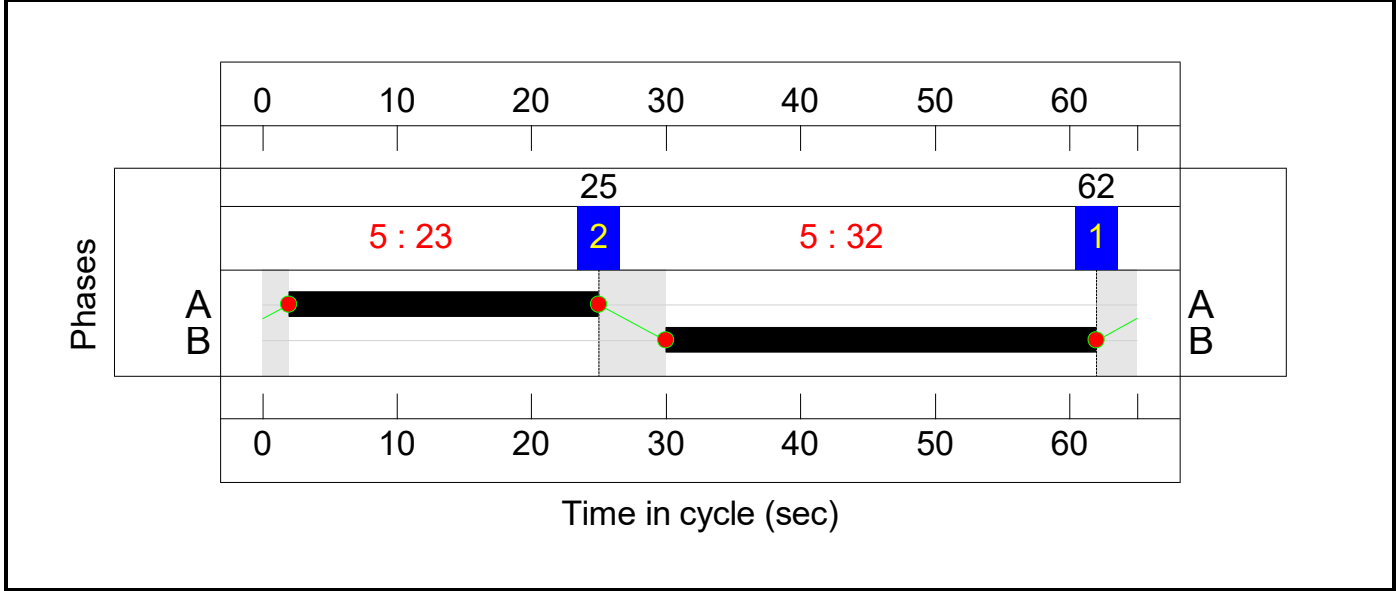
Stage Sequence Diagram



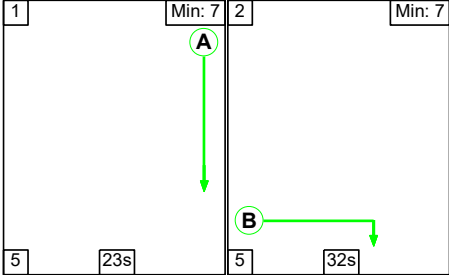
Stage Timings

Stage	1	2
Duration	23	32
Change Point	62	25

Signal Timings Diagram



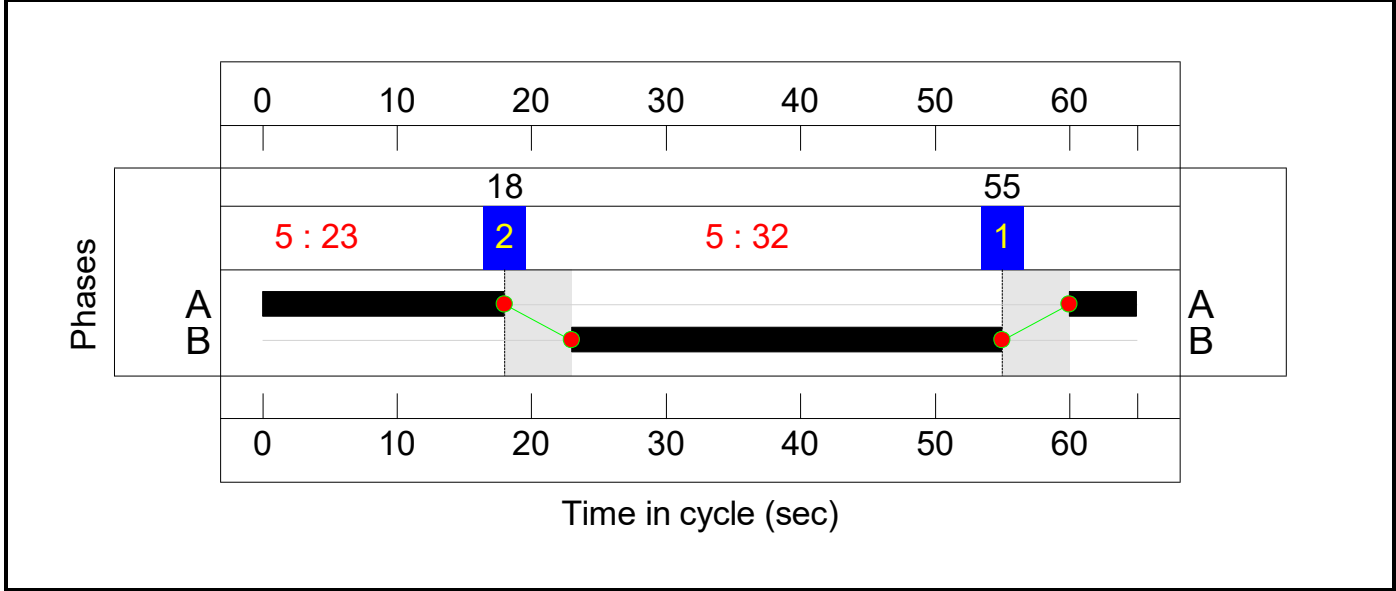
Controller :C5
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	32
Change Point	55	18

Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network 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	-	-		-	-	-	-	-	-	91.3%
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U	2:1	N/A	C2:A C2:E		1	61:8	-	900	1815:1811	1134+51	75.9 : 75.9%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	61	-	955	1782	1160	82.3%
2/2	A3024 Bursledon Road (E) Right	U	2:1	N/A	C2:J		1	7	-	91	1772	134	68.0%
3/2+3/1	Le Marechal Avenue Right Left Ahead	O+U	2:1	N/A	C2:C C2:D		1	9:12	-	57	1846:1848	68+31	57.4 : 57.4%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	495	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%
7/2+7/1	Site Access Left Right Ahead	O+U	2:1	N/A	C2:I		1	8	-	148	1835:1741	14+148	91.3 : 91.3%
8/1	Site Access Exit	U	N/A	N/A	-		-	-	-	102	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	16	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	74	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	2:1	-	C2:K		1	74	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	2:1	-	C2:L		1	7	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	2:1	-	C2:M		1	7	-	0	-	0	0.0%
J3: Windhover Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	89.4%
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	22	-	495	1789:1860	485+201	72.2 : 72.2%
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	31	-	661	1971:1960	461+651	59.4 : 59.4%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	31	-	687	1965	967	71.0%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	20	-	593	1880:1930	535+129	89.4 : 89.4%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	20	-	541	1879	607	89.1%
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	-	567	1919	1004	56.5%
4/3+4/4	Windhover Roundabout Circulation - A3025 Stopline Right Ahead	U	3:2	N/A	C3:C		1	33	-	693	1921:1898	850+227	64.4 : 64.4%
5/1	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	617	1940	1940	31.8%
5/2	A3024 Bursledon Road Exit Ahead	U	N/A	N/A	-		-	-	-	429	1940	1940	22.1%
6/2+6/1	A27 West End Road Ahead	U	N/A	N/A	C4:A		1	23	-	753	1938:1938	539+380	81.9 : 81.9%
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	342+420	67.1 : 66.9%
9/1	Windhover Roundabout Circulation - A27 N Left	U	N/A	N/A	-		-	-	-	532	1898	1898	28.0%

