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

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1.0 Introduction

1.1 This Note has been prepared to respond to the latest Hampshire County Council Highways Consultee Response in relation to a planning application (reference: O/26/101417) at land adjacent to Windhover Roundabout, Bursledon.

1.2 The development proposal includes 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.

1.3 Comments were provided by the Hampshire County Council (HCC) Highways on 13th August 2026, which are included for reference at **Appendix A**. In addition, this Note seeks to address additional comments raised by National Highways on the scheme, which are included at **Appendix B**.

1.4 The remainder of this Note is structured as follows:

- Section 2 addresses comments raised by Hampshire County Council Highways;
- Section 3 addresses comments raised by National Highways; and
- Section 4 provides a summary of the Note.

2.0 Response to Hampshire Highways Comments

Preamble

2.1 For ease of reference, the HCC comments are provided in italics below. These are addressed in the order raised within the HCC response, however comments which do not require any additional detail are not included.

Existing Highway Conditions

"Notwithstanding the above, whilst the historic collision records do not indicate a specific existing safety issue for vulnerable road users, this should be considered alongside the findings of the WCHAR, which identifies existing deficiencies in pedestrian and cycle provision at Windhover Roundabout. The low number of recorded pedestrian and cycle collisions at this location may therefore reflect the limited existing pedestrian and cycle activity resulting from these deficiencies, rather than confirming that the junction is inherently safe for these users once activity increases as a result of the development proposals."

2.2 The WCHAR includes a review of personal injury collision data to identify potential safety improvements on the network. This indicates that collisions involving pedestrians and cyclists are most prevalent along the A27 Providence Hill section of the network, which is also noted to be the longest arm of the network as this forms a route to Bursledon railway station.

2.3 It is noted that HCC are expecting to commence work in 2027 on a network of cycle improvements along the A27 Providence Hill which would improve a large swathe of this route, including where the majority of collisions were recorded occurring within the collision analysis.

2.4 As part of the updated scheme presented within this Note, additional signalised crossing points are suggested over the A27 West End Road, A3024 Bursledon Road and A3025 Hamble Lane arms of the Windhover Roundabout junction to improve linkage around the roundabout and provide net benefits to the active travel network in the area.

Site Access and Proposed Highway Works

Bursledon Road

"The submitted drawings show a red dashed line which is assumed to be represent the highway boundary. There are also banking 'tadpoles' which are also shown in red. Further clarity is requested on these points."

2.5 Noted, these were blocks illustrating a bank within the topographical survey. These blocks have been amended and recoloured within the CAD drawing of the accesses, within the updated access drawings included at **Appendix C**.

"No information appears to have been provided in relation to the proposed junction geometry, such as lane widths, island widths, forward visibility to signal heads, intervisibility zone, etc."

2.6 The updated drawings at **Appendix C** include junction intervisibility zones and geometry labels.

"There are significant concerns regarding the internal site layout in relation to the proposed signalised access junction. Drawing 1803014-TK09 illustrates an articulated HGV ingress and egress from the western facility. A HGV is required to give way to traffic exiting the eastern facility. A HGV driver, positioned on the offside of the vehicle cab, will not be able to see traffic exiting the eastern facility. Car driver visibility to a car exiting the eastern site would also be very limited due to the layout. In addition, the car park accesses join in this vicinity with further vehicle movements occurring to which there may be limited visibility. There is also concern that a second HGV exiting from the western site would block across the ingress to the development leading to vehicles blocking back to the main Bursledon Road

junction. These factors are considered to represent significant safety hazards, which may have a knock on effect on safety at the adjacent signalised junction."

2.7 Noted, although the internal layout is not subject to detailed design, the priority arrangement illustrated has been altered with the eastern unit required to give way to traffic from the western unit. This ensures that vehicles can look adjacent to the vehicle to see oncoming traffic along the access road.

2.8 Internal site layout will be subject to a reserved matters application, at which point the access road and servicing arrangements will be fixed.

"The swept path driven speeds should be confirmed, noting that a minimum of 10mph and/or expected driven speeds are required, in accordance with HCC Technical Guidance Note 2.

Drawing 1803014-TK01 C illustrates a max legal length HGV ingressing and egressing the junction. The right turn manoeuvre into the site is very tight and would require a HGV to position itself perfectly and not continue in the ahead lane, blocking the junction. There is a high probability that the HGV will partially obstruct the ahead traffic in the westbound offside lane. To avoid ahead drivers attempting to steer around the back of the HGV the right turning storage area within the junction would need to be wider to ensure it can fully accommodate an HGV.

The left turn movement out of the site shows the HGV in an unnatural position, and appears to be positioned across both exit lanes:"

2.9 Swept path analysis has been undertaken at 10 miles per hour in accordance with HCC guidance. The swept path analysis has been updated to reflect the updated internal site layout and is included at **Appendix D**.

"The merge on the westbound Bursledon Road exit is very short and does not provide clear priorities. Geometrically the generally slower moving nearside lane traffic would need to merge into the faster moving offside lane traffic. As shown, it is unacceptable and would need to be significantly improved. This would require the merge distance to be extended and for the offside lane to clearly merge into the nearside lane. Furthermore, waiting eastbound rightturning traffic is directly next to the merge, with no separation or kerb, which could result in head on conflict. Centre hatching would also be required in this area to separate the opposing traffic."

2.10 An additional island has been provided on the eastbound Bursledon Road arm to allow for the provision of a signal head to separate out the right turning phases into a separate stage as requested within the HCC response.

2.11 As a result of this, the ahead lanes for westbound traffic has been reduced to one lane at the junction and therefore no lane drop is provided on the updated layout. This is illustrated on the updated access plans at **Appendix C**.

"The existing junction road markings have not been shown. These should be illustrated to provide context for the proposals. It is also unclear why the existing yellow box markings have been removed from the proposed junction."

2.12 Noted, the existing yellow box junction elements have been incorporated into the updated layout included at **Appendix C**.

"While it is acknowledged that the offset staggered junction has been provided in order to allow for a non-hooking right turn from the A3024, consideration should be given to moving the site access closer to align better with Le Marechal Avenue side road. This would provide a more compact junction and reduce intergreen times."

2.13 The access location was selected to avoid the requirement to remove the established tree along the site frontage alongside the number of services located adjacent to the existing stop line for the eastbound Bursledon Road carriageway.

2.14 Notwithstanding this, a LinSig model of a layout directly opposite Le Marechal Avenue has been tested to see if this can accommodate the full development traffic flows, alongside accounting for modelling comments provided later in the HCC response. The LinSig output is included at **Appendix E**, with Table 2.1 summarising the LinSig results for the site access/Bursledon Road/Le Marechal Avenue junction only. For simplicity, this has been tested in the sensitivity test parcel distribution use only.

2.15 In terms of the model set up, the right turning stage assumes that traffic into Le Marechal Avenue and the development site can run simultaneously.

Arm	Weekday Morning Peak		Weekday Evening Peak	
	Degree of Saturation (%)	MMQ (PCU)	Degree of Saturation (%)	MMQ (PCU)
A3024 Bursledon Road (West)	99.0	49.3	75.9	19.4
A3024 Bursledon Road (East) Ahead Left	72.2	19.3	82.3	23.2
A3024 Bursledon Road (East) Right	93.1	7.2	68.0	3.6
Le Marechal Avenue	120.4	23.2	57.4	1.7
Site Access	65.3	7.0	91.3	7.5

Table 2.1: Single Development Access Test LinSig Summary

2.16 The above demonstrates that a single point of access would not be able to accommodate the full development quantum and therefore a second access is required in capacity terms.

"As a general point, the tails of the tactile paving should be three deep in all circumstances."

2.17 Noted, whilst this could be considered at the detailed design, the tactile paving has been updated in the access drawings at **Appendix C**.

"The existing crossing over Bursledon Road is a Toucan crossing. The proposals include staggering this crossing, which appears sufficient. However, the central island is shown at a width around 3m, and this would need to be 4m minimum to accommodate cyclists. Furthermore, the 4m width would need to be maintained with the inclusion of guardrails."

2.18 Noted, the central island has been widened to 4 metres to accommodate this and is illustrated at **Appendix C**.

"The route to the west of the site access appears to have been designed wide enough to be shared use pedestrian/ cycle. However, the crossings provided over the site access are not wide enough for Toucans (they should be 4m minimum) and the centre island is also not wide enough."

There doesn't appear to be an onward connection for cyclists into the site on the east side of the site access road. This would require all pedestrians and cyclists accessing the development to wait 4 separate times at each crossing which could take a significant amount of time to get across the whole junction. It is recommended that a route on the eastern side of the site access road is provided which would provide a quicker more direct route into the development. It also allows the possibility of removing the staggered crossing over the site access road arm."

2.19 In view of the above, we have revisited the internal site layout to provide an improved pedestrian and cycle experience.

2.20 The design iteration now includes provision of a shared foot/cycleway along the eastern side of the Bursledon Road access and providing an indicative crossing in front of the barrier. It is envisaged this would be a raised table crossing to allow pedestrians and cyclists to cross at grade, though these will be

confirmed during the Reserved Matters application as the site layout is finalised. This negates the requirement for a toucan crossing over the site access junction, given no pedestrian and cycle facilities are present on the northern side of Bursledon Road to the west of the site access. This amended internal connection is illustrated on the access drawings at **Appendix C**.

"Bursledon Road often experiences peak time congestion between Windhover roundabout and Botley Road junction. The junction layout should consider Keep Clear markings within the junction to allow vehicles to exit the junction into the side roads."

2.21 As referenced above, the existing yellow box junction has been provided on the site access drawings at **Appendix C**.

"There is an existing pedestrian refuge crossing on Bursledon Road between the roundabout and site access. This section of Bursledon Road would be changed to 2 lanes in both directions which will make this uncontrolled crossing very difficult to use. With Bursledon Road arm of the roundabout already signalised it is recommended that this includes a signalised pedestrian crossing. A standalone signal crossing should also be provided on the Bursledon Road westbound exit from the roundabout for route continuity. These facilities would replace the existing pedestrian refuge crossing which should be removed."

2.22 Noted, a scheme design for a signalised pedestrian crossing over Bursledon Road is incorporated into the mitigation scheme design, alongside crossings at the A27 West End Road and A3025 Hamble Lane arms of the junction. This is subject to traffic modelling later within this report.

Windhover Roundabout

"The general arrangement drawings for the roundabout have not been provided in sufficient detail to allow a full assessment of the proposed lane geometry, stop line positions, and circulatory carriageway widths. On this basis, the following comments are made on a preliminary basis and should be revisited once the detailed general arrangement drawing for the roundabout is made available.

It is not clear how the additional lanes at each signalised arm tie into the existing circulatory carriageway, or whether the circulatory carriageway itself is proposed to be widened to accommodate the additional lanes. This should be clarified, together with confirmation of circulatory carriageway lane widths and lane discipline at each arm."

2.23 The Windhover Roundabout works are designed to tie into the existing roundabout centre island, as denoted on both the topographical survey or OS mapping. The proposed kerb and marking works to the junction are illustrated in black lines, with the baseline OS or topographical survey provided in grey.

2.24 The scheme plans have been updated to include dimensions, with existing road markings added for the remainder of the roundabout in grey to demonstrate how this ties into the remainder of the roundabout.

2.25 The scheme is subject to detailed design, therefore it is acknowledged that the road markings, signage, signal heads and maintenance bay locations may be subject to change, though with the scheme demonstrating that this can be provided in accordance with relevant HCC and DMRB design guidance.

"Vehicle tracking does not appear to have been provided for the roundabout itself. This should be provided to confirm that the proposed lane widths and stop line positions at each signalised arm can accommodate vehicle movements without encroachment into adjacent lanes."

2.26 Swept path analysis has been provided for the roundabout works at **Appendix F**. This has been undertaken at 10 miles per hour, noting that large vehicles will slow down and stop at the signal stoplines and be slow to accelerate when the lights turn green. This couples with the low speed manoeuvres to turn on a roundabout to demonstrate that this is a suitable speed to undertake the tracking in accordance with the HCC Technical Guidance.

2.27 It is noted that larger vehicles route around the roundabout at present, with these manoeuvres likely to result in vehicles straddling multiple lanes to route around the junction. As such, this situation is retained within the scheme design. If required, changes to the mitigation scheme arrangement can be addressed at the detailed design stage.

West End Road

"No geometric information has been provided to allow the Highway Authority to fully assess the proposed junction design."

2.28 The updated access arrangement drawings, included at **Appendix C**, include geometry information.

"The submitted drawings show a red dashed line which is assumed to be represent the highway boundary. There are also banking 'tadpoles' which are also shown in red, and further clarity is required on these points."

2.29 As referenced above, the tadpole features were denoting banks on the topographical survey. These have been converted into the background colour to ensure the highway boundary remains visible.

"Junction visibility splays are shown as 2.4m x 120m in each direction, and a 2.4m x 90m visibility splay has also been shown. While it accepted that the 120m visibility splay to the south is not appropriate given the amount of land take necessary, the revised 90m visibility splays are also considered to be unacceptable at this time. In accordance with HCC Technical Guidance Note 3, Stopping Sight Distances (SSD) and visibility splays must be based on surveyed vehicle speeds. On this basis, two speed surveys should be undertaken in order to calculate the required junction visibility splays."

2.30 Two Automatic Traffic Counters (ATCs) have been placed along the A27 West End Road to record vehicle speeds to the north and south of the proposed access junction. These counters were placed between the 17th and 23rd September 2026. The ATC data is included at **Appendix G** for reference.

2.31 Given one ATC counter has been placed north and a second south of the access, northbound speeds have been taken from the southern ATC counter and southbound speeds from the northern ATC counter and are summarised below:

- Northbound: 36.2 miles per hour; and
- Southbound: 42.6 miles per hour.

2.32 No significant rainfall was recorded during the survey period, therefore no dry weather adjustments have been made to the recorded vehicle speeds.

2.33 The Hampshire Stopping Sight Distance Calculator has been utilised to identify the visibility splay requirements. For the northbound speeds, this is below 60 kilometres per hour and with 0.9% HGVs recorded therefore the 'light vehicles only' and 1.5 second reaction time has been applied. For the southbound speeds, these exceed 64 kilometres per hour, therefore the 'All Vehicles >64kph' and 2 second reaction time have been selected. This has identified the following visibility splay requirements:

- Northbound: 56 metres (including bonnet length); and
- Southbound: 112 metres.

2.34 The visibility splay calculator outputs are included at **Appendix H**, with the updated visibility splays included within the updated access drawings at **Appendix C**.

"In terms of the access strategy, the TA states that two site accesses are proposed on capacity grounds, with modelling indicating that a single access could not accommodate the combined predicted peak hour flows; HGV movements are routed via Bursledon Road, with staff car trips split across both accesses. However, it is not clear whether this capacity constraint has been robustly tested, or whether an enlarged

or reconfigured junction on Bursledon Road alone could accommodate the combined vehicular demand, avoiding the need for a separate access onto West End Road.

This has a direct bearing on the scale of works proposed at Windhover Roundabout, as signalisation of the West End Road arm is understood to be required, at least in part, to manage movements generated by this access. Should a single-access solution via Bursledon Road be shown to be feasible, the requirement to signalise the West End Road arm should be reviewed, offering some offset to the concerns raised above regarding the scale of the mitigation package. It is requested that the applicant provide evidence demonstrating that a single access via an enlarged Bursledon Road junction could not accommodate the combined trip generation, before the West End Road access and its associated signalisation are accepted as necessary."

2.35 Assessment of a single access junction has been undertaken at Table 2.1 and indicates that this would not be able to accommodate the full development traffic demand.

"The submitted HGV tracking plans shows that a HGV cannot access the site without crossing the site access centreline. Similarly, the exit manoeuvres show the HGV swept path taking up the full West End Road carriageway width. With two examples shown below:

This suggests that the access cannot adequately accommodate HGV movements and has the potential to lead to vehicle conflicts, to the detriment of highway safety."

2.36 Given the site levels, HGV access is proposed via the Bursledon Road access as gradients on site would make it difficult for HGVs to route within the site to the West End Road access. As such, the 16.5 metre articulated vehicle tracking was designed to demonstrate that larger vehicles could access the site, albeit using the full width of the A27 or the site access to complete the manoeuvre.

2.37 It is considered that this can be addressed at the reserved matters stage should the site come forward with a HGV use on the West End Road portion of the site.

"Consideration is also given to CD 123 guidance on the selection of priority junction type based on major and minor road two-way AADT flows. Taking into account the background traffic flows and proposed development traffic generation, the estimated AADT could push the junction into the ghost island category, when plotted against CD 123 Figure 2.3.1.

When taking this into account, along with the other concerns raised in this response, the proposed West End Road site access is not currently accepted, pending further justification and junction modelling."

2.38 This junction has been subject to a Junction 9 (PICADY) assessment, as requested later within the HCC response, alongside being subject to a Stage 1 Road Safety Audit.

2.39 The junction has been modelled using the one-hour profile for the with development scenarios. The Junctions 9 (PICADY) output is included at **Appendix I**, with Table 2.2 summarising the modelling results.

Arm	Weekday Morning Peak		Weekday Evening Peak	
	RFC	Queue	RFC	Queue
2031 with Development (Warehousing)				
Site Access	0.00	0.0	0.04	0.0
A27 (Right Turn)	0.01	0.0	0.00	0.0
2031 With Development Sensitivity Test (Parcel Distribution Centre)				
Site Access	0.22	0.3	0.14	0.2
A27 (Right Turn)	0.02	0.0	0.01	0.0

Table 2.2: A27 Site Access Junctions 9 (PICADY) Results Summary

2.40 The above demonstrates that the junction would operate with minimal queuing or delay on the network. This, coupled with the Road Safety Audit, indicates that the junction would not have a severe impact on the local highway network in either road safety or highway capacity impacts and therefore that the junction design would be suitable for the proposed use.

Stage 1 Road Safety Audit (RSA)

"Problem 2.1 – vehicle swept path analysis should be provided at this stage."

2.41 As referenced above, this is provided at **Appendix E**.

"Problem 2.3 – the response provided is accepted however it should be annotated accordingly on the submitted drawings."

2.42 The access drawings at **Appendix C** have been updated to highlight locations where vegetation cut back is required to demonstrate visibility splays can be accommodated.

"Problem 2.11 – the response provided is accepted however the dimensions should be shown on the drawings."

2.43 Annotations and dimensions have been included within the drawings included at **Appendix C**.

"Problem 2.12 - Preliminary consideration should be given to this now. The current designs are 'goalposts' however the design has no margin and therefore signage would reduce the effective width. Given that space is limited, the preliminary design should be agreed at this stage."

2.44 An indicative signage location is included in the scheme at **Appendix C**. This will be subject to detailed design, but noting the sign would be provided at a 2.4 metre height to allow for pedestrians and cyclists to utilise the space under the sign in accordance with the HCC Technical Guidance.

Traffic Impact

"It is requested that the full survey data, including the peak hour calculations, are provided for review."

2.45 The full survey data, including saturation flows and signal timings, is included at **Appendix J**.

General Traffic Signalised Junction Comments

"In order to allow the Highway Authority to fully review the proposals, the following information is requested:

1. LinSig modelling files.

2. Drawing(s) indicating visibility splays relevant to the traffic signals.

3. Existing controller specification for the A3024 bursledon Road / Botley Road junction.

4. Signal timings survey.

5. Saturation flow surveys and any subsequent calculations

6. Traffic survey results, including flows and queues."

2.46 Noted, the above information is provided either in appendices to this report (for the drawings and traffic survey results including saturation flows and signal timings) or separately for the LinSig modelling outputs.

2.47 The junction modelling was prepared based on observed signal timings and saturation flows and therefore the controller specification for the Botley Road junction has not been obtained.

"All LinSig modelling - The traffic flow matrices presented in the LinSig outputs do not match the flows presented within the TA. For example, the 2025 Demand Flows AM scenario has a flow from D to E (Bert Betts way to Providence Hill) of 250 PCUs, figure L.1 of the TA suggests this should be 140 PCUs. Another example is D to F (Bert Betts Way to Hamble Lane), the LinSig shows 479 PCUs in the AM peak, whereas Figure L.1 has 673 PCUs. There are inconsistencies across all of the scenarios.

It is unclear how the junction survey flows been developed into an OD matrix across the whole network. If they have been 'finessed', please provide the calculations and/or describe the methodology employed."

2.48 Traffic flow matrices have been prepared by adding the arm by arm turning counts within the LinSig 'turning counts view' and using the LinSig matrix estimation tool. The input flows are demand flows including any recorded queues on the network. LinSig turning count view provides an output, including GEH values, which have been prepared for the weekday morning and evening peak hours and are attached at **Appendix K**. These indicate that all flows score below 0.5 GEH, reflecting a good match across the network.

"All LinSig modelling- It is unclear why different models have been provided for the AM and PM peak hours. All scenarios using the same link structure should be within one model to ensure consistency."

2.49 Given the levels of queuing on the network, an AM and PM version of the model was prepared to attempt to match queuing on the A3024 Bert Betts Way in the weekday evening peak hour. This arm experienced a mean maximum queue of 56 and 55 vehicles in the two lanes, far exceeding what the give way estimation predicted. As such an intercept correction was applied to this arm in the evening to reflect the levels of queueing observed in the surveys in the modelling within the Transport Assessment.

2.50 With the AM arm not experiencing this volume of queuing, two versions of the model were therefore presented within the TA.

A3024 Bursledon Road/Botley Road Existing Junction Model

The model includes DoS above 100% in the AM peak on both Botley Road approaches. It should not be possible to have a DoS above 100% within a calibrated model in a surveyed scenario, as the capacity must have been sufficient for the traffic to be counted through the junction.

The phase lettering does not match the controller specification; it should be:

A. Bursledon Road eastbound

B. Bursledon Road westbound

C. Le Marechal Avenue (Kestrel Park) right turn

D. Le Marechal Avenue (Kestrel Park) left turn

E. Bursledon Road eastbound right turn

F. Pedestrians across Bursledon Road

G. Pedestrians across Le Marechal Avenue (Kestrel Park)

The phase minimum greens are incorrect as they do not match the controller specification; the minimums should be:

Min E 3

Min F 6

Min G 5

Min H 7

The existing intergreens are incorrect; based on the correct phasing, the matrix should be:

The right turn into Le Marechal Avenue is an indicative arrow, yet this arm has not been set up as a give-way.

Lane J2:4/1 has a saturation flow but this should be an infinite saturation flow.

Bursledon Road is high speed (40mph speed limit) and therefore 2 seconds should be added to each of the Bursledon Road phases as they lose right of way."

2.51 Noted, the modelling in the existing layout has been updated to reflect the above. The updated modelling outputs are presented in Table 2.3, with the LinSig output included at **Appendix L**.

2.52 An intercept correction is applied to the A27 Providence Hill arm, with the Junctions 9 derived coefficient suggesting the arm operates with a degree of saturation in excess of 200%. Based on the observed survey data, this clearly does not occur in practice and therefore the capacity correction has been applied.

Arm	2025 Baseline – Weekday Morning Peak		2024 Baseline – Weekday Evening Peak	
	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
A3024 Bursledon Road/Botley Road Junction				
A3024 Bursledon Road (W)	70.0	22.6	67.7	23.9
Botley Road (N)	60.5	5.4	29.9	2.6
A3024 Bursledon Road (E)	76.5	24.7	74.1	23.2
Botley Road (S)	98.0	22.9	95.4	21.6
A3024 Bursledon Road/Le Marechal Avenue Junction				
A3024 Bursledon Road (W)	78.2	21.0	62.6	13.5
A3024 Bursledon Road (E)	60.0	12.4	66.6	16.1
Le Marechal Avenue	91.5	7.8	31.2	1.4
Windhover Roundabout				
A3024 Bursledon Road	77.9 68.2	11.0 9.6	55.8 54.4	5.9 6.5
A3024 Circulation Stopline	91.1 84.4	11.8 7.1	71.1 65.7	5.4 3.7
A3025 Hamble Lane	93.3 93.6	17.0 17.4	89.3 86.9	12.6 12.0
Hamble Lane Circulation Stopline	48.5 51.7 58.5	0.5 7.7 8.7	44.2 51.2 54.6	0.4 7.1 7.3
A27 West End Road	105.2	34.5	87.8	8.8
A3024 Bert Betts Way	83.8 72.5	7.8 4.8	83.2 82.0	7.1 6.7
A27 Providence Hill	97.0	14.1	68.9	2.8

Table 2.3: Observed Baseline LinSig Results Summary

2.53 The above demonstrates that Windhover Roundabout operates close to its theoretical capacity in the baseline peak hours. Whilst a degree of saturation above 100% is recorded on the West End Road arm in the weekday morning peak hour, no intercept correction has been applied on this arm. The queue and throughput results broadly match the surveys for this arm, when accounting for the LinSig matrix estimation adding 12 additional vehicle movements onto this arm. With this arm operating as a give way arrangement, there are limited gaps in the traffic created by the signals at the A3024 Bursledon Road arm of the roundabout to allow vehicles to exit the A27. From the above results, there is limited capacity in this arm of the junction to exit the junction should higher traffic flows occur in the future.

2.54 To aid model validation and calibration, consideration has been given to mean maximum queue results and throughput on each stopline to check the model operation. Table 2.4 summarises the model throughput data alongside the traffic survey flows for each arm, which reflect vehicles crossing each stopline of the junction within the survey time period.

Arm	Weekday Morning Peak		Weekday Evening Peak	
	Traffic Survey Throughput	Model Entry Flows	Traffic Survey Throughput	Model Entry Flows
Windhover Roundabout				
A27 West End Road	478	490	731	729
A3024 Bert Betts Way	1,339	1,322	1,197	1,197
A27 Providence Hill	671	662	487	491
A3025 Hamble Lane	1,242	1,216	1,085	1,084
A3024 Bursledon Road	1,151	1,171	874	870
A3024/Le Marechal Avenue				
A3024 Bursledon Road (East)	740	747	941	934
Le Marechal Avenue	174	171	58	57
A3024 Bursledon Road (West)	1,023	1034	872	869
A3024/Botley Road				
Botley Road (North)	102	109	51	52
A3024 Bursledon Road (East)	744	743	850	850
Botley Road (South)	348	341	320	323
A3024 Bursledon Road (West)	637	624	628	632

Table 2.4: Linked Junctions Throughput Comparison

2.55 The above demonstrates that all arms are provided with similar levels of throughput to those counted within the traffic surveys, indicating the junction validates well in this regard.

2.56 Table 2.5 provides a comparison of the mean maximum queue recorded within the model and within the traffic surveys.

Arm	Weekday Morning Peak		Weekday Evening Peak	
	Traffic Survey MMQ	Model MMQ	Traffic Survey MMQ	Model MMQ
Windhover Roundabout				
A27 West End Road	9.25 12.8	34.5	15.0 10.5	8.8
A3024 Bert Betts Way	8.75 6.0	7.8 4.8	56.5 55.0	7.1 6.7
A27 Providence Hill	9.0 15.0	14.1	12.8 18.0	2.8
A3025 Hamble Lane	1.25 11.5 10.8	17.0 17.4	1.75 11.0 10.5	12.6 12.0
A3024 Bursledon Road	5.0 10.3 10.8	11.0 9.6	3.75 9.75 8.5	5.9 6.5
A3024/Le Marechal Avenue				
A3024 Bursledon Road (East)	9.5	12.4	13.8	16.1
Le Marechal Avenue	2.25 6.75	7.8	1.75 2.0	1.4
A3024 Bursledon Road (West)	35.5 0.25	21.0	7.5 0.5	13.5
A3024/Botley Road				
Botley Road (North)	8.0	5.4	3.25	2.6
A3024 Bursledon Road (East)	5.5 29.3	24.7	42.3 53.3	23.2
Botley Road (South)	0.75 18.5	22.9	0.75 20.8	21.6
A3024 Bursledon Road (West)	36.8 0.0	22.6	19.0 2.5	23.9

Table 2.5: Linked Junctions Queueing Comparison

2.57 The above table indicates that queuing levels are broadly consistent with the recorded queue data in the weekday morning peak hour. In the weekday evening peak hour, additional queuing levels are recorded from Hamble Lane to the south of the model extent, which impacts on the recorded queues along Bert Betts Way in particular.

Windhover Roundabout Proposed Partial Signalisation

"The queue on the Providence Hill arm extends a significant distance in the PM peak, and an increase in circulating traffic resulting from the development will make getting out of Providence Hill even harder and will likely increase this queueing. The PM peak southbound queue on Hamble Lane is not reflected in the modelling, which is acceptable as the junction on Hamble Lane is outside the scope of the model, and in any case, LinSig may not be an appropriate tool for assessing this type of situation.

It is considered necessary to signalise the Providence Hill arm as well.

The model includes DoS above 100% in the PM peak. It should not be possible to have a DoS above 100% on a calibrated model in a surveyed scenario, as the capacity must have been sufficient for the traffic to have been counted through the junction.

The junction has been coded as two separate controllers; it should be 1 controller, 2 streams as per the existing configuration.

The phasing is incorrect; phasing should match the existing controller specification as follows:

The intergreen matrix is incorrect; The existing controller configuration has all intergreens set to 6 seconds, not 5.

The opposing Lane Coefficient used for Providence Hill does not match the Junction 9 modelling.

Additional checks on Windhover Roundabout will be completed once the LinSig files are received."

2.58 The above modelling points have been updated within the baseline modelling update provided in Table 2.3. This includes updating the Providence Hill coefficient in the baseline modelling, though this has been altered to provide intercept correction to provide more realistic modelling outputs to reflect the collected traffic survey data. To provide a robust mitigation scheme development, the coefficient has been raised to the Junctions 9 modelling output value within the with development modelling scenarios.

2.59 With regards to the weekday evening peak hour queuing, any queue on Hamble Lane occurred outside of the scope of the traffic surveys. As such this is difficult to replicate within the LinSig modelling, with the A3024 Bert Betts Way arm of the junction being the arm most impacted by increased queuing compared to the model predictions.

2.60 Despite this, the proposed junction modelling allows for the operation of the junction to be assessed. Should any queue onto the modelled network occur, the signal arrangements would allow vehicles to proceed into the junction within gaps of the traffic, using the existing keep clear arrangements on the A27 Providence Hill arm of the junction, alongside creating gaps through the traffic signals being called for the A3024 and roundabout circulatory arm at Bert Betts Way. In view of this, the conclusions of the modelling below are likely to reflect the development impact on the operation of the junction and demonstrate how signalisation could assist in the junction operation.

2.61 The future year modelling has also been updated to reflect these changes and is provided in Table 2.6, with the LinSig output included at **Appendix L**.

Arm	2025 Baseline – Weekday Morning Peak		2024 Baseline – Weekday Evening Peak	
	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
A3024 Bursledon Road/Botley Road Junction				
A3024 Bursledon Road (W)	72.2	23.8	69.3	24.7
Botley Road (N)	62.7	5.7	29.9	2.6
A3024 Bursledon Road (E)	76.2	24.4	74.6	23.7
Botley Road (S)	101.5	26.9	97.5	23.2
A3024 Bursledon Road/Le Marechal Avenue Junction				
A3024 Bursledon Road (W)	80.6	22.7	64.1	14.1
A3024 Bursledon Road (E)	59.7	12.3	67.1	16.2
Le Marechal Avenue	94.0	8.7	31.2	1.4
Windhover Roundabout				
A3024 Bursledon Road	76.6 73.4	10.5 10.9	57.1 55.6	6.2 6.6
A3024 Circulation Stopline	89.5 78.1	10.4 5.6	74.0 67.1	6.0 4.0
A3025 Hamble Lane	113.3 84.2	64.9 12.6	92.8 90.8	14.6 13.8
Hamble Lane Circulation Stopline	52.7 46.9 60.8	0.6 6.7 8.7	45.2 52.3 55.6	0.4 7.3 7.5
A27 West End Road	112.5	51.4	93.9	11.4
A3024 Bert Betts Way	93.4 73.5	15.2 5.3	85.8 82.6	9.0 7.7
A27 Providence Hill	122.9	82.5	71.0	2.9

Table 2.7: 2031 Future Year Modelling Results Summary

2.62 With a number of mitigation measures put forward to facilitate development traffic on the West End Road arm of the junction, the with development scenarios have been run in the with mitigation scheme scenario only. Table 2.8 summarises the weekday morning peak hour scenarios and Table 2.9 summarises the weekday evening peak hour scenarios, with the LinSig output for the with development scenario included at **Appendix M**.

2.63 This model includes the HCC request for the junction to operate with separate right turning phases within the junction operation. To accommodate this request in capacity terms, the site access arm of the junction has been amended to be a left turn only egress arrangement.

2.64 Within the proposed model, the pedestrian intergreens associated with the existing junction have been retained, with 0 seconds intergreen provided for the pedestrian to vehicle intergreen periods.

2.65 Given the West End Road access has been modelled within Junctions 9 at Table 2.2 of this report, this arm is not summarised in the tables below though remains included within the LinSig outputs at **Appendix M**.

Arm	2031 with Development (Warehousing)		2031 Sensitivity Test (Parcel Distribution)	
	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
A3024 Bursledon Road/Botley Road Junction				
A3024 Bursledon Road (W)	68.5	22.5	69.0	22.7
Botley Road (N)	83.6	7.1	83.6	7.1
A3024 Bursledon Road (E)	75.0	24.3	76.5	25.4
Botley Road (S)	87.4	18.3	87.4	18.3
A3024 Bursledon Road/Le Marechal Avenue Junction				
A3024 Bursledon Road (W)	97.3	44.8	97.7	45.6
A3024 Bursledon Road (E)	71.4 21.3	19.1 1.5	72.7 42.1	19.7 3.0
Le Marechal Avenue	97.3	10.4	97.3	10.4
Site Access	25.8	1.5	92.5	9.2
Windhover Roundabout				
A3024 Bursledon Road	92.0 87.8	16.1 14.3	97.7 95.7	22.7 20.4
A3024 Circulation Stopline	88.1 77.5	10.9 5.9	89.6 79.1	11.3 6.0
A3025 Hamble Lane	91.3 85.6	17.0 14.3	92.7 86.9	17.9 14.8
Hamble Lane Circulation Stopline	52.8 58.7 70.2	0.6 9.7 10.6	53.6 61.4 72.2	0.6 10.8 11.7
A27 West End Road	93.1	11.4	91.2	11.1
A27 Circulation	46.8 77.8	7.3 23.9	51.1 84.6	8.9 25.9
A3024 Bert Betts Way	92.7 75.0	20.8 12.6	91.0 78.4	19.9 14.0
A3024 Circulation	66.2 9.8	6.6 0.9	69.7 11.7	7.7 1.2
A27 Providence Hill	90.4	10.5	96.3	13.5

Table 2.8: 2031 with Development Weekday Morning Peak Hour Scenarios

Arm	2031 with Development (Warehousing)		2031 Sensitivity Test (Parcel Distribution)	
	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
A3024 Bursledon Road/Botley Road Junction				
A3024 Bursledon Road (W)	69.5	24.9	70.5	25.5
Botley Road (N)	29.9	2.6	29.9	2.6
A3024 Bursledon Road (E)	81.4	29.5	82.3	30.5
Botley Road (S)	97.5	23.2	97.5	23.2
A3024 Bursledon Road/Le Marechal Avenue Junction				
A3024 Bursledon Road (W)	75.3	21.7	76.1	21.9
A3024 Bursledon Road (E)	82.9 29.6	26.6 1.7	83.6 43.7	26.9 2.6
Le Marechal Avenue	31.7	1.5	31.7	1.5
Site Access	39.1	1.9	85.0	5.9
Windhover Roundabout				
A3024 Bursledon Road	65.1 74.7	6.6 9.3	70.7 78.6	7.8 10.2
A3024 Circulation Stopline	60.3 70.1	6.5 10.5	61.3 71.0	6.7 10.7
A3025 Hamble Lane	89.4 89.0	12.6 12.8	89.5 89.3	12.7 12.9
Hamble Lane Circulation Stopline	45.5 54.0 64.0	0.4 4.6 3.2	46.0 56.3 65.5	0.4 4.7 3.4
A27 West End Road	82.0	10.2	84.5	11.2
A27 Circulation	62.1 68.2	8.8 22.2	64.2 70.3	9.5 22.3
A3024 Bert Betts Way	81.6 86.4	12.1 13.9	81.6 89.3	12.1 15.3
A3024 Circulation	79.9 19.1	7.1 3.3	81.5 20.3	7.4 3.4
A27 Providence Hill	65.2	4.8	70.3	4.9

Table 2.9: 2031 with Development Weekday Evening Peak Hour Scenarios

2.66 The above tables demonstrate that the junction would operate within capacity in all scenarios assessed. Including the robust Junctions 9 lane coefficient, the A27 Providence Hill arm is forecast to operate within capacity with the remaining arms converted to a signalised arrangement, therefore it is not considered necessary to signalise this arm as a result of the development proposals impact on the junction.

2.67 Queuing on the A27 circulatory arm is shown to reach the capacity of the lane in the sensitivity test scenarios, however it is noted that the 25.9 PCU queue would be split across lanes as lanes 3 and 4 on the inside of the roundabout are grouped into one queue. As such, it is not considered that this queue would extend back to the next signalised arm of the roundabout junction.

2.68 Similarly, along the A3024 Bursledon Road westbound, the 26 PCU queue forecast in the sensitivity test weekday evening peak hour scenario can be accommodated across both arms of Bursledon Road, noting

that these vehicles would merge into the left lane to progress through the site access signal junction along this length of route between the signal junction and the roundabout.

2.69 Notwithstanding the above results, it is noted that there is flexibility in how the signal operation occurs in the future. As such, Table 2.10 summarises the sensitivity test (parcel distribution use) scenarios were the original give way right turning staging is retained at the junction. This output is included at **Appendix N** and demonstrates that there are options available during the detailed design of the signal junction operation as to how the phasing and staging occurs.

Arm	Weekday Morning Peak		Weekday Evening Peak	
	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
A3024 Bursledon Road/Botley Road Junction				
A3024 Bursledon Road (W)	74.1	24.8	70.5	25.5
Botley Road (N)	83.6	7.1	29.9	2.6
A3024 Bursledon Road (E)	81.8	28.4	82.3	30.5
Botley Road (S)	87.4	18.3	97.5	23.2
A3024 Bursledon Road/Le Marechal Avenue Junction				
A3024 Bursledon Road (W)	92.6	37.0	73.3	20.2
A3024 Bursledon Road (E)	65.8 74.5	16.4 2.8	41.9 42.7	7.9 8.1
Le Marechal Avenue	97.3	10.4	26.0	1.4
Site Access	86.7	7.7	87.9	6.1
Windhover Roundabout				
A3024 Bursledon Road	96.7 95.1	21.3 19.6	64.0 83.5	6.5 11.5
A3024 Circulation Stopline	90.0 78.6	11.5 5.9	62.1 69.7	6.6 10.4
A3025 Hamble Lane	92.8 86.8	18.0 14.7	91.4 87.5	13.8 12.2
Hamble Lane Circulation Stopline	53.6 59.6 73.1	0.6 10.8 12.1	46.0 58.6 62.4	0.4 4.1 3.2
A27 West End Road	95.3	13.6	81.9	10.5
A27 Circulation	52.1 85.8	9.1 25.7	67.4 79.9	11.1 22.0
A3024 Bert Betts Way	91.0 78.4	19.9 14.0	85.2 93.2	13.0 17.3
A3024 Circulation	74.1 11.3	7.7 1.5	84.1 20.0	7.4 3.5
A27 Providence Hill	95.1	12.8	65.3	4.9

Table 2.10: 2031 with Development Sensitivity Test with Give Way Right Turning Modelling Results Summary

2.70 This arrangement provides a betterment in terms of A3024 Bursledon Road operation due to the removal of a stage of the junction when compared to the right turn movements forming a separate stage overall, with associated intergreen period time loss.

2.71 Whilst HCC have noted that traffic giving way across multiple lanes would form a road safety issue, a number of instances of this are noted in the Hampshire area which do not have a history of turning collisions within the latest available five-year period in line with the PPG collision review requirements. An example of this include the A2030 Havant Road/A2030 Eastern Road signal junction in Havant which involves right turn across two lanes of traffic. This has recorded four collisions in two years, none involving traffic turning from main road to minor arm.

2.72 Additional instances of non-signalised give-way arrangements of vehicles giving way across two lanes are noted along the A27 to the north of St Margaret's Roundabout, which would operate similarly to the potential signal operation, albeit with the signals providing an intergreen period to allow turning movements to clear the junction.

2.73 It is also noted that the junction staging arrangement was provided to the Road Safety Audit team ahead of the audit and no issues were raised regarding this within the Audit.

2.74 In view of the above, both staging arrangements are considered to provide a safe and suitable access into the development site.

A3024/Le Marechal Avenue/Site Access Proposed Junction

"The design illustrates both Bursledon Road right-turn lanes running under a full traffic phase (not indicative or separately signalled). The Eastbound right turn requires traffic to give way to two lanes of Westbound traffic with a 40mph limit. Experience in Hampshire has shown that this arrangement is unsafe both in terms of speed and number of lanes. Therefore, this staging arrangement is not acceptable on highway safety grounds.

In addition to the concerns previously raised in relation to the internal layout and the principle of two site accesses, from an operational perspective there is insufficient space available to locate the vehicle detection for the signals. A minimum distance of 30m is required to position the detection. The length of the 2 lane is very short and should be lengthened to make it effective. For the site access road approach to the signals, consideration should be given to either:

a single gated access is provided serving both sites located where the western site access gate is currently shown. This would be a straight approach to the signal junction which could flare out to 2 lanes for a meaningful distance. It would allow vehicle detection to be located in a single lane 30m from the stop line, or

the eastern site access road forms the side road to the main site access road serving the western site.

Another access solution."

2.75 The form of the junction in terms of the staging is provided within the previous junction modelling section of this report.

2.76 The internal arrangement is noted to be in outline for this application, however the indicative internal arrangement has been updated to allow the eastern unit to give way to the western unit on the access road. This provides a longer route on approach to the junction to allow for vehicle detection. The finalised layout for the internal site will be considered during the Reserved Matters stage.

M27 Junction 8/Dodwell Lane/A3024 Bert Betts Way

"Comparing the 2031 baseline and 2031 'with development' (parcel distribution) modelling results predicts that the junction would experience a reduction in capacity and an increase in queuing. This is of particular concern at the Dodwell Lane arm which is already overcapacity during the baseline scenario. Similarly, the A3024 is already approaching capacity during the baseline scenario."

2.77 This junction modelling has been validated and calibrated with consideration has been given to mean maximum queue results and throughput on each arm to check the model operation. Table 2.11

summarises the model throughput data alongside the traffic survey flows for each arm, which reflect vehicles crossing each give way line at the junction within the survey time period.

Arm	Weekday Morning Peak		Weekday Evening Peak	
	Traffic Survey Throughput	Model Entry Flows	Traffic Survey Throughput	Model Entry Flows
Dodwell Lane	767	689	611	548
M27 East	811	702	832	756
A3024 Bert Betts Way	1,696	1,499	1,450	1,304
M27 West	701	584	805	721

Table 2.11: M27 Junction 8 Throughput Comparison

2.78 The above demonstrates that the model underestimates throughput compared to the modelling results obtained. As such, this provides an underestimation of the junction capacity compared to the survey data.

2.79 Table 2.12 provides a comparison of the mean maximum queue recorded within the model compared to the survey data. Whilst reference is given to queues in terms of reviewing the model operation, it is noted that the Junctions 9 user guide states that *"individual observations of queue lengths on site on any one occasion may differ considerably from those predicted"*. As such, throughput has been considered to reflect the key junction validation criteria for the purposes of assessment.

Arm	Weekday Morning Peak		Weekday Evening Peak	
	Traffic Survey MMQ	Model MMQ	Traffic Survey MMQ	Model MMQ
Dodwell Lane	12.5 9.25	5.9	4.5 12.3	1.0
M27 East	11.3 4.25	1.6	15.0 15.0	1.4
A3024 Bert Betts Way	20.8 31.8	2.9	12.0 12.3	2.0
M27 West	8.25 12.0	1.2	13.8 13.5	1.4

Table 2.13: M27 Junction 8 Queueing Comparison

2.80 Whilst the above indicates that the model underestimates queuing, it is noted that some external queuing factors have been noted following a subsequent review of the weekday morning peak operation. This is illustrated in Figure 2.1.



Figure 2.1: A3024 Bert Betts Way Collision

2.81 A collision on the A3024 occurred at approximately 07:35 and resulted in fewer vehicles being able to enter the roundabout due to a lane being partially blocked. Within the queue data, the final half of the peak hour experiences increased queuing compared to the first part of the hour, reflecting the lane blockage. Without this collision, the queuing recorded was 7 vehicles and 15.5 vehicles in each lane, increasing to 34.5 and 48 vehicles within the second half of the survey. As such, the MMQ figure for this arm would overestimate typical queuing on this approach.

2.82 Similarly, in the weekday evening peak hour, potential queuing from Hamble Lane could reach the junction based on the surveyed 55 vehicle queue from the weekday morning peak hour survey data. As such, queuing on the M27 and Dodwell Lane arms in the evening peak hour is likely to overestimate the true junction capacity in these periods.

2.83 Overall, the junction model provides an estimate of the junction operation and likely impacts of the development, identifying that the with development scenario would continue to operate within capacity. Dodwell Lane is forecast to operate over capacity in the sensitivity test scenario, though it is noted that this modelling does not make any allowance for measures included within the Travel Plan and additional elements to encourage active travel proposed by the development which would reduce the traffic impact in these scenarios.

West End Road/Site Access

"The proposed site access junction should also be modelled within Junctions10, given that it is proposed to be a simple priority junction."

2.84 Noted, this has been undertaken at Table 2.2.

Development Impact at Other Junctions

"The parcel distribution centre traffic flows suggest that the development is likely to have an impact at other junctions on the local highway network, with junctions potentially experiencing an increase of at least 30 trips during the weekday AM and PM peak periods. However, the submitted traffic flow diagrams do not show development trips at junctions beyond those tested in the TA, and the Highway Authority cannot determine whether addition junction modelling would be required."

2.85 The assessment covers the extent of junctions which experience a 30 vehicle increase in development associated with the proposed scheme.

2.86 The sensitivity test assessment of a worst case parcel distribution centre operation, with the traffic flow diagrams at Appendix L of the Transport Assessment demonstrating that no other junction on the local highway network would exceed 30 vehicles in either peak hour. The M27 arms would experience the highest increases outside of the traffic flow diagram extent, with these vehicles distributing across the wider strategic road network and not requiring additional assessment.

Summary

"Overall, the submitted junction modelling indicates that the development would result in a material reduction in capacity and an increase in queuing across multiple junctions on the local highway network, necessitating a package of direct mitigation measures. However, the significant number of coding errors, inconsistencies between the LinSig outputs and traffic flow diagrams, and discrepancies in relation to the model phasing, intergreens and minimum greens against the existing controller specifications mean that the modelling cannot currently be relied upon to demonstrate the effectiveness of the proposed mitigation package.

The proposed simple priority form of the West End Road/Site Access junction has not been tested using appropriate software (Junctions10) or checked against DMRB guidance on junction type selection. Until this information is provided and the modelling is corrected and re-run, the Highway Authority is unable to confirm that the proposed mitigation is either necessary or sufficient to accommodate the residual cumulative impact of the development, and the traffic impact of the proposal cannot be considered acceptable at this stage."

2.87 Overall, the above is considered to address the above comments raised by HCC and modelling comments raised by National Highways, demonstrating that the development would not result in a severe impact on the local highway network in either a capacity or road safety perspective.

Accessibility and Sustainability

Walking, Cycling and Horse-Riding Assessment and Review (WCHAR)

"However, these improvements are consistently framed in aspirational terms, and none are currently reflected in the mitigation package set out in the TA, which is limited to vehicular capacity works at Windhover Roundabout and the A3024 corridor. This is considered a significant omission, given the scale of the proposed development.

There is an existing uncontrolled crossing over the West End Road approach and adjacent circulatory carriageway; should this arm be signalised as part of the scheme, retaining an uncontrolled crossing at this location would not be acceptable on highway safety grounds.

There is also clear evidence of an established pedestrian desire line across the Hamble Lane approach splitter island, yet the only formal uncontrolled crossing provided is located well to the south, away from the direct route to Providence Hill.

The junction modelling predicts that the development will result in a material reduction in capacity and an increase in queuing at Windhover Roundabout, the A3024 corridor and M27 Junction 8, requiring direct mitigation in the form of additional lanes, signalisation and signal timing changes. Since this mitigation necessarily involves remodelling the same junction arms and stop lines that the WCHAR identifies as deficient for pedestrians and cyclists, there is a clear opportunity for the active travel opportunities identified in the WCHAR to be delivered as an integral part of that same highway mitigation, rather than treated as a separate, discretionary matter.

Given the scale of the proposed development, direct and indirect mitigation is considered proportionate and necessary to offset the residual vehicular impact identified through the junction modelling.

In order to provide a safe and convenient route to the trip generators identified in the WCHAR, and to properly accommodate existing pedestrian movements rather than displace them, it is considered that the following pedestrian/cycle provision could be incorporated into the Windhover Roundabout design as part of the signalisation works:

West End Road arm (linking the north of the site and West End Road to Providence Hill):

Puffin crossing over the West End Road approach

Toucan crossing over the West End Road exit

Toucan crossing over the West End Road circulatory carriageway

Upgrade of the route through the centre of the roundabout to a 3m shared use footway/cycleway

Providence Hill arm:

Puffin or Toucan crossing over the Providence Hill approach

Toucan crossing over the Providence Hill exit

Toucan crossing over the Providence Hill circulatory carriageway Hamble Lane arm:

Toucan crossing over the Hamble Lane entry

Toucan crossing over the Hamble Lane exit

Upgrades to tie the cycleway into surrounding links

Bursledon Road arm:

Puffin/Toucan crossing over the Bursledon Road entry

Puffin/Toucan crossing over the Bursledon Road exit

On this basis, it should be confirmed which of the WCHAR-identified

opportunities will be delivered as part of the development proposals, along with the above arm-by-arm crossing provision to be secured alongside the vehicular capacity mitigation."

2.88 In view of the above, and in accordance with the results on the network modelling undertaken above, additional signalised crossings are proposed over the A27 West End Road, A3024 Bursledon Road and the A3025 Hamble Lane to improve the situation for pedestrians and cyclists around the junction. These also improve the connectivity between the development site and residential areas to the east of the M27 accessed via Bert Betts Way, alongside providing improved links for all users over the Hamble Lane and Bursledon Road arms of the junction.

2.89 To review the junction operation with the pedestrian crossings installed, an additional modelling scenario has been run and is presented in Table 2.14 for the weekday morning peak hour and Table 2.15 for the weekday evening peak hour scenarios. The LinSig output including the additional pedestrian crossings is provided at **Appendix O**.

2.90 The pedestrian crossings have been designed with intergreens in accordance with the Traffic Signs Manual: Traffic Control, including vehicle to pedestrian and pedestrian to vehicle intergreens.