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	32	-	624	1887	958	65.1%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	32	-	1216	1872:1848	942+765	71.3 : 71.3%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	752	1898	1898	39.6%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	854	1940	1940	44.0%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	987	1940:1940	1572+368	50.9 : 50.9%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	532	1985	1985	26.8%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	752	1972	1972	38.1%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	854	1972	1972	43.3%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	644	1929	1929	33.4%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	771	1917	1917	40.2%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	866	1919	1919	45.1%
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	-		-	-	-	495	1915	1915	25.8%
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	-		-	-	-	955	1940	1940	49.2%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	91	1915	1915	4.8%
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	-	187	1910	970	19.3%
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	-		-	-	-	753	1943	1943	38.8%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	532	1955	1955	27.2%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	753	1955	1955	38.5%
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	-		-	-	-	0	1980	385	0.0%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	0	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	-	-	787	330	30	74.3	54.8	0.6	129.7	-	-	-	-
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 (38.4:67.1)	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	-	-	23	0	29	11.1	9.9	0.1	21.1	-	-	-	-
1/1+1/2	900	900	-	-	-	3.5	1.6	-	5.1 (4.5+0.6)	20.4 (18.9:52.1)	17.9	1.6	19.4
2/1	955	955	-	-	-	3.7	2.3	-	6.0	22.5	21.0	2.3	23.2
2/2	91	91	-	-	-	1.2	1.0	-	2.2	88.0	2.6	1.0	3.6
3/2+3/1	57	57	10	0	29	0.7	0.7	0.1	1.4 (1.0+0.4)	91.0 (94.9:82.5)	1.1	0.7	1.7
4/1	495	495	-	-	-	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
7/2+7/1	148	148	13	0	0	2.0	3.5	0.0	5.5 (0.5+5.0)	133.4 (131.7:133.5)	4.0	3.5	7.5
8/1	102	102	-	-	-	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	-	-	690	330	0	42.2	32.8	0.0	75.0	-	-	-	-
1/2+1/1	495	495	-	-	-	2.4	1.3	-	3.7 (2.6+1.1)	26.7 (26.8:26.5)	6.7	1.3	8.0
1/3	529	529	-	-	-	2.8	2.0	-	4.7	32.3	8.5	2.0	10.5
2/2+2/1	661	661	-	-	-	3.1	0.7	-	3.9 (1.7+2.2)	21.1 (22.3:20.2)	5.7	0.7	6.4
2/3	687	687	-	-	-	4.6	1.2	-	5.9	30.7	9.5	1.2	10.7
3/2+3/1	593	593	-	-	-	3.3	3.8	-	7.1 (5.8+1.3)	43.0 (43.5:41.2)	8.8	3.8	12.7
3/3	541	541	-	-	-	3.1	3.7	-	6.8	45.4	9.2	3.7	12.9
4/1	887	887	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
4/2	567	567	-	-	-	0.7	0.6	-	1.3	8.5	4.3	0.6	5.0
4/3+4/4	693	693	-	-	-	0.8	0.9	-	1.7 (1.0+0.7)	9.0 (6.5:18.3)	2.5	0.9	3.4
5/1	617	617	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
5/2	429	429	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/2+6/1	753	753	-	-	-	3.5	2.2	-	5.7 (3.4+2.3)	27.1 (27.5:26.6)	8.0	2.2	10.2
7/1	615	615	-	-	-	3.2	2.2	-	5.3	31.1	9.9	2.2	12.1
7/2	679	679	-	-	-	3.6	3.8	-	7.4	39.5	11.5	3.8	15.3