Arm	2031 with Development (Warehousing)		2031 Sensitivity Test (Parcel Distribution)	
	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
A3024 Bursledon Road/Botley Road Junction				
A3024 Bursledon Road (W)	68.5	22.5	69.0	22.7
Botley Road (N)	83.6	7.1	83.6	7.1
A3024 Bursledon Road (E)	75.0	24.3	76.5	25.4
Botley Road (S)	87.4	18.3	87.4	18.3
A3024 Bursledon Road/Le Marechal Avenue Junction				
A3024 Bursledon Road (W)	97.3	44.8	97.7	45.6
A3024 Bursledon Road (E)	71.4 21.3	19.1 1.5	72.7 42.1	19.7 3.0
Le Marechal Avenue	97.3	10.4	97.3	10.4
Site Access	25.8	1.5	92.5	9.2
Windhover Roundabout				
A3024 Bursledon Road	94.7 91.7	17.9 15.9	103.0 102.1	33.7 30.0
A3024 Circulation Stopline	93.8 86.6	14.6 9.5	94.3 86.9	15.4 9.6
A3025 Hamble Lane	95.0 95.3	19.0 19.6	95.2 95.3	19.4 19.6
Hamble Lane Circulation Stopline (Lane 1 Ped Crossing on Hamble Lane Exit)	71.4 65.0 75.5	7.8 10.2 11.0	72.2 69.6 78.0	7.8 11.4 11.8
A3024 Bursledon Road Exit Ped Crossing	40.9 18.3	1.1 0.5	43.2 20.1	1.1 0.6
A27 West End Road	97.8	15.0	98.5	16.7
A27 Circulation (Lane 1 Ped Crossing on A27 Exit)	70.2 46.8 82.1	16.1 7.9 25.6	70.6 50.1 87.0	16.2 9.0 26.6
A3024 Bert Betts Way	92.7 75.0	20.8 12.6	92.7 79.8	20.8 14.1
A3024 Circulation	66.2 9.8	7.0 0.1	68.0 11.6	7.7 0.2
A27 Providence Hill	95.0	11.9	99.3	14.6

Table 2.14: 2031 with Development and Pedestrian Crossings Weekday Morning Peak Hour Scenarios

Arm	2031 with Development (Warehousing)		2031 Sensitivity Test (Parcel Distribution)	
	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)
A3024 Bursledon Road/Botley Road Junction				
A3024 Bursledon Road (W)	69.5	24.9	70.5	25.5
Botley Road (N)	29.9	2.6	29.9	2.6
A3024 Bursledon Road (E)	81.4	29.5	82.3	30.5
Botley Road (S)	97.5	23.2	97.5	23.2
A3024 Bursledon Road/Le Marechal Avenue Junction				
A3024 Bursledon Road (W)	75.3	21.7	76.1	21.9
A3024 Bursledon Road (E)	82.9 29.6	26.6 1.7	83.6 43.7	26.9 2.6
Le Marechal Avenue	31.7	1.5	31.7	1.5
Site Access	39.1	1.9	85.0	5.9
Windhover Roundabout				
A3024 Bursledon Road	63.3 76.4	6.4 9.6	69.0 80.2	7.4 10.5
A3024 Circulation Stopline	73.1 69.7	7.9 7.3	74.3 71.0	7.8 7.6
A3025 Hamble Lane	93.9 93.1	15.1 14.7	84.0 93.4	15.2 14.9
Hamble Lane Circulation Stopline (Lane 1 Ped Crossing on Hamble Lane Exit)	64.3 62.9 72.9	7.4 5.4 7.4	65.0 67.5 72.6	7.4 6.4 6.2
A3024 Bursledon Road Exit Ped Crossing	46.8 29.9	1.1 0.8	48.9 30.2	1.0 1.0
A27 West End Road	90.8	13.4	93.6	15.6
A27 Circulation (Lane 1 Ped Crossing on A27 Exit)	39.2 70.1 59.9	3.0 12.8 21.7	40.8 72.1 62.2	3.1 12.8 21.4
A3024 Bert Betts Way	81.6 86.4	12.1 13.9	81.6 89.3	12.1 15.3
A3024 Circulation	79.9 19.1	7.1 3.3	81.5 20.3	7.8 3.4
A27 Providence Hill	66.0	4.9	84.3	7.2

Table 2.14: 2031 with Development and Pedestrian Crossings Weekday Evening Peak Hour Scenarios

2.91 The above demonstrates that the Bursledon Road arm of the Windhover Roundabout junction would start to operate above capacity in the with development sensitivity test weekday morning peak hour scenario, as additional time is provided for the intergreen period associated with the crossing. The roundabout circulation would continue to operate within capacity, with queues able to be accommodated on the lanes predicted for the queuing. For some lanes, such as junction 3 arm 2 lanes 1/2, this would involve the queue dividing across both lanes depending on the vehicle destination.

2.92 Given this improvement seeks to provide active travel improvements in the area, negatively impacting vehicular capacity is not necessarily a negative as this would provide additional incentive to utilise active travel modes in this area. This improvement would be in accordance with the HCC Local Transport Plan, alongside meeting the vision led principles set out within the NPPF.

2.93 In view of the above, the provision of additional signalised crossings within the junction are considered to provide significant benefit in active travel terms that exceeds the potential vehicular impacts associated with reallocation of the stage timings to allow for the intergreens associated with pedestrian crossings over the junction.

Travel Plan

"The TA refers to the preparation of a Framework Travel Plan, however, this document does not appear to have been provided for review."

2.94 The Travel Plan was submitted as part of the planning application. This is provided at **Appendix P** for reference.

Accessibility Summary

"Overall, notwithstanding the comments made earlier in this response in relation to the Framework Travel Plan, the absence of additional mitigation and a package of proportionate committed active travel improvements, particularly given the acknowledged deficiencies identified in the WCHAR, is considered contrary to the HCC Local Transport Plan 4 (LTP4) objectives to prioritise and embed sustainable and active travel modes, and to the LCWIP's identified aspirational improvements for this location.

The development is also considered to be inconsistent with NPPF guidance on promoting sustainable transport and prioritising pedestrian and cycle movements, with the general principle that mitigation for a development's impact should address all modes affected.

On this basis, a Travel Plan alone cannot be relied upon to deliver the necessary mode shift, and further commitment to active travel improvements are required before the application can be considered acceptable in sustainability and accessibility terms."

2.95 In view of the above, this section has demonstrated additional active travel measures to incentivise active travel trips in the area. This, in conjunction with the Travel Plan seek to encourage staff to travel by active modes and meet the aims of local and national policy.

3.0 Response to National Highways Comments

Preamble

3.1 As with the Hampshire consultation response, comments within the latest National Highways response requiring action are replicated in italics below for ease of reference. Each comment is addressed following the National Highways comment.

Site History

"National Highways submitted a response advising that a parcel distribution 'worst case' test might be required in addition to the assessment proposed in the 2024 Transport Assessment [TA] Scoping Note. During pre-application discussions, National Highways advised that the proposed parcel distribution trip rates needed to be higher than those presented by Motion in the Technical Note dated the 19th of November 2024 and should reflect a worst-case scenario.

National Highways also concurred with advice provided by Hampshire County Council [HCC] 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. The TA previously submitted as part of the application did not adopt the rates from the Havant application. Instead, the assessment in the TA was predicated on the average of two Trip Rate Information Computer System [TRICS] sites. The resulting trip rates in the PM peak were lower than those previously presented by Motion during pre-application discussions, which both HCC and National Highways previously advised were too low for the purposes of the assessment within the TA."

3.2 The trip rates within the TA reflected the identified peak periods from the traffic survey. The TRICS output remained unchanged from that presented to NH during the pre-application given the limited number of sites within the TRICS database of a larger size, as requested by HCC during pre-application discussions.

3.3 As a result of the traffic surveys identifying a different peak hour, the weekday peak hour trip rates were altered to match the corresponding peak hour within the TRICS output.

Trip Rates

"JSJV notes that these trip rates are significantly lower than the trip rates in the 2024 Technical Note dated the 19th of November 2024 and TA Table 5.5.

National Highways has the following concerns over site selection:

• Site WS-02-G-02 has been removed due to it being an ATC survey. No justification is provided for this deselection and therefore the removal of this site has to be questioned.

• The new site in Hoyland has a particularly low trips rate. This associated with the large GFA for this site leads to this site heavily influencing the trip generation rates. The table below compares the two way trip rates for the 3 selected sites for each of the hours considered.

This table shows that the additional Hoyland site has a particularly low trip rate which, coupled with the large site area, has led to a considerably lower overall calculated trip rate. It is also clear that the range in trip rates is significant and therefore there is a high risk that, should the development come forward as parcel distribution, the trip rate will be higher than that assessed. Therefore, the approach proposed by HCC and indorsed by National Highways is still considered reasonable and appropriate. JSJV cannot accept that these trip rates provide a 'worst case scenario' for a B8 distribution warehouse.

If the Applicant can demonstrate that the proposed mitigation can accommodate extra traffic associated with a high-operating parcel distribution site, then National Highways may be able to come to a consensus regarding any improvement works at the Windhover Roundabout."

3.4 Site WS-02-G-02 has been deselected as an ATC survey as this presents a resurvey of an existing survey picked up within the TRICS output presented (WS-02-G-01). A review of the TRICS trip rate graphs suggested that the ATC survey reflected lower trip rates for the unit, therefore providing the higher trip rate survey of the site provides a more robust site assessment.

3.5 The Technical Note presented to National Highways, included at **Appendix Q** for reference, sought to demonstrate that sites included within the parcel distribution centre category on TRICS don't have trip rates as high as the Amazon site surveys from the Havant application. The fact an additional site has been surveyed and provides trip rates lower than those presented within the TA demonstrates that the TA trip rates are robust to assess the worst case occupier of the development site, though without providing a worst-case assessment of this worst-case operation.

3.6 In terms of assessment, NPPF TR3 part 3 states *"in assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself."*

3.7 By assessing a parcel distribution sensitivity test scenario, based on the TRICS trip rates, it is considered that a "reasonable future scenario" has been considered given this could be the highest traffic generating use of a B2/B8 unit.

3.8 It is noted that this scenario does not account for potential reductions in traffic generation associated with the active travel improvements put forward by the development, alongside measures contained within the Travel Plan.

3.9 In view of the above, it is considered that the trip generation presented within the TA remains a robust and reasonable assessment of the potential site operation.

Trip Distribution

"Motion should provide further detail as to the HGV trip distribution and overall traffic impacts at M27 Junction 8."

3.10 The HGV trip generation assumes that all HGVs route to and from the strategic highway network of the M27. In the absence of any operator data, these trips were distributed 50/50 between eastbound and westbound, to reflect the site location between Southampton and Portsmouth, with the M3 and A3(M) to route traffic in strategic directions to the north.

3.11 Reviewing the baseline traffic data suggests 61% of inbound HGV movements to Bert Betts Way in the weekday morning peak turn into the network from the M27 west, though compares to 55% of HGV from Bert Betts Way travelling onto the M27 east. As such, a 50/50 type distribution is considered reasonable based on the observed survey data.

Junction Model

3.12 Comments have been provided on the traffic models prepared and submitted as part of the application. In line with Hampshire's comments above, the modelling has been amended and the comments raised by National Highways has been incorporated into the modelling updates.

4.0 Summary

4.1 In summary, this Note seeks to address comments raised by Hampshire County Council Highway Officers within their consultee response in relation to a planning application (reference: O/26/101417) at land adjacent to Windhover Roundabout, Bursledon.

4.2 This Note also seeks to address comments received from National Highways.

4.3 This Note has updated details regarding:

- Access Strategy;
- Active Travel Improvements;
- Junction Capacity Modelling; and
- Trip Generation and Distribution.

4.4 In view of the above, it is considered that the development would not result in severe adverse impact on the transport network in terms of capacity and congestion or an unacceptable impact on highway safety. Therefore, in accordance with the NPPF, there are considered to be no highway related reasons why the development should not be granted planning permission.

Appendix A

Hampshire County Council Highways Consultation Response

Hampshire County Council

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Enquiries to	Jonny Elliott	My reference	060627
Direct Line	N/A	Your reference	O/26/101417
Date	13 August 2026	Email	eastleighdc@hants.gov.uk

For attention of

Dear Sirs

Re: O/26/101417 At Land adjacent to Windhover Roundabout, Bursledon, Bursledon Road, Bursledon, SO31 8BN

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

I refer to your consultation for the above planning application and would offer the following comments.

The proposed development is for a flexible B2/B8 warehouse of approximately 200,000 ft2, with ancillary offices, buildings, parking and associated works.

Existing Highway Conditions

The application site is located to the north of Windhover Roundabout. This is a five-arm part-signalised roundabout junction which consists of the A27 West End Road / A3024 Bert Betts Way / A27 Providence Hill/ A3025 Hamble Lane / A3024 Bursledon Road arms.

The site is bound by the A27 West End Road to the east. This is a classified highway which is subject to a 40mph speed limit. The road includes street lighting, and a footway is present on the site frontage. The West End Road arms meeting the roundabout junction via a give-way arrangement.

The A3024 Bursledon Road forms the west site boundary. This is a classified highway which is subject to a 40mph speed limit. The road is lit and a footway is present on the site frontage, with a shared footway / cycleway on the west side of the carriageway. The junction of Bursledon Road and the roundabout is signal controlled, and there is an uncontrolled pedestrian crossing with refuge present on the approach to the roundabout junction.

The signalised junction of Bursledon Road / Le Marechal Avenue is located opposite the site; this includes signalised pedestrian and cycle crossing facilities. A bus stop and layby are also present on the site frontage on Bursledon Road.

Section 3.0 of the TA presents an analysis Personal Injury Collision (PIC) data across the study network for the most recent 5-year period, identifying 67 collisions in total, comprising of 59 ‘slight’ severity collisions and 8 with serious injuries. The TA concludes that the collision record does not identify any cluster or common causation factors attributable to the local highway network, and that the development would not result in an increase in either the number or severity of collisions. This assessment and conclusion is considered reasonable in principle, and no objection is raised to the methodology or findings presented in this section.

Notwithstanding the above, whilst the historic collision records do not indicate a specific existing safety issue for vulnerable road users, this should be considered alongside the findings of the WCHAR, which identifies existing deficiencies in pedestrian and cycle provision at Windhover Roundabout. The low number of recorded pedestrian and cycle collisions at this location may therefore reflect the limited existing pedestrian and cycle activity resulting from these deficiencies, rather than confirming that the junction is inherently safe for these users once activity increases as a result of the development proposals.

Site Access and Proposed Highway Works

Access to the site is proposed to be gained via two accesses from the A3024 Bursledon Road and the A27 West end Road:

A3024 Bursledon Road

The Bursledon Road site access is proposed to take the form of a signal-controlled junction, which would form a staggered crossroads junction with the Le Marechal Avenue opposite. Associated works include the carriageway alignment of Bursledon Road, controlled pedestrian crossings on Bursledon Road and at the site access, amendments to road markings, and pedestrian provision.

The submitted drawings show a red dashed line which is assumed to be represent the highway boundary. There are also banking ‘tadpoles’ which are also shown in red. Further clarity is requested on these points.

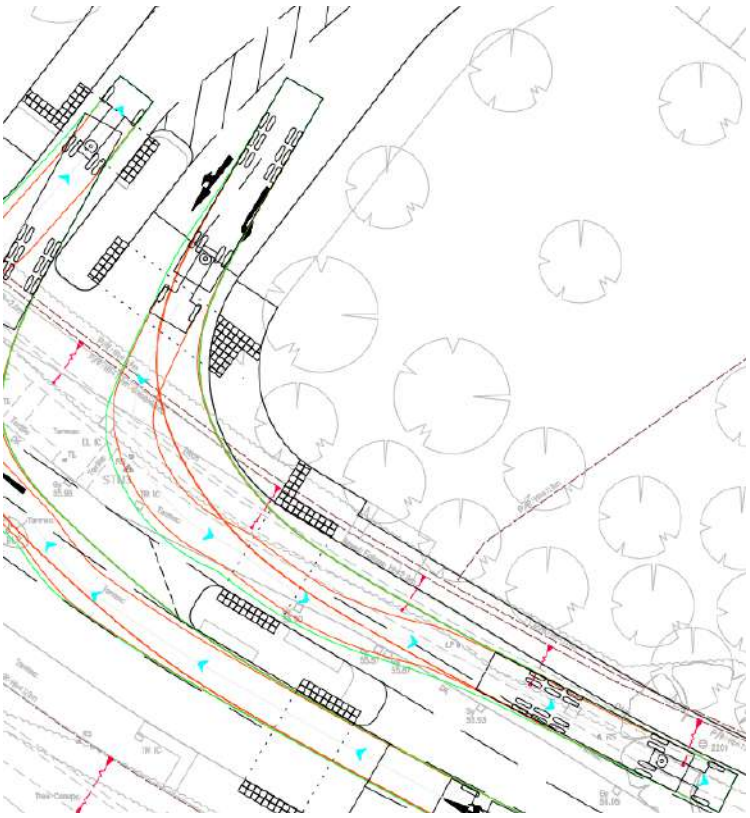
No information appears to have been provided in relation to the proposed junction geometry, such as lane widths, island widths, forward visibility to signal heads, intervisibility zone, etc.

There are significant concerns regarding the internal site layout in relation to the proposed signalised access junction. Drawing 1803014-TK09 illustrates an articulated HGV ingress and egress from the western facility. A HGV is required to give way to traffic exiting the eastern facility. A HGV driver, positioned on the offside of the vehicle cab, will not be able to see traffic exiting the eastern facility. Car driver visibility to a car exiting the eastern site would also be very limited due to the layout. In addition, the car park accesses join in this vicinity with further vehicle movements occurring to which there may be limited visibility. There is also concern that a second HGV exiting from the western site would block across the ingress to the development leading to vehicles blocking back to the main Bursledon Road junction. These factors are considered to represent significant safety hazards, which may have a knock on effect on safety at the adjacent signalised junction.

The swept path driven speeds should be confirmed, noting that a minimum of 10mph and/or expected driven speeds are required, in accordance with HCC Technical Guidance Note 2.

Drawing 1803014-TK01 C illustrates a max legal length HGV ingressing and egressing the junction. The right turn manoeuvre into the site is very tight and would require a HGV to position itself perfectly and not continue in the ahead lane, blocking the junction. There is a high probability that the HGV will partially obstruct the ahead traffic in the westbound offside lane. To avoid ahead drivers attempting to steer around the back of the HGV the right turning storage area within the junction would need to be wider to ensure it can fully accommodate an HGV.

The left turn movement out of the site shows the HGV in an unnatural position, and appears to be positioned across both exit lanes:



The merge on the westbound Bursledon Road exit is very short and does not provide clear priorities. Geometrically the generally slower moving nearside lane traffic would need to merge into the faster moving offside lane traffic. As shown, it is unacceptable and would need to be significantly improved. This would require the merge distance to be extended and for the offside lane to clearly merge into the nearside lane. Furthermore, waiting eastbound right-turning traffic is directly next to the merge, with no separation or kerb, which could result in head on conflict. Centre hatching would also be required in this area to separate the opposing traffic.

The existing junction road markings have not been shown. These should be illustrated to provide context for the proposals. It is also unclear why the existing yellow box markings have been removed from the proposed junction.

While it is acknowledged that the offset staggered junction has been provided in order to allow for a non-hooking right turn from the A3024, consideration should be given to moving the site access closer to align better with Le Marechal Avenue side road. This would provide a more compact junction and reduce intergreen times.

As a general point, the tails of the tactile paving should be three deep in all circumstances.

The existing crossing over Bursledon Road is a Toucan crossing. The proposals include staggering this crossing, which appears sufficient. However, the central island is shown at a width around 3m, and this would need to be

4m minimum to accommodate cyclists. Furthermore, the 4m width would need to be maintained with the inclusion of guardrails.

The route to the west of the site access appears to have been designed wide enough to be shared use pedestrian/ cycle. However, the crossings provided over the site access are not wide enough for Toucans (they should be 4m minimum) and the centre island is also not wide enough.

There doesn't appear to be an onward connection for cyclists into the site on the east side of the site access road. This would require all pedestrians and cyclists accessing the development to wait 4 separate times at each crossing which could take a significant amount of time to get across the whole junction. It is recommended that a route on the eastern side of the site access road is provided which would provide a quicker more direct route into the development. It also allows the possibility of removing the staggered crossing over the site access road arm.

Bursledon Road often experiences peak time congestion between Windhover roundabout and Botley Road junction. The junction layout should consider Keep Clear markings within the junction to allow vehicles to exit the junction into the side roads.

There is an existing pedestrian refuge crossing on Bursledon Road between the roundabout and site access. This section of Bursledon Road would be changed to 2 lanes in both directions which will make this uncontrolled crossing very difficult to use. With Bursledon Road arm of the roundabout already signalised it is recommended that this includes a signalised pedestrian crossing. A standalone signal crossing should also be provided on the Bursledon Road westbound exit from the roundabout for route continuity. These facilities would replace the existing pedestrian refuge crossing which should be removed.

<u>Windhover Roundabout</u>

The proposals include signalisation of the West End Road, Providence Hill, and Bursledon Road arms of Windhover Roundabout, with the Hamble Lane arm continuing to operate on a give-way basis to the circulatory carriageway. Associated works include additional running lanes at the signalised arms and amendments to the circulatory carriageway and stop lines.

The general arrangement drawings for the roundabout have not been provided in sufficient detail to allow a full assessment of the proposed lane geometry, stop line positions, and circulatory carriageway widths. On this basis, the following comments are made on a preliminary basis and should be revisited once the detailed general arrangement drawing for the roundabout is made available.

It is not clear how the additional lanes at each signalised arm tie into the existing circulatory carriageway, or whether the circulatory carriageway itself is

proposed to be widened to accommodate the additional lanes. This should be clarified, together with confirmation of circulatory carriageway lane widths and lane discipline at each arm.

Vehicle tracking does not appear to have been provided for the roundabout itself. This should be provided to confirm that the proposed lane widths and stop line positions at each signalised arm can accommodate vehicle movements without encroachment into adjacent lanes.

West End Road

The A27 West End Road site access is proposed to take the form of a simple priority junction and a footway with an uncontrolled crossing across the access. Section 6 of the TA states that a priority junction has been chosen on the basis that that traffic queues would not extend to the access junction.

No geometric information has been provided to allow the Highway Authority to fully assess the proposed junction design.

The submitted drawings show a red dashed line which is assumed to be represent the highway boundary. There are also banking ‘tadpoles’ which are also shown in red, and further clarity is required on these points.

Junction visibility splays are shown as 2.4m x 120m in each direction, and a 2.4m x 90m visibility splay has also been shown. While it accepted that the 120m visibility splay to the south is not appropriate given the amount of land take necessary, the revised 90m visibility splays are also considered to be unacceptable at this time. In accordance with HCC Technical Guidance Note 3, Stopping Sight Distances (SSD) and visibility splays must be based on surveyed vehicle speeds. On this basis, two speed surveys should be undertaken in order to calculate the required junction visibility splays.

In terms of the access strategy, the TA states that two site accesses are proposed on capacity grounds, with modelling indicating that a single access could not accommodate the combined predicted peak hour flows; HGV movements are routed via Bursledon Road, with staff car trips split across both accesses. However, it is not clear whether this capacity constraint has been robustly tested, or whether an enlarged or reconfigured junction on Bursledon Road alone could accommodate the combined vehicular demand, avoiding the need for a separate access onto West End Road.

This has a direct bearing on the scale of works proposed at Windhover Roundabout, as signalisation of the West End Road arm is understood to be required, at least in part, to manage movements generated by this access. Should a single-access solution via Bursledon Road be shown to be feasible, the requirement to signalise the West End Road arm should be reviewed, offering some offset to the concerns raised above regarding the scale of the mitigation package. It is requested that the applicant provide evidence demonstrating that a single access via an enlarged Bursledon Road junction

could not accommodate the combined trip generation, before the West End Road access and its associated signalisation are accepted as necessary.

The submitted HGV tracking plans shows that a HGV cannot access the site without crossing the site access centreline. Similarly, the exit manoeuvres show the HGV swept path taking up the full West End Road carriageway width. With two examples shown below:



This suggests that the access cannot adequately accommodate HGV movements and has the potential to lead to vehicle conflicts, to the detriment of highway safety.

Consideration is also given to CD 123 guidance on the selection of priority junction type based on major and minor road two-way AADT flows. Taking into account the background traffic flows and proposed development traffic generation, the estimated AADT could push the junction into the ghost island category, when plotted against CD 123 Figure 2.3.1.

When taking this into account, along with the other concerns raised in this response, the proposed West End Road site access is not currently accepted, pending further justification and junction modelling.

<u>Stage 1 Road Safety Audit (RSA)</u>

While the majority of the problems raised and the responses are accepted, we would offer the following comments on some of the problems raised in the RSA:

Problem 2.1 – vehicle swept path analysis should be provided at this stage.

Problem 2.3 – the response provided is accepted however it should be annotated accordingly on the submitted drawings.

Problem 2.11 – the response provided is accepted however the dimensions should be shown on the drawings.

Problem 2.12 - Preliminary consideration should be given to this now. The current designs are ‘goalposts’ however the design has no margin and therefore signage would reduce the effective width. Given that space is limited, the preliminary design should be agreed at this stage.

Development Traffic generation

The Transport Assessment sets out the proposed development trip rates and resultant traffic generation, which have been calculated based on TRICS data. Given the flexible uses proposed, the assessment considers B2 industrial, B8 warehousing (commercial) and B8 parcel distribution centre trip rates as a sensitivity test. It is noted that the parcel distribution centre trip rates have been used for assessing the traffic impact of the development. This is considered to be a robust approach, given that the parcel distribution centre trip rates are the highest within the three land use categories which are proposed.

The proposed parcel distribution centre trip rates and resultant traffic flows which are presented in the Transport Assessment are as follows:

	Weekday Morning Peak (07:00 – 08:00)		Weekday Evening Peak (17:00 – 18:00)	
	Arr	Dep	Arr	Dep
Vehicular Trip Rate	0.491	0.773	0.412	0.634
Vehicular Trips	91	144	77	118
OGV Trip Rate	0.12	0.231	0.097	0.12
OGV Trips	22	43	18	22
LGV Trip Rate	0.074	0.176	0.162	0.102
LGV Trips	14	33	30	19

Traffic Impact

The Transport Assessment includes an assessment of the traffic impact implications of the development proposals. This includes traffic surveys which were undertaken in 2024 and 2025 in order to determine exiting background traffic flows on the local highway network and the weekday network peak hours, which have been identified as 07:00 – 08:00 hrs and 17:00 – 18:00 hrs.

It is requested that the full survey data, including the peak hour calculations, are provided for review.

The background traffic flows have been factored with adjusted TEMPro growth factors and committed development flows, in order to create a 2031 assessment year traffic flow scenario.

Trips have been distributed onto the network using 2011 Census Travel to Work data, and first principles assumptions, and assigned at the site accessed based on the development floorspace as well as the level of parking located at each access point, with the following scenarios being considered in the TA:

- 2025 Baseline;
- 2031 Baseline;
- 2031 + Development (warehousing); and
- 2031 + Development (parcel distribution).

Following on from a review of the submitted junction modelling, we would offer the following comments.

General Traffic Signalised Junction Comments

In order to allow the Highway Authority to fully review the proposals, the following information is requested:

1. LinSig modelling files.
2. Drawing(s) indicating visibility splays relevant to the traffic signals.
3. Existing controller specification for the A3024 bursledon Road / Botley Road junction.
4. Signal timings survey.
5. Saturation flow surveys and any subsequent calculations
6. Traffic survey results, including flows and queues.

As a general observation, it is recognised that some of the comments within this review of the signals information, particularly in the Windhover Roundabout section, may require extensive works to accommodate. Once the items within the review have been addressed and/or investigated, it is suggested that discussions be initiated with the Councils ITS Team to agree on an appropriate package of measures, commensurate with the quantum of development.

All LinSig modelling - The traffic flow matrices presented in the LinSig outputs do not match the flows presented within the TA. For example, the 2025 Demand Flows AM scenario has a flow from D to E (Bert Betts way to Providence Hill) of 250 PCUs, figure L.1 of the TA suggests this should be 140 PCUs. Another example is D to F (Bert Betts Way to Hamble Lane), the LinSig shows 479 PCUs in the AM peak, whereas Figure L.1 has 673 PCUs. There are inconsistencies across all of the scenarios.

It is unclear how the junction survey flows been developed into an OD matrix across the whole network. If they have been ‘finessed’, please provide the calculations and/or describe the methodology employed.

All LinSig modelling- It is unclear why different models have been provided for the AM and PM peak hours. All scenarios using the same link structure should be within one model to ensure consistency.

A3024 Bursledon Road / Botley Road Existing Traffic Signal Junction Model

The model includes DoS above 100% in the AM peak on both Botley Road approaches. It should not be possible to have a DoS above 100% within a calibrated model in a surveyed scenario, as the capacity must have been sufficient for the traffic to be counted through the junction.

The phase lettering does not match the controller specification; it should be:

A. Bursledon Road eastbound
B. Bursledon Road westbound
C. Le Marechal Avenue (Kestrel Park) right turn
D. Le Marechal Avenue (Kestrel Park) left turn
E. Bursledon Road eastbound right turn
F. Pedestrians across Bursledon Road
G. Pedestrians across Le Marechal Avenue (Kestrel Park)

The phase minimum greens are incorrect as they do not match the controller specification; the minimums should be:

Min E 3
Min F 6
Min G 5
Min H 7

The existing intergreens are incorrect; based on the correct phasing, the matrix should be:

From Phase \ To Phase	A	B	C	D	E	F	G	H
A			5			9	9	
B			7	7	5	5	8	
C	7	7			5	9		5
D		7						5
E		5	5				9	
F	0	0	0					
G	0	0			0			
H			0	0				

The right turn into Le Marechal Avenue is an indicative arrow, yet this arm has not been set up as a give-way.

Lane J2:4/1 has a saturation flow but this should be an infinite saturation flow.

Bursledon Road is high speed (40mph speed limit) and therefore 2 seconds should be added to each of the Bursledon Road phases as they lose right of way.

Windhover Roundabout Proposed partial Signalisation

The proposals include signalisation of the A27 West End Road and Bert Betts Way arms of the junction. During peak periods, particularly the PM peak, a southbound queue forms on Hamble Lane blocking back around the Windhover roundabout circulatory carriageway. This queue blocks all the way back to, and past, the A27 Providence Hill arm of the junction, and traffic which is giving way often relies on being let out by slow moving circulating traffic, increasing queues on the circulatory carriageway.

The queue on the Providence Hill arm extends a significant distance in the PM peak, and an increase in circulating traffic resulting from the development will make getting out of Providence Hill even harder and will likely increase this queueing. The PM peak southbound queue on Hamble Lane is not reflected in the modelling, which is acceptable as the junction on Hamble Lane is outside the scope of the model, and in any case, LinSig may not be an appropriate tool for assessing this type of situation.

It is considered necessary to signalise the Providence Hill arm as well.

The model includes DoS above 100% in the PM peak. It should not be possible to have a DoS above 100% on a calibrated model in a surveyed scenario, as the capacity must have been sufficient for the traffic to have been counted through the junction.

The junction has been coded as two separate controllers; it should be 1 controller, 2 streams as per the existing configuration.

The phasing is incorrect; phasing should match the existing controller specification as follows:

Phase	Title
A	Circulatory (Northbound)
B	Bursledon Road
C	Circulatory (Westbound)
D	Hamble Lane
E	Stream 2, Stage 3 Dummy

The intergreen matrix is incorrect; The existing controller configuration has all intergreens set to 6 seconds, not 5.

The opposing Lane Coefficient used for Providence Hill does not match the Junction 9 modelling.

Additional checks on Windhover Roundabout will be completed once the LinSig files are received.

<u>A3024 Bursledon Road / le Marechal Avenue / Site Access Proposed Junction</u>

The design illustrates both Bursledon Road right-turn lanes running under a full traffic phase (not indicative or separately signalled). The Eastbound right turn requires traffic to give way to two lanes of Westbound traffic with a 40mph limit. Experience in Hampshire has shown that this arrangement is unsafe both in terms of speed and number of lanes. Therefore, this staging arrangement is not acceptable on highway safety grounds.

In addition to the concerns previously raised in relation to the internal layout and the principle of two site accesses, from an operational perspective there is insufficient space available to locate the vehicle detection for the signals. A minimum distance of 30m is required to position the detection. The length of the 2 lane is very short and should be lengthened to make it effective. For the site access road approach to the signals, consideration should be given to either:

- a single gated access is provided serving both sites located where the western site access gate is currently shown. This would be a straight approach to the signal junction which could flare out to 2 lanes for a meaningful distance. It would allow vehicle detection to be located in a single lane 30m from the stop line, or
- the eastern site access road forms the side road to the main site access road serving the western site.
- Another access solution.

M27 Junction 8 / Dodwell Lane / A3024 Bert Betts Way

The M27 J8 / Dodwell Lane / A3024 Bert Betts Way junction has been modelled using Junctions 9 ARCADY software.

A comparison of the 2031 baseline and 2031 ‘with development’ (warehousing) predicts that the development is likely to result in a slight reduction in capacity and increase in queuing on all arms at the junction.

Comparing the 2031 baseline and 2031 ‘with development’ (parcel distribution) modelling results predicts that the junction would experience a reduction in capacity and an increase in queuing. This is of particular concern at the Dodwell Lane arm which is already overcapacity during the baseline scenario. Similarly, the A3024 is already approaching capacity during the baseline scenario.

West End Road / Site Access

The proposed site access junction should also be modelled within Junctions10, given that it is proposed to be a simple priority junction.

Development Impact at Other Junctions

The parcel distribution centre traffic flows suggest that the development is likely to have an impact at other junctions on the local highway network, with junctions potentially experiencing an increase of at least 30 trips during the weekday AM and PM peak periods. However, the submitted traffic flow diagrams do not show development trips at junctions beyond those tested in the TA, and the Highway Authority cannot determine whether addition junction modelling would be required.

Traffic Impact Summary

Overall, the submitted junction modelling indicates that the development would result in a material reduction in capacity and an increase in queuing across multiple junctions on the local highway network, necessitating a package of direct mitigation measures. However, the significant number of coding errors, inconsistencies between the LinSig outputs and traffic flow diagrams, and discrepancies in relation to the model phasing, intergreens and minimum greens against the existing controller specifications mean that the modelling cannot currently be relied upon to demonstrate the effectiveness of the proposed mitigation package.

The proposed simple priority form of the West End Road/Site Access junction has not been tested using appropriate software (Junctions10) or checked against DMRB guidance on junction type selection. Until this information is provided and the modelling is corrected and re-run, the Highway Authority is unable to confirm that the proposed mitigation is either necessary or sufficient to accommodate the residual cumulative impact of the development, and the traffic impact of the proposal cannot be considered acceptable at this stage.

Accessibility and Sustainability

Existing Conditions

Pedestrian facilities in the vicinity of the site include footways on both the A27 West End Road and the A3024 Bursledon Road, although the footway on Bursledon Road is on the opposite side of the carriageway.

Cycle facilities include a shared footway / cycle way on the A3024 Bursledon Road which continues north and forms part of the Southampton Cycle Route. A Shared pedestrian / cycle route is also provided to the south of the Windhover roundabout.

While bus stops are located within a short walking distance from the site, these are served by infrequent bus services, and the closest bus stops which are better served are located on Jurd Way, approximately 900m from the site. These stops are served by services X4 and X5 with a frequency of between 30 minutes and hour.

Burlsedon railway station is located approximately 2km from the site.

Walking, Cycling and Horse-Riding Assessment and review (WCHAR)

A WCHAR has been undertaken as part of the Transport Assessment. This identifies a number of opportunities for pedestrian and cycle improvements at and around Windhover Roundabout and along the A27 Providence Hill/Bridge Road and A3025 Hamble Lane corridors, including upgraded crossings, tactile paving and segregated cycle tracks in line with LCWIP routes 270, 338 and 339. The WCHAR identifies areas to the south and southwest of the site as key generators of walking and cycling trips, including Tesco (with bus stop), a pub/restaurant, Providence Hill bus stops, Jurd Way bus stops, and Bursledon railway station, and it goes on to identify specific opportunities for improved connectivity across Windhover Roundabout itself.

However, these improvements are consistently framed in aspirational terms, and none are currently reflected in the mitigation package set out in the TA, which is limited to vehicular capacity works at Windhover Roundabout and the A3024 corridor. This is considered a significant omission, given the scale of the proposed development.

There is an existing uncontrolled crossing over the West End Road approach and adjacent circulatory carriageway; should this arm be signalised as part of the scheme, retaining an uncontrolled crossing at this location would not be acceptable on highway safety grounds.
There is also clear evidence of an established pedestrian desire line across the Hamble Lane approach splitter island, yet the only formal uncontrolled crossing provided is located well to the south, away from the direct route to Providence Hill.

The junction modelling predicts that the development will result in a material reduction in capacity and an increase in queuing at Windhover Roundabout, the A3024 corridor and M27 Junction 8, requiring direct mitigation in the form of additional lanes, signalisation and signal timing changes. Since this mitigation necessarily involves remodelling the same junction arms and stop lines that the WCHAR identifies as deficient for pedestrians and cyclists, there is a clear opportunity for the active travel opportunities identified in the WCHAR to be delivered as an integral part of that same highway mitigation, rather than treated as a separate, discretionary matter.

Given the scale of the proposed development, direct and indirect mitigation is considered proportionate and necessary to offset the residual vehicular impact identified through the junction modelling.

In order to provide a safe and convenient route to the trip generators identified in the WCHAR, and to properly accommodate existing pedestrian movements rather than displace them, it is considered that the following pedestrian/cycle provision could be incorporated into the Windhover Roundabout design as part of the signalisation works:

West End Road arm (linking the north of the site and West End Road to Providence Hill):

Puffin crossing over the West End Road approach
Toucan crossing over the West End Road exit
Toucan crossing over the West End Road circulatory carriageway
Upgrade of the route through the centre of the roundabout to a 3m shared use footway/cycleway

Providence Hill arm:

Puffin or Toucan crossing over the Providence Hill approach
Toucan crossing over the Providence Hill exit
Toucan crossing over the Providence Hill circulatory carriageway
Hamble Lane arm:

Toucan crossing over the Hamble Lane entry
Toucan crossing over the Hamble Lane exit
Upgrades to tie the cycleway into surrounding links

Bursledon Road arm:

Puffin/Toucan crossing over the Bursledon Road entry
Puffin/Toucan crossing over the Bursledon Road exit

On this basis, it should be confirmed which of the WCHAR-identified opportunities will be delivered as part of the development proposals, along with the above arm-by-arm crossing provision to be secured alongside the vehicular capacity mitigation.

Travel Plan

The TA refers to the preparation of a Framework Travel Plan, however, this document does not appear to have been provided for review.

Accessibility Summary

Overall, notwithstanding the comments made earlier in this response in relation to the Framework Travel Plan, the absence of additional mitigation and a package of proportionate committed active travel improvements, particularly given the acknowledged deficiencies identified in the WCHAR, is considered contrary to the HCC Local Transport Plan 4 (LTP4) objectives to prioritise and embed sustainable and active travel modes, and to the LCWIP's identified aspirational improvements for this location.

The development is also considered to be inconsistent with NPPF guidance on promoting sustainable transport and prioritising pedestrian and cycle movements, with the general principle that mitigation for a development's impact should address all modes affected.

On this basis, a Travel Plan alone cannot be relied upon to deliver the necessary mode shift, and further commitment to active travel improvements are required before the application can be considered acceptable in sustainability and accessibility terms.

Proposed Internal Layout

Given this is an outline application with all matters reserved except for access, the internal layout would be agreed at the reserved matters planning application stage. However, we would offer the following comments on the indicative internal layout details which have been provided in the submitted Transport Assessment.

Referring to the Eastleigh Borough Council Parking Standards SPD (September 2025), the proposed development would be expected to provide between 175 and 375 car parking spaces, depending on the end use. Operational parking provision would be decided on a site-by-site basis. Between 30 and 38 short-stay cycle spaces, and long-stay cycle parking provision would also be required.

The Transport Statement confirms that if a B8 use comes forward approximately 168 spaces would be provided, and 373 spaces could be provided if a B2 use were to come forward. This is considered to be acceptable in principle, subject to agreeing the internal layout at the reserved matters stage.

However, the case officer should note that the required level of parking provision and loading areas are likely to influence the layout, including the size and position of the buildings, with these matters being considered at the reserved matters stage.

Summary

The Highway Authority recommends a holding objection until further information has been provided which addresses the issues raised in this response.

Yours faithfully,

Jonny Elliott
Consultant Transport Planner - Highway Development Planning
Universal Services

Appendix B

National Highways Consultation Response

Bursledon AN001

Spatial Planning Framework Commission

Case Reference	DevSEArea3013		
Task Reference			
LPA Name	Hampshire County Council	**LPA Reference**	O/26/101417
Task Sponsor		**Spatial Planning Manager**	
Summary of Evidence Reviewed	Response to National Highways Comments, and LinSig and Junctions 9 junction models		
	Name	**Date**	**Comments**
Author	Martin Smith	30/07/2026	
Checker/ Approver	Richard Edwards	05/08/2026	

1) Introduction

On behalf of National Highways, the Jacobs Systra Joint Venture [JSJV] has undertaken a review of documents pertaining to planning application O/26/101417 for a warehouse development, (Use Classes B2 and B8 applied flexibly) of up to 200,000 sq ft (18,580 sqm) Gross Internal Area [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 that have been submitted to Eastleigh Borough Council [EBC].

This JSJV Advice Note [AN] provides comments in relation to the additional information, which has been submitted to National Highways to inform discussions around the trip rate, trip generation and any modelling required.

The following information has been provided and is the subject of this review:

- Response to National Highways Comments, produced by Motion and dated the 17th of July 2026;
- LinSig models provided for the Windhover Roundabout for the baseline and future year scenarios; and
- Junctions 9 model provided for M27 Junction 8.

On the basis of this review, this JSJV AN comments on the suitability of the information with discussion provided in relation to the details relevant to understanding the impacts of the proposals at the Strategic Road Network [SRN], namely the M27 at Junction 8. These matters are the focus of this AN.

2) Development Location

The development site is 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 at Junction 8. JSJV's prime interest is in relation to the impact of the application on the M27 Junction 8. Given the close proximity of the Windhover Roundabout to the M27 junction, National Highways 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.

3) Site History

National Highways previously provided pre-application advice to the Applicant's consultants (Motion) in 2024. Concerns were raised in relation to the possible land use of the proposal; National Highways was concerned that the site could come forward as a B8 parcel distribution centre.

National Highways submitted a response advising that a parcel distribution 'worst case' test might be required in addition to the assessment proposed in the 2024 Transport Assessment [TA] Scoping Note. During pre-application discussions, National Highways advised that the proposed parcel distribution trip rates needed to be higher than those presented by Motion in the Technical Note dated the 19th of November 2024 and should reflect a worst-case scenario.

National Highways also concurred with advice provided by Hampshire County Council [HCC] 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.

The TA previously submitted as part of the application did not adopt the rates from the Havant application. Instead, the assessment in the TA was predicated on the average of two Trip Rate Information Computer System [TRICS] sites. The resulting trip rates in the PM peak were lower than those previously presented by Motion during pre-application discussions, which both HCC and National Highways previously advised were too low for the purposes of the assessment within the TA.

National Highways subsequently issued a National Highways Planning Response [NHPR] on the 23rd of June 2026, which placed a Holding Recommendation on the application, to allow National Highways sufficient time to understand the impact of the development on the safe and efficient operation of the M27 Junction 8 and the adjacent Windhover Roundabout. The outstanding issues identified within the Holding Recommendation, and responses from the Applicant's consultant, Motion, are outlined in subsequent sections of this AN.

4) Trip Rates

National Highways, along with HCC, previously requested the Applicant use trip rates derived from the Amazon site at Havant (APP/21/00200) to provide an assessment based upon a high operating parcel distribution centre. Motion has subsequently reanalysed TRICS, and added an additional site used by Evri in Hoyland, Barnsley near M1 Junction 36. The total vehicular trip rate obtained from this methodology and contained within Appendix B of the Response to National Highways Comments, has been replicated below, for ease of cross referencing.

Table 1: Vehicular Trip Rates per 100sqm

	19/11/24 Technical Note		TA Table 5.5		Response to National Highways Comments	
Time Range	**Arr**	**Dep**	**Arr**	**Dep**	**Arr**	**Dep**
07:00-08:00	0.491	0.773	0.491	0.773	0.209	0.334
08:00-09:00	0.477	0.352	N/A	N/A	0.233	0.150
17:00-18:00	0.412	0.634	0.412	0.634	0.248	0.299

Source – 2024 Technical Note, TA Table 5.5 and Response to National Highways Comments Appendix B

JSJV notes that these trip rates are significantly lower than the trip rates in the 2024 Technical Note dated the 19th of November 2024 and TA Table 5.5.

National Highways has the following concerns over site selection:

- Site WS-02-G-02 has been removed due to it being an ATC survey. No justification is provided for this deselection and therefore the removal of this site has to be questioned.
- The new site in Hoyland has a particularly low trips rate. This associated with the large GFA for this site leads to this site heavily influencing the trip generation rates. The table below compares the two way trip rates for the 3 selected sites for each of the hours considered.

Table 2:Vehicular Trip Rates per 100sqm

	SO-02-G-02, Slough	WS-02-G-02, Crawley	BY-02-G-01, Hoyland
Time Range	**2 Way**	**2 Way**	**2 Way**
07:00-08:00	1.339	0.831	0.065
08:00-09:00	0.911	0.382	0.098
17:00-18:00	1.155	0.515	0.215

Source – TRICS trip rates for each site

This table shows that the additional Hoyland site has a particularly low trip rate which, coupled with the large site area, has led to a considerably lower overall calculated trip rate. It is also clear that the range in trip rates is significant and therefore there is a high risk that, should the development come forward as parcel distribution, the trip rate will be higher than that assessed. Therefore, the approach proposed by HCC and indorsed by National Highways is still considered reasonable and appropriate.

JSJV cannot accept that these trip rates provide a ‘worst case scenario' for a B8 distribution warehouse.

If the Applicant can demonstrate that the proposed mitigation can accommodate extra traffic associated with a high-operating parcel distribution site, then National Highways may be able to come to a consensus regarding any improvement works at the Windhover Roundabout.

5) Trip Distribution

5.1) Localised delivery vehicles

Motion has provided a breakdown of households by Middle Layer Super Output Area [MSOA] which could realistically be served by the site. The assumptions made by Motion seem reasonable, and, although JSJV surmise that trips are likely to be linked between areas and thus not form a simple to/ from trip to each respective MSOA, the routing proportions form an adequate assumption as to movements to and from the site in relation to localised delivery vehicle movements. JSJV can therefore accept that approximately 45-50% of localised delivery movements will route through M27 Junction 8, as shown in Table 2.1 and Table 2.2.

Motion states that this will roughly equate to a maximum of 49 two-way localised delivery movements during the weekday evening peak hour, and 16 trips during the weekday morning peak hour.

5.2) HGV Movements

Motion has not provided any further Heavy Goods Vehicle [HGV] analysis in response to the following NHPR comment:

> "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."

Given that no further information has been provided in relation to HGV movements to and from the site, especially as these movements would likely route from further afield and therefore are more likely than localised delivery vehicle trips, to route via the SRN, comments made previously by National Highways remain.

Motion should provide further detail as to the HGV trip distribution and overall traffic impacts at M27 Junction 8.

6) Junction Model

6.1) Introduction

Two sets of modelling files have been provided. These are:

- A set of LinSig models which cover the Windhover Roundabout (partially signalised), Bursledon Road/ Le Marechal Avenue signalised junction, and Bursledon Road/ Botley Road signalised junction; and
- A Junctions 9 (ARCADY) model of M27 Junction 8.

Given the outcome of the reviews of the above, a full review of all the modelling has not been undertaken. Only a review of the Base Model has been undertaken to understand whether the models are representative of the existing operation of the junctions.

6.2) Windhover Roundabout, Bursledon Road/ Le Marechal Avenue, Bursledon Road/ Botley Road LinSig Model

The method of validation set out within the Response to National Highways identifies the main method of validation as being a throughput comparison. It is noted that the values in Table 2.3 for the Model Entry Flows do not match those within the model. However, as expected, the flows entered into the model broadly match the counted flows.

In addition to the flow assessment, a review of available signal timing data has been used to ensure the models are set up to accurately reflect the existing arrangement across the peak hours. Although

this is a useful starting point, the signal timings and arrangement should match the observed timings on the day of the survey.

Finally, for non-signalised junctions, a cross check with observed queue survey data has been undertaken to ensure the results are reflective of the existing operation. Although this is welcomed, the queue length data along with the survey videos should be provided for both signalised and non-signalised approaches to ensure the model is representative.

Notwithstanding the above, a high level review of the model has identified issues which could lead to the model not validating or predicting the operation of the junction with alternative flows. The list identified below is not considered exhaustive and once a more appropriate model is provided then a detailed review of the model will be undertaken to ensure it is fit for purpose for assessing the impact of the proposed development.

- The AM and PM peak models use different saturation flows on some of the lanes. Further information/ justification for the saturation flows across the model should be provided;
- Give way parameters for non-signalised approaches are questionable. The calculation of the give way parameters should be provided. Some of the issues are:
  - Inconsistencies between the AM and PM model; and
  - Which lanes the approach lanes give way to.
- Some give way movements within signal-controlled junctions do not have give way parameters.

It is noted that some lanes have Degree of Saturations [DoS] within the model in excess of 100% even though the entry flows appear to be the counted flow across the stop line and therefore the flow that can actually get through. As such, the DoS values should be limited to 100% with observed flows and demand flows should be used to show where the junction is currently over saturated.

The current model is not considered appropriately validated and is not suitable for use in the assessment of the impact of the proposed development. Once an updated model is provided addressing the issues identified above, a full review of the model will be undertaken which may identify further and as yet unpresented issues.

6.3) M27Junction 8, Junctions 9 (ARCADY) model

It is difficult to tell how well this model validates against the existing operation of the junction as the queue length surveys have not been provided. However, it is noted that the model shows little or no queueing on all approaches. A quick review of Google Traffic typical conditions suggests that extensive queueing may form on both of the M27 slip roads. The queue length surveys and videos of the survey periods will be critical to confirming the existing operation of the junction and therefore the validity of the model.

It is noted that the turning movement flows on the various approaches are not balanced. However, the ARCADY model assumes all vehicles can use all lanes on an approach. Where queueing only occurs or is predominant in one lane the ARCADY model over estimates capacity. The use of the Lane Simulation function within ARCADY may allow a better representation of the existing operation of the junction.

The current model is not considered appropriately validated and is not suitable for use in the assessment of the impact of the proposed development. Once an updated model is provided addressing the issues identified above, a full review of the model will be undertaken which may identify further and as yet unpresented issues.

7) Summary and Conclusions

In summary, JSJV's review of the Response to National Highways Comments, along with the LinSig and Junctions 9 junction models has concluded the following:

i. The range in trip rates used within the TRICS assessment is significant. There is a high risk that, should the development come forward as parcel distribution, the trip rate will be higher than that assessed. JSJV cannot accept that the trip rates presented by Motion provide a 'worst case scenario' for a B8 distribution warehouse;

ii. If the Applicant can demonstrate that the proposed mitigation can accommodate extra traffic associated with a high-operating parcel distribution site, then National Highways may be able to come to a consensus regarding any improvement works at the Windhover Roundabout;

iii. Motion has not provided any further HGV analysis in response previous NHPR comments. Motion should provide further detail as to the HGV trip distribution and overall traffic impacts at M27 Junction 8; and

iv. The current LinSig and ARCADY models have not been appropriately validated and are not suitable for use in the assessment of the impact of the proposed development. Once updated models are provided, which address the issues raised within this AN, a full review of the models will be undertaken which may identify further and as yet unpresented issues.

Appendix C

Site Access and Windhover Roundabout Updated Scheme



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Notes

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2. This drawing is based on survey information supplied by the client, and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

Rev.	Description	Drn	Chk	App	Date
F	Updated Yellow Box Markings	JB	MF	MF	28/09/2026
E	Updated Signalised Crossing Design	JB	MF	MF	10/09/2026
D	Updated per RSA1 Comments	MF	JNR	JNR	12/06/2025
C	Updated Site Layout	MF	JNR	JNR	22/05/2025
B	Updated Site Layout	MF	JNR	JNR	04/04/2025
A	Updated Site Access	MF	PB	PB	10/03/2025
-	First Issue	MF	JNR	JNR	26/02/2025

Drawing Status:

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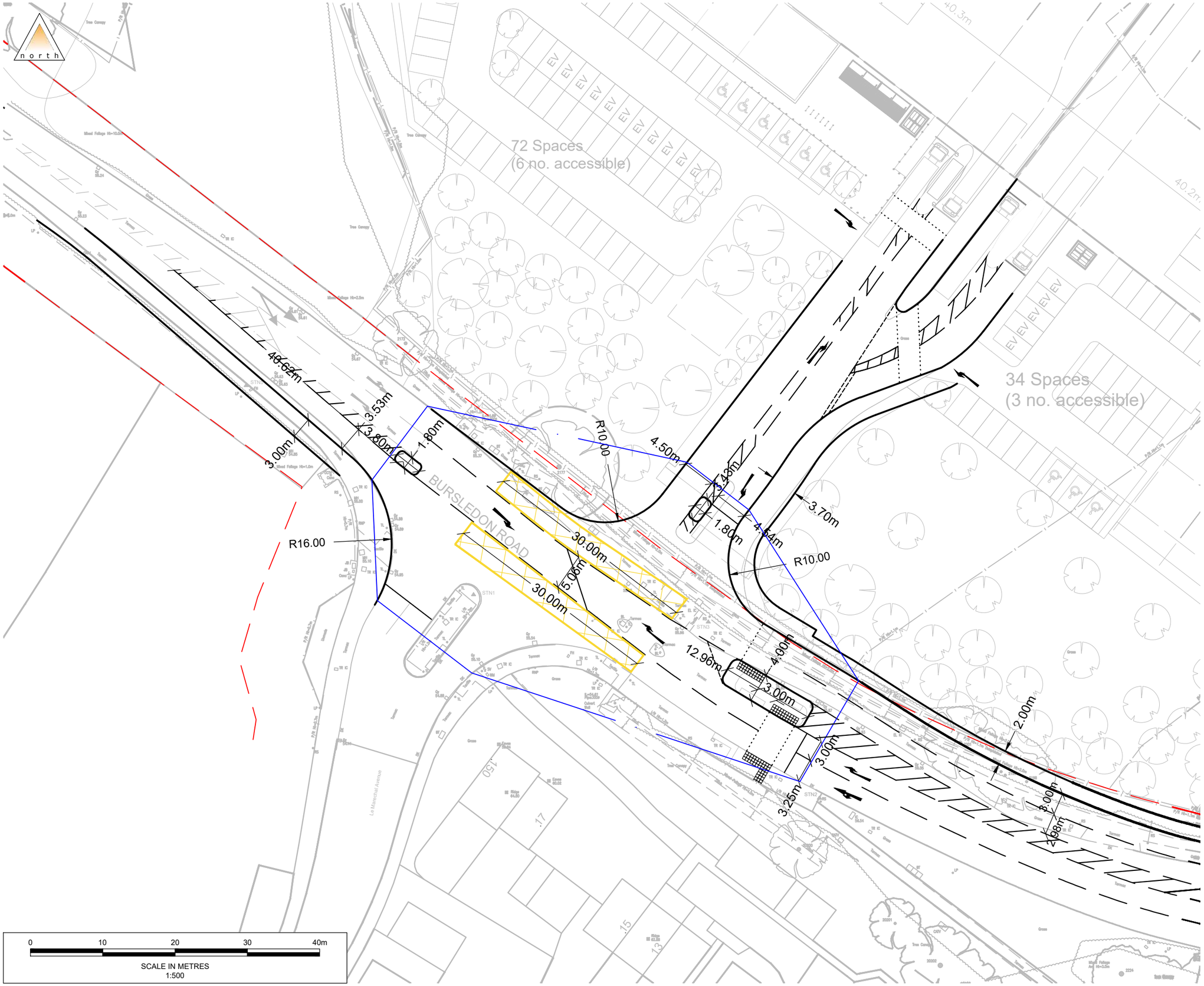
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Revision: F



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-	First Issue	MF	JNR	JNR	26/02/2025

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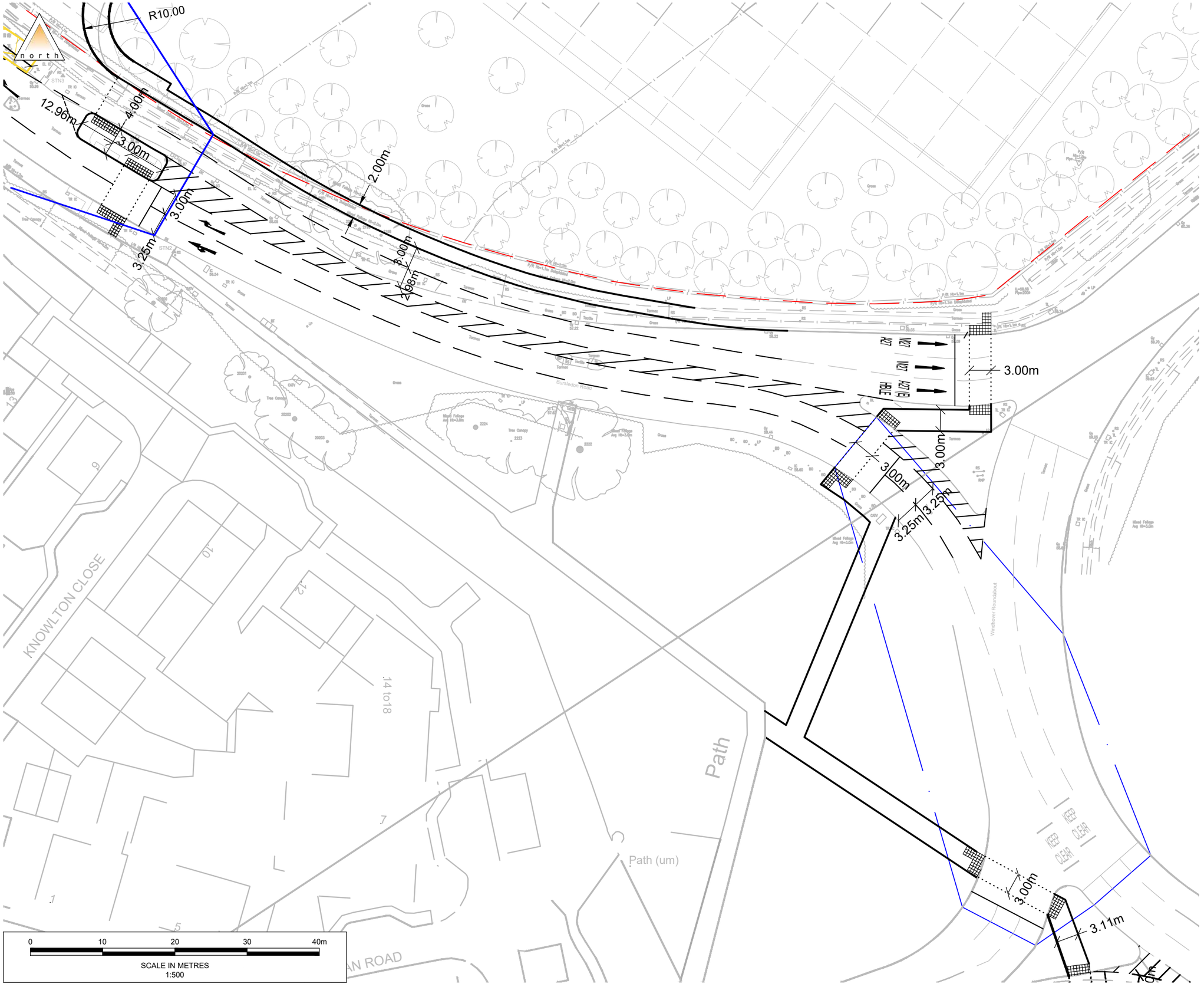
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Revision: F



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D	Updated Signalised Crossing Design	JB	MF	MF	10/09/2026
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B	Updated Site Layout	MF	JNR	JNR	22/05/2025
A	Updated Site Layout	MF	JNR	JNR	04/04/2025
-	First Issue	MF	JNR	JNR	26/02/2025

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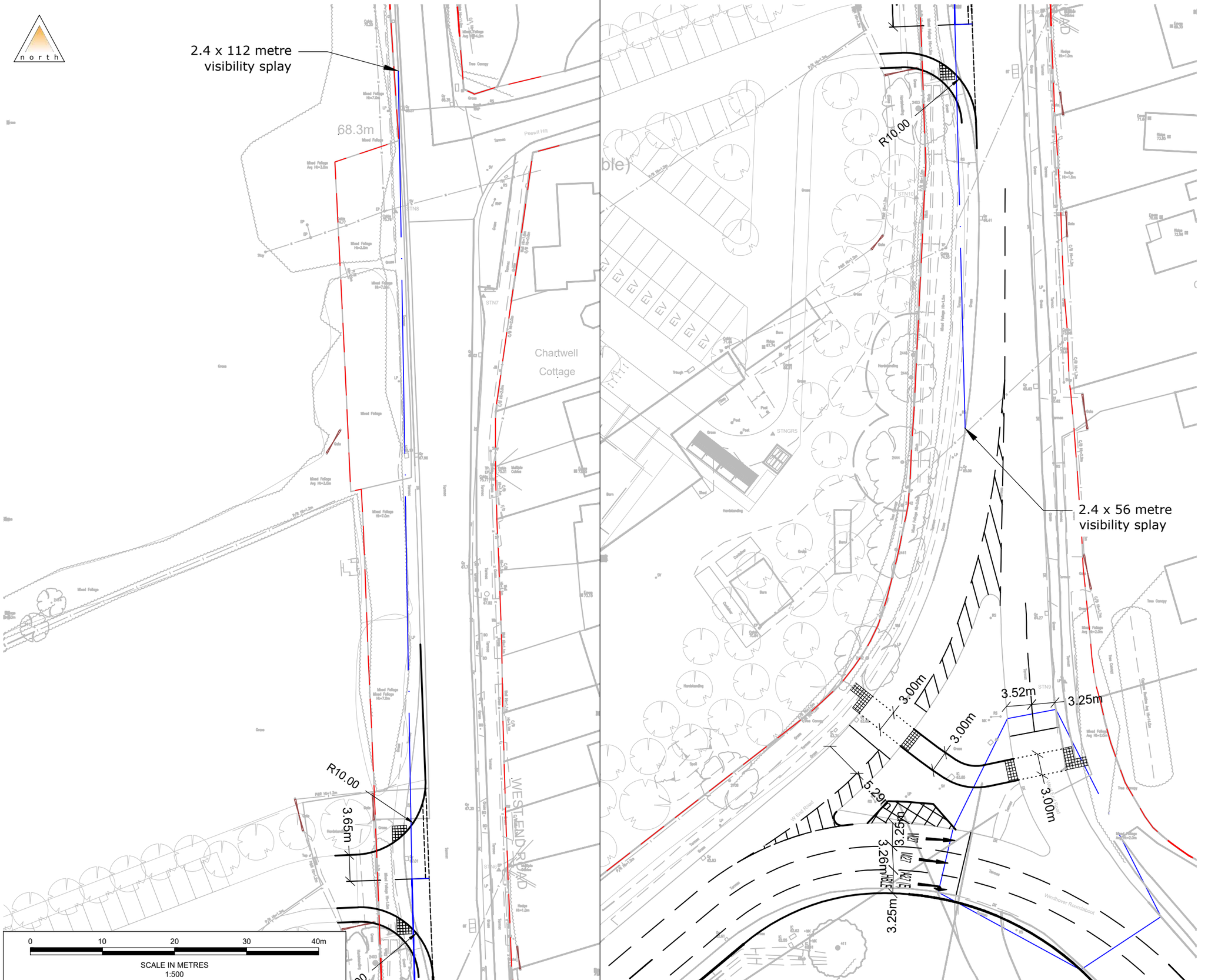
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Drawing: 1803014-03

Revision: E



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2. This drawing is based on survey information supplied by the client, and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
4. Visibility splays based on observed ATC data and calculated using HCC stopping sight distance calculator.

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D	Updated Signalised Crossing Design	JB	MF	MF	10/09/2026
C	Updated per RSA1 Comments	MF	JNR	JNR	12/06/2025
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A	Updated Site Layout	MF	JNR	JNR	04/04/2025
-	First Issue	MF	JNR	JNR	26/02/2025

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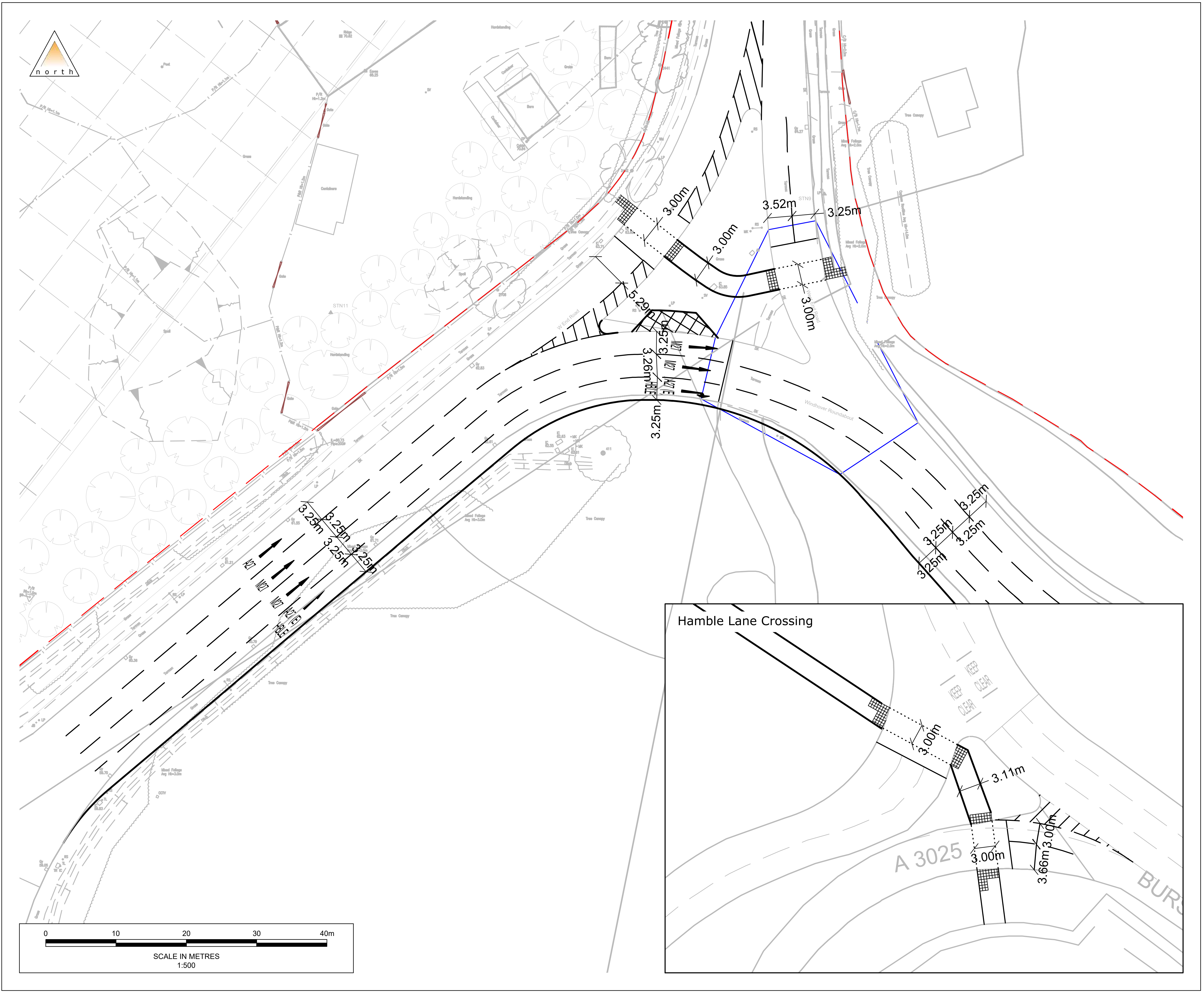
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Title:
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Drawing: 1803014-04

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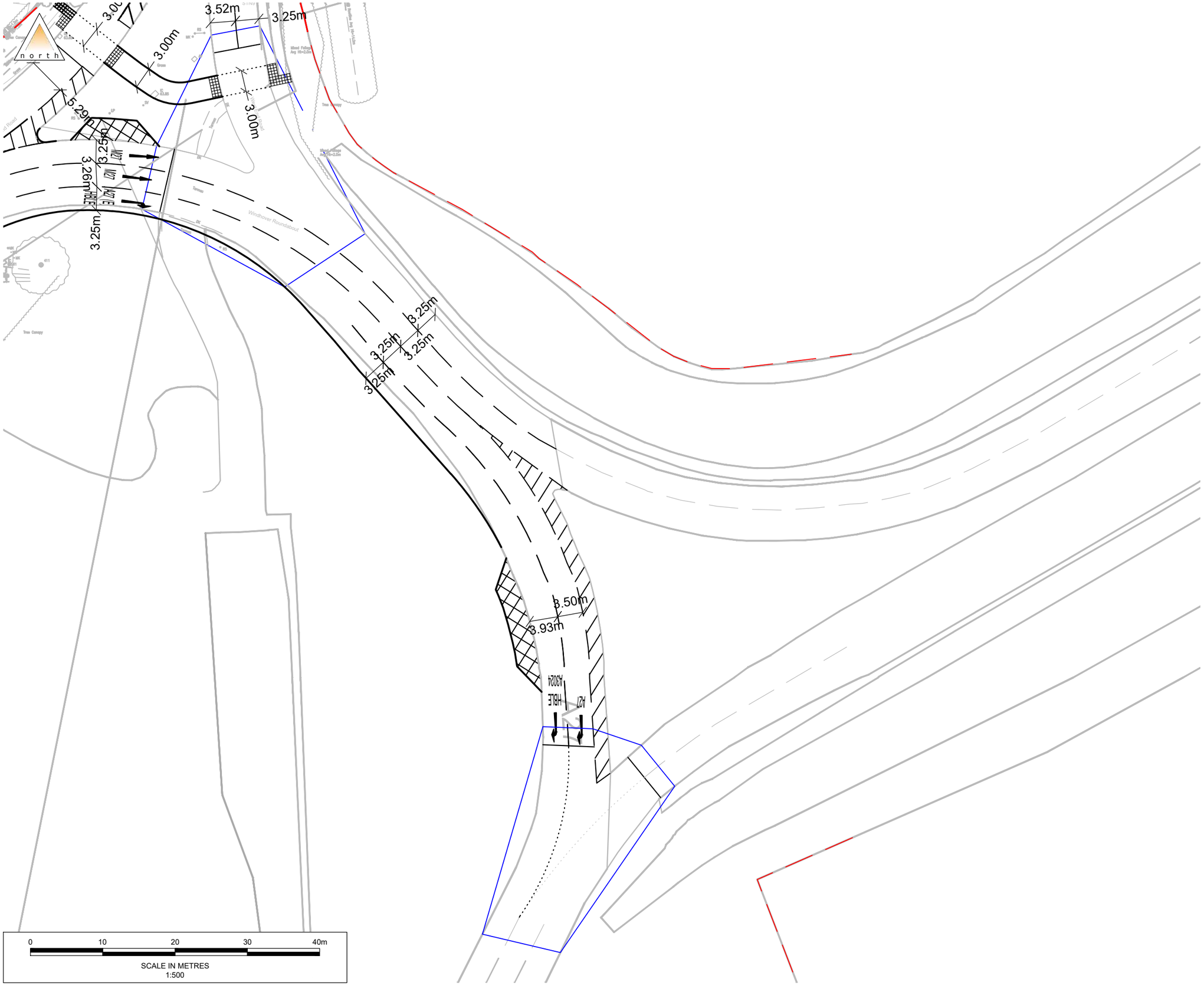
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Revision: E



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Notes

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

Rev.	Description	Drn	Chk	App	Date
D	Updated Signalised Crossing Design	JB	MF	MF	10/09/2026
C	Updated per RSA1 Comments	MF	JNR	JNR	12/06/2025
B	Updated Site Layout	MF	JNR	JNR	22/05/2025
A	Added Highway Boundary	MF	JNR	JNR	04/04/2025
-	First Issue	MF	JNR	JNR	26/02/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

Client:
Wates Developments Ltd

Project:
Cranbury Site, Bursledon Road, Bursledon

Title:
Windhover Roundabout Mitigation
A3024 Bert Betts Way Signalisation

Scale: 1:500 (@ A3)

Drawing: 1803014-06

Revision: D

Appendix D

Swept Path Analysis – Site Access and Internal Layout

north

BURSLEDON ROAD

EDON ROAD

34 Spa
(3 no. e

STN1

STN2

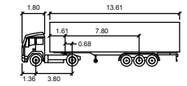
STN3

0 5 10 15 20m

SCALE IN METRES
1:250

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.



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		

Rev.	Description	Drn	Chk	App	Date
D	Updated Swept Path	AC	MF	MF	23/09/2026
C	Updated Swept Path	DR	MF	MF	19/06/2025
B	Updated Site Layout	DR	MF	MF	02/05/2025
A	Updated Site Layout	LB	MF	MF	14/03/2025
-	First Issue	DR	MF	MF	06/03/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
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
Bursledon Road Access

Scale: 1:250 (@ A3)

Drawing: 1803014-TK01

Revision: D

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Entry Manoeuvre
(Left Turn In)

Exit Manoeuvre
(Left Turn Out)

Entry Manoeuvre
(Right Turn In)

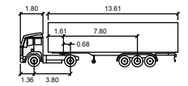
Exit Manoeuvre
(Right Turn Out)

0 5 10 15 20m

SCALE IN METRES
1:250

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.



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		

Rev.	Description	Drn	Chk	App	Date
C	Updated Site Layout	AC	MF	MF	23/09/2026
B	Updated Site Layout	DR	MF	MF	19/06/2025
A	Updated Site Layout	LB	MF	MF	14/03/2025
-	First Issue	DR	MF	MF	06/03/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
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
West End Road Access

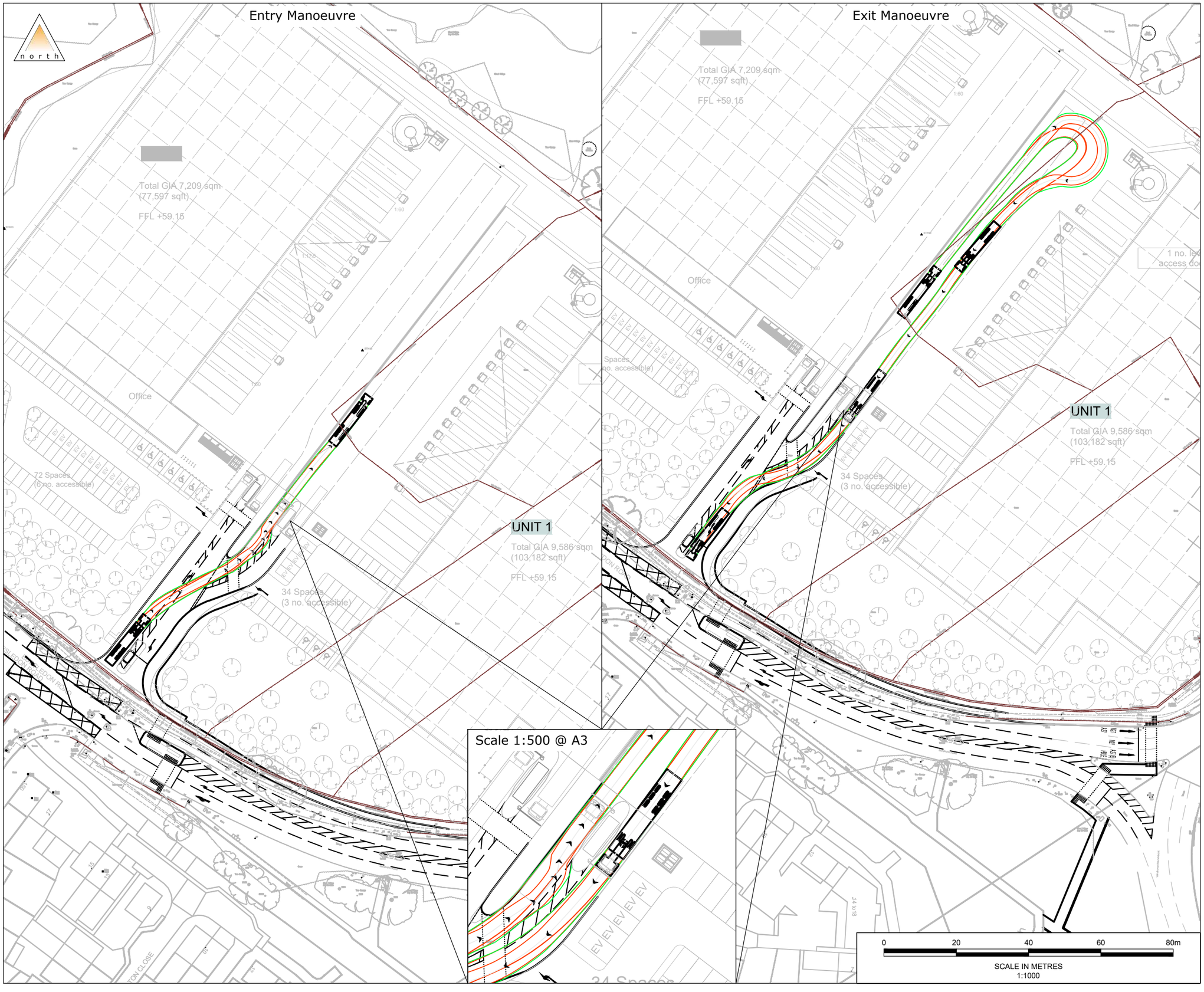
Scale: 1:250 (@ A3)

Drawing: 1803014-TK02

Revision: C

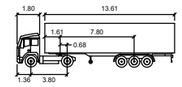
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Notes

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.



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		

Rev.	Description	Drn	Chk	App	Date
B	Updated Site Layout	AC	MF	MF	23/09/2026
A	Updated Site Layout	DR	MF	MF	19/06/2025
-	First Issue	DR	MF	MF	06/03/2025

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
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
Internal Manoeuvre

Scale: 1:1,000 (@ A3)

Drawing: 1803014-TK04

Revision: B

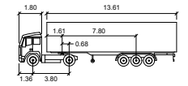
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Notes

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 6kph / reversing 6kph.



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		

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

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
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
Internal Manoeuvre

Scale: 1:1,000 (@ A3)

Drawing: 1803014-TK05

Revision: A

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Entry Manoeuvre

Exit Manoeuvre

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

FFL +59.15

Office

72 Spaces
(6 no. accessible)

UNIT 1

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

FFL +59.15

34 Spaces
(3 no. accessible)

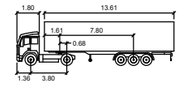
Scale 1:500 @ A3

0 20 40 60 80m

SCALE IN METRES
1:1000

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		

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

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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

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

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Entry Manoeuvre

Exit Manoeuvre

north

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

FFL +59.15

Office

Spaces
no. accessible)

1 no. level
access door

UNIT 1

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

FFL +59.15

34 Spaces
(3 no. accessible)

69 Spaces
(8 no. accessible)

12 Spaces
(1 no. accessible)

Path

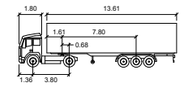
Scale 1:500 @ A3

0 20 40 60 80m

SCALE IN METRES
1:1000

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		

Rev.	Description	Drn	Chk	App	Date
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

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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

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

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Appendix E

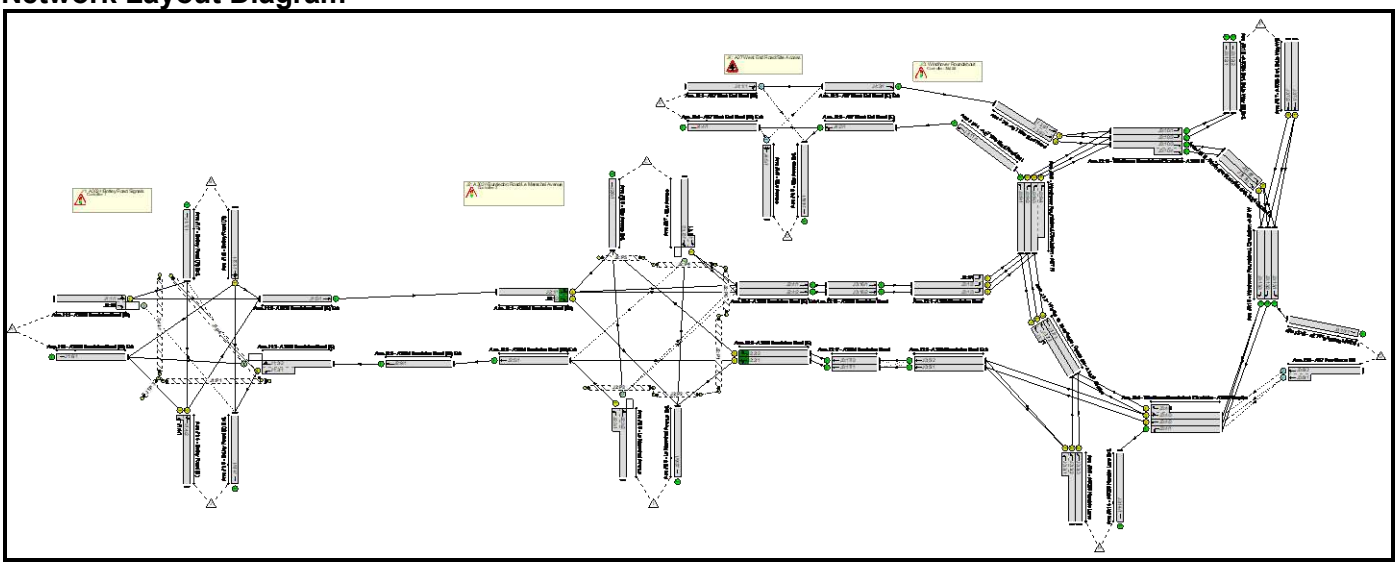
LinSig Output – Site Access Testing

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:	

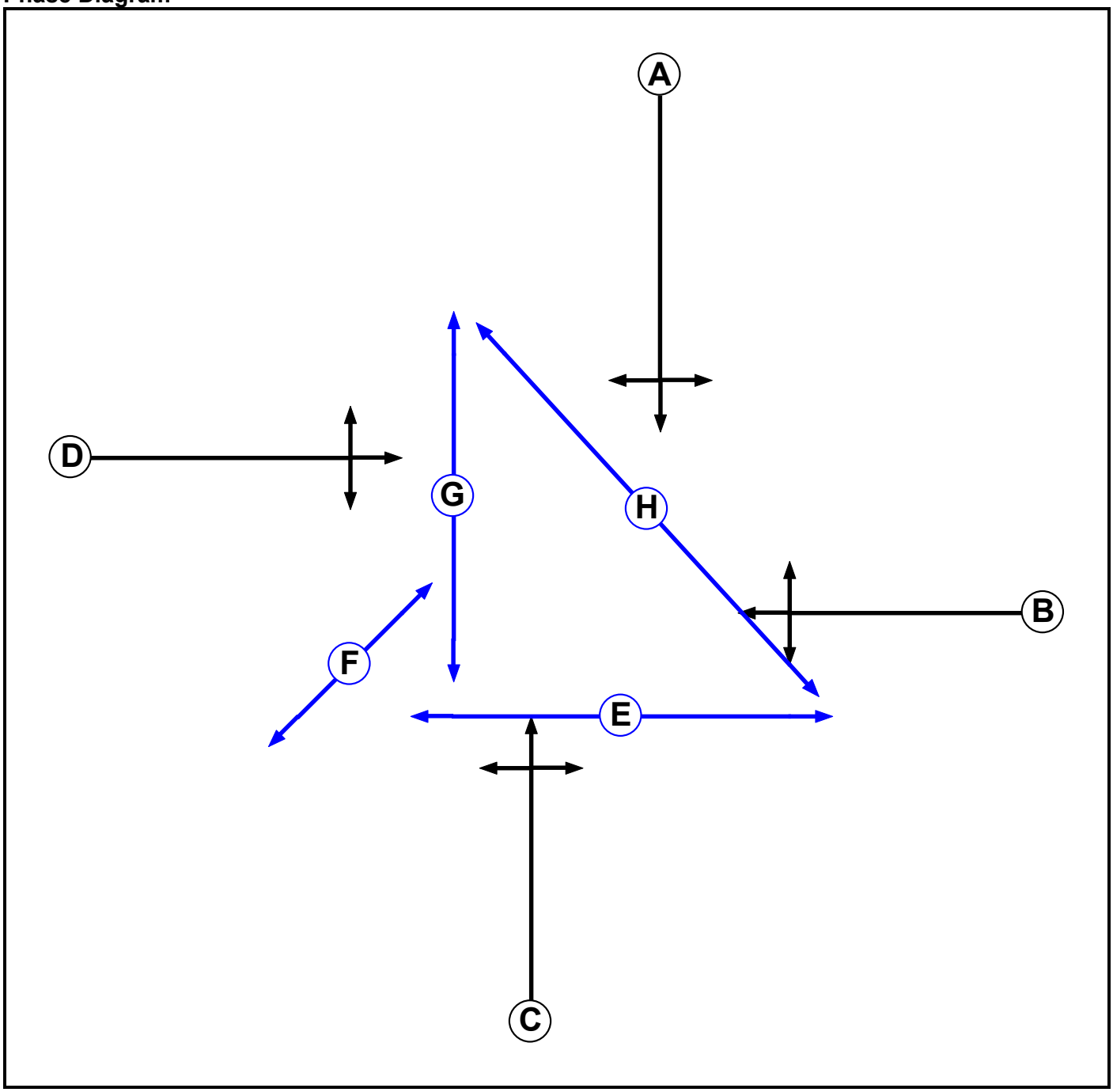
Network Layout Diagram



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

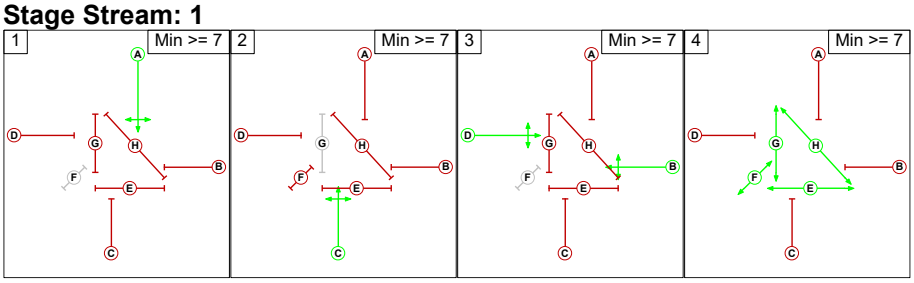
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

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

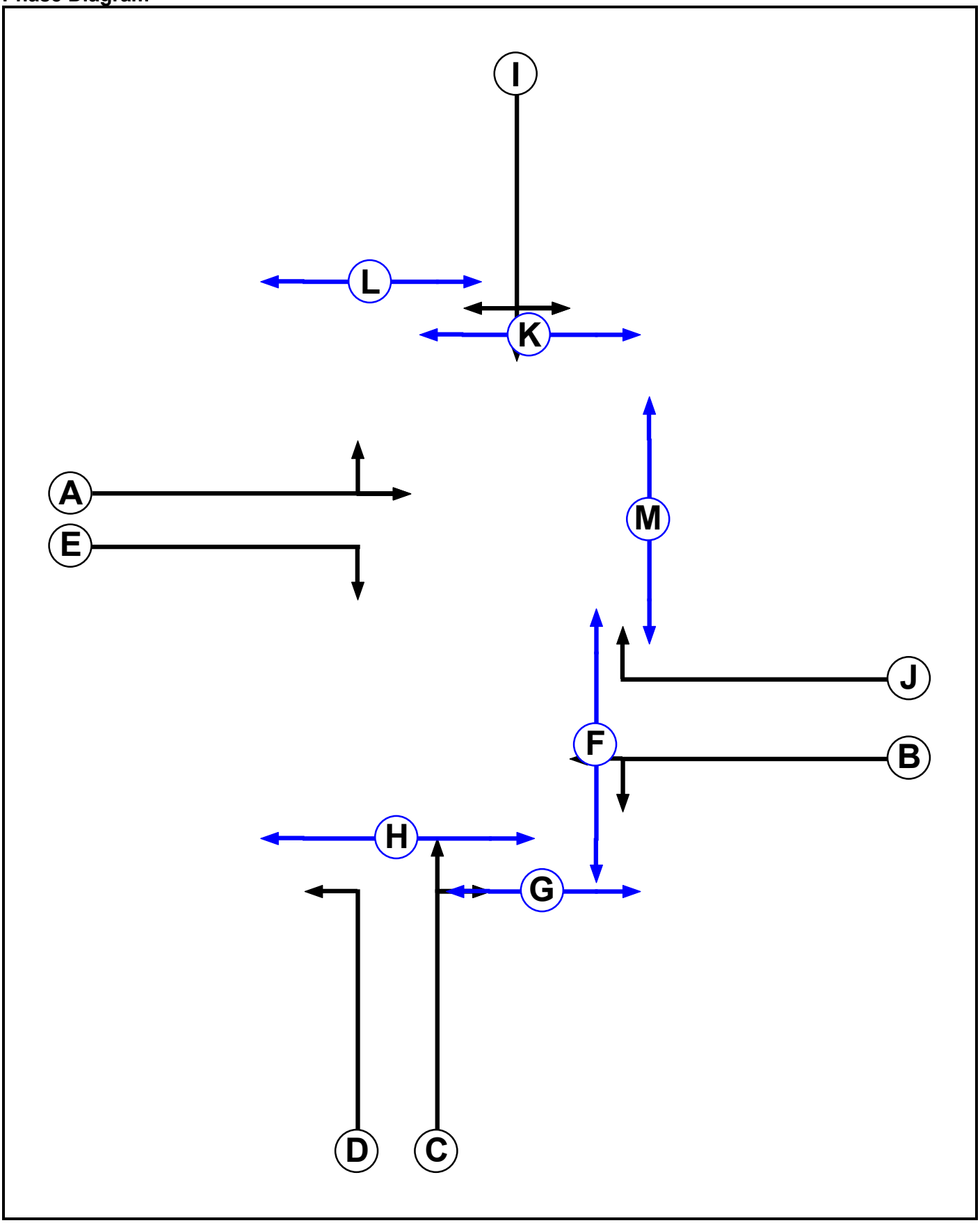
Stage Stream: 1

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	-		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	-	-	-	

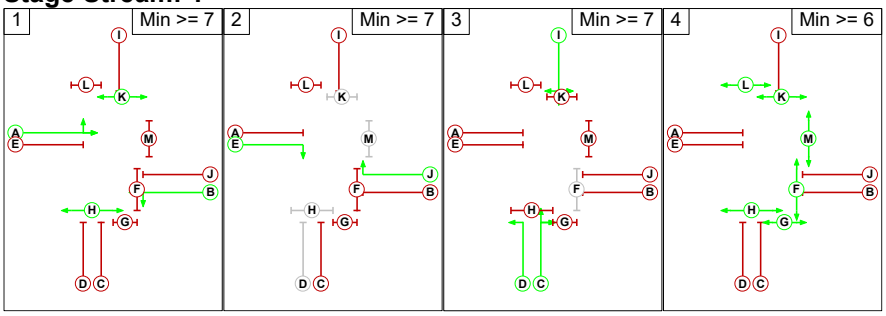
Phases in Stage

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

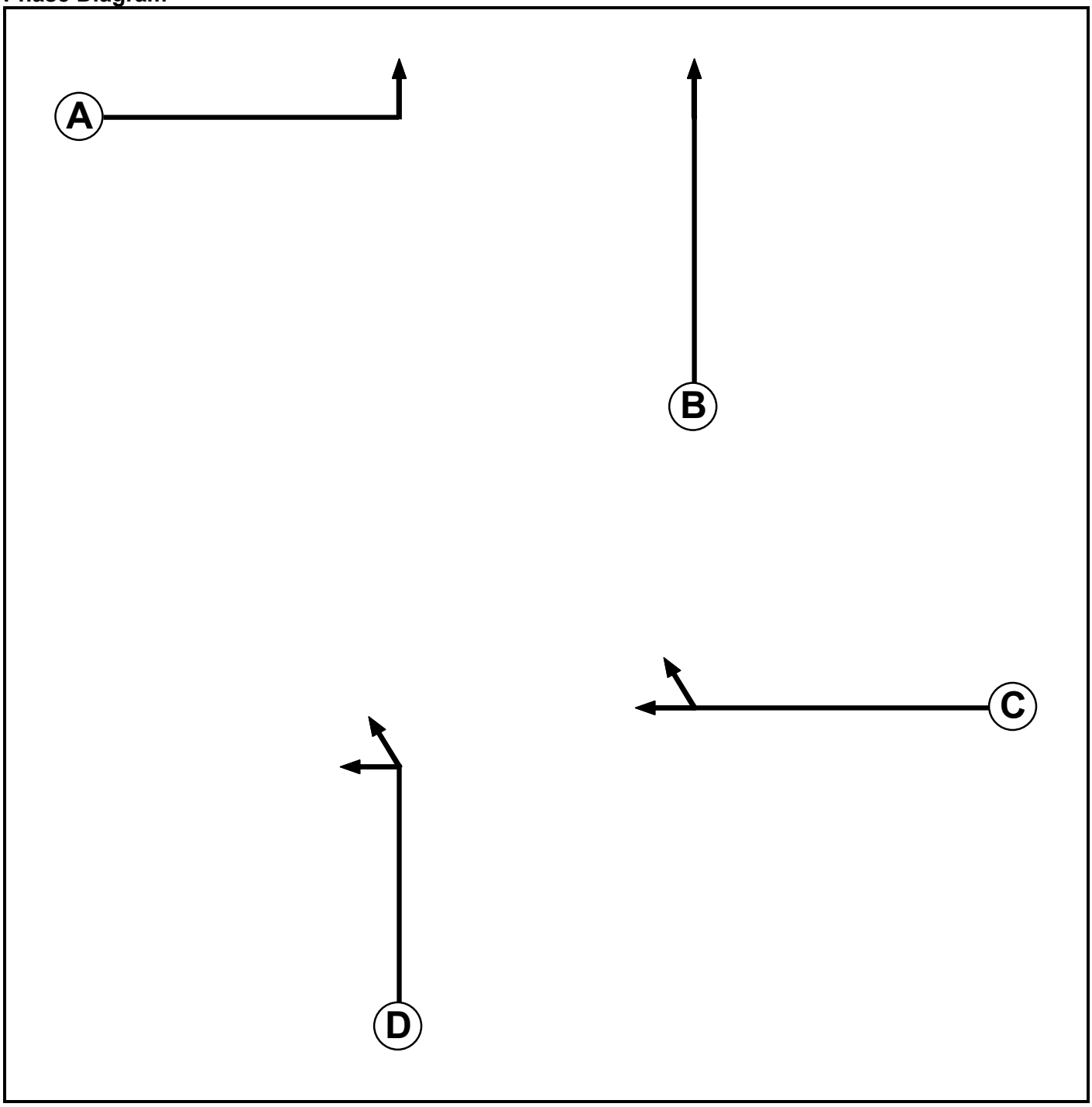
Stage Stream: 1

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

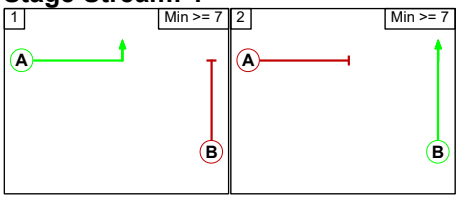
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

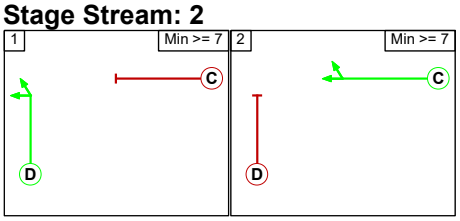
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

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

From Stage	To Stage		
		1	2
	1		6
	2	6	

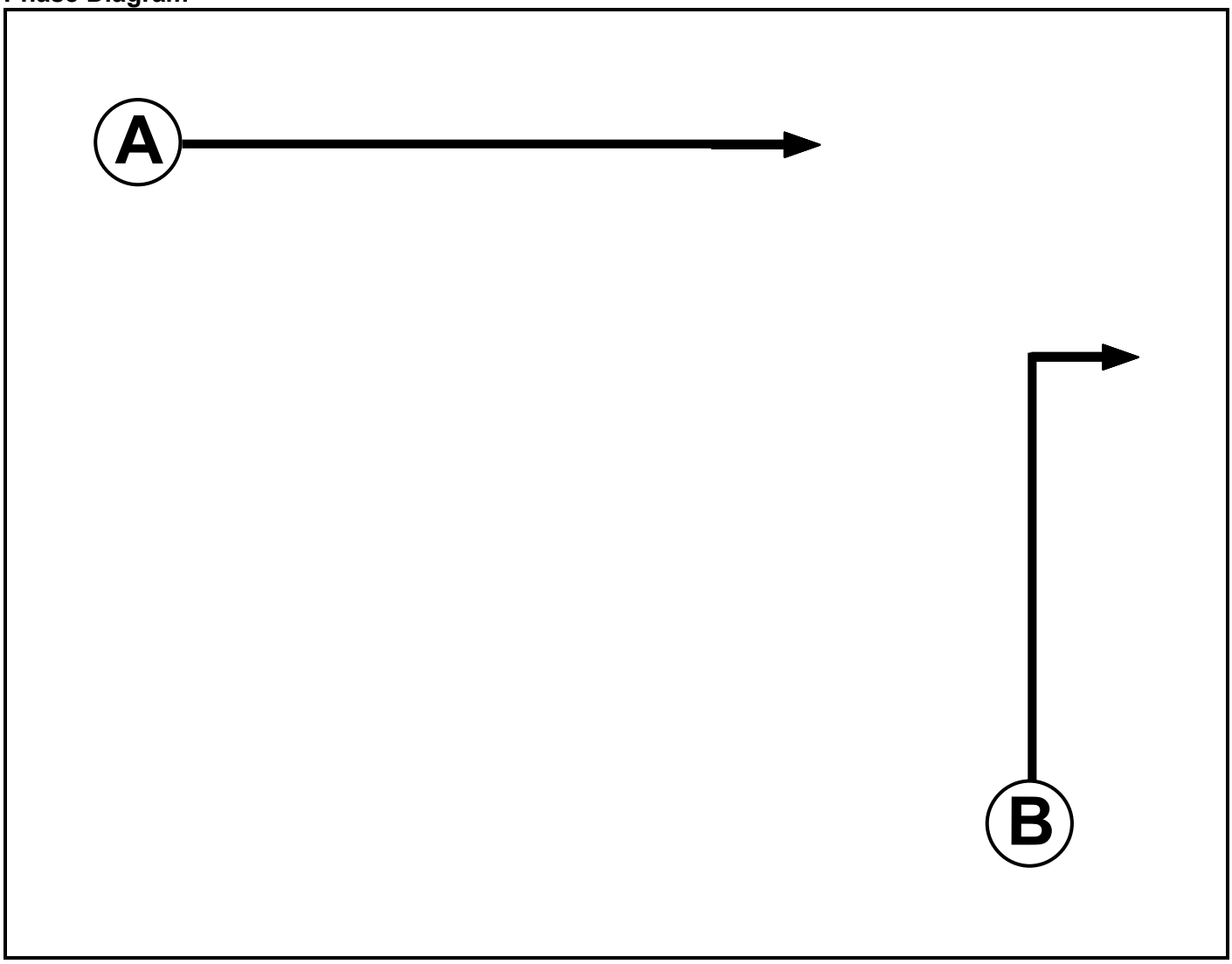
Full Input Data And Results

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	6	

Controller :C4

Phase Diagram



Phase Input Data

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

Full Input Data And Results

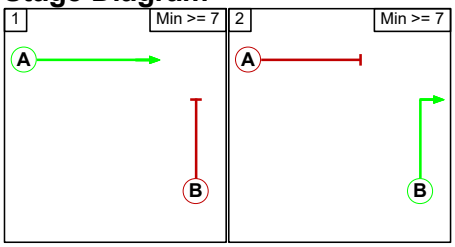
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

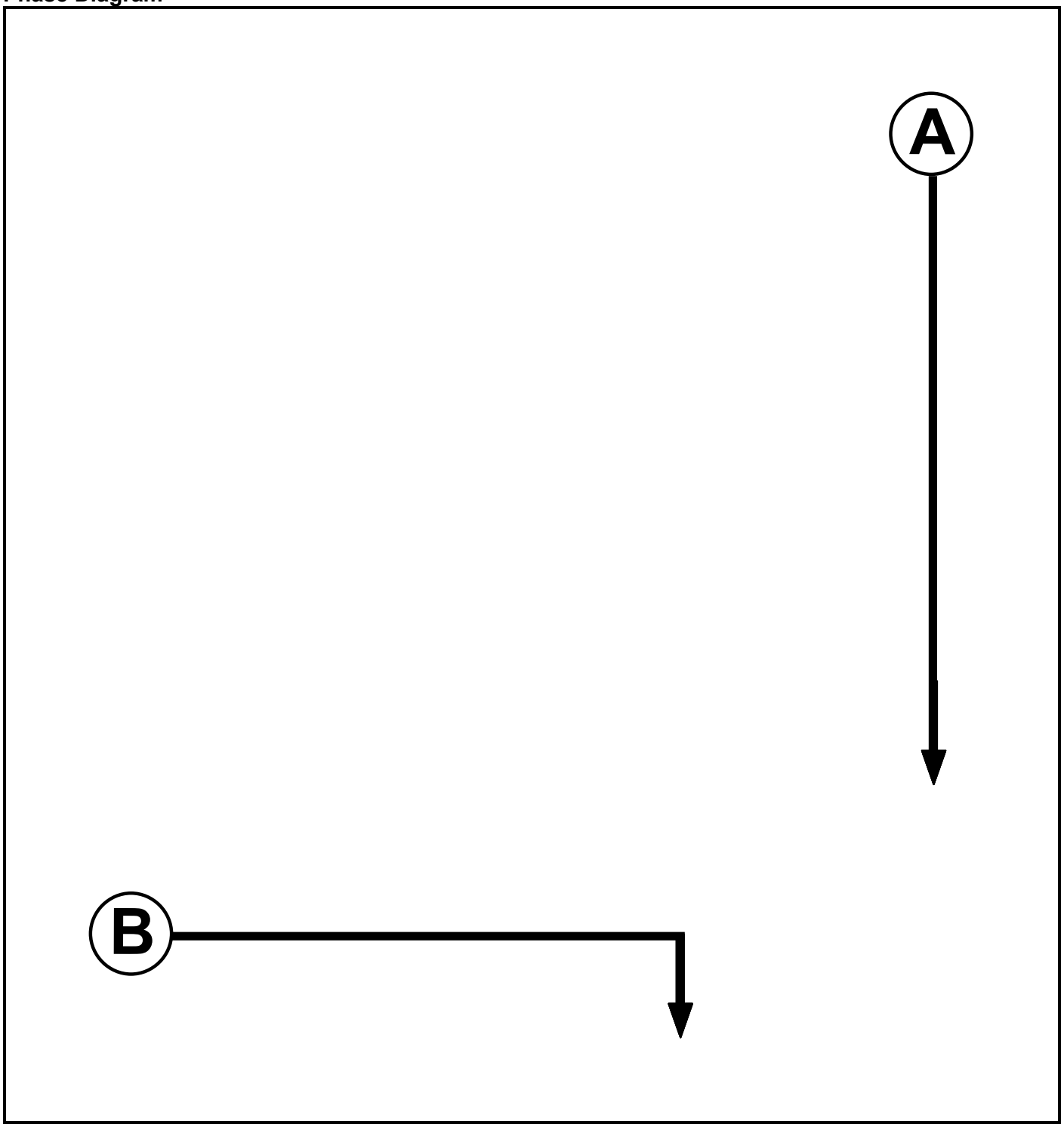
Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Controller :C5