Full Input Data And Results

8/2+8/1	510	510	690	330	0	1.8	1.0	-	2.8 (1.4+1.4)	19.5 (21.8:17.6)	4.0	1.0	5.0
9/1	532	532	-	-	-	0.0	0.2	-	0.2	1.4	5.5	0.2	5.7
9/2	624	624	-	-	-	3.3	0.9	-	4.2	24.3	9.0	0.9	10.0
9/3+9/4	1216	1216	-	-	-	4.2	1.2	-	5.4 (2.2+3.2)	16.0 (12.1:21.0)	21.1	1.2	22.4
10/1	752	752	-	-	-	0.0	0.3	-	0.3	1.6	8.4	0.3	8.8
10/2	854	854	-	-	-	0.0	0.4	-	0.4	1.7	1.6	0.4	2.0
10/3+10/4	987	987	-	-	-	0.0	0.5	-	0.5 (0.4+0.1)	1.9 (1.9:1.9)	0.0	0.5	0.5
11/1	532	532	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/1	752	752	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	854	854	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/1	644	644	-	-	-	0.0	0.3	-	0.3	1.4	0.6	0.3	0.8
13/2	771	771	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/3	866	866	-	-	-	0.1	0.4	-	0.5	2.1	9.8	0.4	10.2
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	495	495	-	-	-	0.0	0.2	-	0.2	1.3	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	955	955	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
17/2	91	91	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
18/1	800	800	-	-	-	1.1	2.2	-	3.2	14.6	5.1	2.2	7.3
18/2	187	187	-	-	-	0.6	0.1	-	0.7	13.1	3.3	0.1	3.4
J4: A27 West End Road/Site Access	-	-	0	0	0	0.0	0.8	0.0	0.8	-	-	-	-
1/1	753	753	0	0	0	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1	532	532	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/1	753	753	-	-	-	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	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