Phase Diagram



Phase Input Data

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

Full Input Data And Results

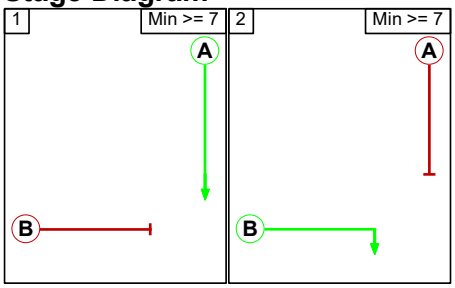
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A3024/Botley Road Signals

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

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue

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)					

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)	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

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	
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 + 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	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

Full Input Data And Results

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

Full Input Data And Results

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

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
				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

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	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

Full Input Data And Results

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

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
				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	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

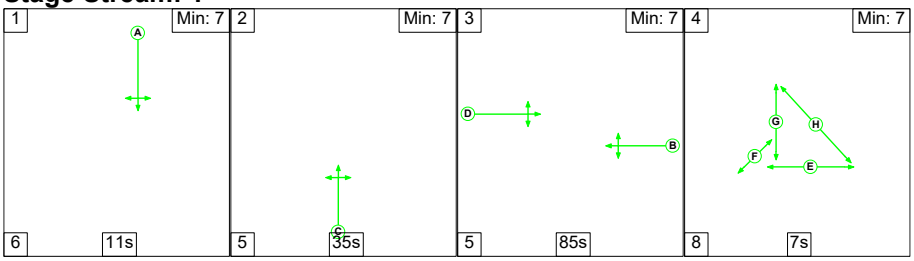
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910

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	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



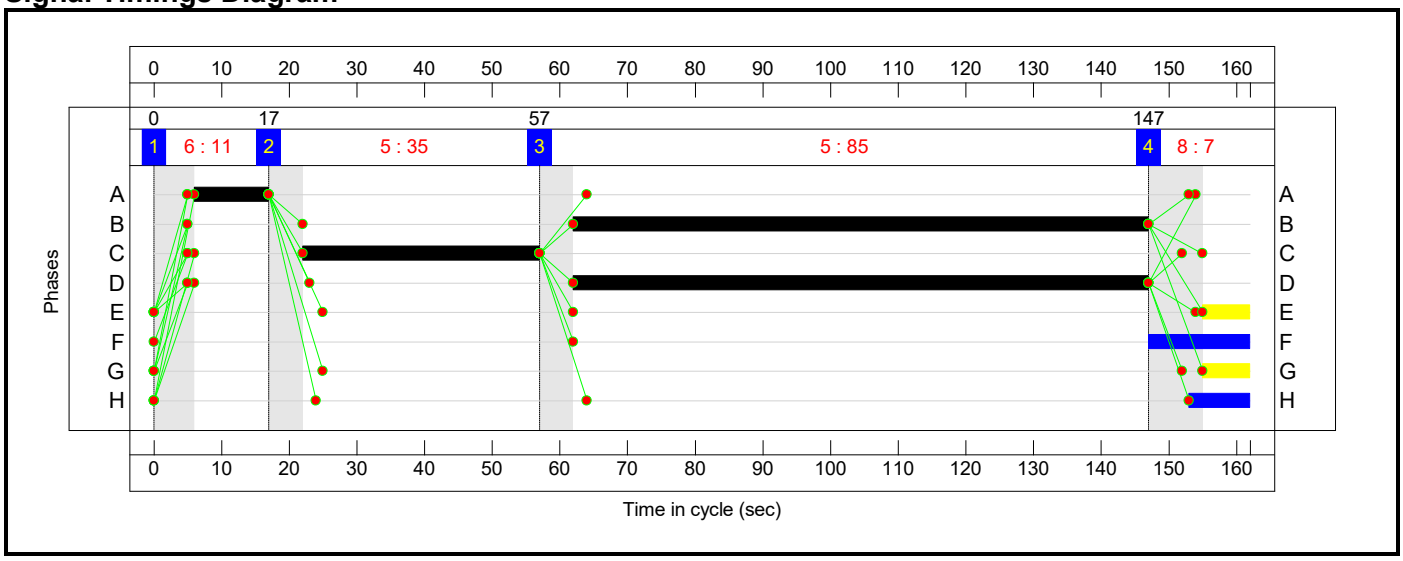
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

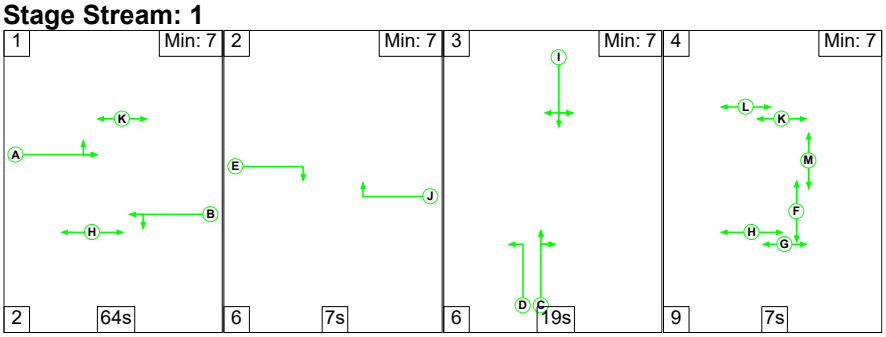
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



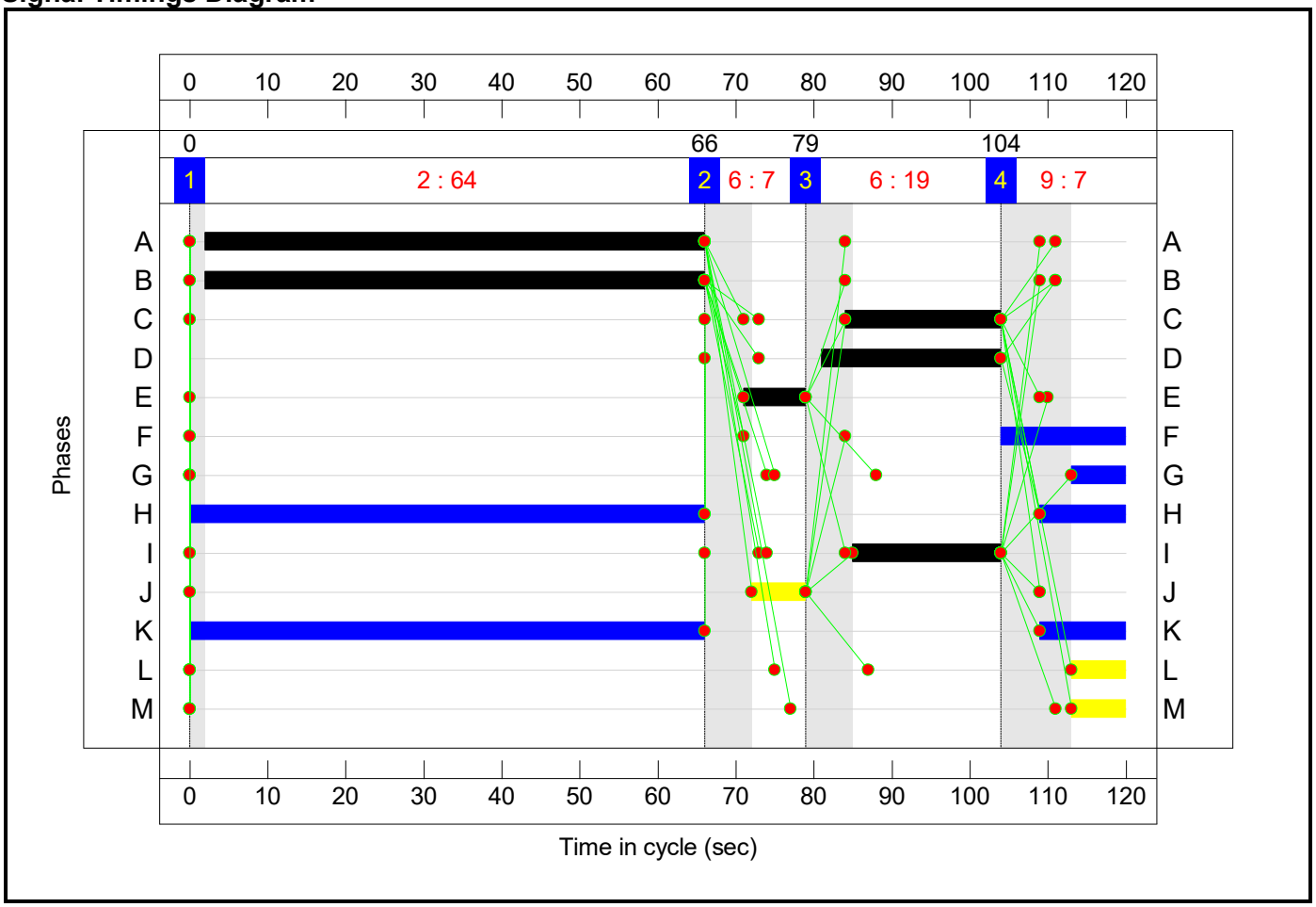
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

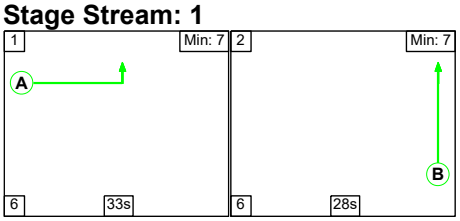
Signal Timings Diagram



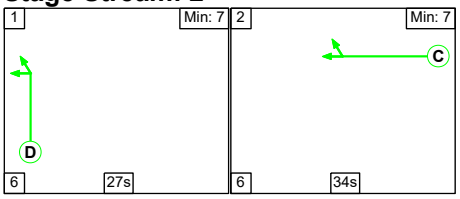
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

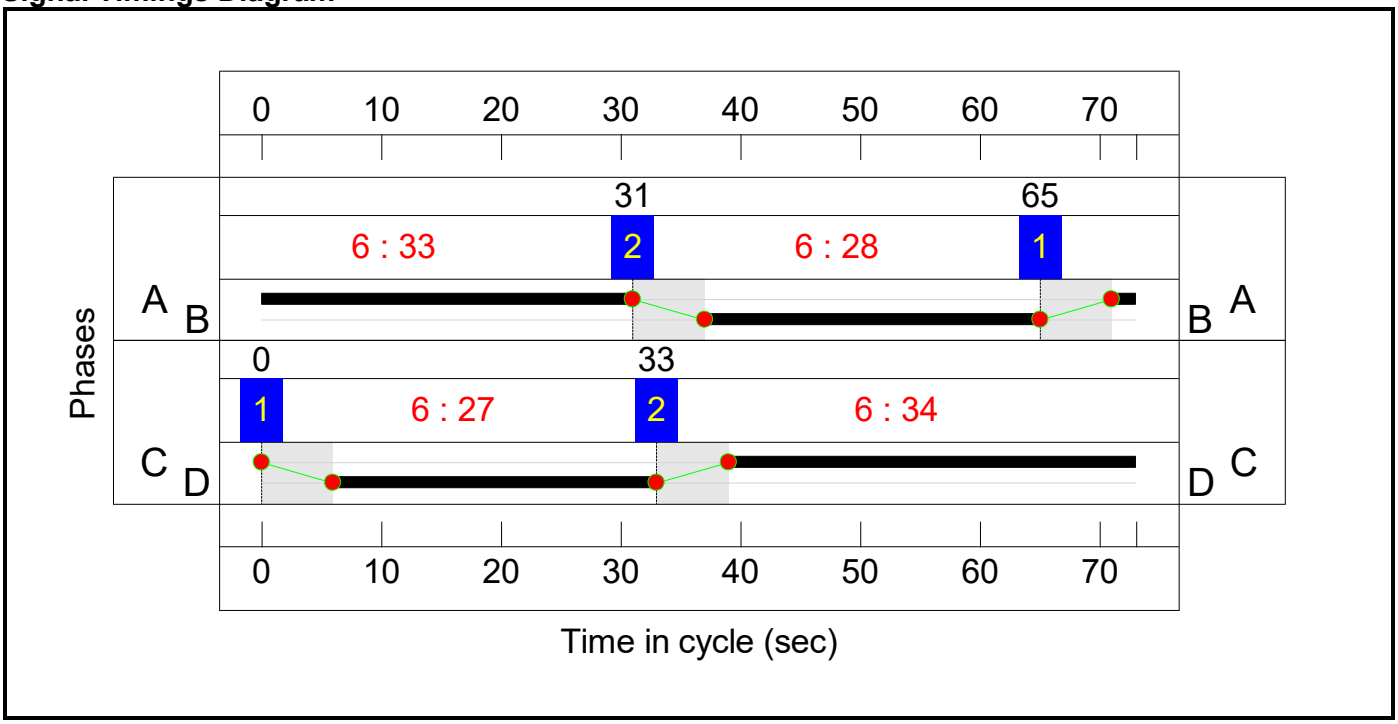
Stage	1	2
Duration	33	28
Change Point	65	31

Full Input Data And Results

Stage Stream: 2

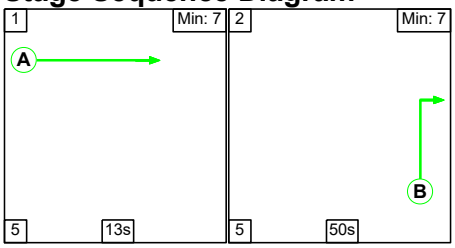
Stage	1	2
Duration	27	34
Change Point	0	33

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

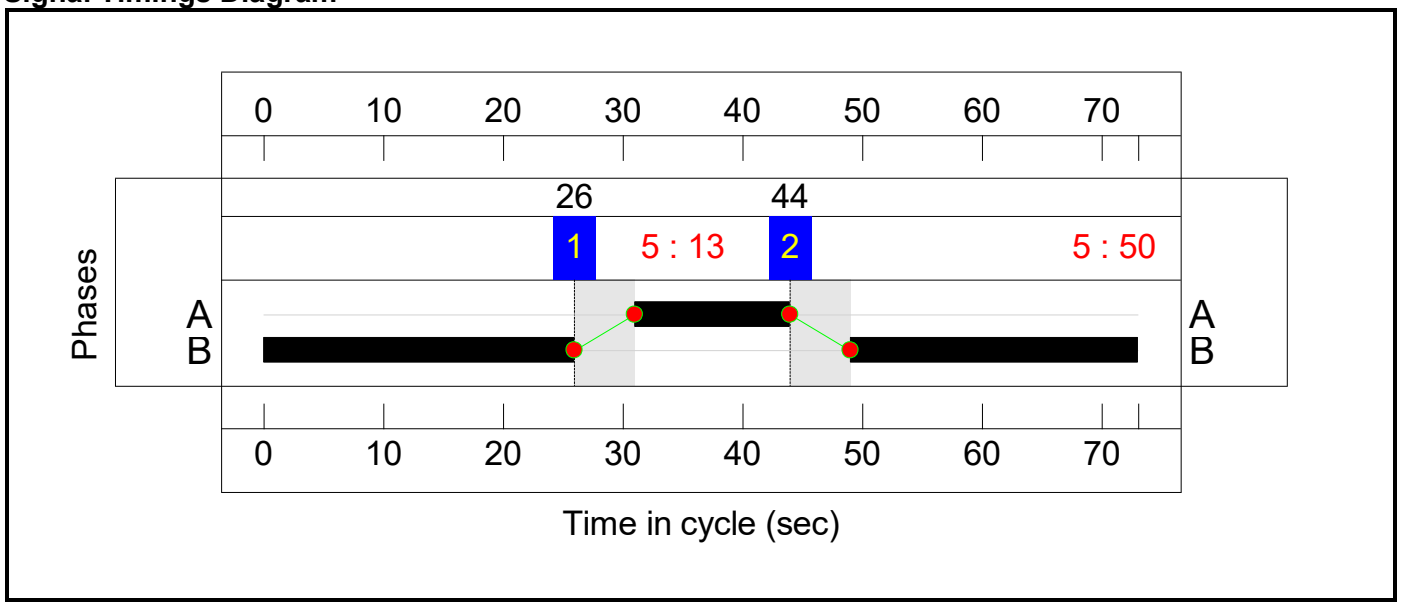


Stage Timings

Stage	1	2
Duration	13	50
Change Point	26	44

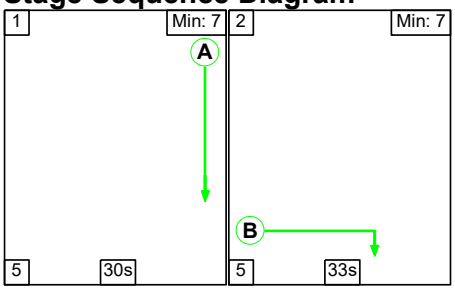
Full Input Data And Results

Signal Timings Diagram



Controller :C5

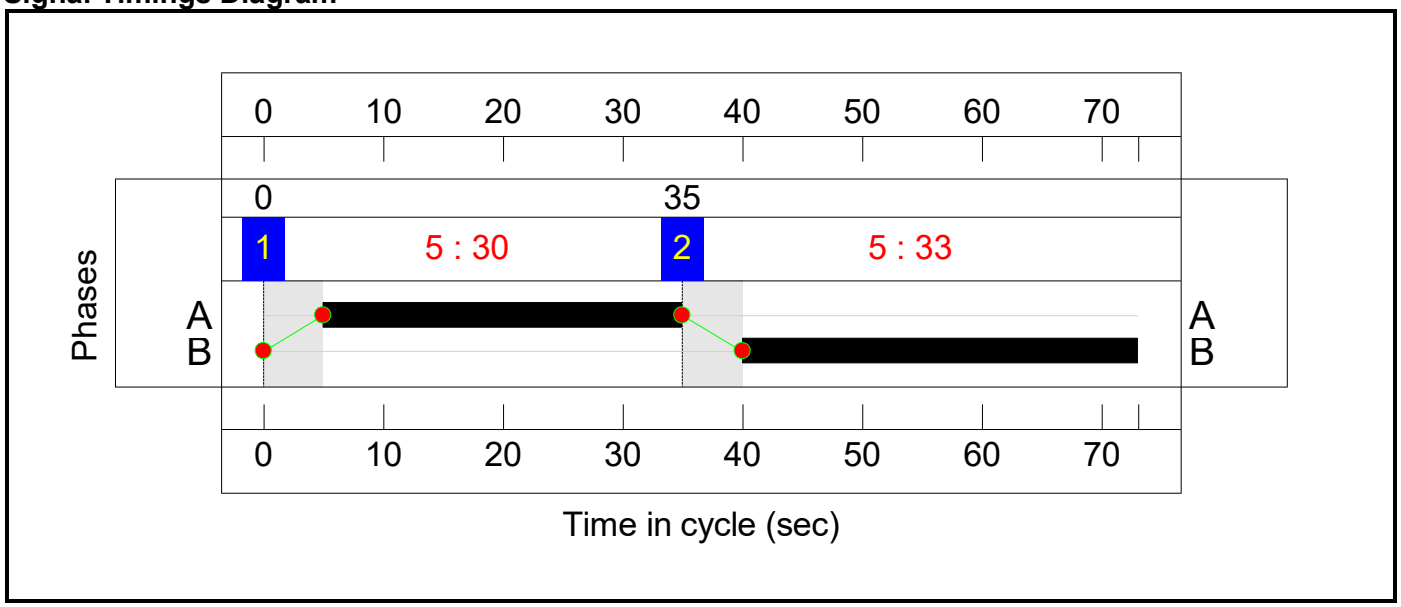
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	30	33
Change Point	0	35

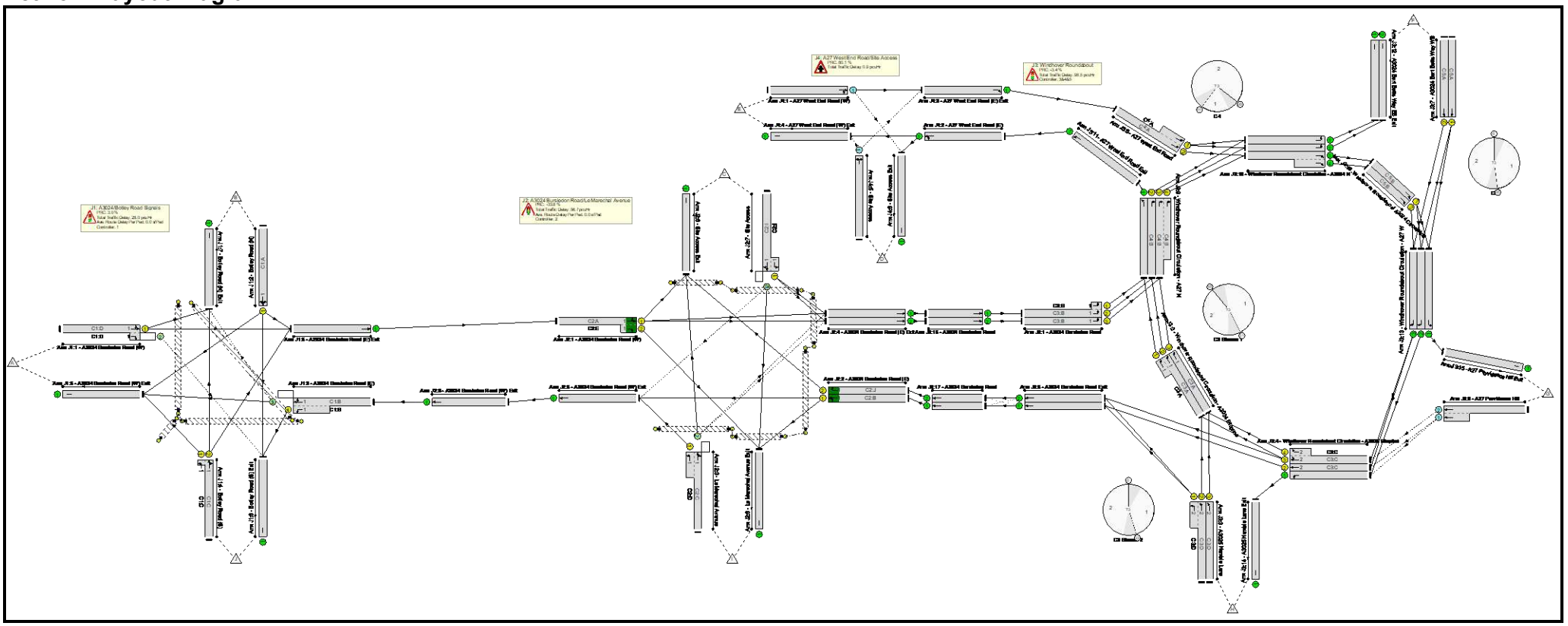
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network 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**	-	-		-	-	-	-	-	-	**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		

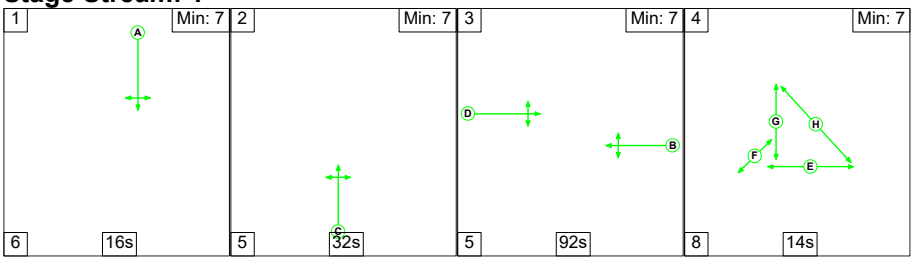
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

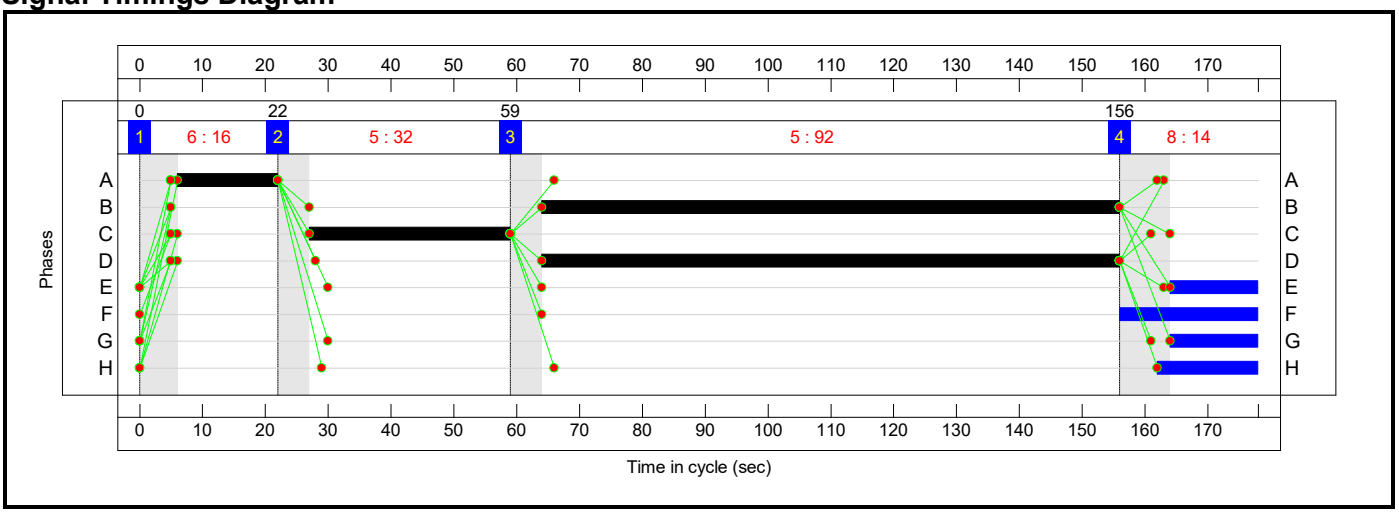


Stage Timings

Stage Stream: 1

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

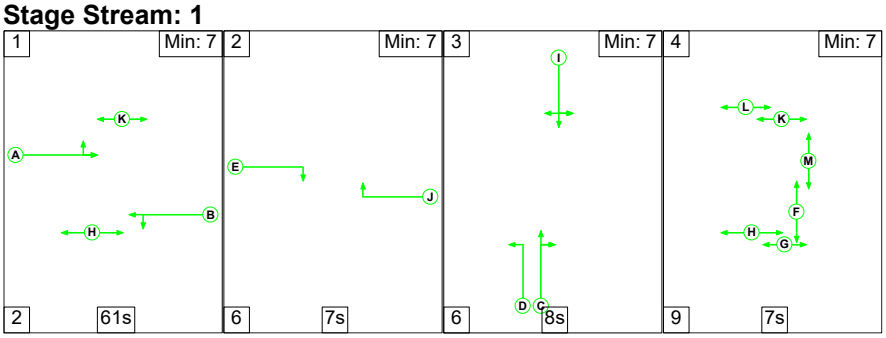
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



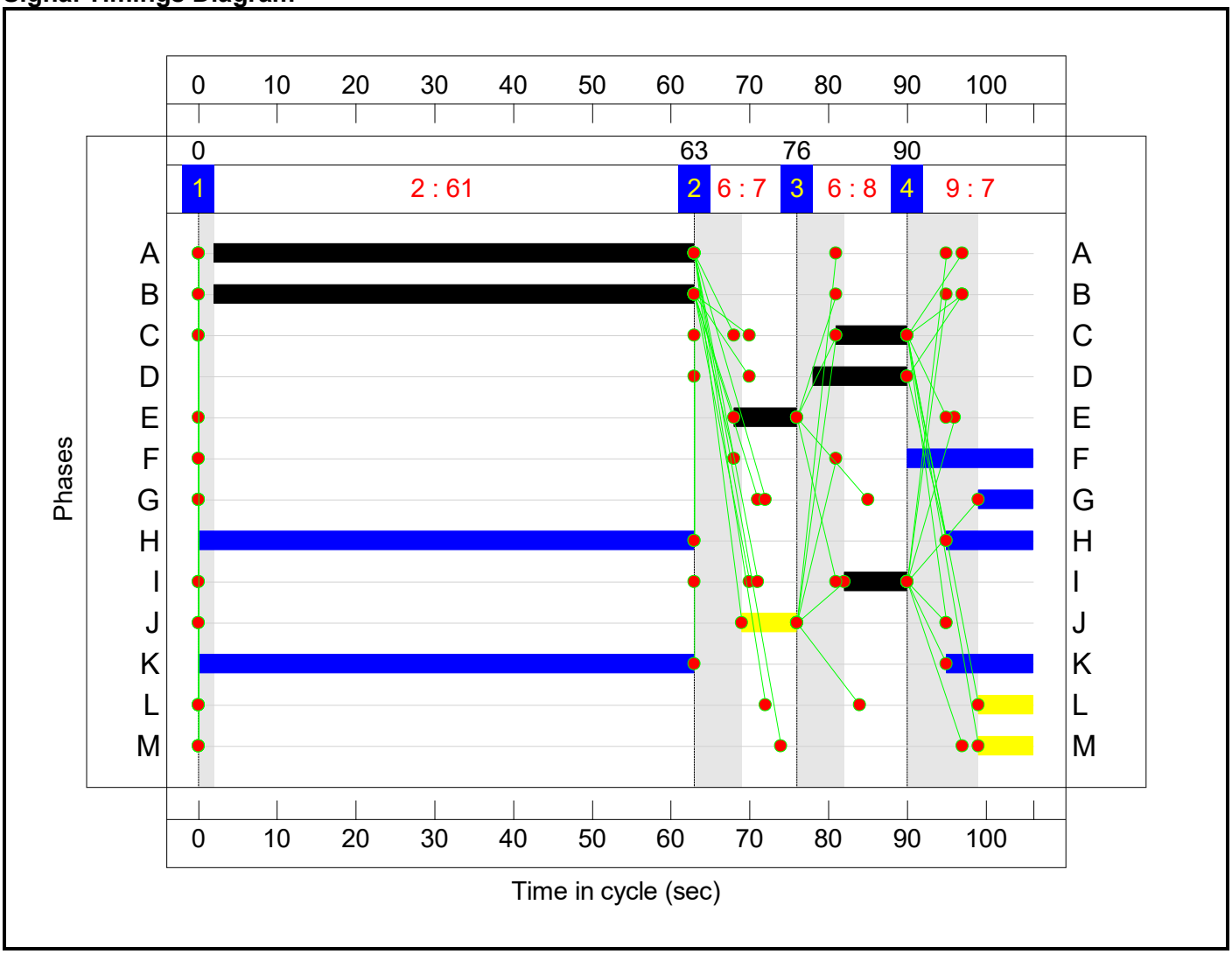
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

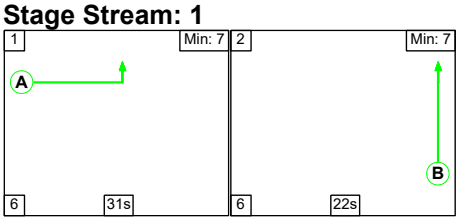
Signal Timings Diagram



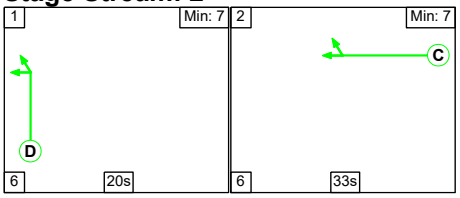
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

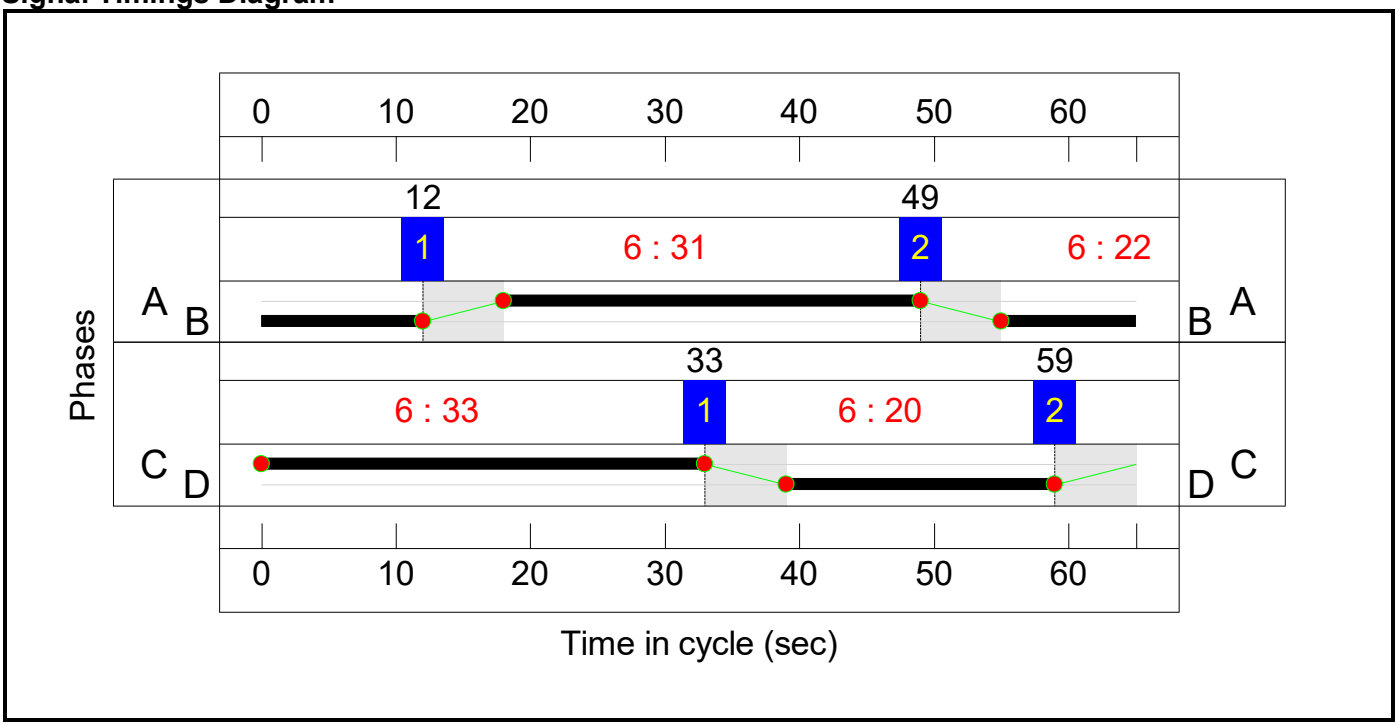
Stage Stream: 1

Stage	1	2
Duration	31	22
Change Point	12	49

Stage Stream: 2

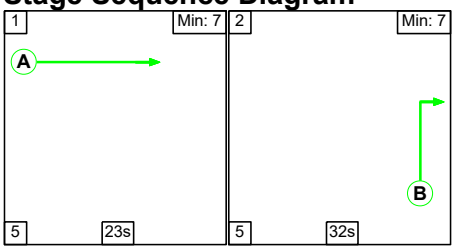
Stage	1	2
Duration	20	33
Change Point	33	59

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

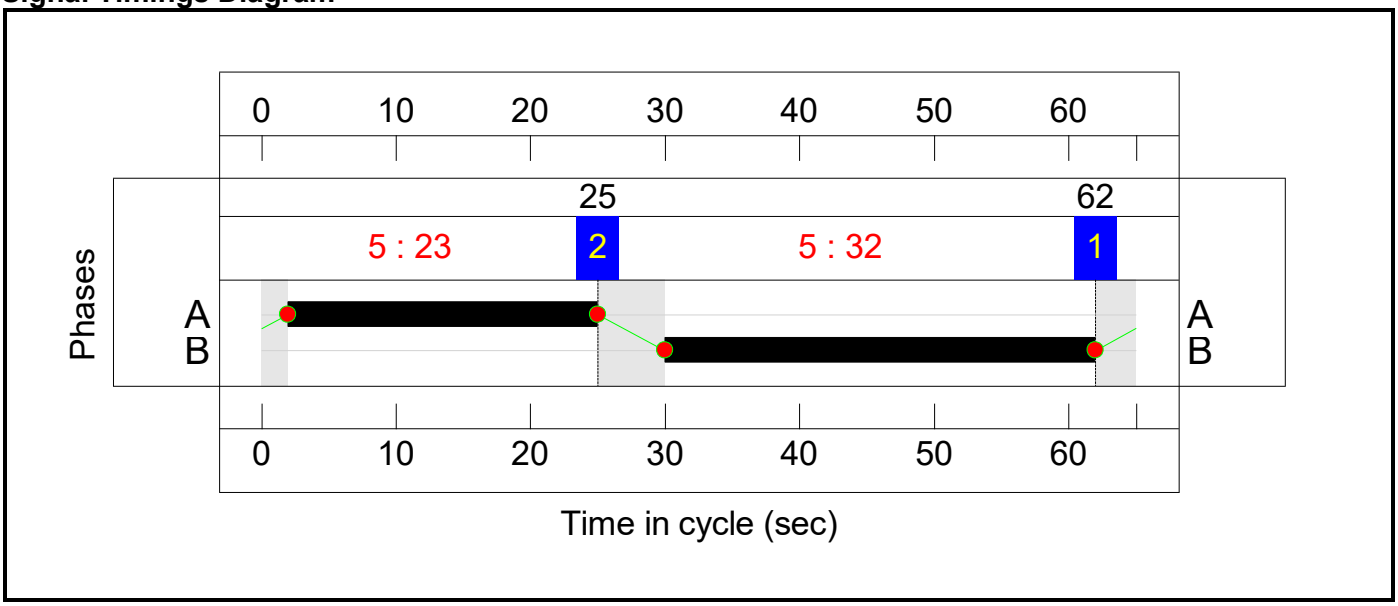


Stage Timings

Stage	1	2
Duration	23	32
Change Point	62	25

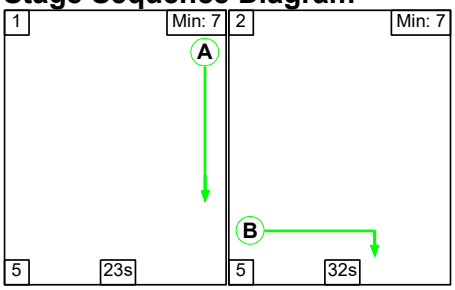
Full Input Data And Results

Signal Timings Diagram



Controller :C5

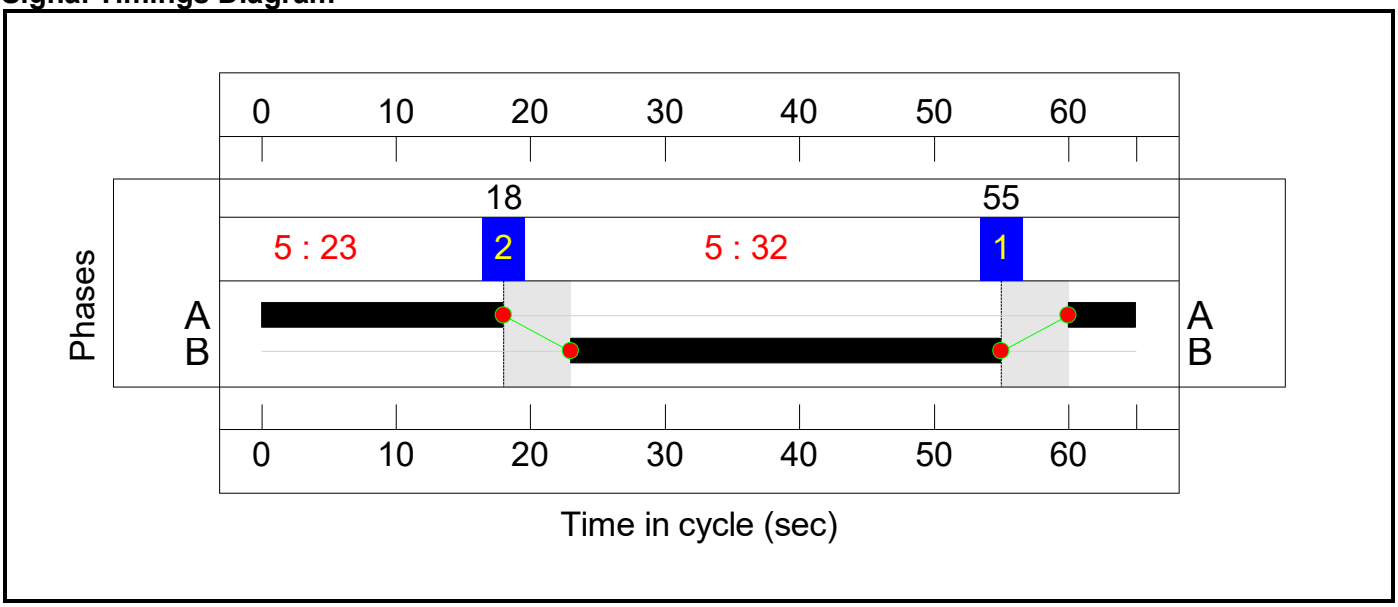
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	32
Change Point	55	18

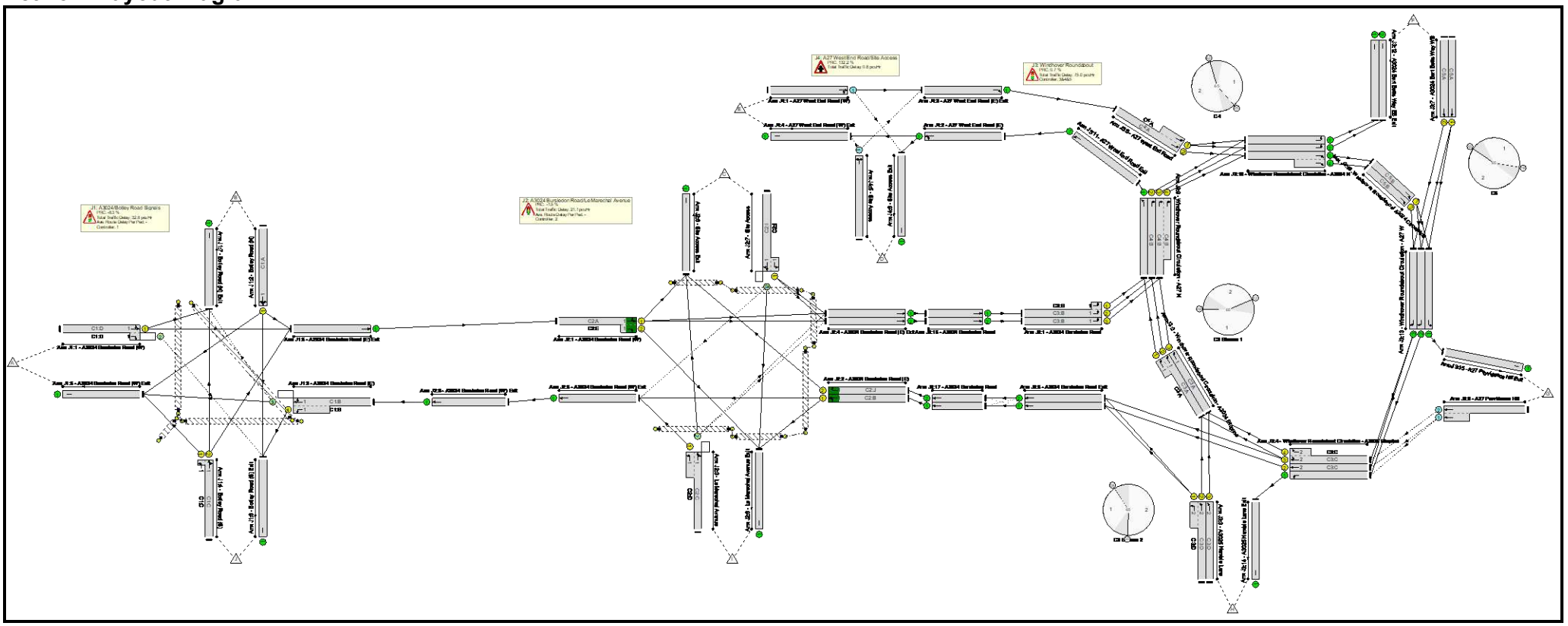
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	658	1782:1761	863+71	70.5 : 70.5%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	16	-	52	1824	174	29.9%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	92	-	883	1799:1821	563+510	82.3 : 82.3%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	330	1812:1819	300+39	97.5 : 97.5%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	900	1960	1960	45.9%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	22	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	16	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**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

north

W End Road

Windhover Roundabout

A27

A27

A27

A27 (EB)

A27 (EB)

Tree Canopy

Mixed Foliage Avg Ht=3.0m

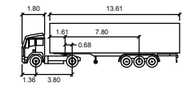
CCTV

0 10 20 30 40m

SCALE IN METRES
1:500

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		

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

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
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-TK06

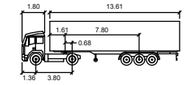
Revision: -

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Notes

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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		

0 10 20 30 40m

SCALE IN METRES
1:500

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

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
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Client:
Wates Developments Ltd

Project:
Cranbury Site, Bursledon Road, Bursledon

Title:
Swept Path Analysis
16.5 m Artic
Windhover Roundabout Improvements

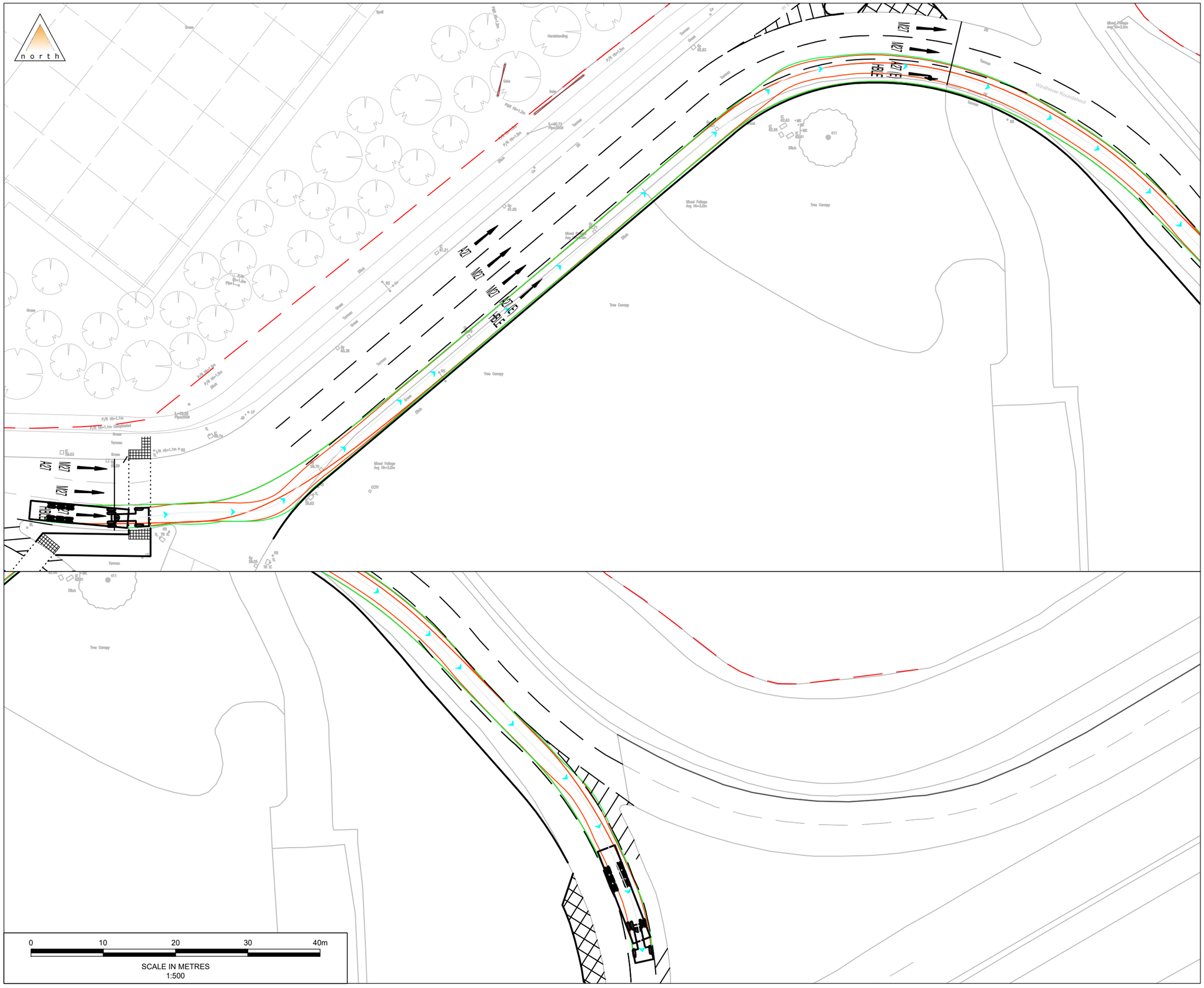
Scale: 1:500 (@ A3)

Drawing: 1803014-TK07

Revision: -

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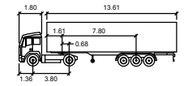


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Notes

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		

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

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
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-TK08

Revision: -

Appendix G

ATC Data


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

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

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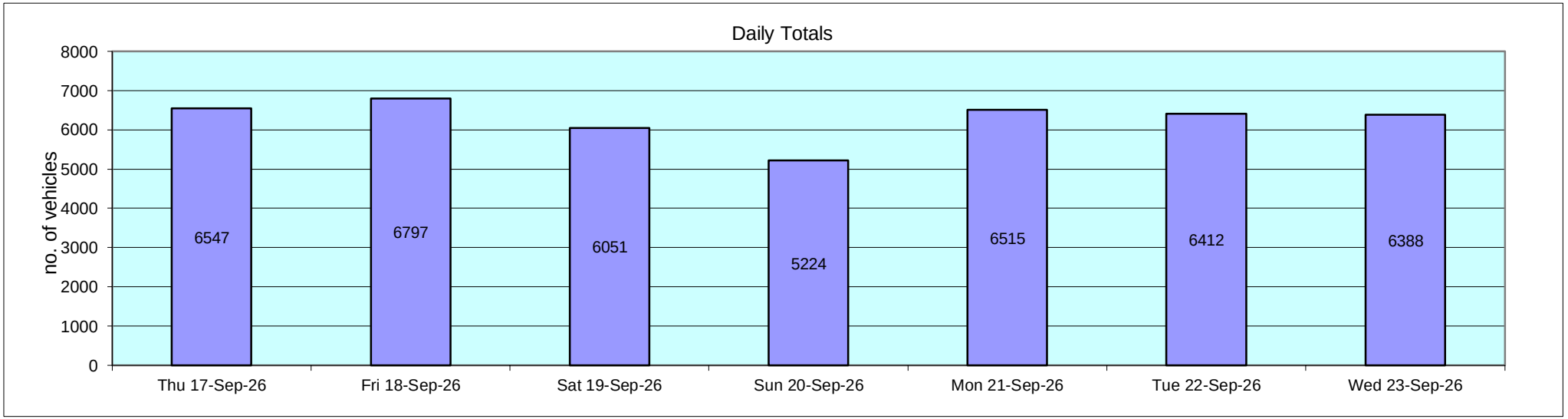
15775			BURLESDON			Site No: 15775001		Location	A27 West End Road, Burlesdon (Sof Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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



Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

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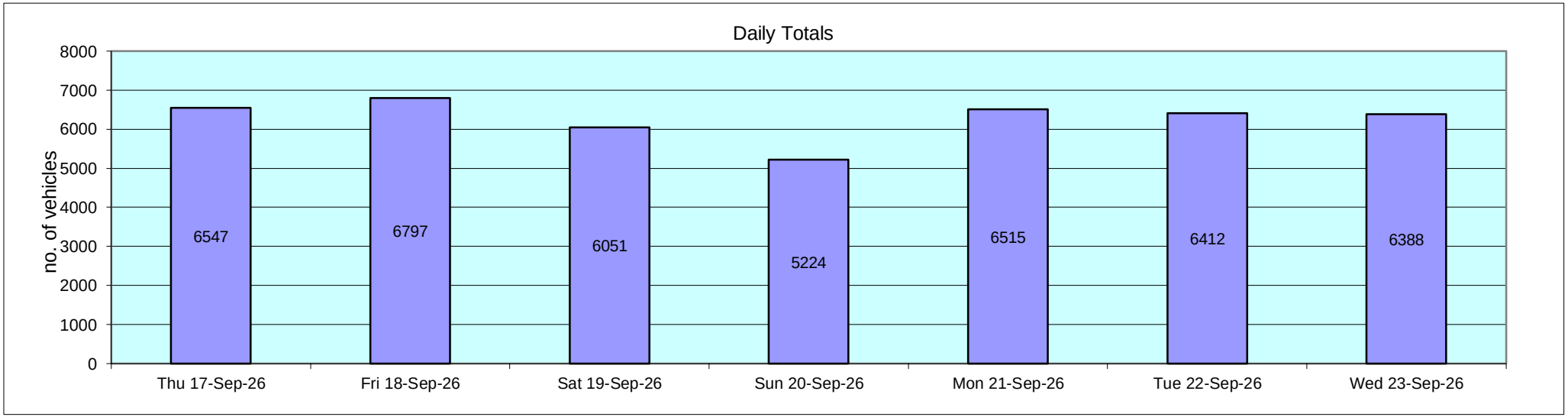
15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

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

Data produced by
Auto Surveys Ltd

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

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



Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

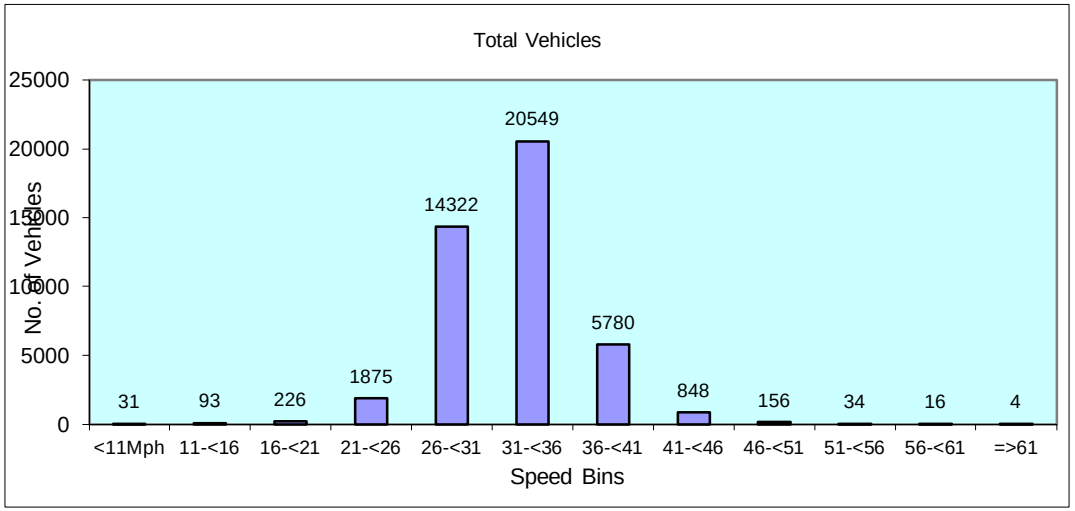
Data produced by
Auto Surveys Ltd

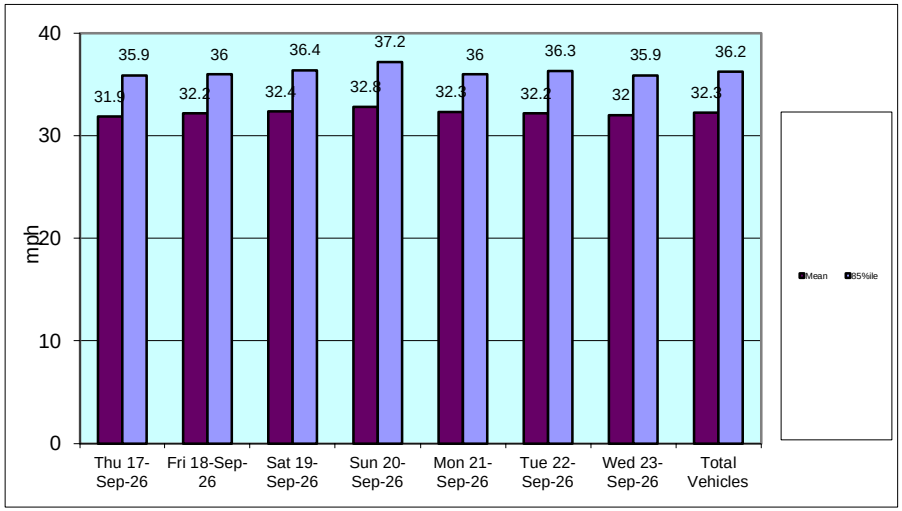
15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56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

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

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



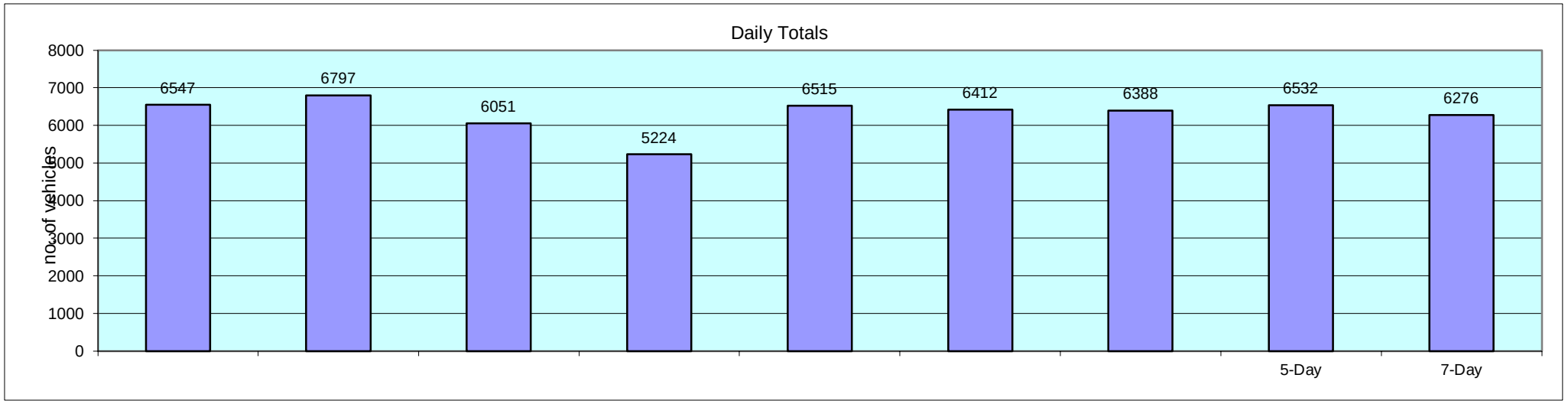


Data produced by
Auto Surveys Ltd

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

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



Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

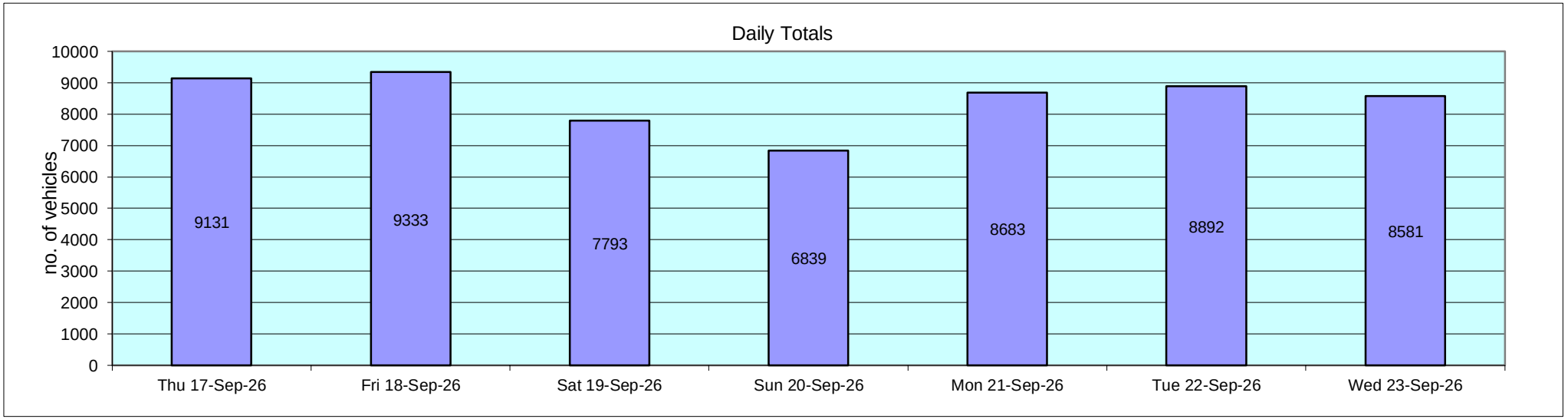
Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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



Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

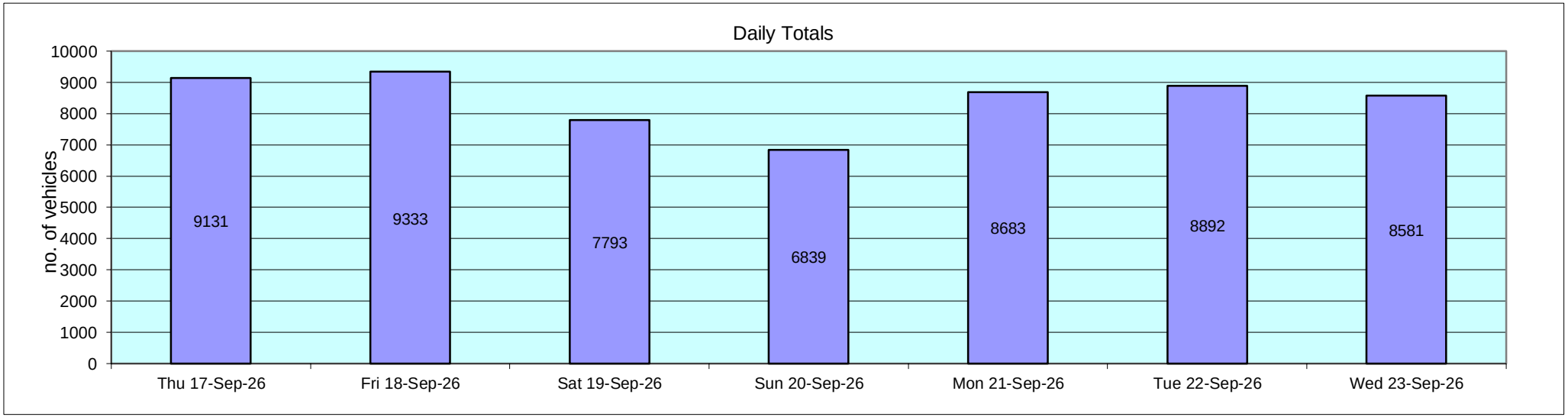
15775	BURLESDON	Site No: 15775001	Location	A27 West End Road, Burlesdon (Sof Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

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

Data produced by
Auto Surveys Ltd

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

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



Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

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

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

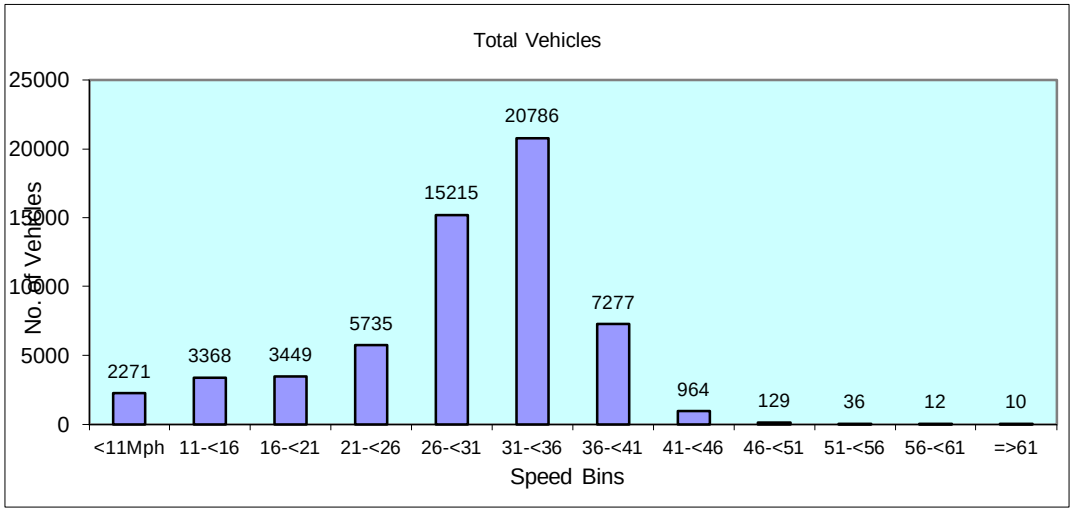
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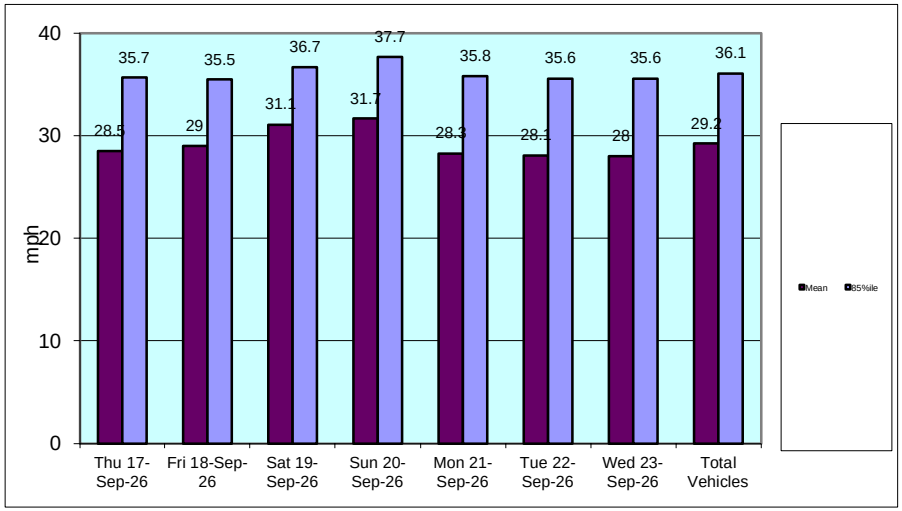
15775			BURLESDON				Site No: 15775001			Location	A27 West End Road, Burlesdon (Sof Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56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

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

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





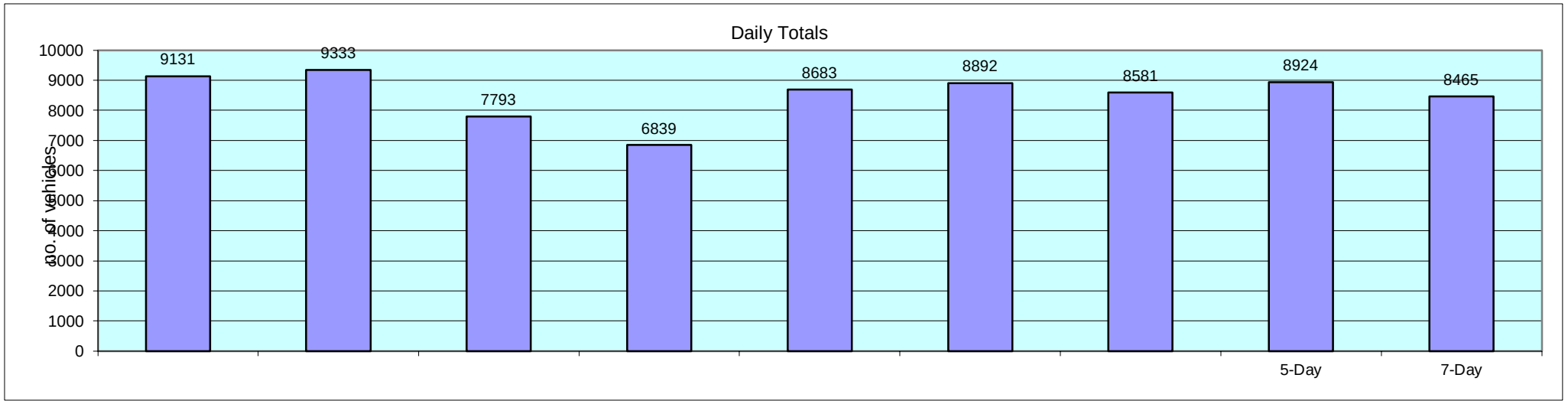
Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

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




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

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

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

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

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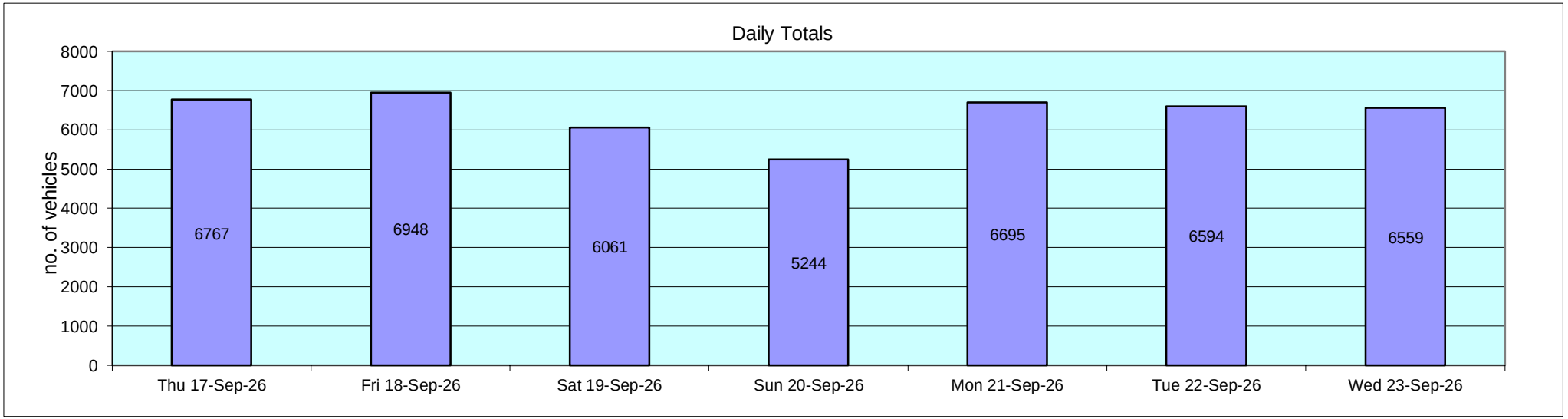
15775			BURLESDON			Site No: 15775002		Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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



Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

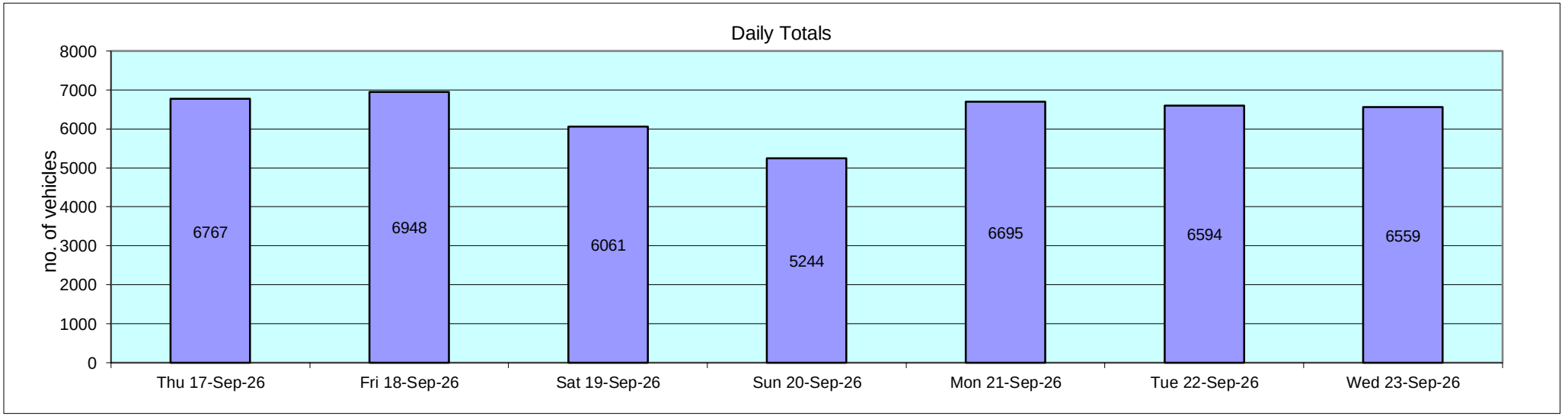
15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Northbound		

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

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

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



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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

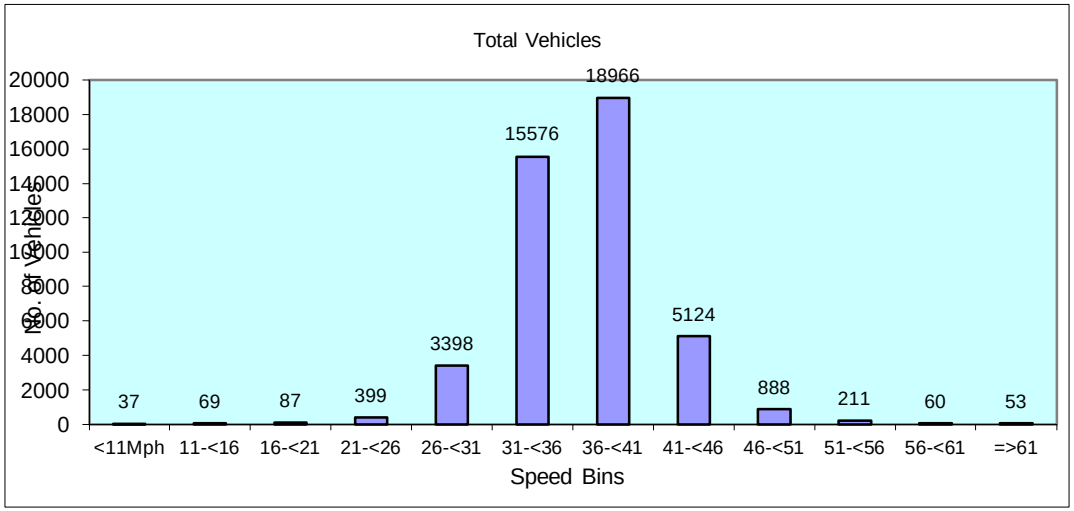
Data produced by
Auto Surveys Ltd

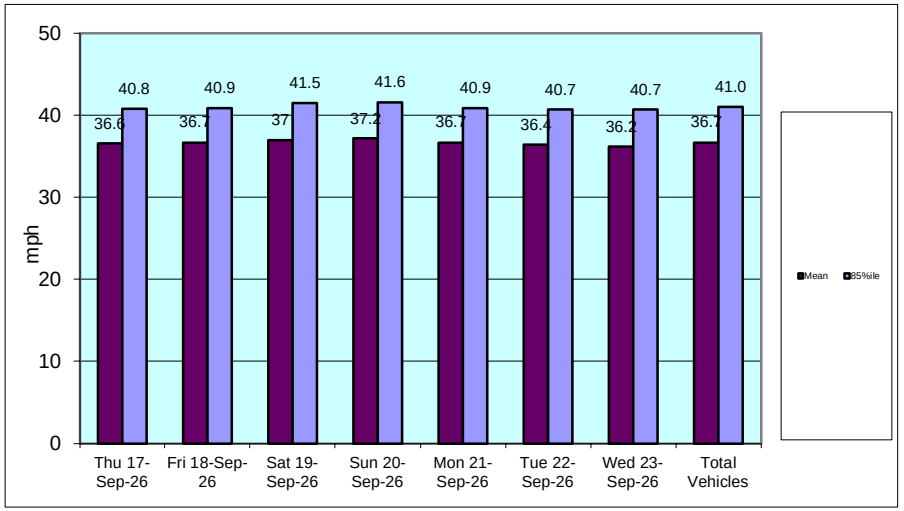
15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Northbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56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

Data produced by
Auto Surveys Ltd

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

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





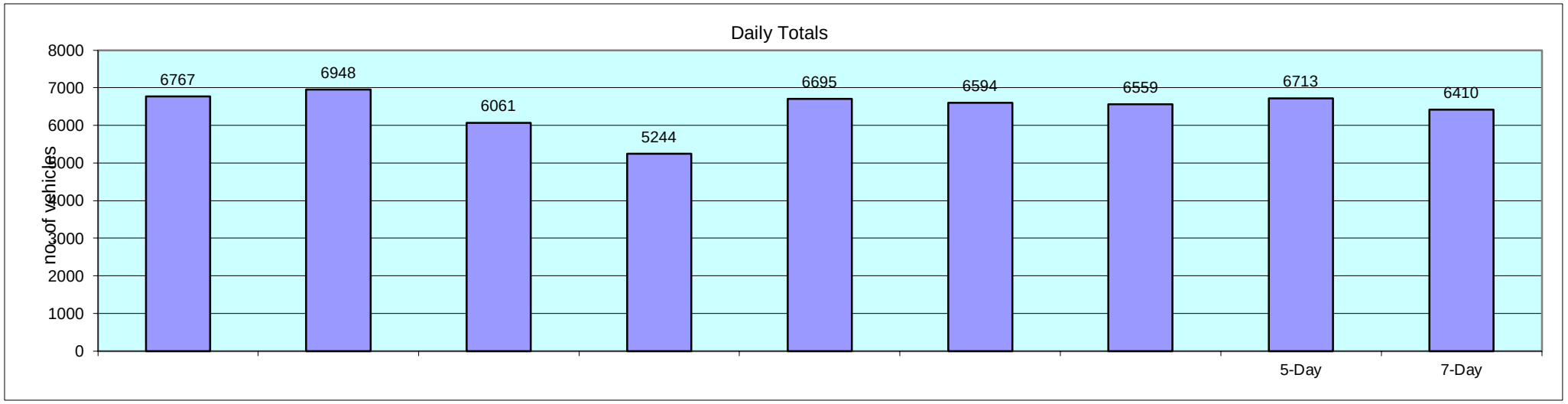
Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

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



Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

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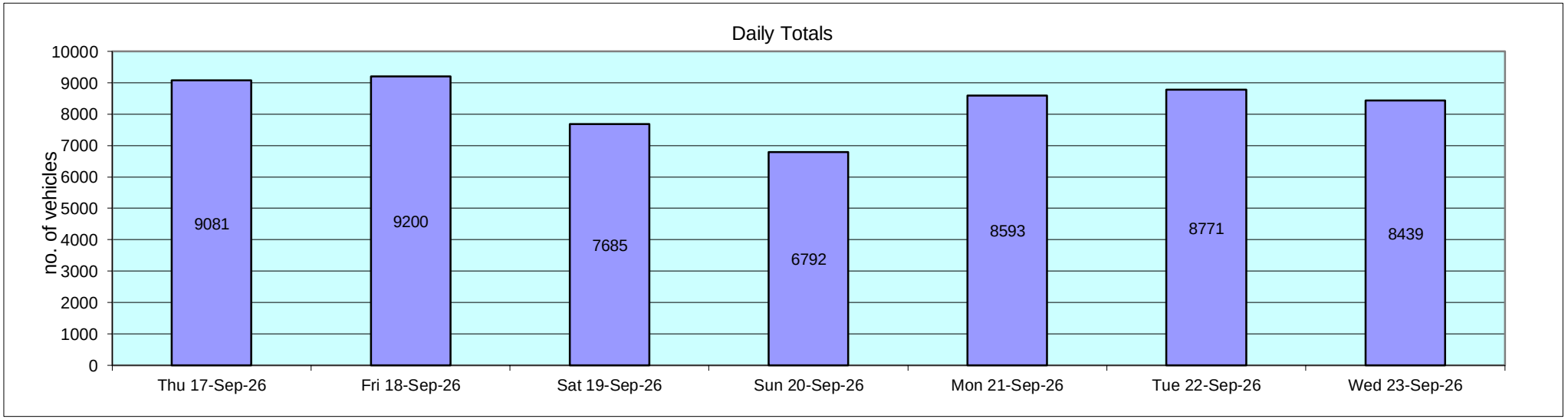
15775			BURLESDON			Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)					
Thu 17-Sep-26 to Wed 23-Sep-26						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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



Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

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

Data produced by
Auto Surveys Ltd

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

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

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

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

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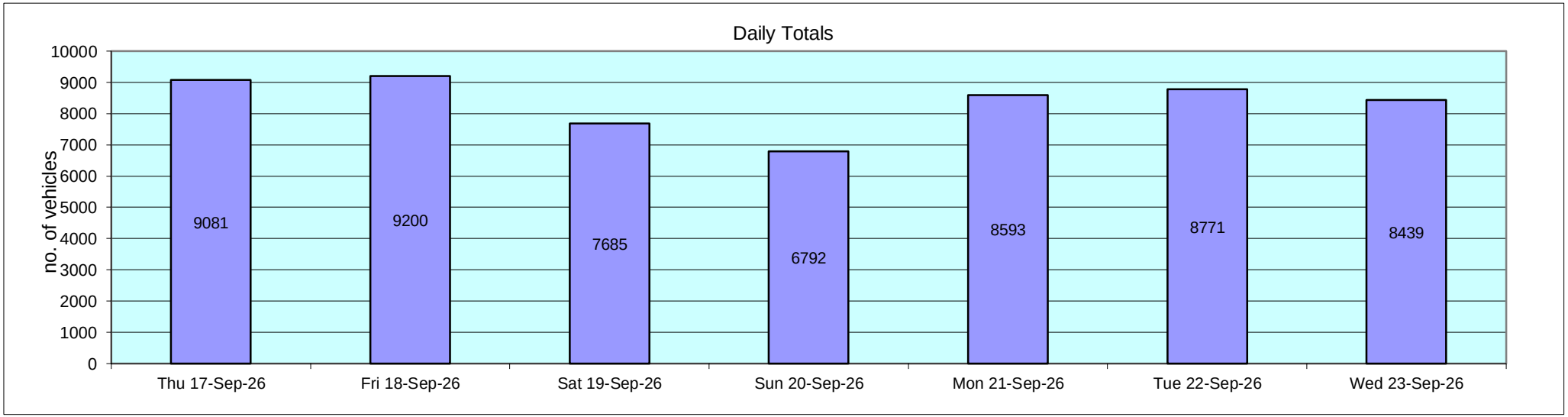
15775	BURLESDON	Site No: 15775002	Location	A27 West End Road, Burlesdon (N of Peewit Hill)
Thu 17-Sep-26 to Wed 23-Sep-26		Channel: Southbound		

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

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

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



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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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

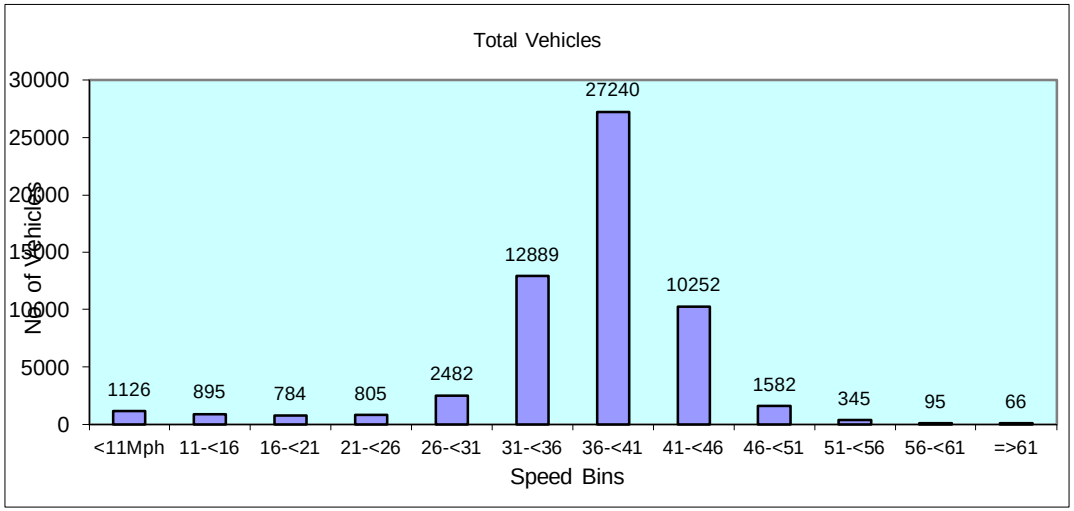
Data produced by
Auto Surveys Ltd

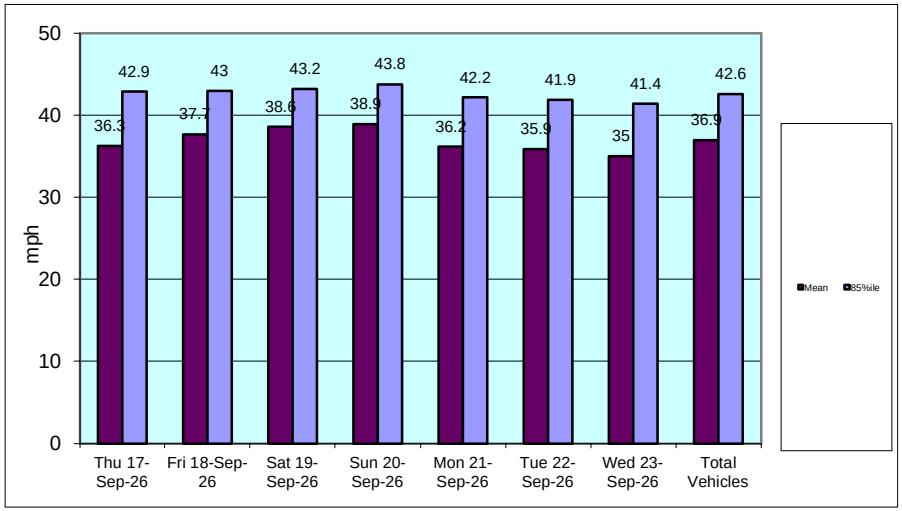
15775			BURLESDON				Site No: 15775002			Location	A27 West End Road, Burlesdon (N of Peewit Hill)						
Thu 17-Sep-26 to Wed 23-Sep-26							Channel: Southbound										
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56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

Data produced by
Auto Surveys Ltd

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

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



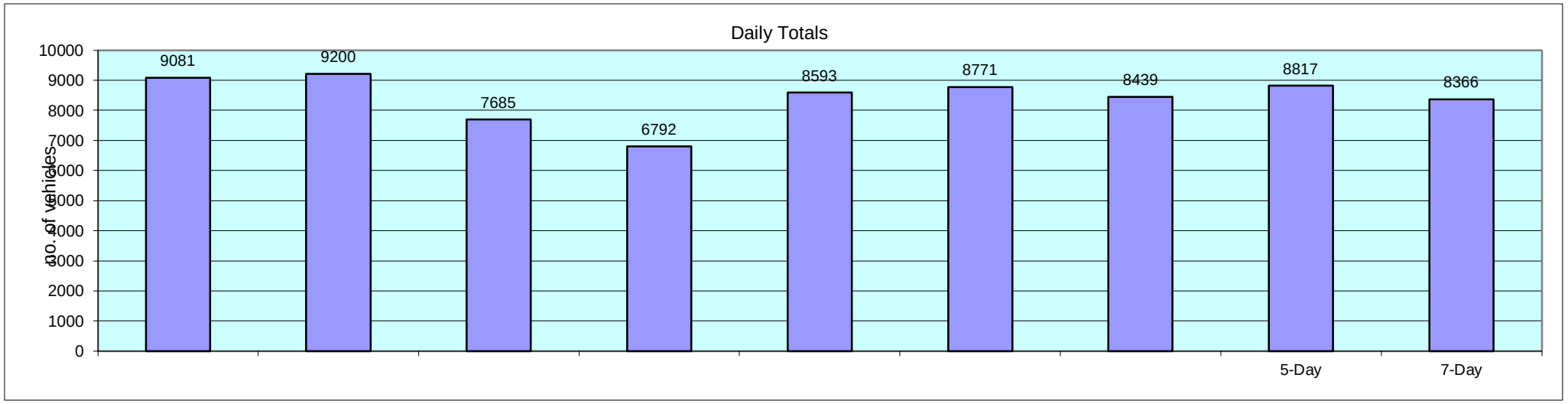


Data produced by
Auto Surveys Ltd

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

Data produced by
Auto Surveys Ltd

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



Data produced by
Auto Surveys Ltd

Appendix H

Visibility Splay Calculator Outputs

Stopping Sight Distance Calculator

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

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

Fill in the white boxes only

Enter the vehicle 85%ile speed below

36.2 mph 16.183 m/s

v = 16.183 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type: Light vehicles only

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

SSD = 54 m

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

Conversions

mph to kph 0.0

kph to mph 0.0

Based on Table 10.1 MfS2

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

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

Stopping Sight Distance Calculator

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

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

Fill in the white boxes only

Enter the vehicle 85%ile speed below

42.6 mph 19.044 m/s

v = 19.044 m/s

t = 2 taken from MfS2 table 10.1

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

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

SSD = 112 m

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

Conversions

mph to kph 0.0

kph to mph 0.0

Based on Table 10.1 MfS2

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

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

Appendix I

Junctions 9 (PICADY) Output – A27 Site Access

Junctions 9

PICADY 9 - Priority Intersection Module

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

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

Summary of junction performance

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

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

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

File summary

File Description

Title	A27/Site Access Junction
Location	
Site number	
Date	10/09/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\mfitzgerald
Description	

Units

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

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

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

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

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

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

Minor Arm Geometry

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

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

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

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

06:45 - 07:00

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

07:00 - 07:15

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

07:15 - 07:30

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

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

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

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

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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

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

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

06:45 - 07:00

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

07:00 - 07:15

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

07:15 - 07:30

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

07:30 - 07:45

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

07:45 - 08:00

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

08:00 - 08:15

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

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

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

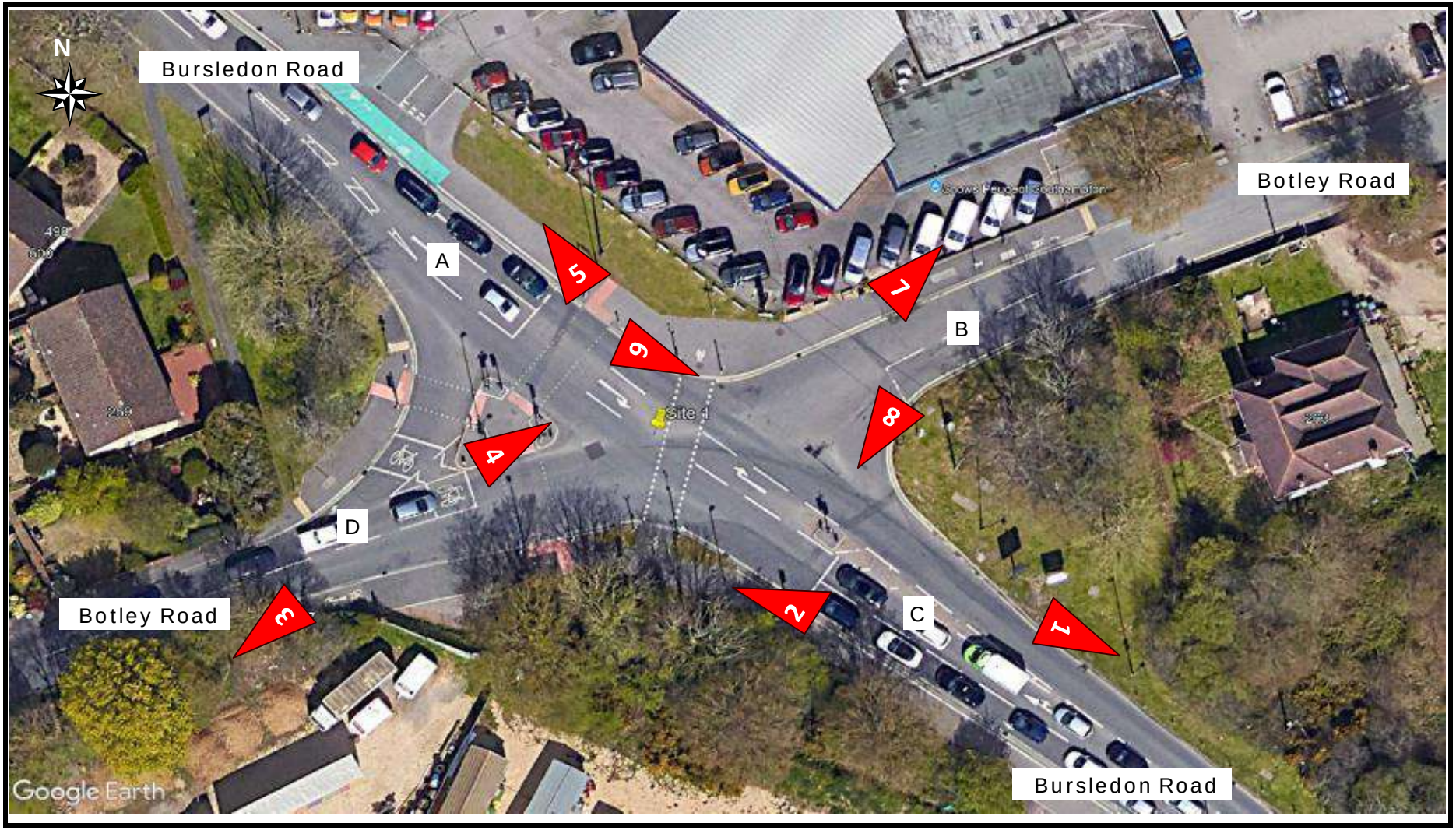
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	372	0.075	28	0.1	0.1	10.461	B
C-AB	6	1	927	0.006	6	0.0	0.0	3.934	A
C-A	568	142			568				
A-B	14	4			14				
A-C	396	99			396				

Appendix J

Traffic Survey Outputs

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

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



Advanced Transport Research

Site 1 - Botley Road/Bursledon Road

Classified Counts

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

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

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

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

AM Peak Hour

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

Advanced Trans

Site 1 - Botley |

Classified Coun

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

Advanced Trans
Site 1 - Botley |
Classified Coun

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

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

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

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

AM Peak Hour

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

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

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

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

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

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

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

Advanced Transport Research

Site 1 - Botley Road/Bursledon Road

Saturation Flows

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

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

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

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

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

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

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

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

Advanced Transport Research

Site 1 - Botley Road/Bursledon Road

Classified Counts

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

Advanced Trans
Site 1 - Botley F
Classified Coun

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

Advanced Trans
Site 1 - Botley F
Classified Coun

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

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

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

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

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

0 4

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

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

Advanced Transport Research

Site 1 - Botley Road/Bursledon Road

Saturation Flows

Job Number & Name: 41343 Bursledon, Southampton

Client: Motion

Date: Tuesday 12 November 2024

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

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

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

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

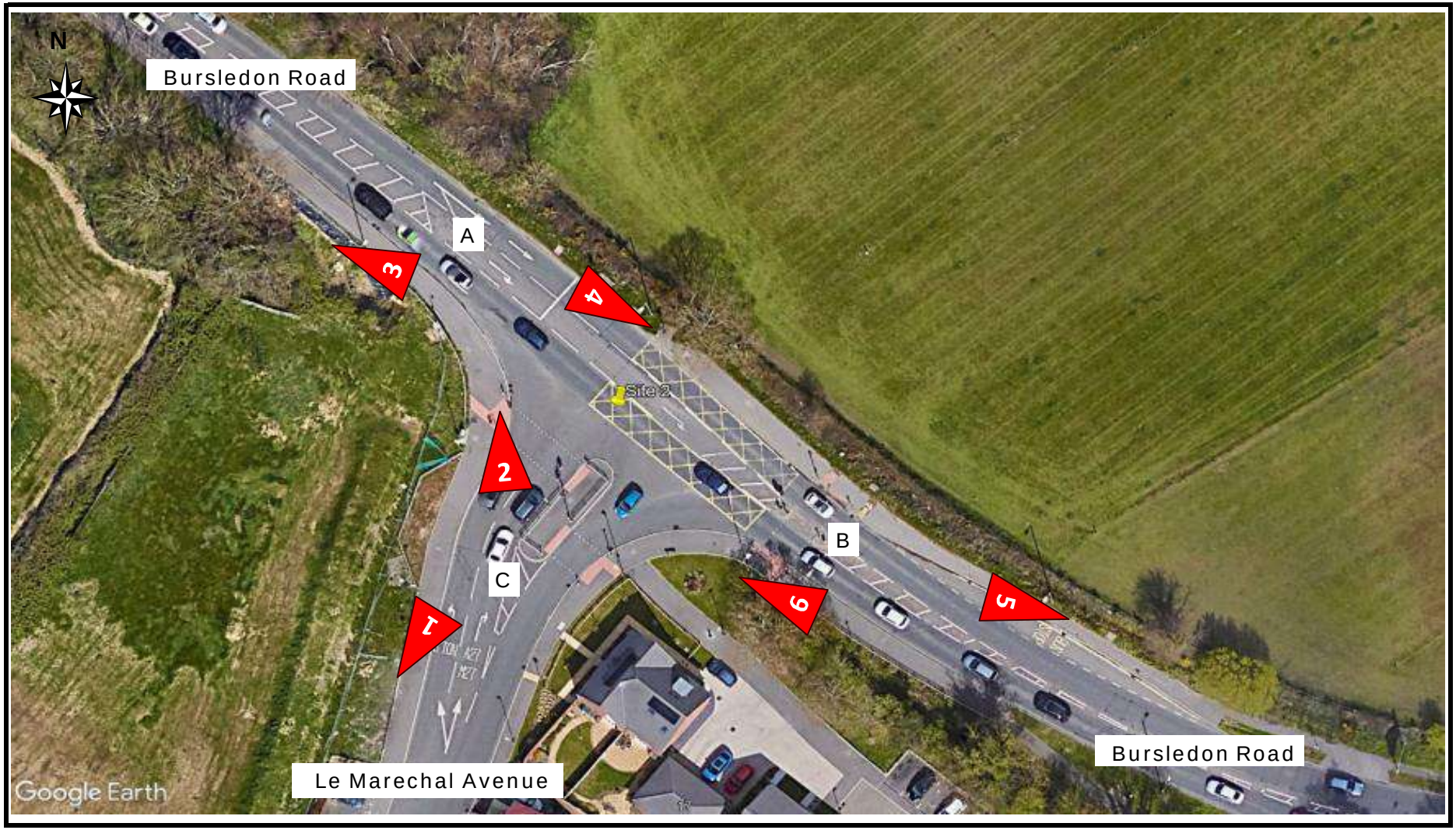
Bursledon Road SB					Botley Road WB					Bursledon Road NB					Botley Road EB				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start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

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

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

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

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



Advanced Transport Research

Site 2 - Bursledon Road/Le Marechal Avenue

Classified Counts

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

Advanced Trans

Site 2 - Bursled

Classified Coun

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

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

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

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

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

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

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

Count in Vehicles

Lane 1 = Nearest Kerb

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Advanced Transport Research

Site 2 - Bursledon Road/Le Marechal Avenue

Classified Counts

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

Advanced Trans

Site 2 - Bursled

Classified Coun

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

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

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

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

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

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

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

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

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

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

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

Site 2 - Bursledon Road/Le Marechal Avenue

Signal Timings

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

Client: **Motion**

Date: **Tuesday 12 November 2024**

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

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

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

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

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

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

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

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

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

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

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

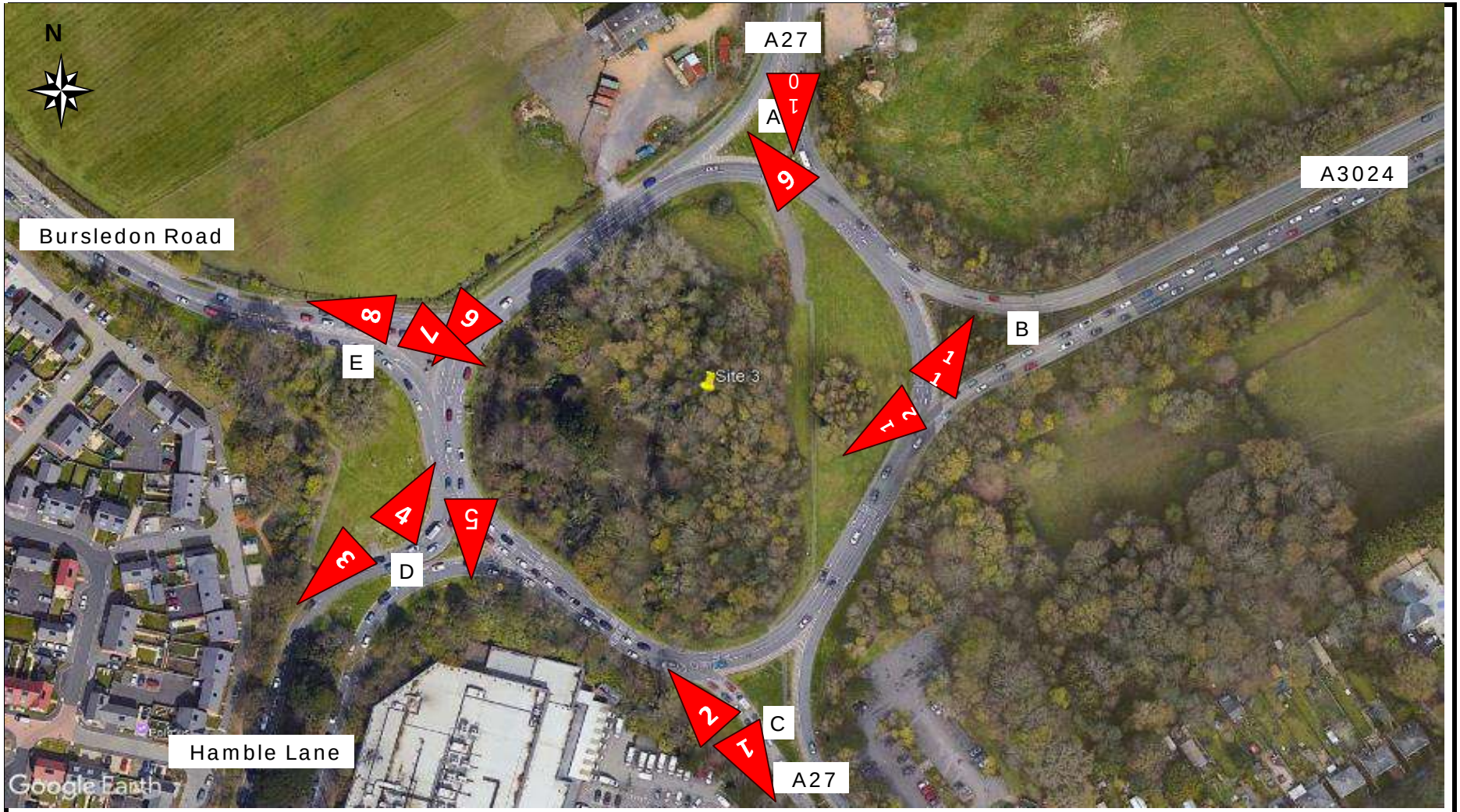
Bursledon Road SB					Bursledon Road NB					Le Marechal Avenue (Lane 1)					Le Marechal Avenue (Lane 2)				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
08:49:52	08:50:49	08:50:52	08:51:08	08:51:10	08:49:50	08:50:47	08:50:50	08:51:06	08:51:08	08:50:53	08:51:00	08:51:03	08:52:20	08:52:22	08:50:53	08:51:00	08:51:03	08:52:20	08:52:22
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08:55:26	08:56:47	08:56:50	08:57:08	08:57:10	08:55:24	08:56:45	08:56:48	08:57:06	08:57:08	08:56:50	08:56:59	08:57:02	08:58:23	08:58:25	08:56:50	08:56:59	08:57:02	08:58:23	08:58:25
08:57:10	08:58:22	08:58:25	08:58:41	08:58:43	08:57:08	08:58:20	08:58:23	08:58:39	08:58:41	08:58:25	08:58:32	08:58:35	09:00:00	09:00:02	08:58:25	08:58:32	08:58:35	09:00:00	09:00:02
08:58:43	08:59:59	09:00:02	09:00:20	09:00:22	08:58:41	08:59:57	09:00:00	09:00:18	09:00:20	09:00:02	09:00:12	09:00:15	09:01:02	09:01:04	09:00:02	09:00:12	09:00:15	09:01:02	09:01:04
09:00:22	09:01:01	09:01:04	09:01:20	09:01:22	09:00:20	09:00:59	09:01:02	09:01:18	09:01:20	09:01:04	09:01:11	09:01:14	09:03:19	09:03:21	09:01:04	09:01:11	09:01:14	09:03:19	09:03:21
09:01:22	09:03:18	09:03:21	09:03:37	09:03:39	09:01:20	09:03:16	09:03:19	09:03:35	09:03:37	09:03:21	09:03:28	09:03:31	09:05:15	09:05:17	09:03:21	09:03:28	09:03:31	09:05:15	09:05:17
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09:20:16	09:22:48	09:22:51	09:23:07	09:23:09	09:20:14	09:22:45	09:22:48	09:23:05	09:23:07	09:22:51	09:22:58	09:23:01	09:25:17	09:25:19	09:22:51	09:22:58	09:23:01	09:25:17	09:25:19
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Advanced Transport Research	*Job Number & Name:*	**42573 Bursledon, Southampton**
Site 2 - Bursledon Road/Le Marechal Avenue	*Client:*	**Motion**
Signal Timings	*Date:*	**Tuesday 18 March 2025**