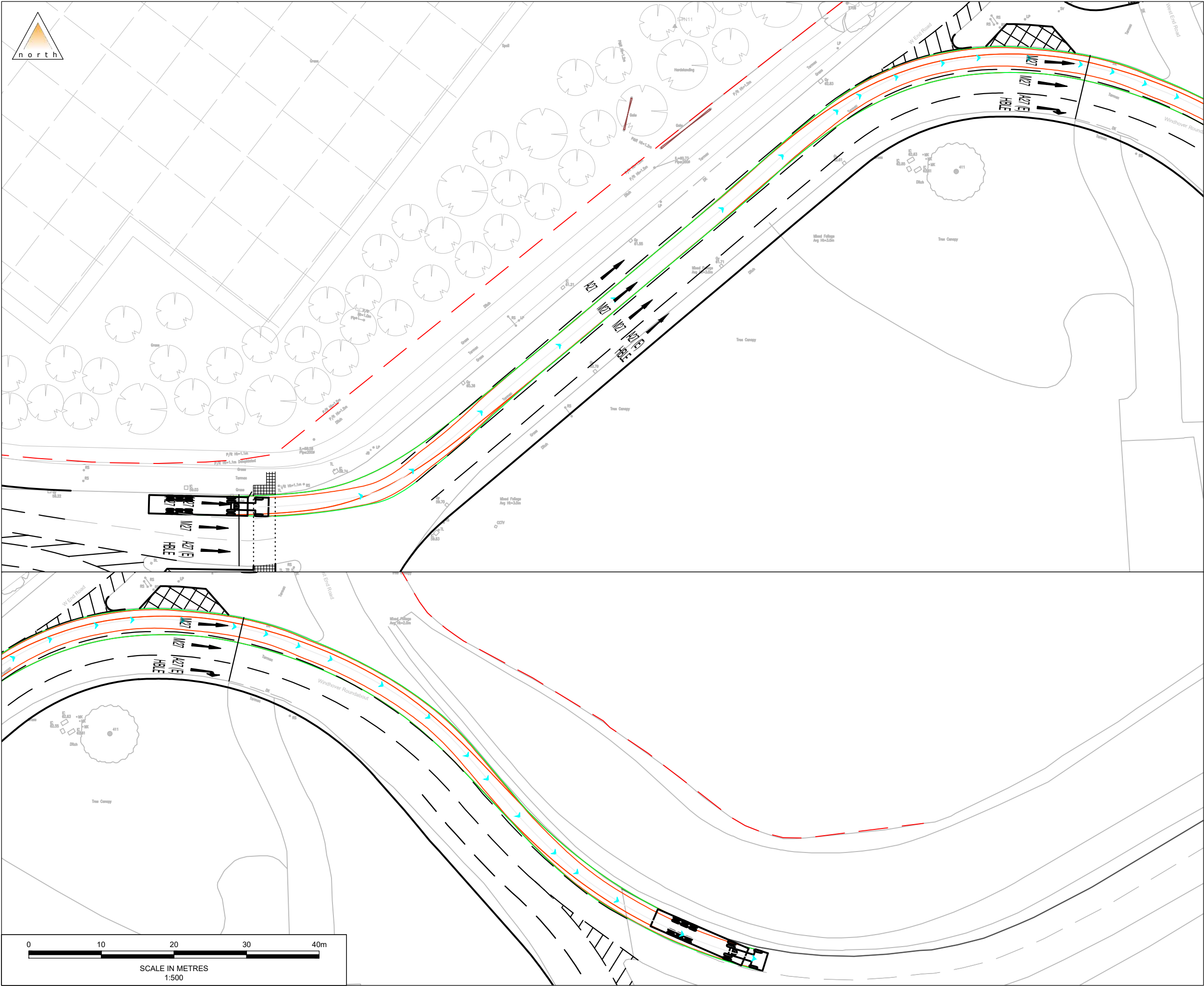
Full Input Data And Results

6/1	0	0	-	-	-	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 (%)	-1.5	Total Delay for Signalled Lanes (pcuHr)	20.20	Cycle Time (s)	106						
C3	Stream: 1	PRC for Signalled Lanes (%)	12.3	Total Delay for Signalled Lanes (pcuHr)	18.14	Cycle Time (s)	65						
C3	Stream: 2	PRC for Signalled Lanes (%)	0.7	Total Delay for Signalled Lanes (pcuHr)	16.98	Cycle Time (s)	65						
C4		PRC for Signalled Lanes (%)	9.8	Total Delay for Signalled Lanes (pcuHr)	15.31	Cycle Time (s)	65						
C5		PRC for Signalled Lanes (%)	0.8	Total Delay for Signalled Lanes (pcuHr)	16.68	Cycle Time (s)	65						
		PRC Over All Lanes (%)	-8.3	Total Delay Over All Lanes(pcuHr)	129.69								

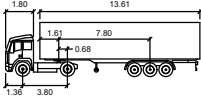
Appendix F

Swept Path Analysis – Windhover Roundabout

C:\Users\mfitzgerald\Motion\Drawings\1803014 TK06.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Artic			
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

-	First Issue	AC	MF	MF	22/09/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Wates Developments Ltd

Project:

Cranbury Site, Bursledon Road, Bursledon

Title:

**Swept Path Analysis
16.5 m Artic
Windhover Roundabout Improvements**

Scale: 1:500 (@ A3)