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

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

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



Advanced Transport Research

Site 3 - A3024/A27

Classified Counts

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

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

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

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

Advanced Transp

Site 3 - A3024/

Classified Count

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

Advanced Transp

Site 3 - A3024/

Classified Count

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

Advanced Transp

Site 3 - A3024/

Classified Count

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

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

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

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

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

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

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

Count in Vehicles

Lane 1 = Nearest Kerb

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

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

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

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

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

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

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

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

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

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

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

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

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

Job Number & Name: 42573 Bursledon, Southampton

Client: Motion

Date: Tuesday 18 March 2025

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

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

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

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

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

Advanced Transport Research
Site 3 - A3024/A27
Saturation Flows

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

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

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

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

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

Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
08:09:17	08:09:48	08:09:51	08:10:27	08:10:29	08:08:43	08:09:06	08:09:09	08:09:54	08:09:56
08:10:29	08:10:56	08:10:59	08:11:40	08:11:42	08:09:56	08:10:18	08:10:21	08:11:03	08:11:05
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08:22:32	08:23:00	08:23:03	08:23:42	08:23:44	08:22:00	08:22:21	08:22:24	08:23:07	08:23:09
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09:13:18	09:13:32	09:13:35	09:14:07	09:14:09	09:12:52	09:13:07	09:13:10	09:13:39	09:13:41
09:14:09	09:14:24	09:14:27	09:14:56	09:14:58	09:13:41	09:13:58	09:14:01	09:14:31	09:14:33

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

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

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

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

Advanced Transport Research

Site 3 - A3024/A27

Classified Counts

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

Advanced Transp
Site 3 - A3024/
Classified Count

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

Advanced Transp

Site 3 - A3024/

Classified Count

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

Advanced Transp
Site 3 - A3024/
Classified Count

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

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

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

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

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

Client: **Motion**

Date: **Tuesday 12 November 2024**

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

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

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

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

Client: **Motion**

Date: **Tuesday 12 November 2024**

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

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

Advanced Transport Research

Site 3 - A3024/A27

Queue Lengths

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

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

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

Advanced Transport Research
Site 3 - A3024/A27
Saturation Flows

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

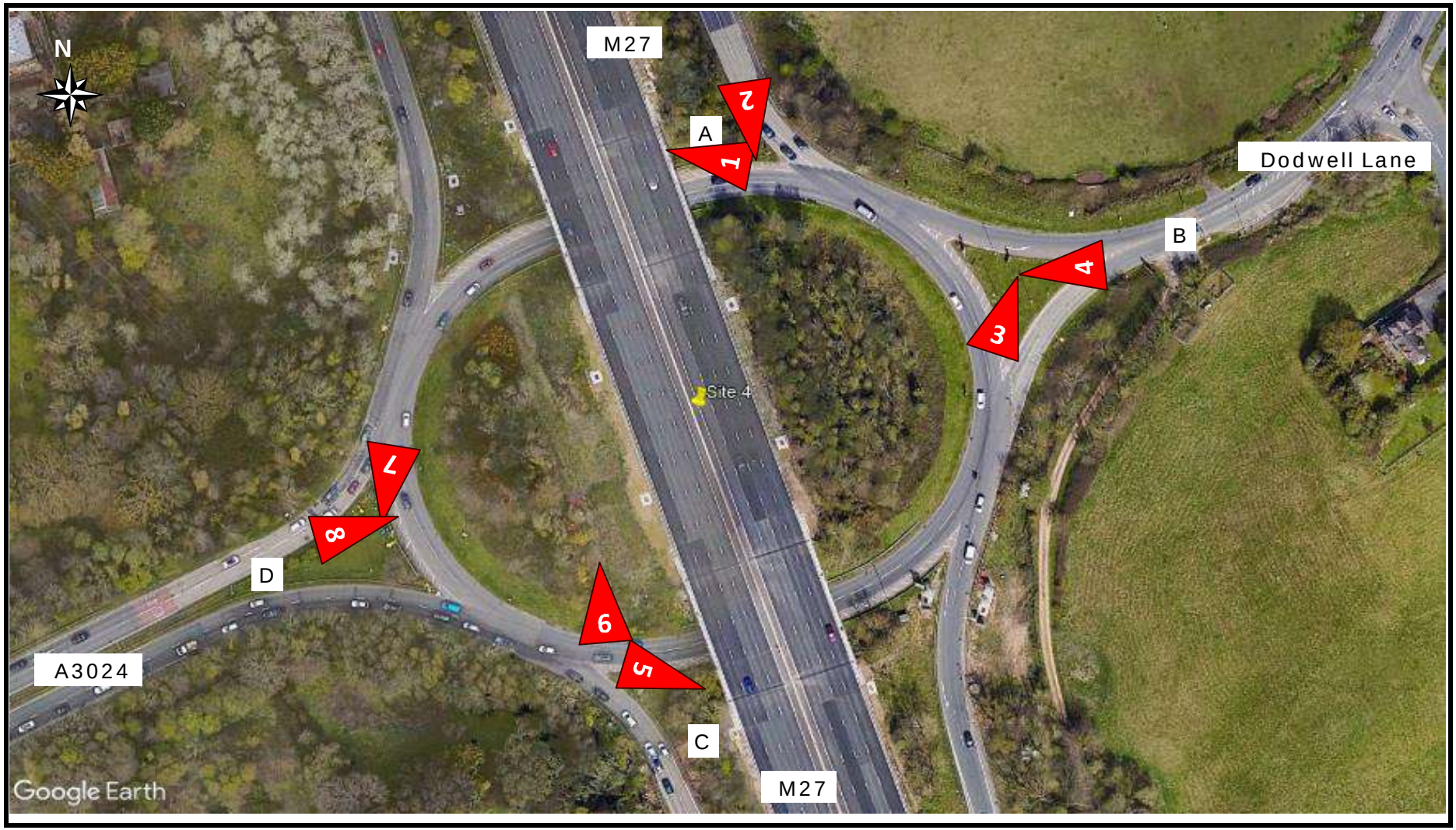
Bursledon Road					Hamble Lane				
Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light	Start of Green Light	Start of Amber	Start of Red Light	Start of Amber	Start of Green Light
18:36:02	18:36:11	18:36:14	18:36:36	18:36:38	18:36:19	18:36:26	18:36:29	18:36:53	18:36:55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

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

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

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

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



Advanced Transport Research

Site 4 - M27 Junction 8

Classified Counts

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

Advanced Trans
Site 4 - M27 Ju
Classified Coun

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

Advanced Trans
Site 4 - M27 Ju
Classified Coun

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

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

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

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

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

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research

Site 4 - M27 Junction 8

Classified Counts

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

Advanced Trans
Site 4 - M27 Ju
Classified Coun

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

Advanced Trans
Site 4 - M27 Ju
Classified Coun

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

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

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

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

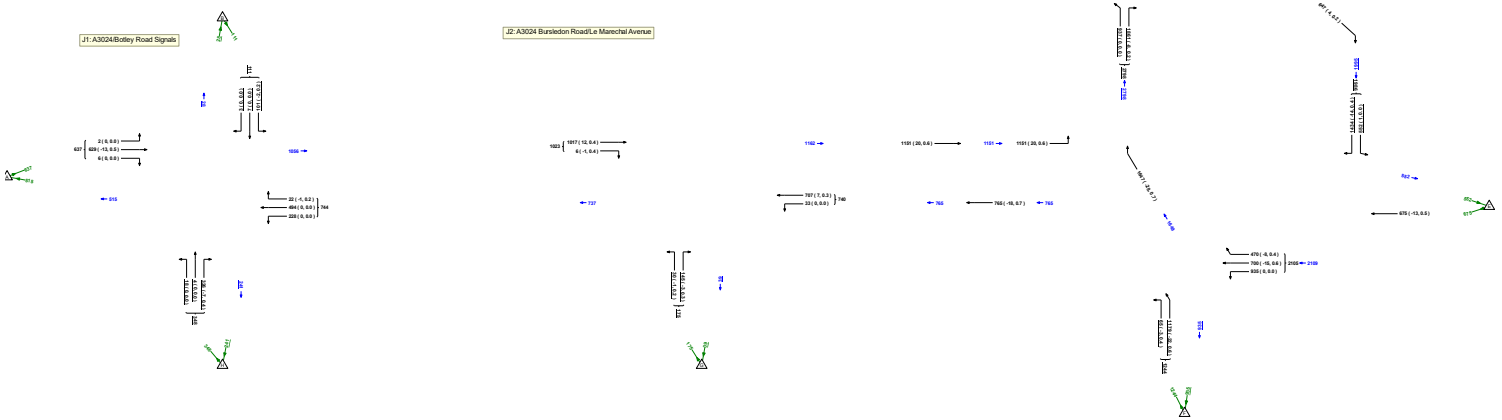
	M27 SB			Dodwell Lane			M27 NB			A3024	
Times	Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2		Lane 1	Lane 2
16:00 - 16:05	16	15		2	3		3	3		2	11
16:05 - 16:10	6	5		3	3		3	3		0	3
16:10 - 16:15	4	5		3	8		7	5		15	10
16:15 - 16:20	8	9		4	12		4	6		15	12
16:20 - 16:25	9	15		4	7		4	5		10	17
16:25 - 16:30	21	17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

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

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

Appendix K

LinSig Matrix Estimation Output



Project Name

Company

Address

Author	Date	Scale
	23 Sep 2026	NTS

Project Location

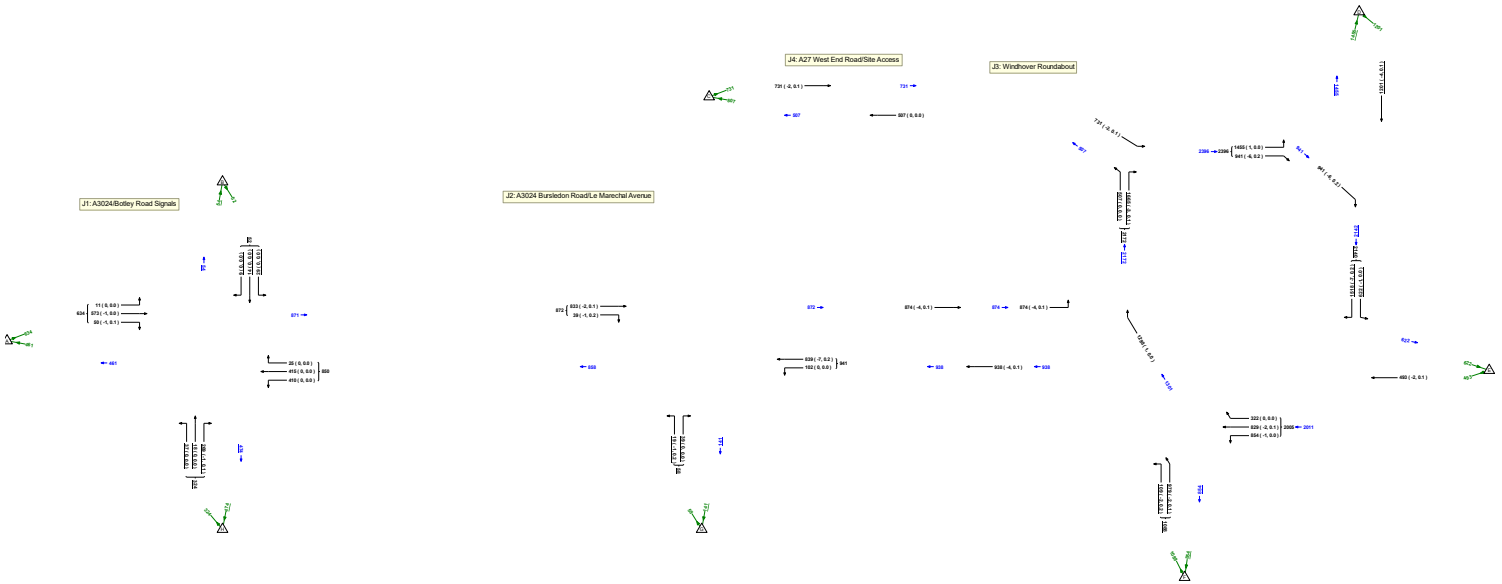
Project Title

Drawing Title

Turning Count Diagram

FileName

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



Project Name

Company

Address

Author	Date	Scale
	23 Sep 2026	NTS

Project Location

Project Title

Drawing Title

Turning Count Diagram

FileName

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

Appendix L

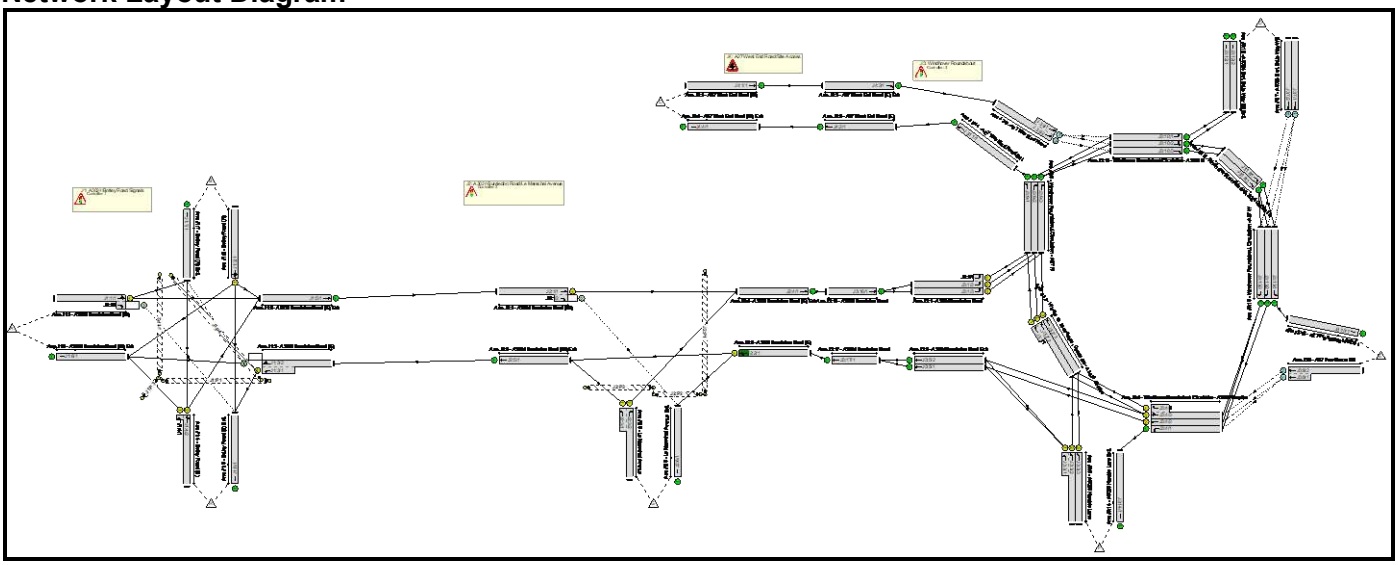
LinSig Output – Observed Baseline and 2031 Future Year

Full Input Data And Results

User and Project Details

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

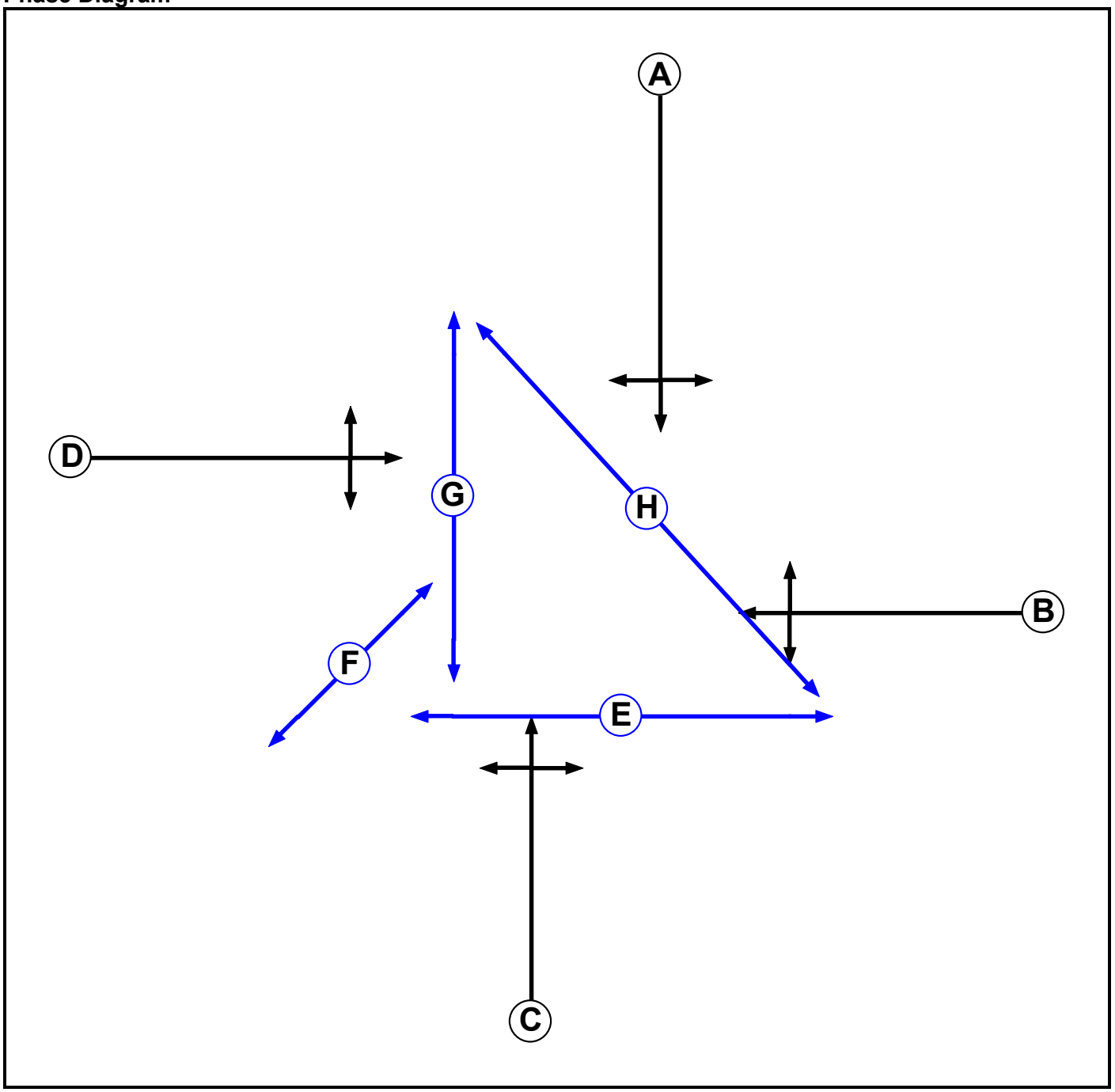
Network Layout Diagram



Full Input Data And Results

Controller :C1

Phase Diagram



Phase Input Data

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

Full Input Data And Results

Phase Intergreens Matrix

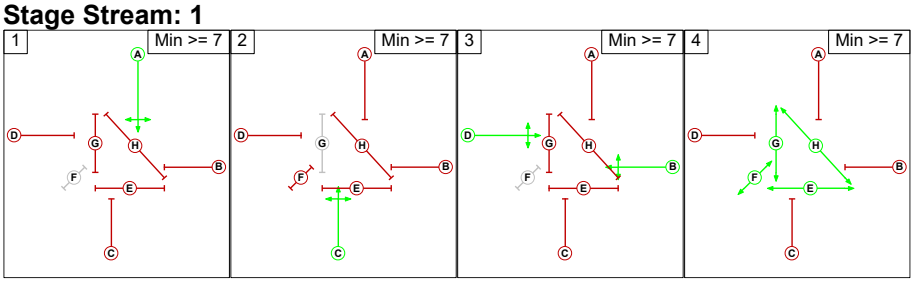
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

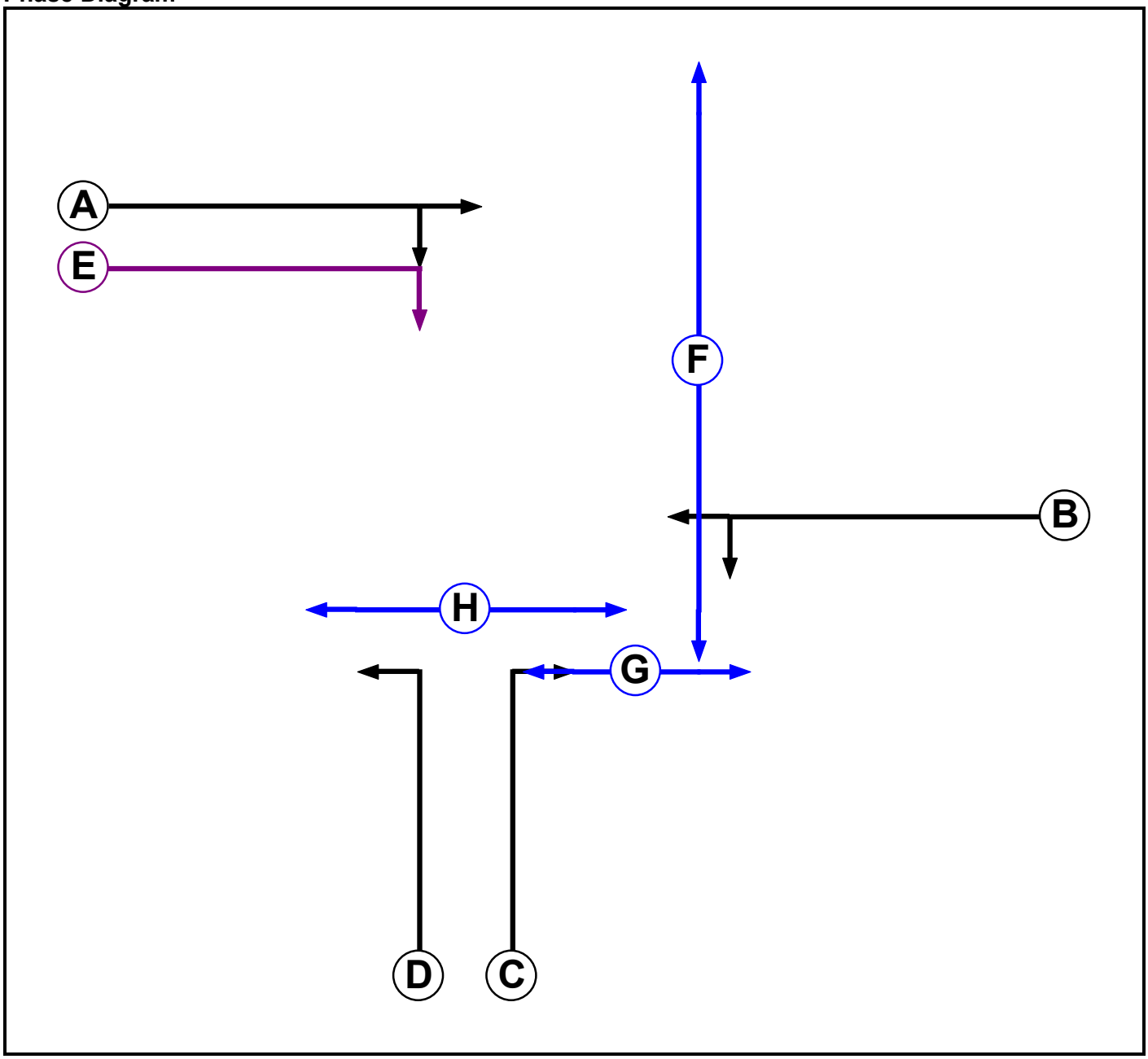
Stage Stream: 1

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

Full Input Data And Results

Controller :C2

Phase Diagram



Phase Input Data

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

Full Input Data And Results

Phase Intergreens Matrix

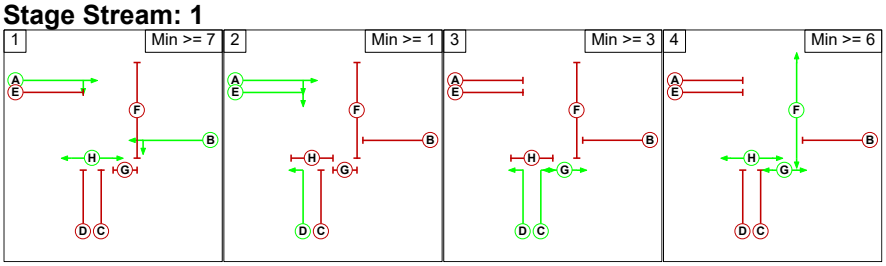
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	5	-	-	9	9	-
B	-		7	7	5	5	8	-
C	7	7		-	5	9	-	5
D	-	7	-		-	-	-	5
E	-	5	5	-		-	8	-
F	0	0	0	-	-		-	-
G	0	0	-	-	0	-		-
H	-	-	0	0	-	-	-	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

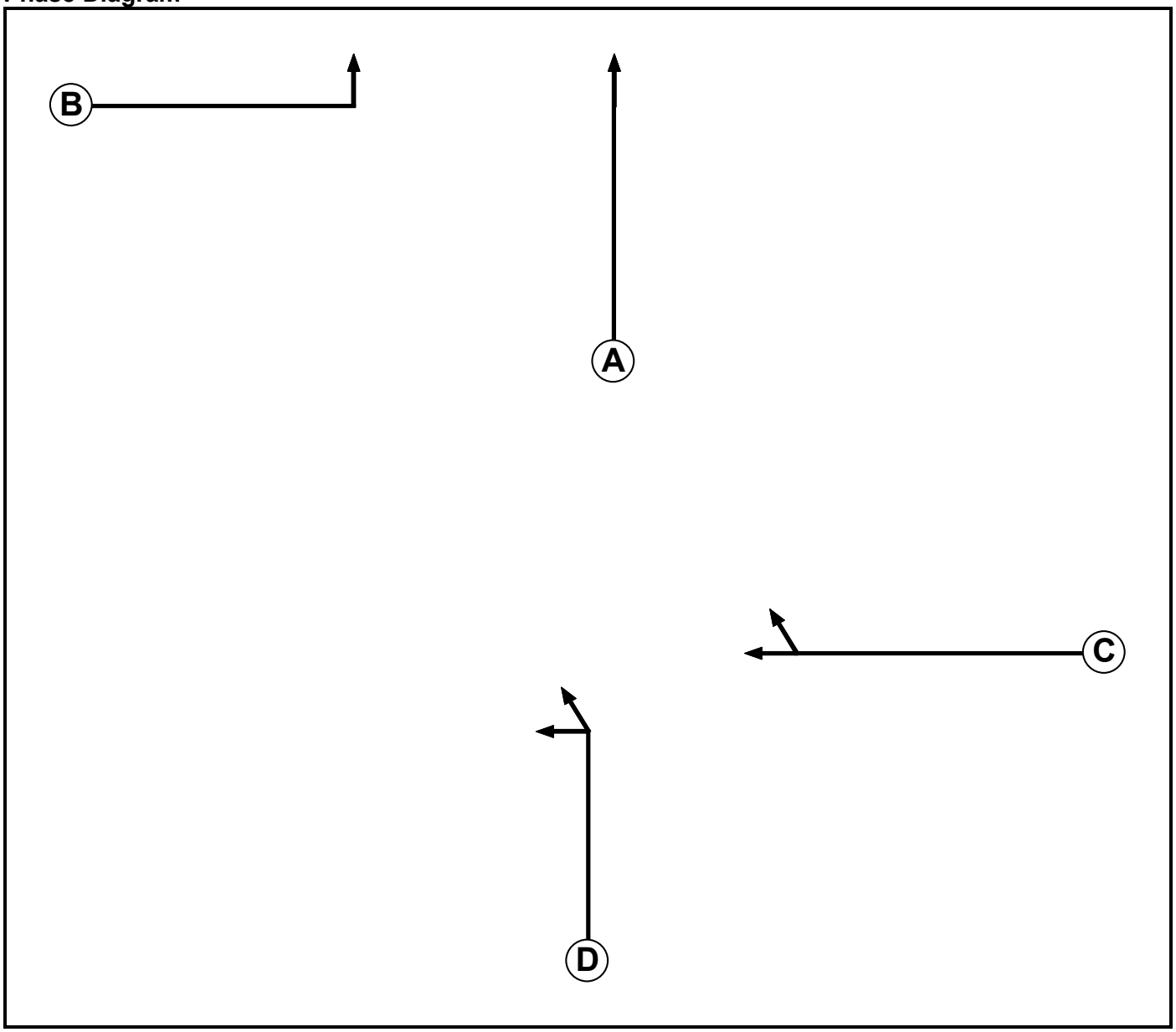
Stage Stream: 1

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

Full Input Data And Results

Controller :C3

Phase Diagram



Phase Input Data

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

Full Input Data And Results

Phase Intergreens Matrix

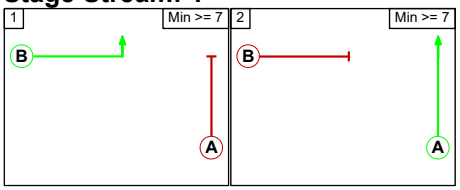
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

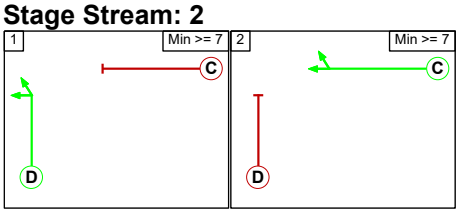
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
		1	2
	1		6
	2	6	

Full Input Data And Results

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		6
	2	6	

Full Input Data And Results

Give-Way Lane Input Data

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

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

Full Input Data And Results

Junction: J3: Windhover Roundabout											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J3:6/1 (A27 West End Road)	J3:10/1 (Ahead)	1078	0	J3:9/2	0.69	All	-	-	-	-	-
	J3:10/2 (Ahead)	1078	0	J3:9/2	0.69	All					
				J3:9/3	0.69	To J3:10/2 (Right)					
J3:6/2 (A27 West End Road)	J3:10/3 (Ahead)	1078	0	J3:9/2	0.69	All	-	-	-	-	-
				J3:9/3	0.69	All					
J3:7/1 (A3024 Bert Betts Way WB)	J3:13/1 (Ahead)	1222	0	J3:18/1	0.62	All	-	-	-	-	-
	J3:13/2 (Ahead)	1222	0	J3:18/1	0.62	All					
				J3:18/2	0.62	All					
J3:7/2 (A3024 Bert Betts Way WB)	J3:13/3 (Ahead)	1222	0	J3:18/1	0.62	All	-	-	-	-	-
				J3:18/2	0.62	All					
J3:8/1 (A27 Providence Hill)	J3:4/1 (Ahead)	1004	0	J3:13/2	0.50	All	-	-	-	-	-
				J3:13/3	0.50	To J3:4/2 (Right)					
	J3:4/2 (Ahead)	1004	0	J3:12/2	0.50	All					
J3:8/2 (A27 Providence Hill)	J3:4/3 (Ahead)	1004	0	J3:13/2	0.50	All	-	-	-	-	-
				J3:13/3	0.50	All					

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

Full Input Data And Results

Lane Input Data

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

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (A3024 Bursledon Road (W))	U	A	2	3	46.0	User	1815	-	-	-	-	-
J2:1/2 (A3024 Bursledon Road (W))	O	A E	2	3	3.0	Geom	-	3.25	0.00	Y	Arm J2:6 Right	21.10
J2:2/1 (A3024 Bursledon Road (E))	U	B	2	3	5.2	User	1800	-	-	-	-	-
J2:3/1 (Le Marechal Avenue)	U	D	2	3	5.0	Geom	-	3.55	0.00	Y	Arm J2:5 Left	22.70
J2:3/2 (Le Marechal Avenue)	U	C	2	3	60.0	User	1846	-	-	-	-	-
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:5/1 (A3024 Bursledon Road (W) Exit)	U		2	3	46.0	Inf	-	-	-	-	-	-
J2:6/1 (Le Marechal Avenue Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

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

Circulation - A3025 Stopline)											Arm J3:5 Ahead	35.00
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	U	C	2	3	4.0	Geom	-	3.61	0.00	Y	Arm J3:2 Right	36.50
J3:5/1 (A3024 Bursledon Road Exit)	U		2	3	3.0	Geom	-	4.70	0.00	Y	Arm J3:17 Ahead	Inf
J3:5/2 (A3024 Bursledon Road Exit)	U		2	3	3.0	Geom	-	4.70	0.00	Y	Arm J3:17 Ahead	Inf
J3:6/1 (A27 West End Road)	O		2	3	5.0	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	64.10
J3:6/2 (A27 West End Road)	O		2	3	11.9	Geom	-	3.68	0.00	Y	Arm J3:10 Ahead	65.20
J3:7/1 (A3024 Bert Betts Way WB)	O		2	3	60.0	Geom	-	4.75	0.00	Y	Arm J3:13 Ahead	61.20
J3:7/2 (A3024 Bert Betts Way WB)	O		2	3	60.0	Geom	-	4.75	0.00	Y	Arm J3:13 Ahead	103.90
J3:8/1 (A27 Providence Hill)	O		2	3	5.0	Geom	-	3.09	0.00	Y	Arm J3:4 Ahead	71.50
J3:8/2 (A27 Providence Hill)	O		2	3	60.0	Geom	-	3.09	0.00	Y	Arm J3:4 Ahead	73.90
J3:9/1 (Windhover Roundabout Circulation - A27 N)	U		2	3	20.1	Geom	-	3.71	0.00	Y	Arm J3:11 Left	67.80
J3:9/2 (Windhover Roundabout Circulation - A27 N)	U		2	3	23.4	Geom	-	3.71	0.00	Y	Arm J3:10 Right	53.70
J3:9/3 (Windhover Roundabout Circulation - A27 N)	U		2	3	23.4	Geom	-	3.71	0.00	Y	Arm J3:10 Right	41.30
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:12 Left	67.40
J3:10/2 (Windhover Roundabout	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:12 Left	Inf

Circulation - A3024 N)											Arm J3:18 Ahead	Inf
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	U		2	3	9.4	Geom	-	3.87	0.00	Y	Arm J3:18 Ahead	Inf
J3:11/1 (A27 West End Road Exit)	U		2	3	12.0	Geom	-	4.00	0.00	Y	Arm J4:2 Ahead	99.90
J3:12/1 (A3024 Bert Betts Way EB Exit)	U		2	3	7.1	Geom	-	3.57	0.00	Y		
J3:12/2 (A3024 Bert Betts Way EB Exit)	U		2	3	7.1	Geom	-	3.57	0.00	Y		
J3:13/1 (Windhover Roundabout Circulation - A27 W)	U		2	3	17.7	Geom	-	3.61	0.00	Y	Arm J3:15 Left	61.50
J3:13/2 (Windhover Roundabout Circulation - A27 W)	U		2	3	21.1	Geom	-	3.61	0.00	Y	Arm J3:4 Right	49.10
J3:13/3 (Windhover Roundabout Circulation - A27 W)	U		2	3	21.1	Geom	-	3.61	0.00	Y	Arm J3:4 Right	50.40
J3:14/1 (A3025 Hamble Lane Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:15/1 (A27 Providence Hill Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:16/1 (A3024 Bursledon Road)	U		2	3	18.7	Geom	-	4.10	0.00	Y	Arm J3:1 Ahead	Inf
J3:17/1 (A3024 Bursledon Road)	U		2	3	16.9	Geom	-	4.10	0.00	Y	Arm J2:2 Ahead	Inf
J3:18/1 (Windhover Roundabout A3024 Circulation)	U		2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	70.10
J3:18/2 (Windhover Roundabout A3024 Circulation)	U		2	3	7.7	Geom	-	3.59	0.00	Y	Arm J3:13 Right	44.60

Full Input Data And Results

Junction: J4: A27 West End Road/Site Access												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J4:1/1 (A27 West End Road (W))	U		2	3	60.0	Geom	-	3.28	0.00	Y	Arm J4:3 Ahead	Inf
J4:2/1 (A27 West End Road (E))	U		2	3	3.6	Geom	-	3.40	0.00	Y	Arm J4:4 Ahead	Inf
J4:3/1 (A27 West End Road (E) Exit)	U		2	3	3.6	Geom	-	3.40	0.00	Y	Arm J3:6 Ahead	Inf
J4:4/1 (A27 West End Road (W) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Observed AM'	07:00	08:00	01:00	
4: '2031 Baseline AM'	07:00	08:00	01:00	F2+F3
5: '2024 Observed PM'	17:00	18:00	01:00	
7: '2031 Uplifted PM'	17:00	18:00	01:00	F5*1.0224
8: '2031 Baseline PM'	17:00	18:00	01:00	F6+F7

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

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Demand Flows AM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	624(In) 618(Out)
J1:1/2 (short)	6
J1:2/1	109
J1:3/1 (short)	228
J1:3/2 (with short)	743(In) 515(Out)
J1:4/1 (short)	18
J1:4/2 (with short)	341(In) 323(Out)
J1:5/1	1034
J1:6/1	515
J1:7/1	27
J1:8/1	241
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	1034(In) 1029(Out)
J2:1/2 (short)	5
J2:2/1	747
J2:3/1 (short)	29
J2:3/2 (with short)	171(In) 142(Out)
J2:4/1	1171
J2:5/1	743
J2:6/1	38
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	299
J3:1/2 (with short)	648(In) 349(Out)
J3:1/3	523
J3:2/1 (short)	638
J3:2/2 (with short)	869(In) 231(Out)
J3:2/3	750
J3:3/1 (short)	62
J3:3/2 (with short)	617(In) 555(Out)
J3:3/3	602
J3:4/1	935

Full Input Data And Results

J3:4/2	516
J3:4/3 (with short)	631(In) 483(Out)
J3:4/4 (short)	148
J3:5/1	543
J3:5/2	204
J3:6/1 (short)	321
J3:6/2 (with short)	490(In) 169(Out)
J3:7/1	729
J3:7/2	593
J3:8/1 (short)	375
J3:8/2 (with short)	662(In) 287(Out)
J3:9/1	937
J3:9/2	580
J3:9/3	1273
J3:10/1	846
J3:10/2	1149
J3:10/3	348
J3:11/1	937
J3:12/1	846
J3:12/2	846
J3:13/1	553
J3:13/2	749
J3:13/3	671
J3:14/1	935
J3:15/1	553
J3:16/1	1171
J3:17/1	747
J3:18/1	303
J3:18/2	348
Junction: J4: A27 West End Road/Site Access	
J4:1/1	490
J4:2/1	937
J4:3/1	490
J4:4/1	937

Full Input Data And Results

Lane Saturation Flows

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

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Le Marechal Avenue)	3.55	0.00	Y	Arm J2:5 Left	22.70	100.0 %	1848	1848
J2:3/2 (Le Marechal Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1846	1846
J2:4/1 (A3024 Bursledon Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Windhover Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	65.0 %	1947	1947
				Arm J3:5 Ahead	35.00	35.0 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

J3:9/1 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	73.6 %	2002	2002
				Arm J3:18 Ahead	Inf	26.4 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
J3:11/1 (A27 West End Road Exit)	4.00	0.00	Y	Arm J4:2 Ahead	99.90	100.0 %	1985	1985
J3:12/1 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:12/2 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:13/1 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:15 Left	61.50	100.0 %	1929	1929
J3:13/2 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	49.10	100.0 %	1917	1917
J3:13/3 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	50.40	100.0 %	1919	1919
J3:14/1 (A3025 Hamble Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:15/1 (A27 Providence Hill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:16/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
J3:18/1 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	70.10	100.0 %	1933	1933
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910

Full Input Data And Results

Junction: J4: A27 West End Road/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1943	1943
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1955	1955
J4:3/1 (A27 West End Road (E) Exit)	3.40	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1955	1955
J4:4/1 (A27 West End Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 Demand Flows PM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	632(In) 583(Out)
J1:1/2 (short)	49
J1:2/1	52
J1:3/1 (short)	410
J1:3/2 (with short)	850(In) 440(Out)
J1:4/1 (short)	37
J1:4/2 (with short)	323(In) 286(Out)
J1:5/1	869
J1:6/1	461
J1:7/1	54
J1:8/1	473
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	869(In) 831(Out)
J2:1/2 (short)	38
J2:2/1	934
J2:3/1 (short)	18
J2:3/2 (with short)	57(In) 39(Out)
J2:4/1	870
J2:5/1	850
J2:6/1	140
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	129
J3:1/2 (with short)	446(In) 317(Out)
J3:1/3	424
J3:2/1 (short)	378
J3:2/2 (with short)	740(In) 362(Out)
J3:2/3	559
J3:3/1 (short)	107
J3:3/2 (with short)	572(In) 465(Out)
J3:3/3	512
J3:4/1	853

Full Input Data And Results

J3:4/2	565
J3:4/3 (with short)	584(In) 537(Out)
J3:4/4 (short)	47
J3:5/1	612
J3:5/2	322
J3:6/1 (short)	400
J3:6/2 (with short)	729(In) 329(Out)
J3:7/1	601
J3:7/2	596
J3:8/1 (short)	284
J3:8/2 (with short)	491(In) 207(Out)
J3:9/1	507
J3:9/2	679
J3:9/3	983
J3:10/1	901
J3:10/2	965
J3:10/3	525
J3:11/1	507
J3:12/1	901
J3:12/2	555
J3:13/1	621
J3:13/2	740
J3:13/3	771
J3:14/1	853
J3:15/1	621
J3:16/1	870
J3:17/1	934
J3:18/1	410
J3:18/2	525
Junction: J4: A27 West End Road/Site Access	
J4:1/1	729
J4:2/1	507
J4:3/1	729
J4:4/1	507

Full Input Data And Results

Lane Saturation Flows

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

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Le Marechal Avenue)	3.55	0.00	Y	Arm J2:5 Left	22.70	100.0 %	1848	1848
J2:3/2 (Le Marechal Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1846	1846
J2:4/1 (A3024 Bursledon Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Windhover Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	51.2 %	1936	1936
				Arm J3:5 Ahead	35.00	48.8 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

J3:9/1 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	57.5 %	2002	2002
				Arm J3:18 Ahead	Inf	42.5 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
J3:11/1 (A27 West End Road Exit)	4.00	0.00	Y	Arm J4:2 Ahead	99.90	100.0 %	1985	1985
J3:12/1 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:12/2 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:13/1 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:15 Left	61.50	100.0 %	1929	1929
J3:13/2 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	49.10	100.0 %	1917	1917
J3:13/3 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	50.40	100.0 %	1919	1919
J3:14/1 (A3025 Hamble Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:15/1 (A27 Providence Hill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:16/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
J3:18/1 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	70.10	100.0 %	1933	1933
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910

Full Input Data And Results

Junction: J4: A27 West End Road/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1943	1943
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1955	1955
J4:3/1 (A27 West End Road (E) Exit)	3.40	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1955	1955
J4:4/1 (A27 West End Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 Baseline AM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	644(In) 638(Out)
J1:1/2 (short)	6
J1:2/1	113
J1:3/1 (short)	236
J1:3/2 (with short)	768(In) 532(Out)
J1:4/1 (short)	19
J1:4/2 (with short)	353(In) 334(Out)
J1:5/1	1069
J1:6/1	533
J1:7/1	27
J1:8/1	249
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	1069(In) 1064(Out)
J2:1/2 (short)	5
J2:2/1	772
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	1210
J2:5/1	768
J2:6/1	39
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	309
J3:1/2 (with short)	645(In) 336(Out)
J3:1/3	565
J3:2/1 (short)	661
J3:2/2 (with short)	966(In) 305(Out)
J3:2/3	734
J3:3/1 (short)	64
J3:3/2 (with short)	744(In) 680(Out)
J3:3/3	542
J3:4/1	1016

Full Input Data And Results

J3:4/2	478
J3:4/3 (with short)	708(In) 516(Out)
J3:4/4 (short)	192
J3:5/1	502
J3:5/2	270
J3:6/1 (short)	332
J3:6/2 (with short)	507(In) 175(Out)
J3:7/1	803
J3:7/2	613
J3:8/1 (short)	363
J3:8/2 (with short)	684(In) 321(Out)
J3:9/1	970
J3:9/2	641
J3:9/3	1299
J3:10/1	911
J3:10/2	1175
J3:10/3	361
J3:11/1	970
J3:12/1	911
J3:12/2	862
J3:13/1	572
J3:13/2	824
J3:13/3	694
J3:14/1	1016
J3:15/1	572
J3:16/1	1210
J3:17/1	772
J3:18/1	313
J3:18/2	361
Junction: J4: A27 West End Road/Site Access	
J4:1/1	507
J4:2/1	970
J4:3/1	507
J4:4/1	970

Full Input Data And Results

Lane Saturation Flows

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

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Le Marechal Avenue)	3.55	0.00	Y	Arm J2:5 Left	22.70	100.0 %	1848	1848
J2:3/2 (Le Marechal Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1846	1846
J2:4/1 (A3024 Bursledon Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Windhover Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	55.4 %	1939	1939
				Arm J3:5 Ahead	35.00	44.6 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

J3:9/1 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	73.4 %	2002	2002
				Arm J3:18 Ahead	Inf	26.6 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
J3:11/1 (A27 West End Road Exit)	4.00	0.00	Y	Arm J4:2 Ahead	99.90	100.0 %	1985	1985
J3:12/1 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:12/2 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:13/1 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:15 Left	61.50	100.0 %	1929	1929
J3:13/2 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	49.10	100.0 %	1917	1917
J3:13/3 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	50.40	100.0 %	1919	1919
J3:14/1 (A3025 Hamble Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:15/1 (A27 Providence Hill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:16/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
J3:18/1 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	70.10	100.0 %	1933	1933
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910

Full Input Data And Results

Junction: J4: A27 West End Road/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1943	1943
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1955	1955
J4:3/1 (A27 West End Road (E) Exit)	3.40	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1955	1955
J4:4/1 (A27 West End Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Baseline PM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	647(In) 597(Out)
J1:1/2 (short)	50
J1:2/1	52
J1:3/1 (short)	420
J1:3/2 (with short)	870(In) 450(Out)
J1:4/1 (short)	38
J1:4/2 (with short)	330(In) 292(Out)
J1:5/1	889
J1:6/1	472
J1:7/1	54
J1:8/1	484
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	889(In) 850(Out)
J2:1/2 (short)	39
J2:2/1	955
J2:3/1 (short)	18
J2:3/2 (with short)	57(In) 39(Out)
J2:4/1	889
J2:5/1	870
J2:6/1	142
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	132
J3:1/2 (with short)	456(In) 324(Out)
J3:1/3	433
J3:2/1 (short)	387
J3:2/2 (with short)	777(In) 390(Out)
J3:2/3	571
J3:3/1 (short)	109
J3:3/2 (with short)	593(In) 484(Out)
J3:3/3	535
J3:4/1	872

Full Input Data And Results

J3:4/2	582
J3:4/3 (with short)	593(In) 557(Out)
J3:4/4 (short)	36
J3:5/1	628
J3:5/2	327
J3:6/1 (short)	409
J3:6/2 (with short)	745(In) 336(Out)
J3:7/1	615
J3:7/2	610
J3:8/1 (short)	295
J3:8/2 (with short)	502(In) 207(Out)
J3:9/1	519
J3:9/2	714
J3:9/3	1004
J3:10/1	924
J3:10/2	1003
J3:10/3	536
J3:11/1	519
J3:12/1	924
J3:12/2	584
J3:13/1	635
J3:13/2	756
J3:13/3	789
J3:14/1	872
J3:15/1	635
J3:16/1	889
J3:17/1	955
J3:18/1	419
J3:18/2	536
Junction: J4: A27 West End Road/Site Access	
J4:1/1	745
J4:2/1	519
J4:3/1	745
J4:4/1	519

Full Input Data And Results

Lane Saturation Flows

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

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (A3024 Bursledon Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
J2:1/2 (A3024 Bursledon Road (W))	3.25	0.00	Y	Arm J2:6 Right	21.10	100.0 %	1811	1811
J2:2/1 (A3024 Bursledon Road (E) Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
J2:3/1 (Le Marechal Avenue)	3.55	0.00	Y	Arm J2:5 Left	22.70	100.0 %	1848	1848
J2:3/2 (Le Marechal Avenue Lane 2)	This lane uses a directly entered Saturation Flow						1846	1846
J2:4/1 (A3024 Bursledon Road (E) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:5/1 (A3024 Bursledon Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Le Marechal Avenue Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Windhover Roundabout								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	52.6 %	1937	1937
				Arm J3:5 Ahead	35.00	47.4 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:5/2 (A3024 Bursledon Road Exit)	4.70	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	2085	2085
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

J3:9/1 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:11 Left	67.80	100.0 %	1943	1943
J3:9/2 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	53.70	100.0 %	1932	1932
J3:9/3 (Windhover Roundabout Circulation - A27 N)	3.71	0.00	Y	Arm J3:10 Right	41.30	100.0 %	1916	1916
J3:10/1 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	67.40	100.0 %	1958	1958
J3:10/2 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:12 Left	Inf	58.2 %	2002	2002
				Arm J3:18 Ahead	Inf	41.8 %		
J3:10/3 (Windhover Roundabout Circulation - A3024 N)	3.87	0.00	Y	Arm J3:18 Ahead	Inf	100.0 %	2002	2002
J3:11/1 (A27 West End Road Exit)	4.00	0.00	Y	Arm J4:2 Ahead	99.90	100.0 %	1985	1985
J3:12/1 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:12/2 (A3024 Bert Betts Way EB Exit)	3.57	0.00	Y				1972	1972
J3:13/1 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:15 Left	61.50	100.0 %	1929	1929
J3:13/2 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	49.10	100.0 %	1917	1917
J3:13/3 (Windhover Roundabout Circulation - A27 W)	3.61	0.00	Y	Arm J3:4 Right	50.40	100.0 %	1919	1919
J3:14/1 (A3025 Hamble Lane Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:15/1 (A27 Providence Hill Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:16/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	2025	2025
J3:17/1 (A3024 Bursledon Road)	4.10	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	2025	2025
J3:18/1 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	70.10	100.0 %	1933	1933
J3:18/2 (Windhover Roundabout A3024 Circulation)	3.59	0.00	Y	Arm J3:13 Right	44.60	100.0 %	1910	1910

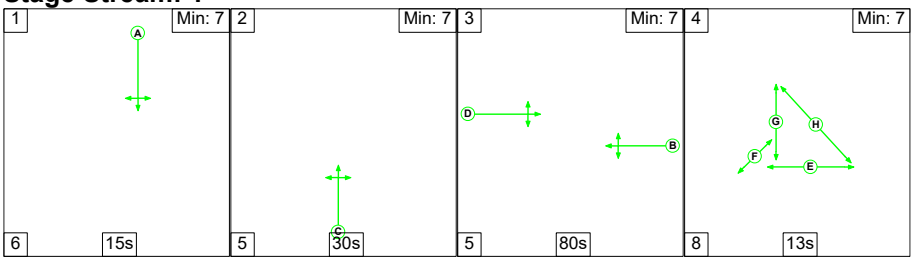
Full Input Data And Results

Junction: J4: A27 West End Road/Site Access								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	100.0 %	1943	1943
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	100.0 %	1955	1955
J4:3/1 (A27 West End Road (E) Exit)	3.40	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1955	1955
J4:4/1 (A27 West End Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

Stage Stream: 1

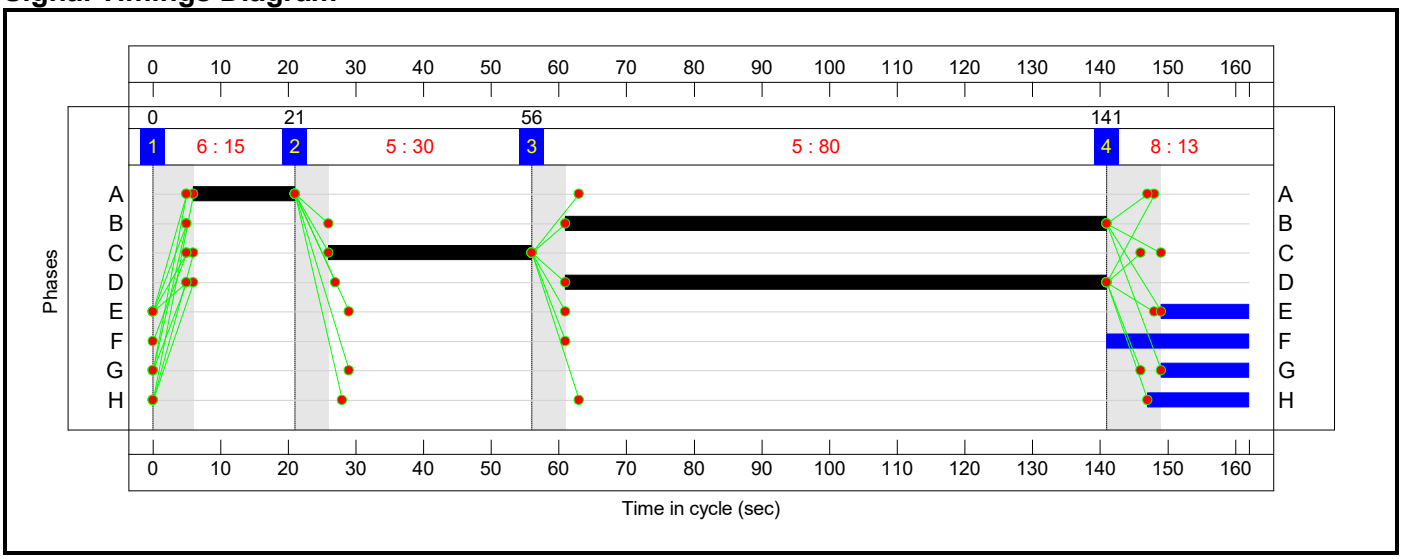


Stage Timings

Stage Stream: 1

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

Signal Timings Diagram

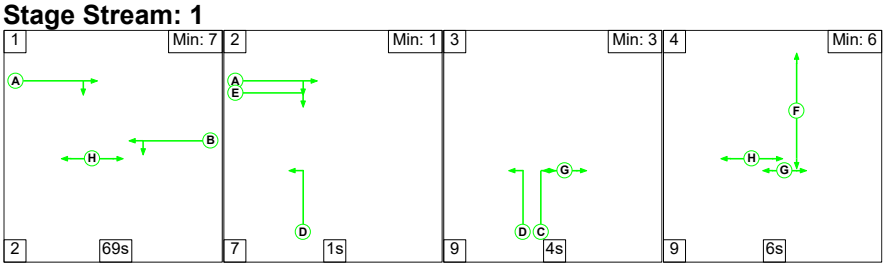


Full Input Data And Results

Controller :C2

Stage Sequence Diagram

Stage Stream: 1

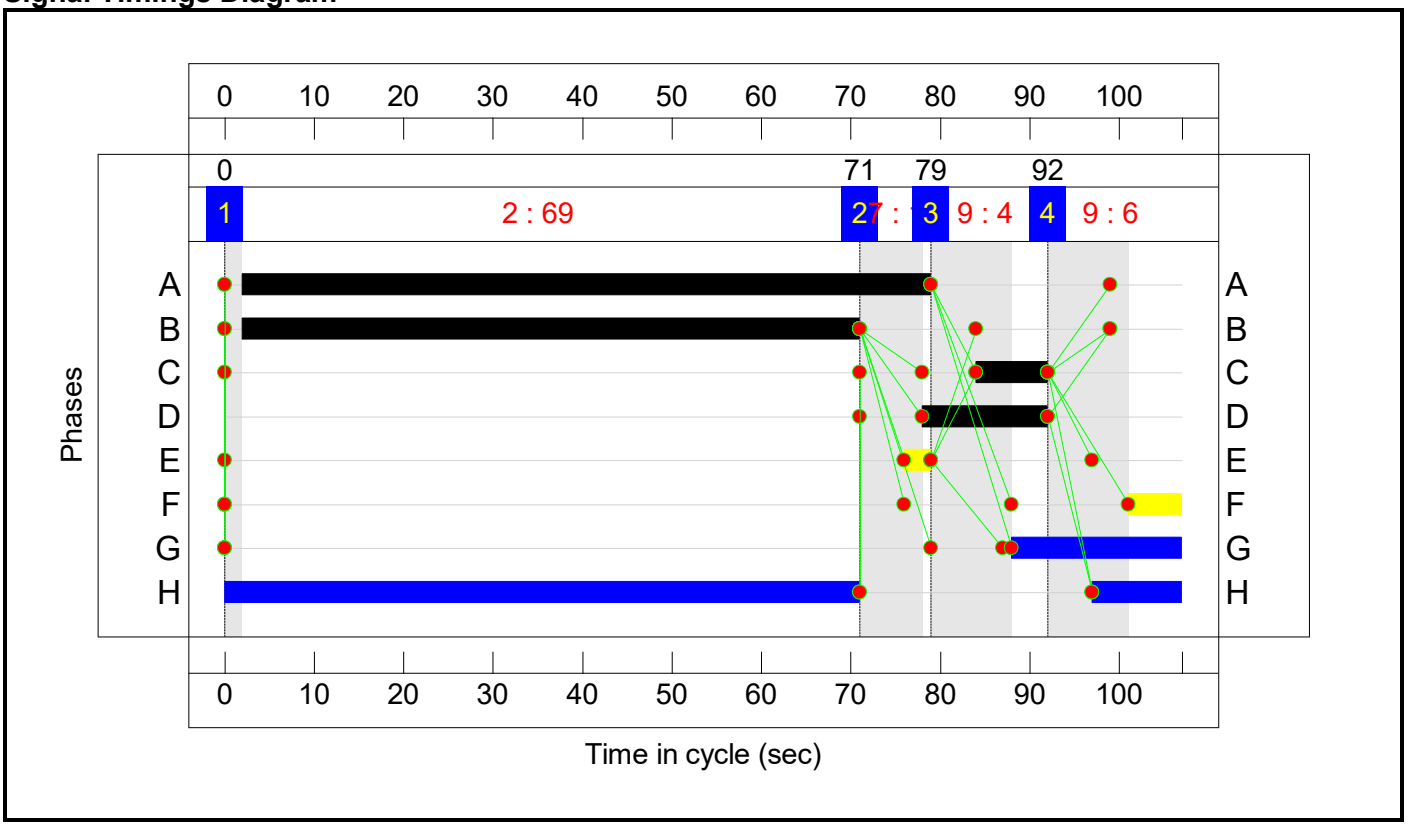


Stage Timings

Stage Stream: 1

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

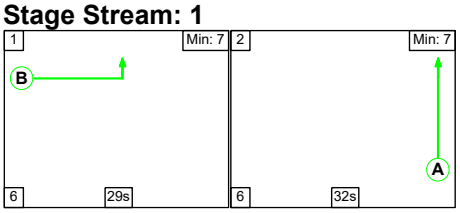
Signal Timings Diagram



Controller :C3

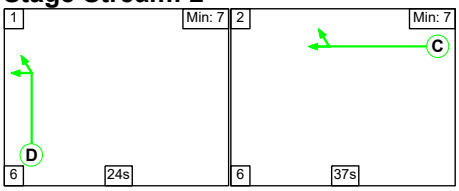
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

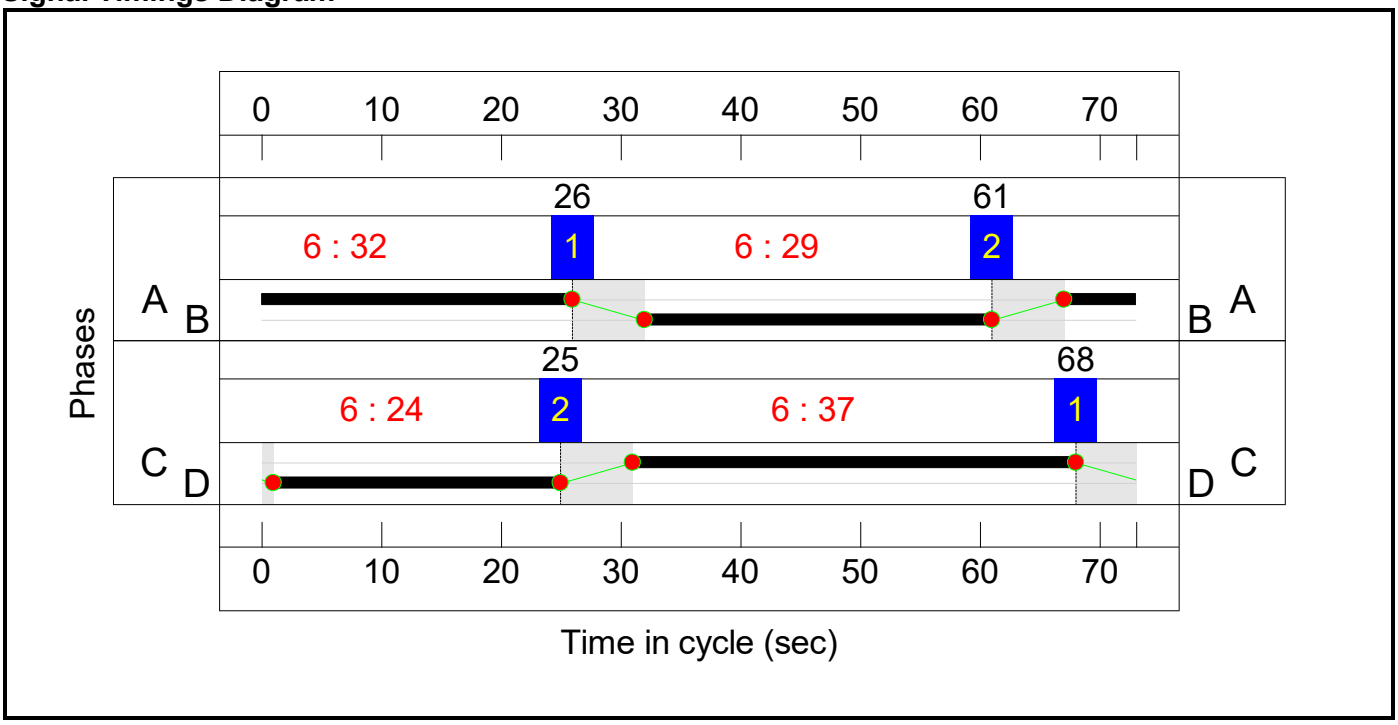
Stage Stream: 1

Stage	1	2
Duration	29	32
Change Point	26	61

Stage Stream: 2

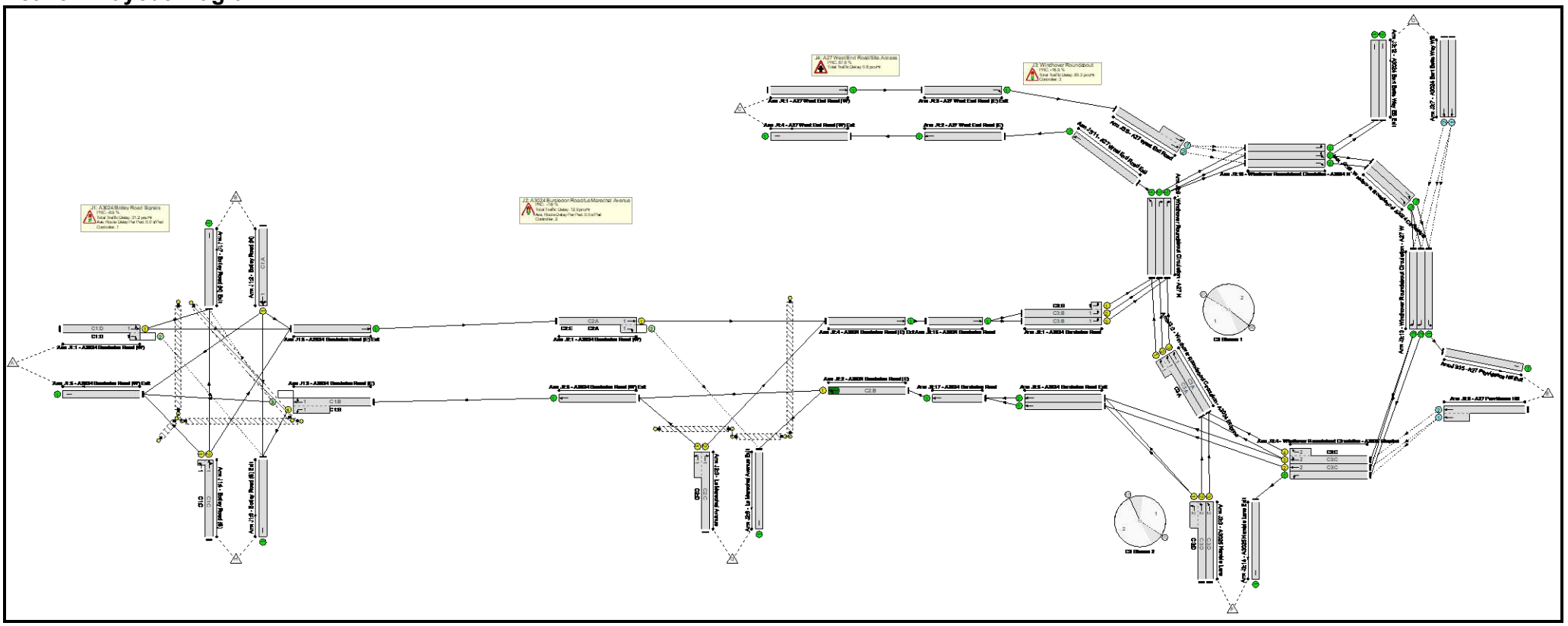
Stage	1	2
Duration	24	37
Change Point	68	25

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.2%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.0%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	80	-	624	1782:1761	883+9	70.0 : 70.0%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	15	-	109	1824	180	60.5%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	80	-	743	1799:1821	673+298	76.5 : 76.5%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	30	-	341	1812:1819	330+18	98.0 : 98.0%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1034	Inf	Inf	0.0%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	13	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	21	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	15	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U+O	2:1	N/A	C2:A	C2:E	1	77	3	1034	1815:1811	1316+6	78.2 : 78.2%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	69	-	747	1800	1245	60.0%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:C C2:D		1	8:14	-	171	1846:1848	155+32	91.5 : 91.5%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1171	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	19	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	81	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**105.2%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	29	-	648	1789:1860	448+384	77.9 : 77.9%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	29	-	523	1865	766	68.2%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	32	-	869	1971:1960	254+700	91.1 : 91.1%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	32	-	750	1965	888	84.4%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	24	-	617	1880:1930	595+66	93.3 : 93.3%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	24	-	602	1879	643	93.6%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	935	1928	1928	48.5%

Full Input Data And Results

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

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	348	2002	2002	17.4%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	937	1985	1985	47.2%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	846	1972	1972	42.2%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	846	1972	1972	42.9%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	553	1929	1929	28.7%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	749	1917	1917	39.1%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	671	1919	1919	35.0%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	1171	2025	2025	57.8%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	747	2025	2025	36.9%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	303	1933	1933	15.7%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	348	1910	1910	18.2%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**47.9%**
1/1	A27 West End Road (W) Ahead	U	N/A	N/A	-		-	-	-	490	1943	1943	25.2%
2/1	A27 West End Road (E) Ahead	U	N/A	N/A	-		-	-	-	937	1955	1955	47.9%

Full Input Data And Results

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

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3248**	**378**	**0**	**51.5**	**78.5**	**0.1**	**130.2**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**27**	**0**	**0**	**19.9**	**11.2**	**0.1**	**31.2**	**-**	**-**	**-**	**-**
1/1+1/2	624	624	6	0	0	5.4	1.2	0.0	6.6 (6.5+0.1)	38.0 (37.8:56.4)	21.5	1.2	22.6
2/1	109	109	-	-	-	2.1	0.8	-	2.9	94.8	4.7	0.8	5.4
3/2+3/1	743	743	21	0	0	6.2	1.6	0.1	7.9 (5.6+2.3)	38.3 (38.8:36.9)	23.1	1.6	24.7
4/2+4/1	341	341	-	-	-	6.2	7.7	-	13.8 (13.1+0.7)	146.1 (146.1:146.1)	15.2	7.7	22.9
5/1	1034	1034	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**5**	**0**	**0**	**6.7**	**6.2**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
1/1+1/2	1034	1034	5	0	0	2.6	1.8	0.0	4.4 (4.4+0.0)	15.3 (15.3:19.9)	19.2	1.8	21.0
2/1	747	747	-	-	-	1.8	0.7	-	2.6	12.3	11.6	0.7	12.4
3/2+3/1	171	171	-	-	-	2.2	3.7	-	5.9 (5.0+0.9)	124.4 (125.8:117.5)	4.2	3.7	7.8
4/1	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

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

Full Input Data And Results

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

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

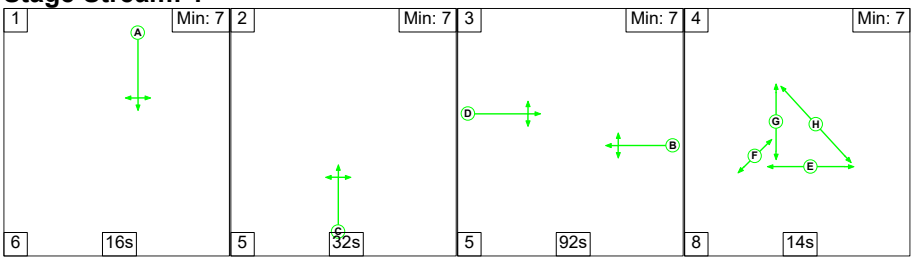
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

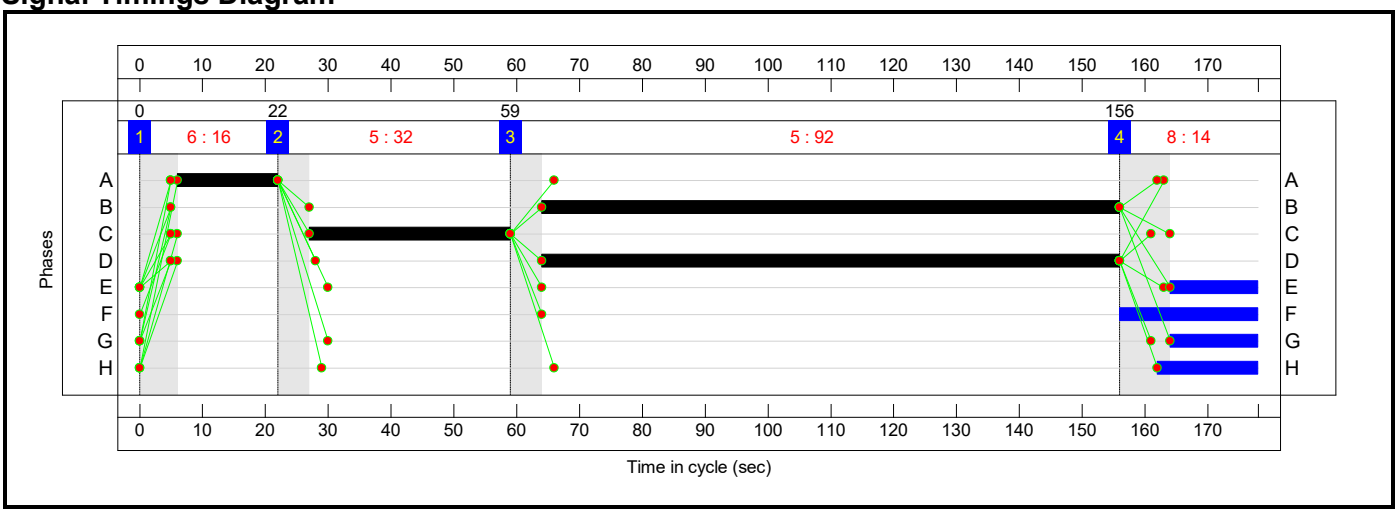


Stage Timings

Stage Stream: 1

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

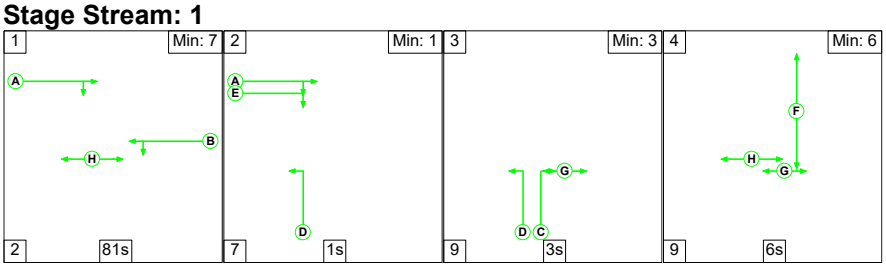
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



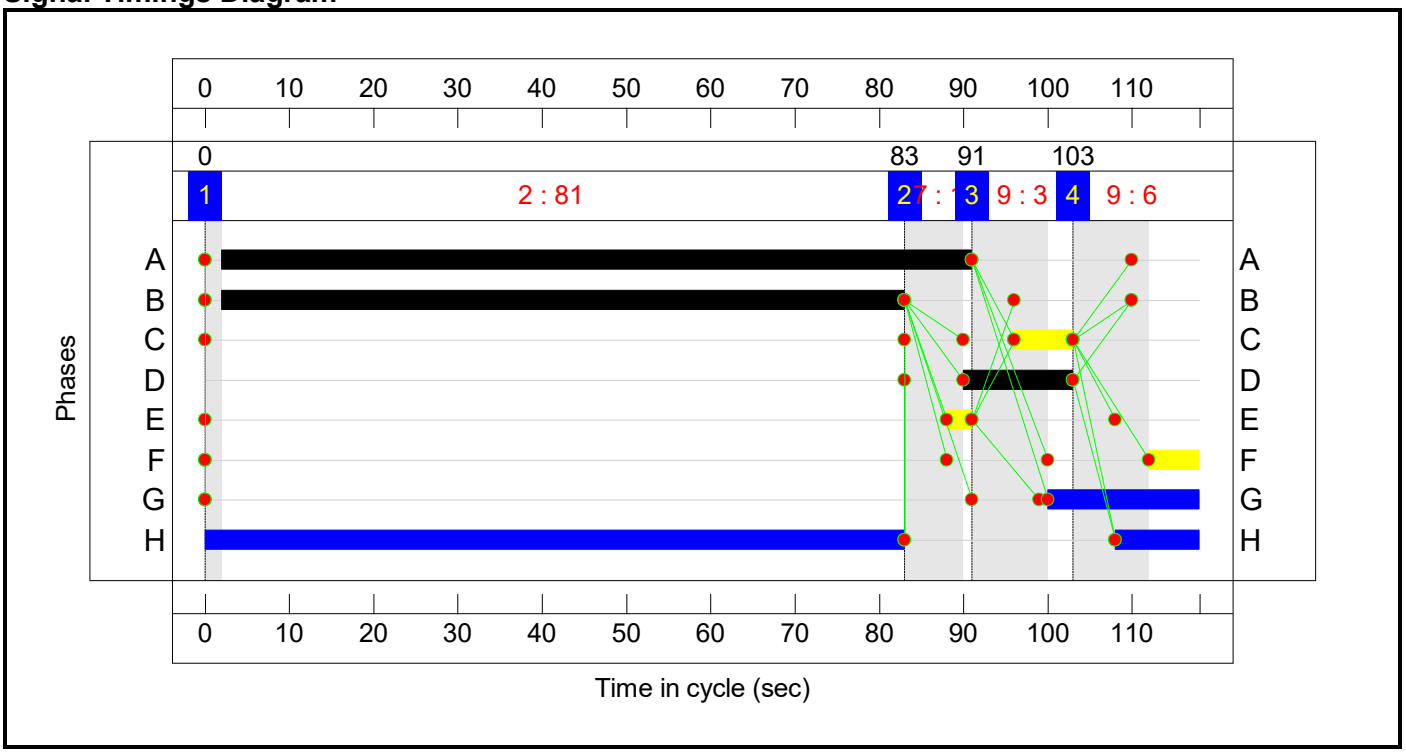
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

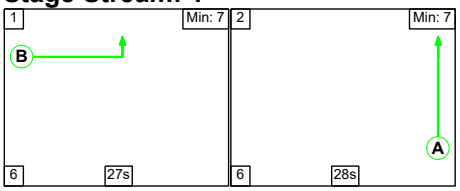
Signal Timings Diagram



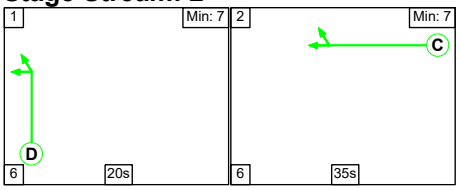
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

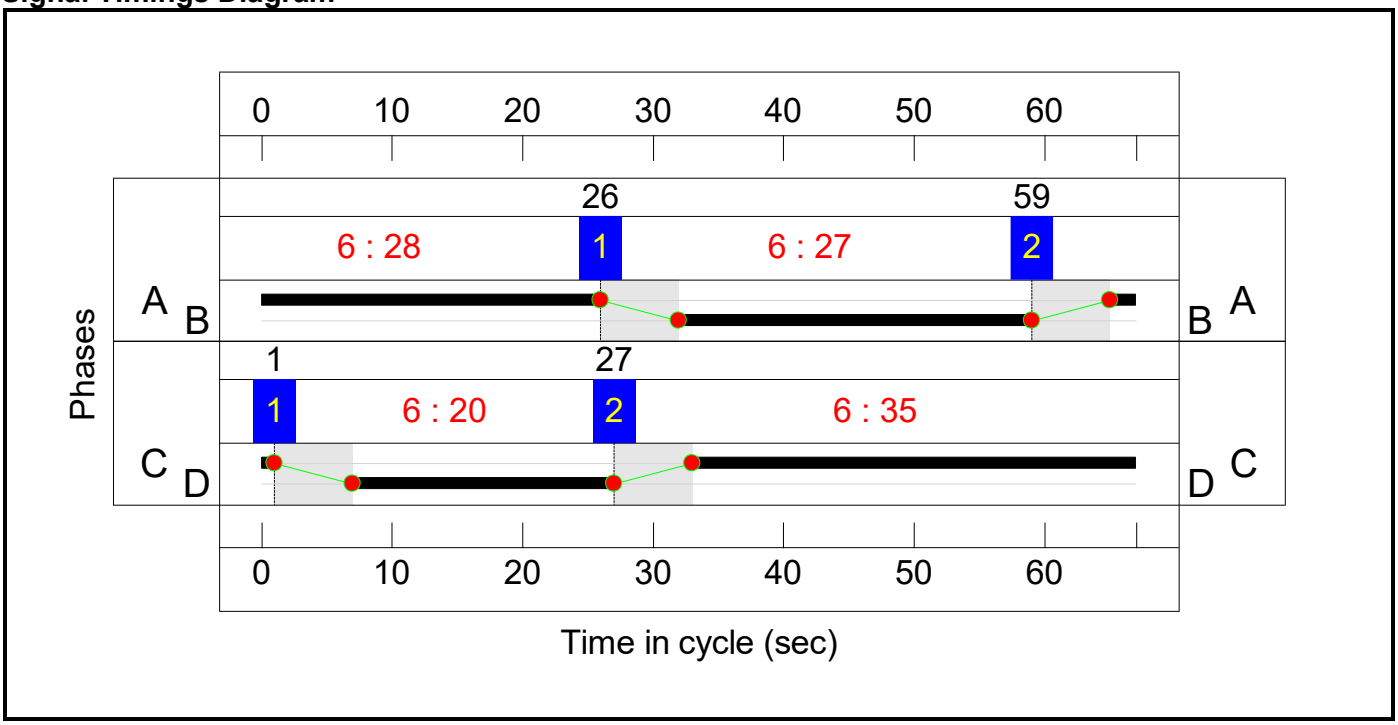
Stage	1	2
Duration	27	28
Change Point	26	59

Stage Stream: 2

Stage	1	2
Duration	20	35
Change Point	1	27

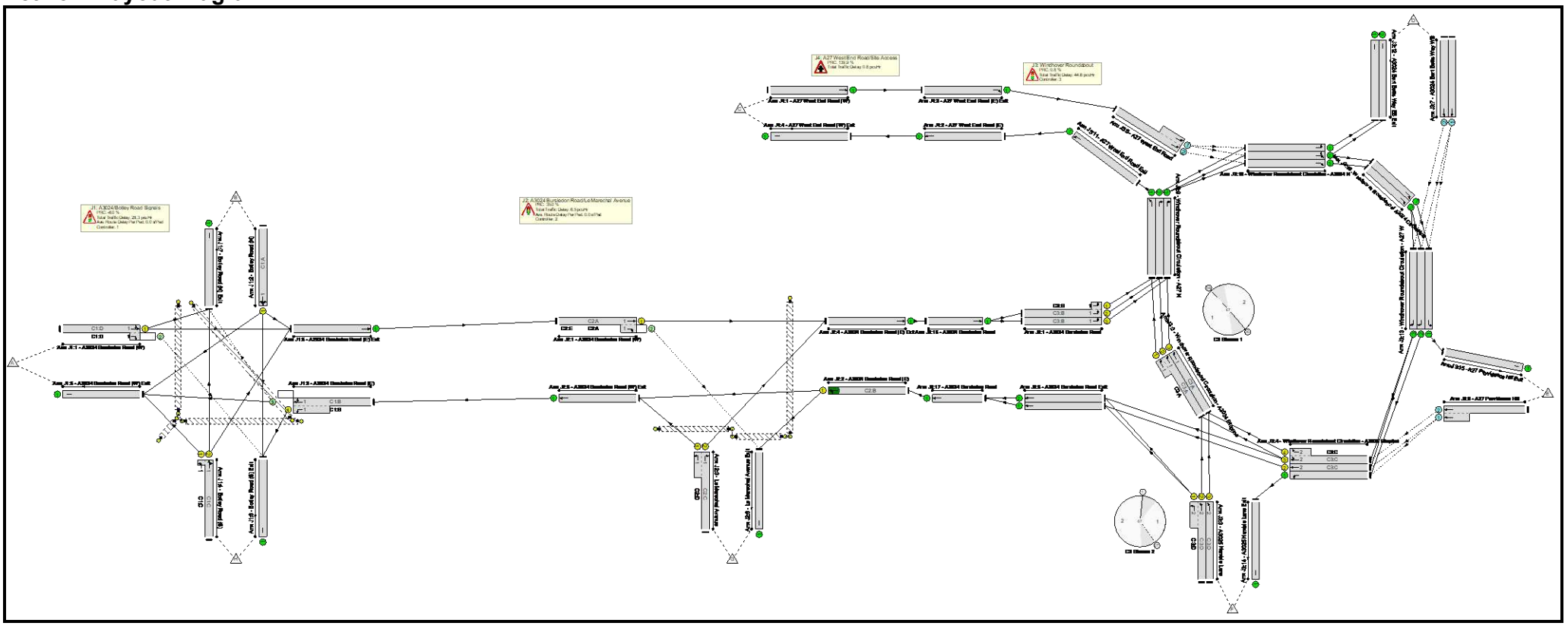
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.4%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.4%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	632	1782:1761	862+72	67.7 : 67.7%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	16	-	52	1824	174	29.9%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	92	-	850	1799:1821	557+519	74.1 : 74.1%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	323	1812:1819	300+39	95.4 : 95.4%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	869	Inf	Inf	0.0%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	22	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	16	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.6%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U+O	2:1	N/A	C2:A	C2:E	1	89	3	869	1815:1811	1327+61	62.6 : 62.6%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	81	-	934	1800	1312	66.6%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:C C2:D		1	7:13	-	57	1846:1848	125+58	31.2 : 31.2%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	850	Inf	Inf	0.0%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	140	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	93	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	27	-	446	1789:1860	568+231	55.8 : 55.8%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	27	-	424	1865	779	54.4%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	28	-	740	1971:1960	509+532	71.1 : 71.1%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	28	-	559	1965	851	65.7%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	20	-	572	1880:1930	521+120	89.3 : 89.3%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	20	-	512	1879	589	86.9%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	853	1928	1928	44.2%

Full Input Data And Results

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

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	525	2002	2002	26.2%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	507	1985	1985	25.5%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	901	1972	1972	45.7%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	555	1972	1972	27.3%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	621	1929	1929	31.2%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	740	1917	1917	38.6%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	771	1919	1919	37.1%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	870	2025	2025	43.0%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	934	2025	2025	43.2%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	410	1933	1933	20.2%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	525	1910	1910	27.5%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**37.5%**
1/1	A27 West End Road (W) Ahead	U	N/A	N/A	-		-	-	-	729	1943	1943	37.5%
2/1	A27 West End Road (E) Ahead	U	N/A	N/A	-		-	-	-	507	1955	1955	25.9%

Full Input Data And Results

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

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3404**	**343**	**1**	**42.7**	**36.9**	**0.6**	**80.2**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**72**	**0**	**0**	**19.2**	**8.6**	**0.5**	**28.3**	**-**	**-**	**-**	**-**
1/1+1/2	632	632	49	0	0	5.5	1.0	0.3	6.9 (6.0+0.8)	39.1 (37.1:62.2)	22.8	1.0	23.9
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.6	2.4	0.2	2.6
3/2+3/1	797	797	23	0	0	6.3	1.4	0.1	7.8 (4.1+3.7)	35.2 (35.9:34.5)	21.8	1.4	23.2
4/2+4/1	323	323	-	-	-	6.4	5.9	-	12.3 (10.9+1.4)	137.4 (137.4:137.4)	15.7	5.9	21.6
5/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**37**	**1**	**1**	**4.4**	**2.1**	**0.1**	**6.5**	**-**	**-**	**-**	**-**
1/1+1/2	869	869	37	1	1	1.5	0.8	0.1	2.5 (2.2+0.2)	10.3 (9.7:22.0)	12.7	0.8	13.5
2/1	874	874	-	-	-	2.0	1.0	-	3.0	12.5	15.1	1.0	16.1
3/2+3/1	57	57	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	64.7 (66.7:60.5)	1.2	0.2	1.4
4/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

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

Full Input Data And Results

12/2	539	539	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	602	602	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
13/2	740	740	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
13/3	711	711	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	870	870	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
17/1	874	874	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
18/1	391	391	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/2	525	525	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J4: A27 West End Road/Site Access	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.8**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	729	729	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1	507	507	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
3/1	729	729	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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

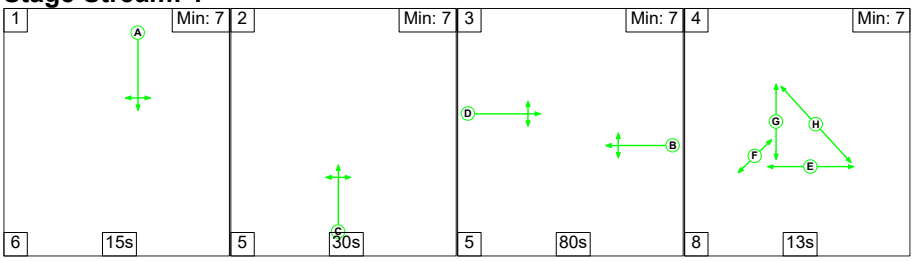
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

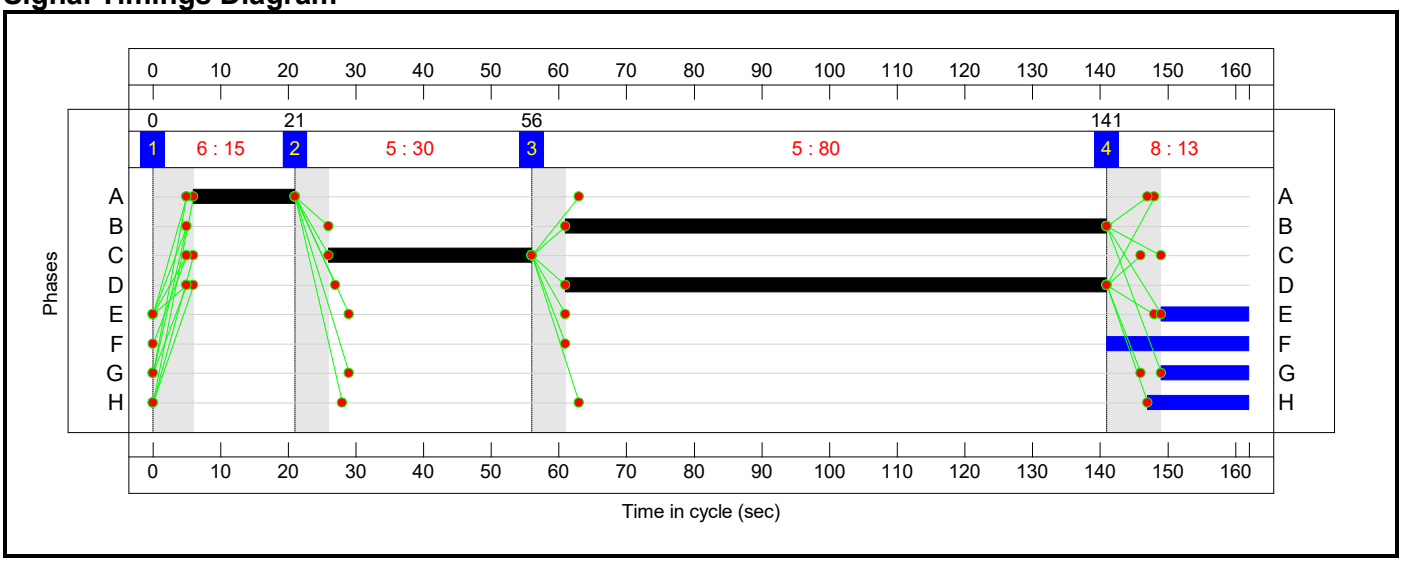


Stage Timings

Stage Stream: 1

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

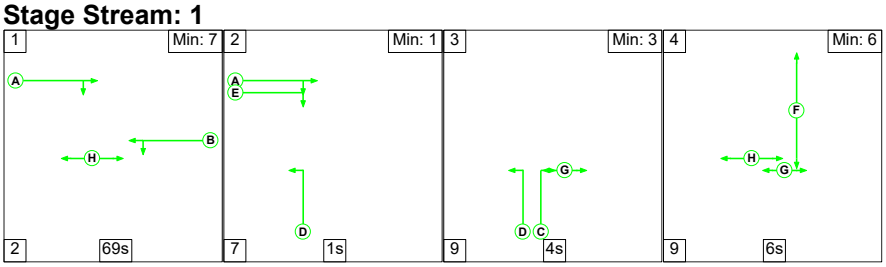
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



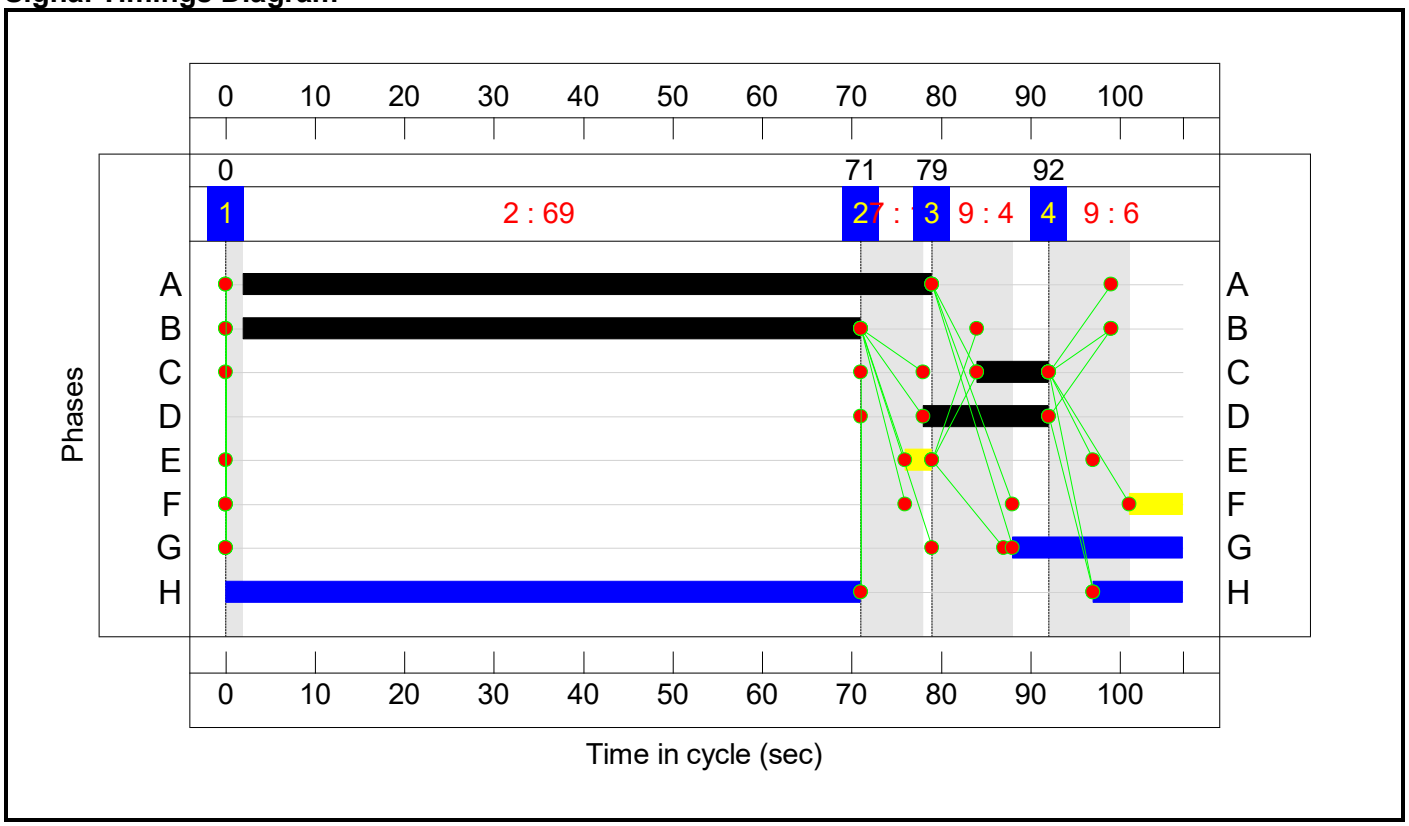
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

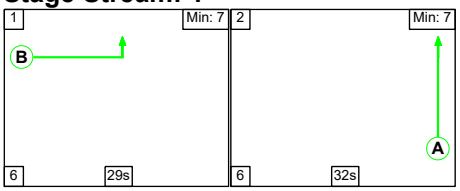
Signal Timings Diagram



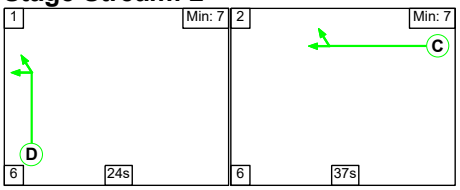
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

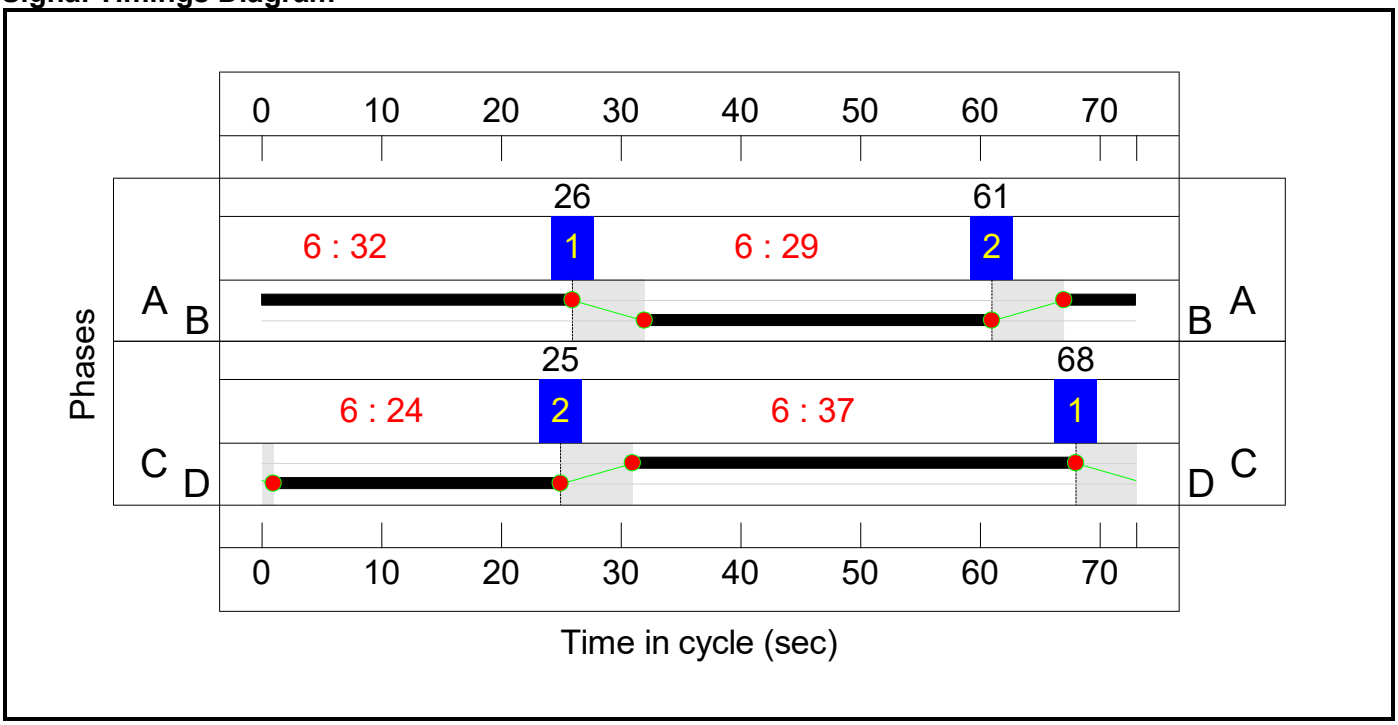
Stage	1	2
Duration	29	32
Change Point	26	61

Stage Stream: 2

Stage	1	2
Duration	24	37
Change Point	68	25

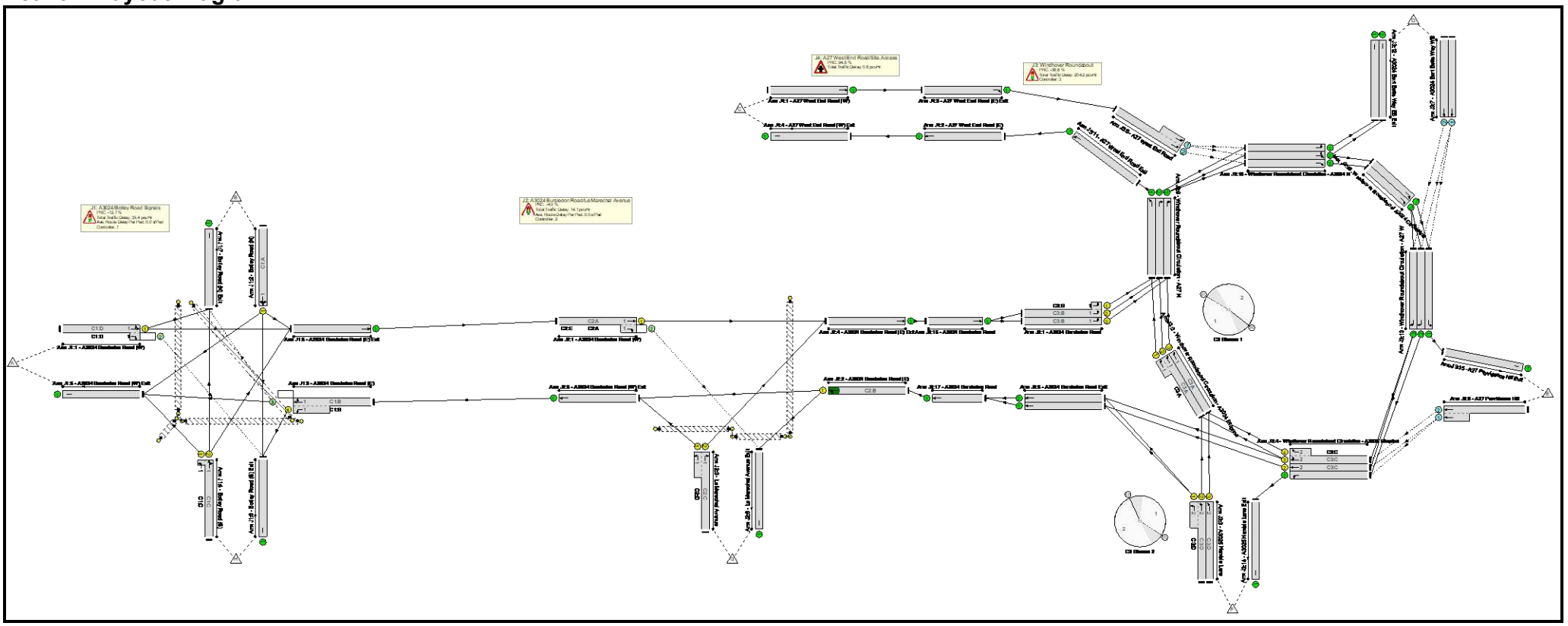
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**122.9%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	80	-	644	1782:1761	883+8	72.2 : 72.2%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	15	-	113	1824	180	62.7%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	80	-	768	1799:1821	673+298	76.2 : 76.2%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	30	-	353	1812:1819	329+19	101.5 : 101.5%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	13	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	13	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	21	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	15	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.0%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U+O	2:1	N/A	C2:A	C2:E	1	77	3	1069	1815:1811	1317+6	80.5 : 80.6%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	69	-	772	1800	1245	59.7%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:C C2:D		1	8:14	-	176	1846:1848	155+32	94.0 : 94.0%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	1210	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	39	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	19	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	81	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**122.9%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	29	-	645	1789:1860	437+402	76.6 : 76.6%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	29	-	565	1865	766	73.4%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	32	-	966	1971:1960	307+665	87.8 : 89.5%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	32	-	734	1965	888	78.1%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	24	-	744	1880:1930	600+57	113.3 : 113.3%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	24	-	542	1879	643	84.2%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	1016	1928	1928	52.7%