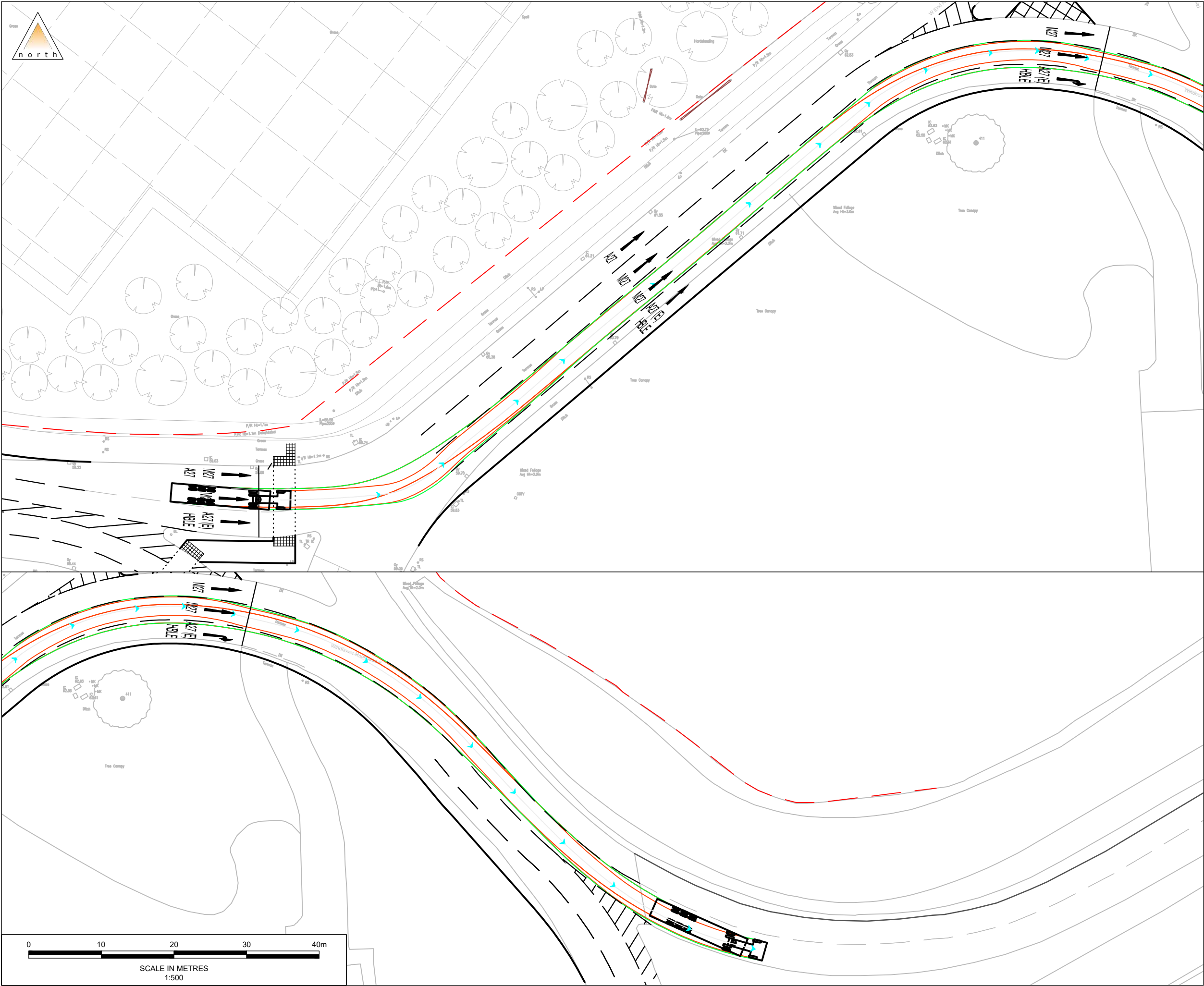
Drawing:

1803014-TK06

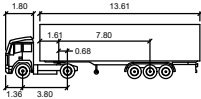
Revision:

-

C:\Users\mfitzgerald\Motion\StaffSite - Whburs 1803014\Drawings\1803014 TK06.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Artic		meters	
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

-	First Issue	AC	MF	MF	22/09/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Guildford - Reading - London
www.motion.co.uk

Client:
Wates Developments Ltd

Project:
**Cranbury Site, Bursledon Road,
Bursledon**

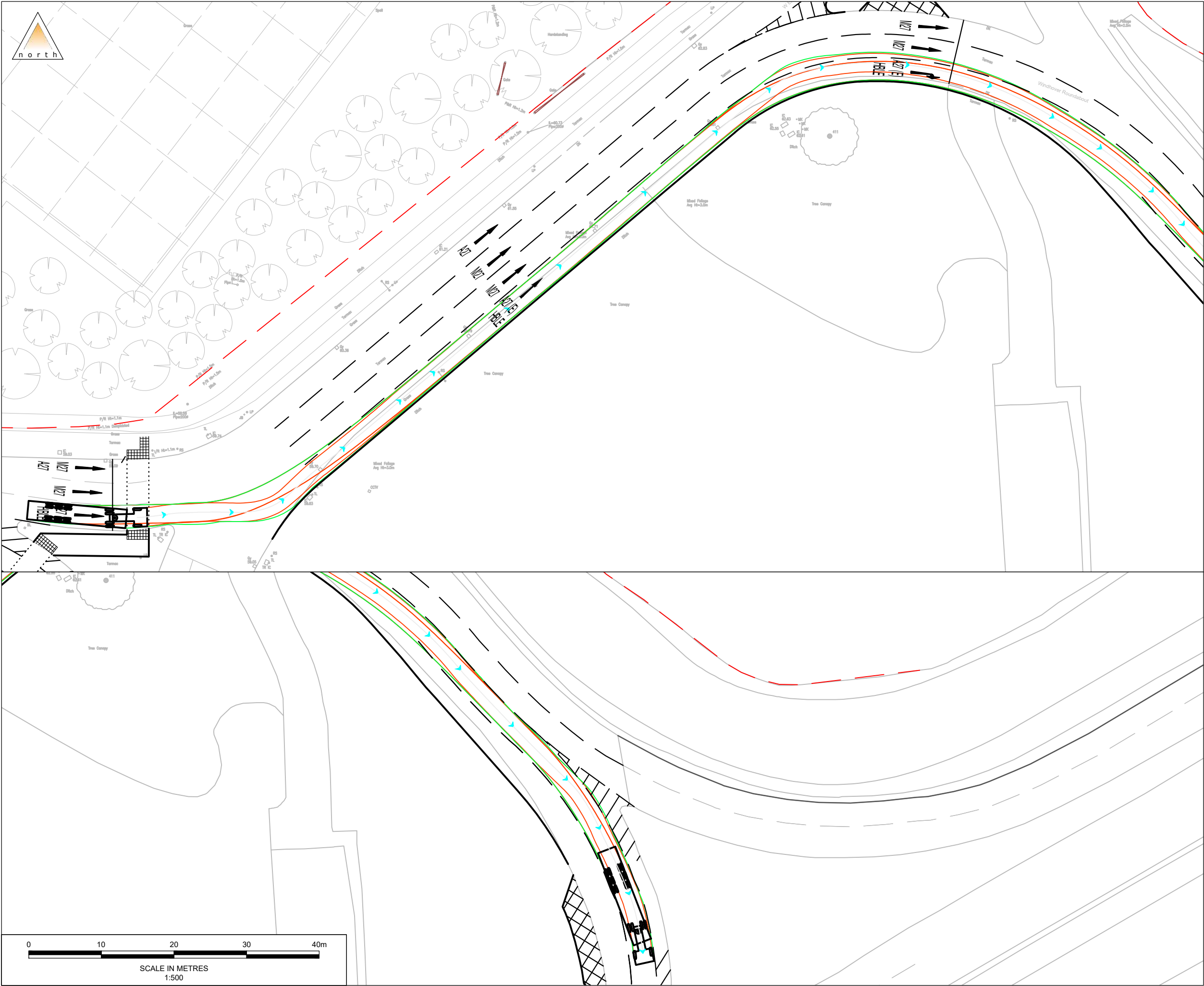
Title:
**Swept Path Analysis
16.5 m Artic
Windhover Roundabout Improvements**

Scale: 1:500 (@ A3)

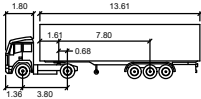
Drawing:
1803014-TK07

Revision:
-

C:\Users\mfitzgerald\Motion\StaffSite - Whburs 1803014\Drawings\1803014 TK06.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 10mph / reversing 10mph.



Artic			
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

-	First Issue	AC	MF	MF	22/09/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Wates Developments Ltd

Project:

Cranbury Site, Bursledon Road, Bursledon

Title:

**Swept Path Analysis
16.5 m Artic
Windhover Roundabout Improvements**

Scale: 1:500 (@ A3)

Drawing:

1803014-TK08

Revision: -