Full Input Data And Results

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

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	361	2002	2002	18.0%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	970	1985	1985	45.5%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	911	1972	1972	42.8%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	862	1972	1972	43.5%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	572	1929	1929	29.0%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	824	1917	1917	42.9%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	694	1919	1919	35.3%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	1210	2025	2025	59.5%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	772	2025	2025	36.7%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	313	1933	1933	15.5%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	361	1910	1910	18.9%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.2%**
1/1	A27 West End Road (W) Ahead	U	N/A	N/A	-		-	-	-	507	1943	1943	26.1%
2/1	A27 West End Road (E) Ahead	U	N/A	N/A	-		-	-	-	970	1955	1955	46.2%

Full Input Data And Results

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

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3294**	**342**	**0**	**59.8**	**194.5**	**0.2**	**254.5**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**26**	**0**	**0**	**20.8**	**14.4**	**0.1**	**35.4**	**-**	**-**	**-**	**-**
1/1+1/2	644	644	6	0	0	5.7	1.3	0.0	7.0 (6.9+0.1)	39.0 (38.8:58.7)	22.5	1.3	23.8
2/1	113	113	-	-	-	2.2	0.8	-	3.0	96.3	4.9	0.8	5.7
3/2+3/1	740	740	20	0	0	6.1	1.6	0.1	7.8 (5.5+2.3)	38.1 (38.7:36.7)	22.8	1.6	24.4
4/2+4/1	353	348	-	-	-	6.8	10.7	-	17.6 (16.6+0.9)	179.1 (179.1:179.1)	16.2	10.7	26.9
5/1	1064	1064	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**5**	**0**	**0**	**6.9**	**7.2**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
1/1+1/2	1064	1064	5	0	0	2.8	2.0	0.0	4.8 (4.8+0.0)	16.4 (16.4:21.2)	20.7	2.0	22.7
2/1	743	743	-	-	-	1.8	0.7	-	2.5	12.2	11.6	0.7	12.3
3/2+3/1	176	176	-	-	-	2.3	4.4	-	6.7 (5.6+1.1)	137.4 (138.8:130.3)	4.3	4.4	8.7
4/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

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

Full Input Data And Results

12/2	858	858	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/1	559	559	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/2	823	823	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/3	678	678	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
14/1	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	1205	1205	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
17/1	743	743	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
18/1	300	300	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
18/2	360	360	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
J4: A27 West End Road/Site Access	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.8**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	507	507	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	903	903	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/1	507	507	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
4/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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

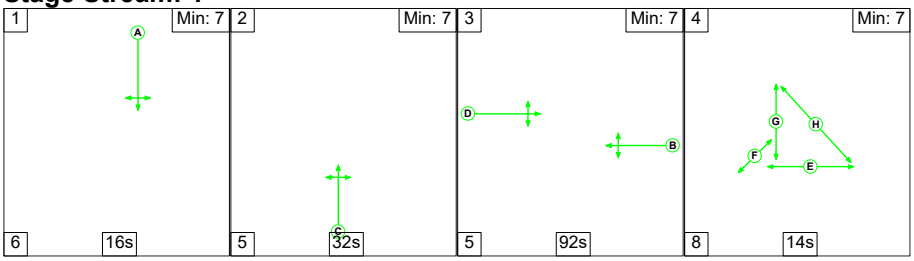
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

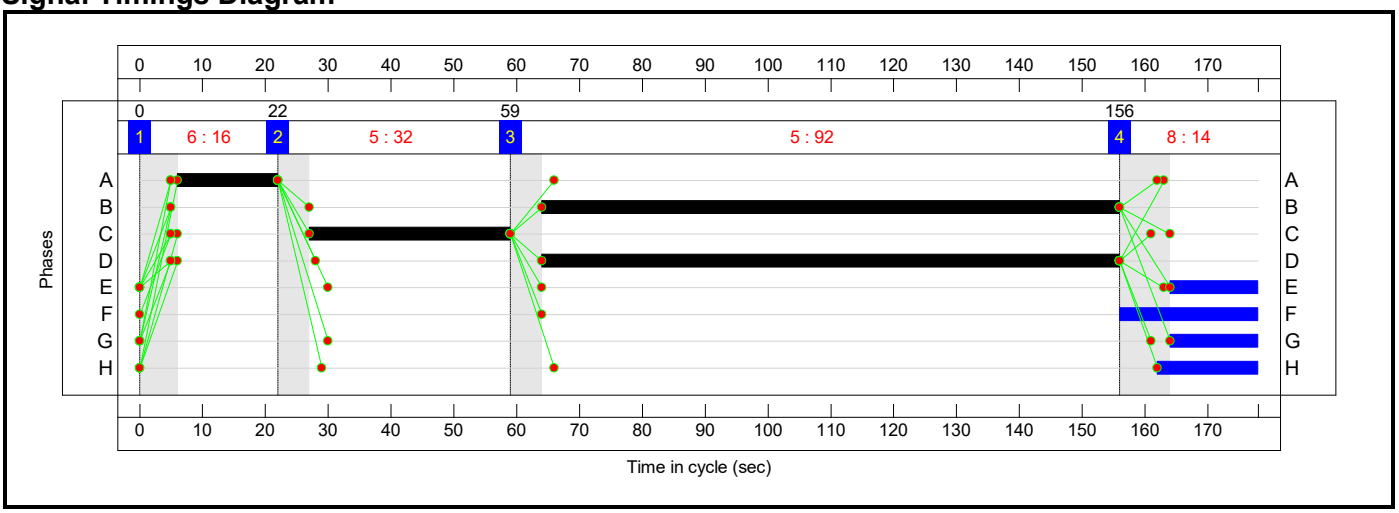


Stage Timings

Stage Stream: 1

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

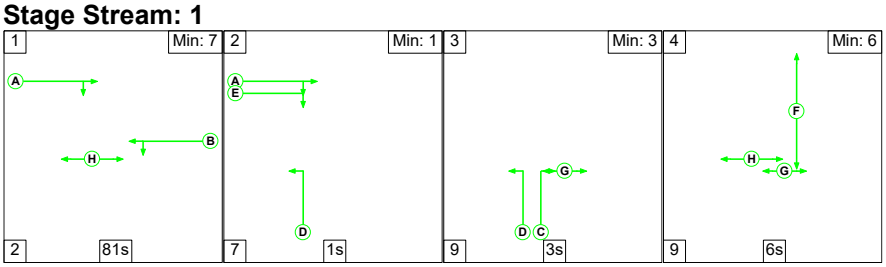
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



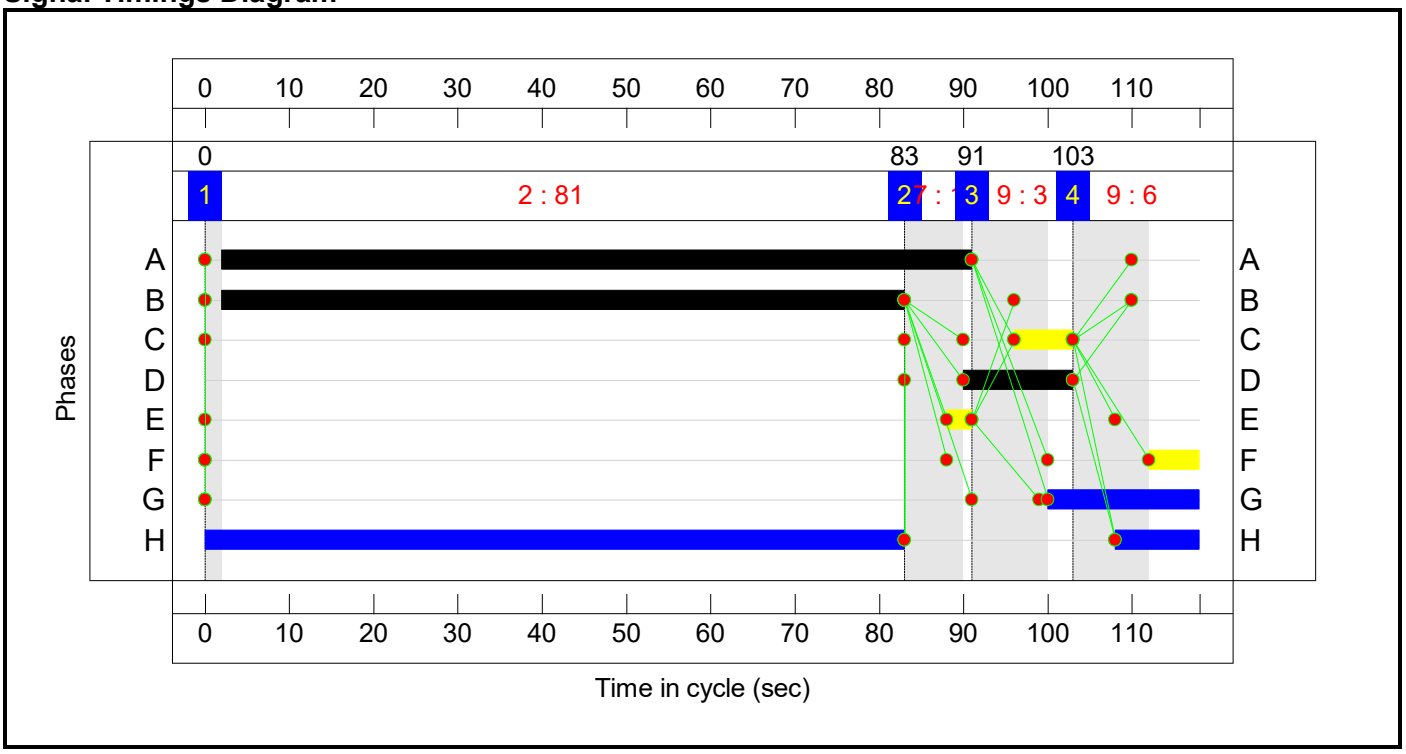
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

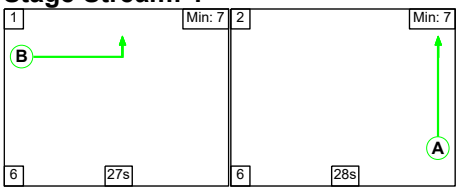
Signal Timings Diagram



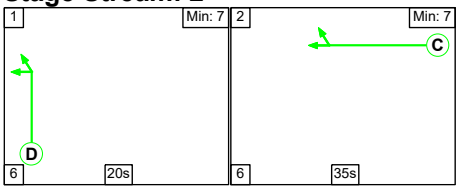
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

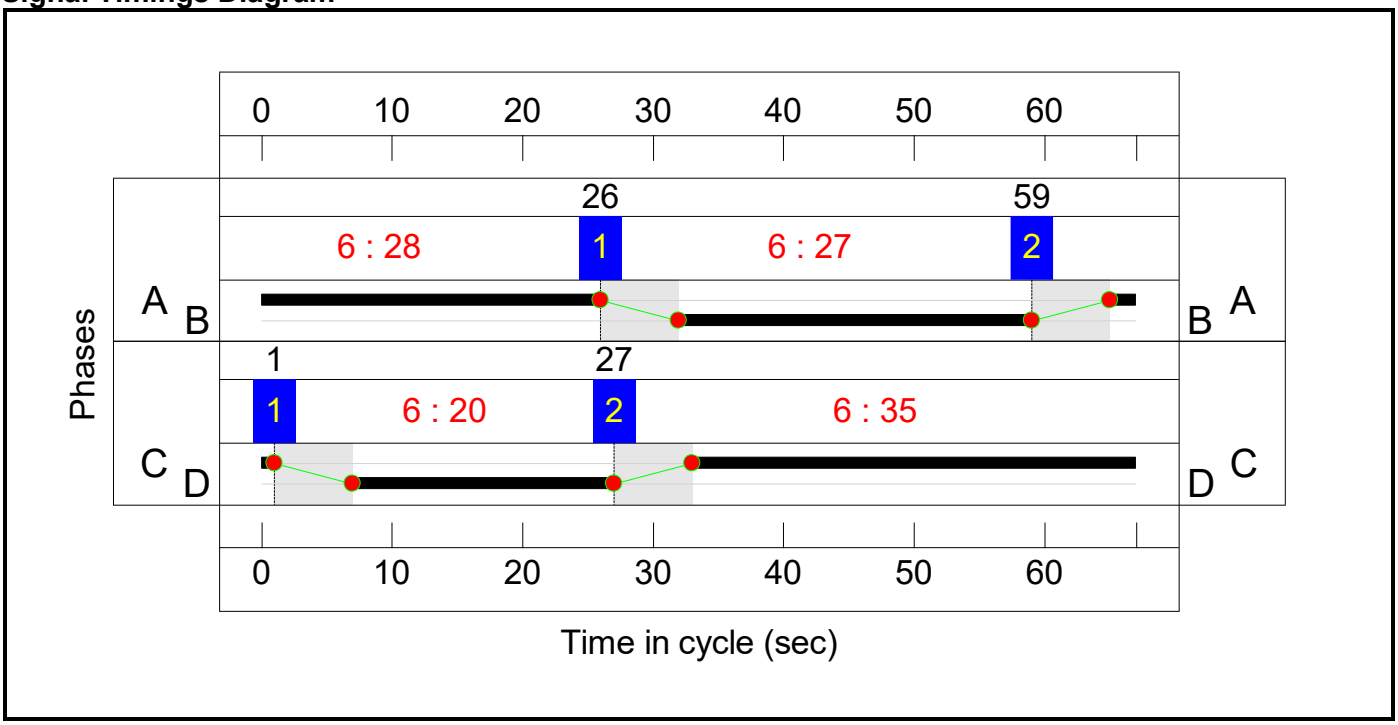
Stage	1	2
Duration	27	28
Change Point	26	59

Stage Stream: 2

Stage	1	2
Duration	20	35
Change Point	1	27

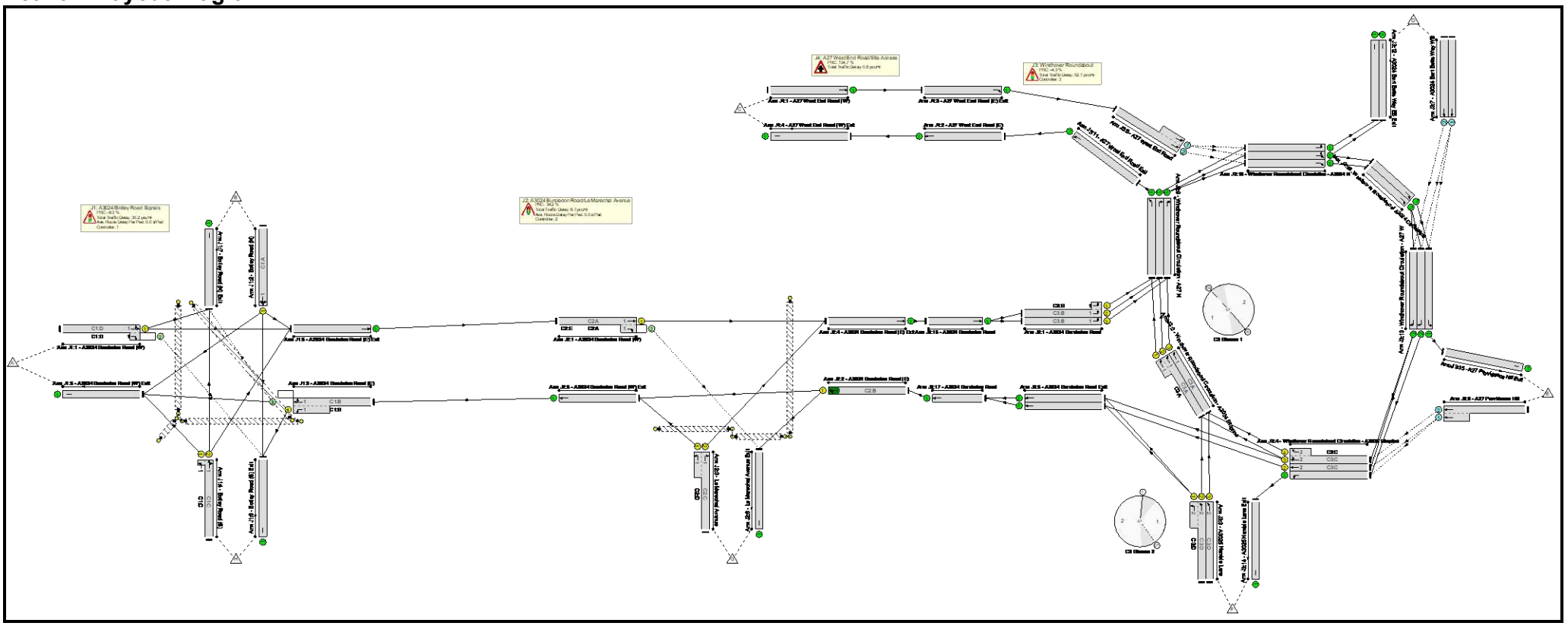
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	647	1782:1761	862+72	69.3 : 69.3%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	16	-	52	1824	174	29.9%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	92	-	870	1799:1821	557+520	74.6 : 74.6%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	330	1812:1819	300+39	97.5 : 97.5%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	22	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	16	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.1%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right	U+O	2:1	N/A	C2:A	C2:E	1	89	3	889	1815:1811	1327+61	64.1 : 64.1%

Full Input Data And Results

2/1	A3024 Bursledon Road (E) Ahead Left	U	2:1	N/A	C2:B		1	81	-	955	1800	1312	67.1%
3/2+3/1	Le Marechal Avenue Right Left	U	2:1	N/A	C2:C C2:D		1	7:13	-	57	1846:1848	125+58	31.2 : 31.2%
4/1	A3024 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	889	Inf	Inf	0.0%
5/1	A3024 Bursledon Road (W) Exit Ahead	U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%
6/1	Le Marechal Avenue Exit	U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2:1	-	C2:F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	2:1	-	C2:G		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	2:1	-	C2:H		1	93	-	0	-	0	0.0%
J3: Windhover Roundabout	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.9%**
1/2+1/1	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	27	-	456	1789:1860	568+231	57.1 : 57.1%
1/3	A3024 Bursledon Road Left	U	3:1	N/A	C3:B		1	27	-	433	1865	779	55.6%
2/2+2/1	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	28	-	777	1971:1960	527+523	74.0 : 74.0%
2/3	Windhover Roundabout Circulation - A3024 Stopline Ahead	U	3:1	N/A	C3:A		1	28	-	571	1965	851	67.1%
3/2+3/1	A3025 Hamble Lane Ahead Left	U	3:2	N/A	C3:D		1	20	-	593	1880:1930	522+118	92.8 : 92.8%
3/3	A3025 Hamble Lane Ahead	U	3:2	N/A	C3:D		1	20	-	535	1879	589	90.8%
4/1	Windhover Roundabout Circulation - A3025 Stopline Left	U	N/A	N/A	-		-	-	-	872	1928	1928	45.2%

Full Input Data And Results

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

Full Input Data And Results

10/3	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	536	2002	2002	26.8%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	519	1985	1985	26.1%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	924	1972	1972	46.9%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	584	1972	1972	28.1%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	635	1929	1929	31.4%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	756	1917	1917	39.4%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	789	1919	1919	37.2%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	872	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	889	2025	2025	43.9%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	955	2025	2025	43.4%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	419	1933	1933	20.1%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	-		-	-	-	536	1910	1910	28.1%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.3%**
1/1	A27 West End Road (W) Ahead	U	N/A	N/A	-		-	-	-	745	1943	1943	38.3%
2/1	A27 West End Road (E) Ahead	U	N/A	N/A	-		-	-	-	519	1955	1955	26.5%

Full Input Data And Results

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

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**3471**	**359**	**1**	**44.7**	**44.5**	**0.7**	**89.8**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**72**	**0**	**0**	**19.7**	**10.0**	**0.5**	**30.2**	**-**	**-**	**-**	**-**
1/1+1/2	647	647	50	0	0	5.7	1.1	0.4	7.2 (6.3+0.9)	40.0 (37.8:65.4)	23.6	1.1	24.7
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.6	2.4	0.2	2.6
3/2+3/1	804	804	23	0	0	6.3	1.5	0.1	7.9 (4.2+3.7)	35.5 (36.2:34.8)	22.3	1.5	23.7
4/2+4/1	330	330	-	-	-	6.6	7.2	-	13.8 (12.2+1.6)	150.4 (150.4:150.4)	16.0	7.2	23.2
5/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	52	52	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**38**	**1**	**1**	**4.5**	**2.1**	**0.1**	**6.7**	**-**	**-**	**-**	**-**
1/1+1/2	889	889	38	1	1	1.6	0.9	0.1	2.6 (2.4+0.2)	10.6 (10.0:23.1)	13.2	0.9	14.1
2/1	880	880	-	-	-	2.1	1.0	-	3.1	12.6	15.2	1.0	16.2
3/2+3/1	57	57	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	64.7 (66.7:60.5)	1.2	0.2	1.4
4/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

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

Full Input Data And Results

12/2	553	553	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
13/1	605	605	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
13/2	756	756	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
13/3	714	714	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	889	889	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
17/1	880	880	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
18/1	389	389	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
18/2	536	536	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
J4: A27 West End Road/Site Access	**-**	**-**	**0**	**0**	**0**	**0.0**	**0.8**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	745	745	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1	519	519	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/1	745	745	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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

Appendix M

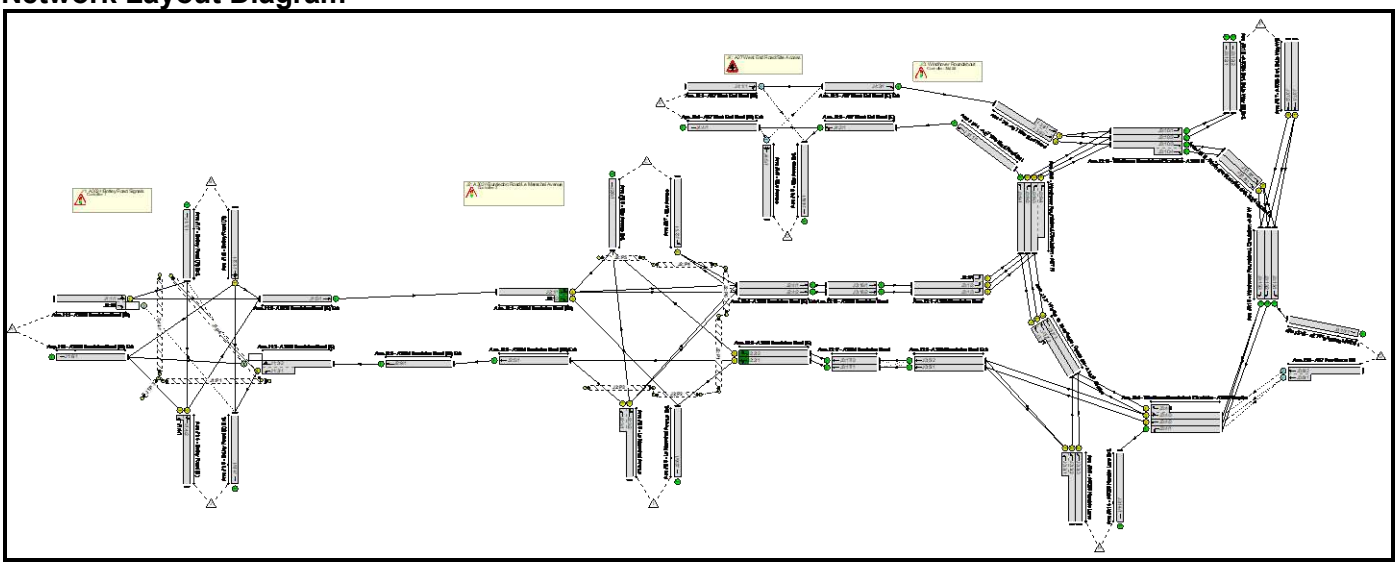
LinSig Output – Proposed Mitigation Scheme – Dedicated Right Turn Stage

Full Input Data And Results

User and Project Details

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

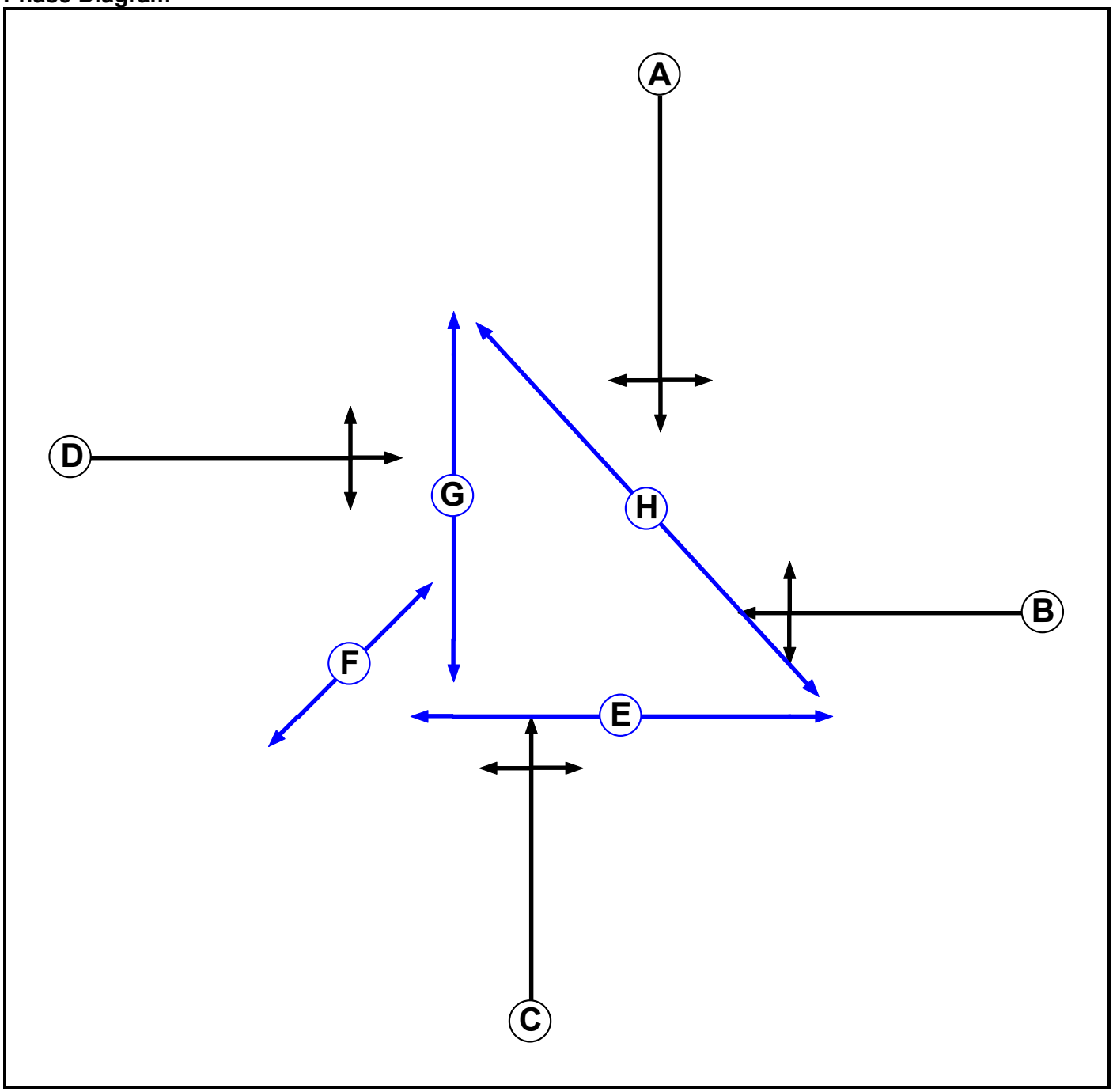
Network Layout Diagram



Full Input Data And Results

Controller :C1

Phase Diagram



Phase Input Data

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

Full Input Data And Results

Phase Intergreens Matrix

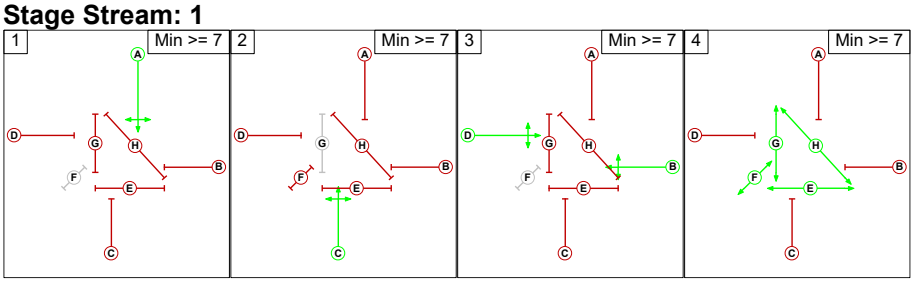
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		5	5	6	8	-	8	7
B	6		8	-	8	-	8	-
C	7	5		5	5	5	-	7
D	7	-	5		7	-	5	6
E	5	5	5	5		-	-	-
F	-	-	5	-	-		-	-
G	5	5	-	5	-	-		-
H	6	-	6	6	-	-	-	

Phases in Stage

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

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

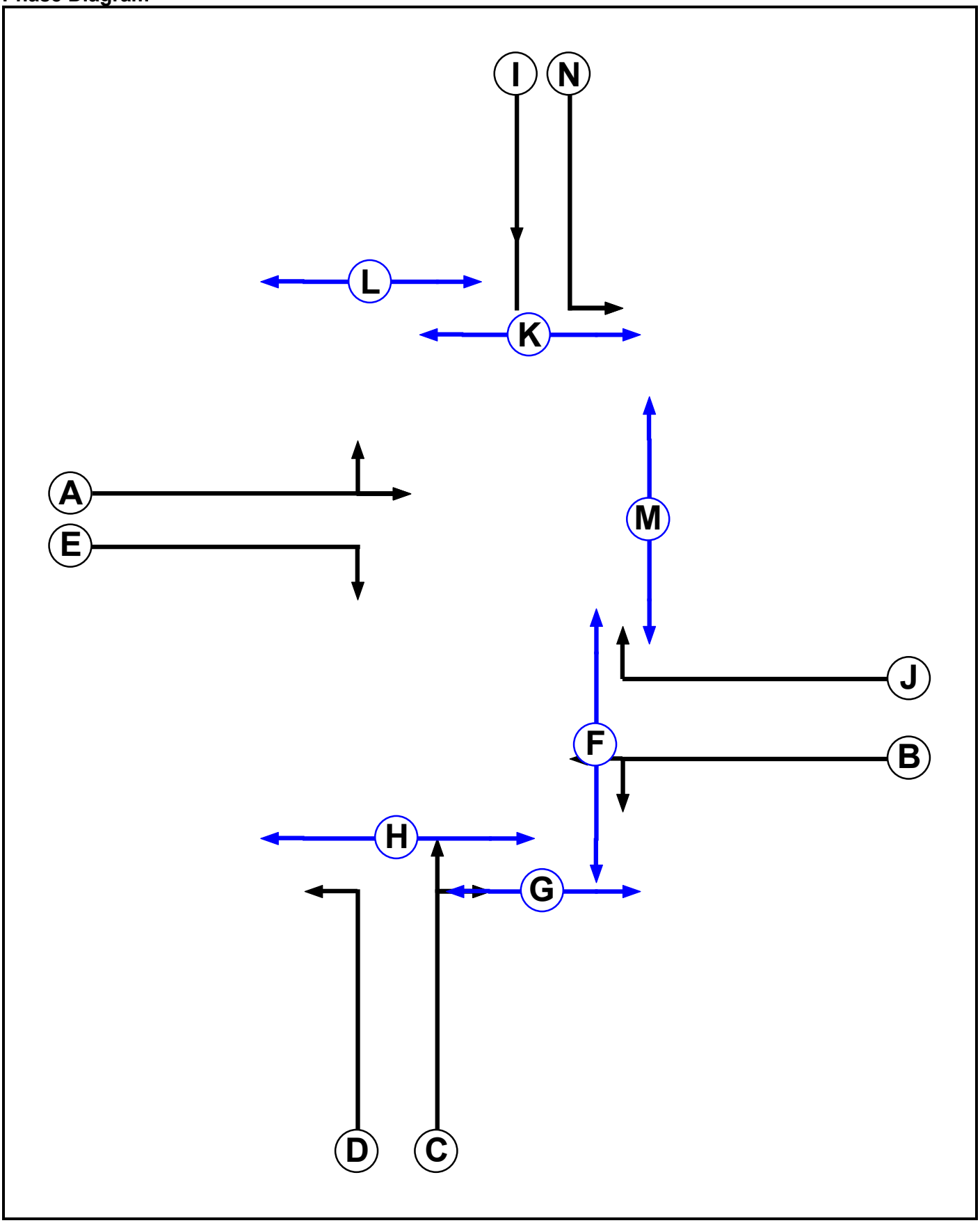
Stage Stream: 1

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

Full Input Data And Results

Controller :C2

Phase Diagram



Full Input Data And Results

Phase Input Data

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

Phase Intergreens Matrix

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

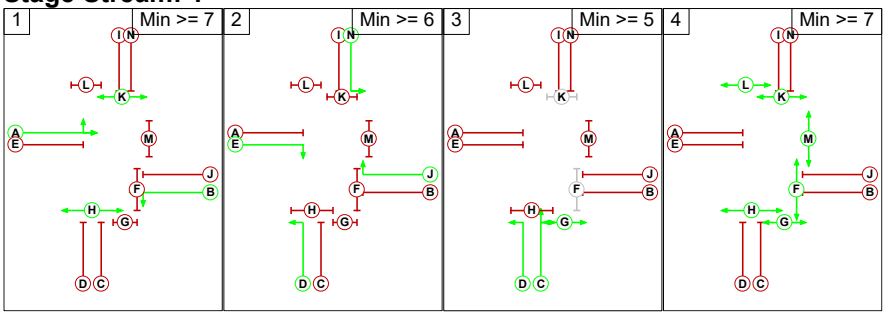
Phases in Stage

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

Full Input Data And Results

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

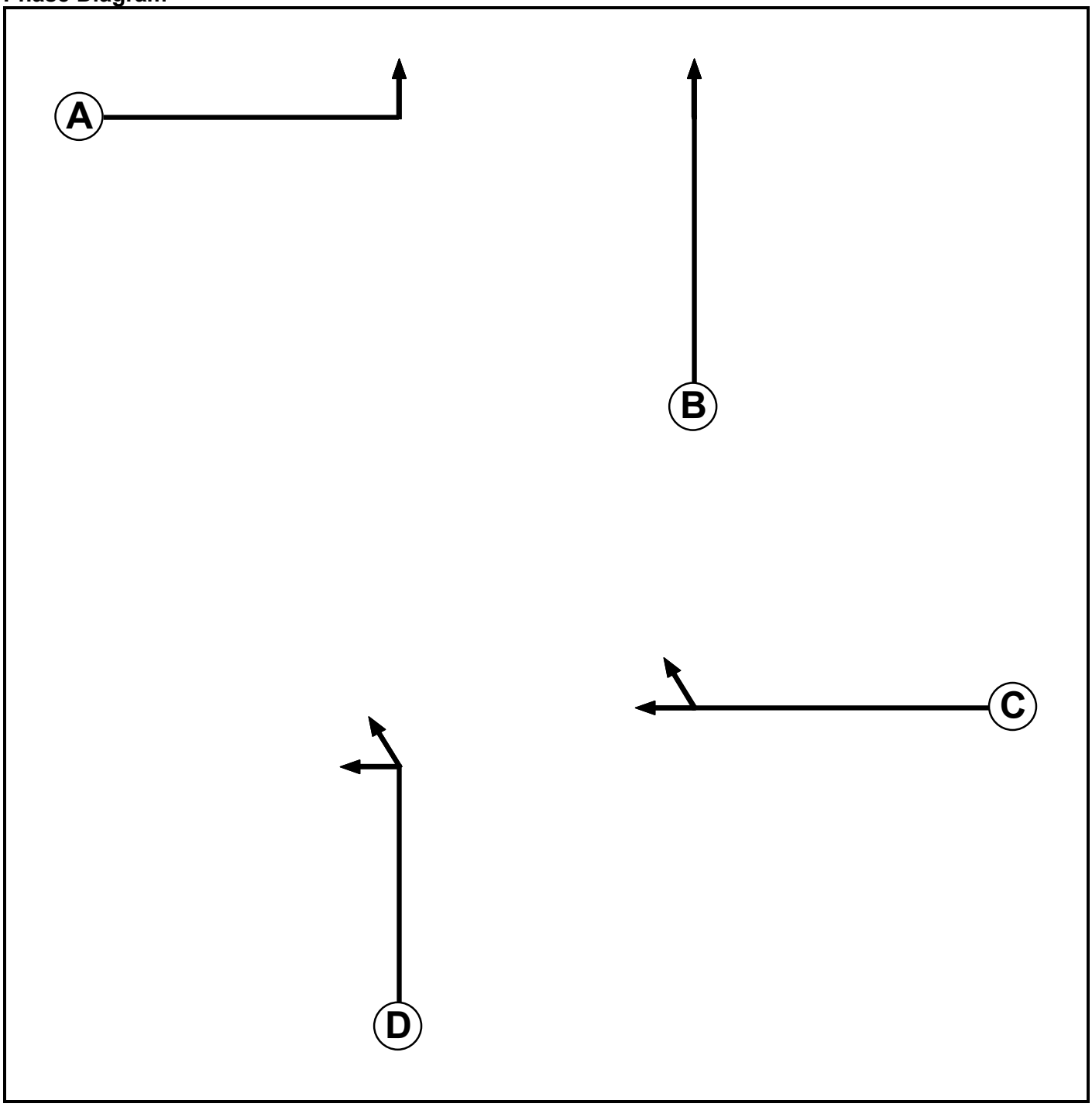
Stage Stream: 1

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

Full Input Data And Results

Controller :C3

Phase Diagram



Phase Input Data

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

Full Input Data And Results

Phase Intergreens Matrix

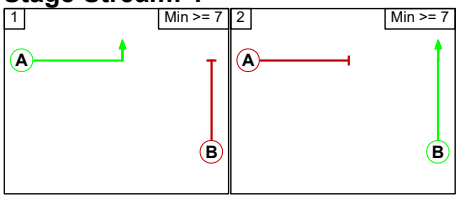
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

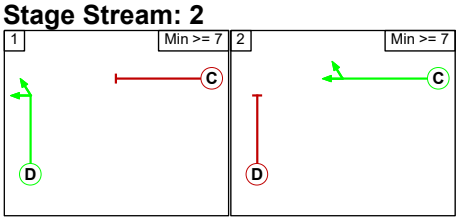
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage	To Stage		
		1	2
	1		6
	2	6	

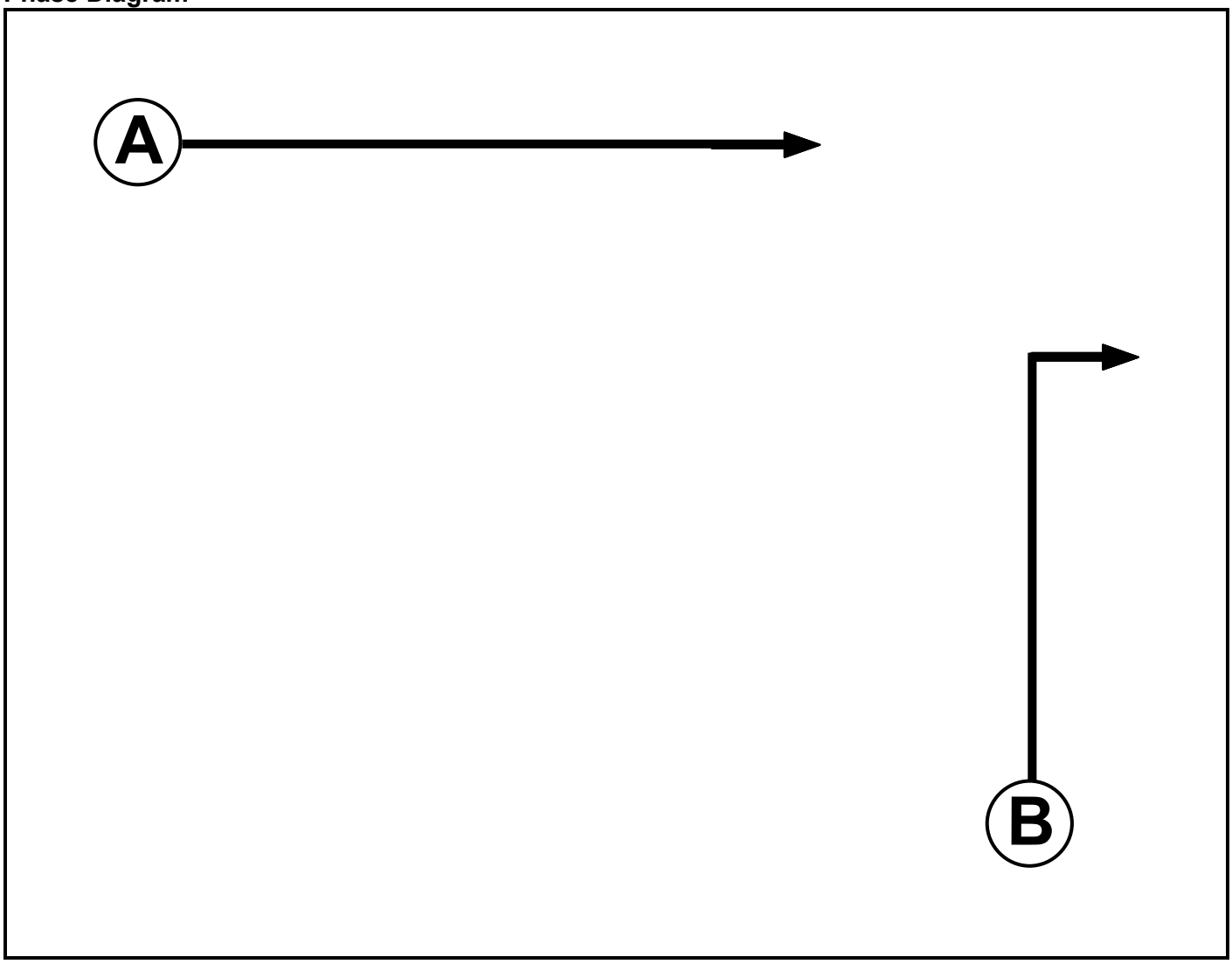
Full Input Data And Results

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	6	

Controller :C4

Phase Diagram



Phase Input Data

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

Full Input Data And Results

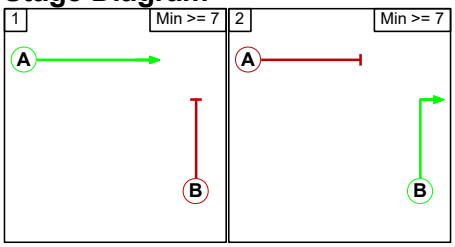
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

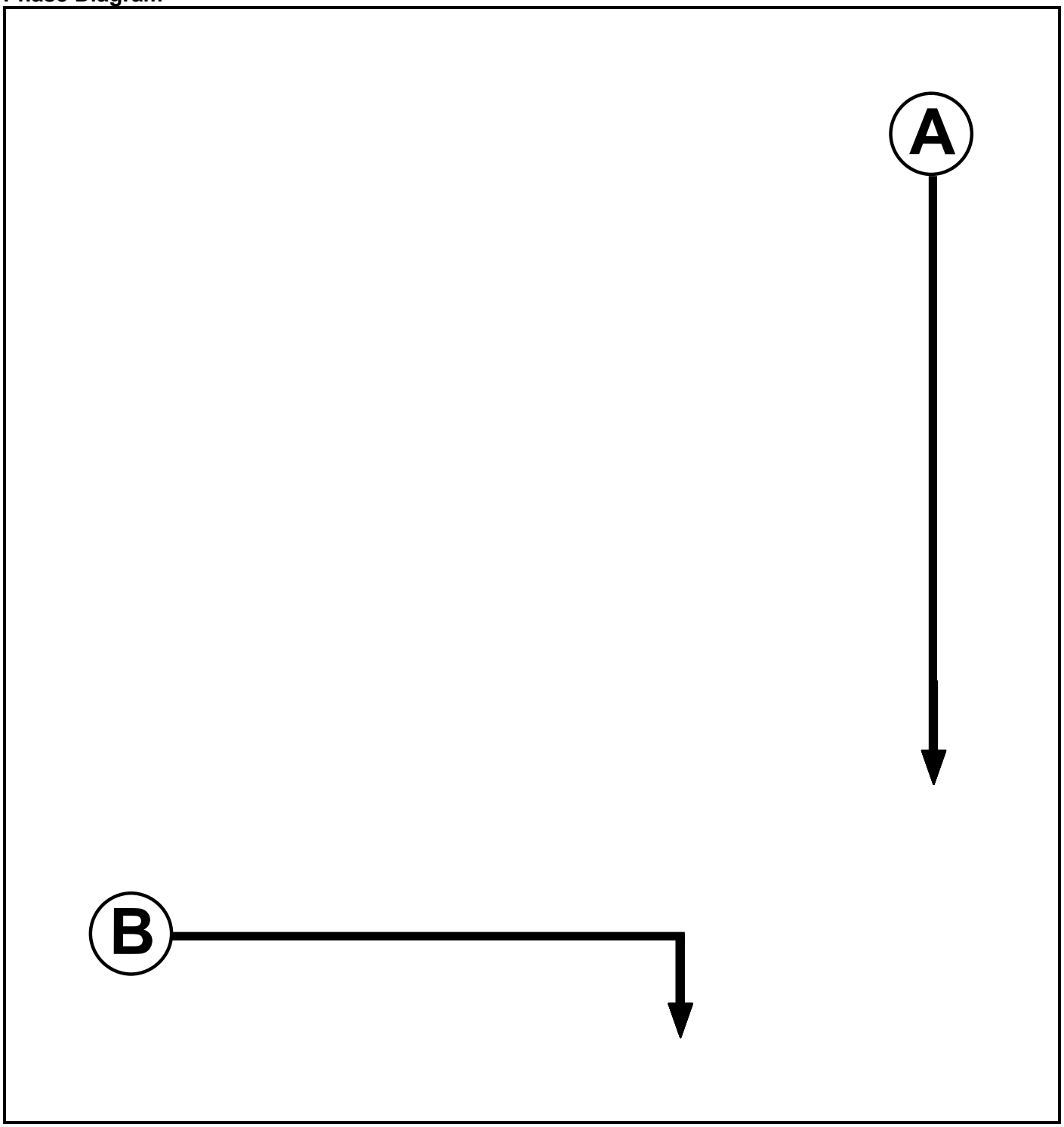
Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Controller :C5

Phase Diagram



Phase Input Data

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

Full Input Data And Results

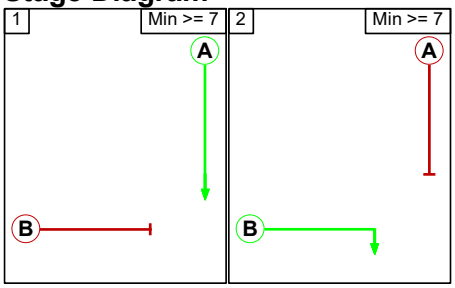
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A3024/Botley Road Signals

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

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue

There are no Opposed Lanes in this Junction

Junction: J3: Windhover Roundabout

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

Full Input Data And Results

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

Full Input Data And Results

Lane Input Data

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

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (A3024 Bursledon Road (W))	U	A	2	3	46.0	User	1815	-	-	-	-	-
J2:1/2 (A3024 Bursledon Road (W))	U	E	2	3	3.0	Geom	-	3.25	0.00	Y	Arm J2:6 Right	21.10
J2:2/1 (A3024 Bursledon Road (E))	U	B	2	3	5.2	User	1782	-	-	-	-	-
J2:2/2 (A3024 Bursledon Road (E))	U	J	2	3	5.2	Geom	-	3.00	0.00	Y	Arm J2:8 Right	18.60
J2:3/1 (Le Marechal Avenue)	U	D	2	3	5.0	Geom	-	3.55	0.00	Y	Arm J2:5 Left	22.70
J2:3/2 (Le Marechal Avenue)	U	C	2	3	60.0	User	1846	-	-	-	-	-
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:4/2 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:5/1 (A3024 Bursledon Road (W) Exit)	U		2	3	3.0	Geom	-	3.00	0.00	Y	Arm J2:9 Ahead	Inf
J2:6/1 (Le Marechal Avenue Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Site Access)	U	N	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Left	13.10
J2:8/1 (Site Access Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:9/1 (A3024 Bursledon Road (W) Exit)	U		2	3	43.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf

Full Input Data And Results

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

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

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

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

Junction: J4: A27 West End Road/Site Access

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

Full Input Data And Results

Traffic Flow Groups

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

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

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 + Warehousing AM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	649(In) 643(Out)
J1:1/2 (short)	6
J1:2/1	113
J1:3/1 (short)	236
J1:3/2 (with short)	770(In) 534(Out)
J1:4/1 (short)	19
J1:4/2 (with short)	353(In) 334(Out)
J1:5/1	1074
J1:6/1	535
J1:7/1	27
J1:8/1	249
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	1074(In) 1069(Out)
J2:1/2 (short)	5
J2:2/1	774
J2:2/2	44
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	674
J2:4/2	583
J2:5/1	770
J2:6/1	39
J2:7/1	45
J2:8/1	47
J2:9/1	770
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	312
J3:1/2 (with short)	674(In) 362(Out)
J3:1/3	583
J3:2/1 (short)	674
J3:2/2 (with short)	941(In) 267(Out)
J3:2/3	772

Full Input Data And Results

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

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

Lane Saturation Flows

Junction: J1: A3024/Botley Road Signals

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

Full Input Data And Results

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

Full Input Data And Results

Junction: J3: Windhover Roundabout

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

Full Input Data And Results

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

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

Junction: J4: A27 West End Road/Site Access

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

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

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 + PDC Development AM
Junction: J1: A3024/Botley Road Signals	
J1:1/1 (with short)	653(In) 647(Out)
J1:1/2 (short)	6
J1:2/1	113
J1:3/1 (short)	236
J1:3/2 (with short)	784(In) 548(Out)
J1:4/1 (short)	19
J1:4/2 (with short)	353(In) 334(Out)
J1:5/1	1078
J1:6/1	549
J1:7/1	27
J1:8/1	249
Junction: J2: A3024 Bursledon Road/Le Marechal Avenue	
J2:1/1 (with short)	1078(In) 1073(Out)
J2:1/2 (short)	5
J2:2/1	788
J2:2/2	87
J2:3/1 (short)	30
J2:3/2 (with short)	176(In) 146(Out)
J2:4/1	723
J2:4/2	651
J2:5/1	784
J2:6/1	39
J2:7/1	161
J2:8/1	93
J2:9/1	784
Junction: J3: Windhover Roundabout	
J3:1/1 (short)	320
J3:1/2 (with short)	723(In) 403(Out)
J3:1/3	651
J3:2/1 (short)	680
J3:2/2 (with short)	942(In) 262(Out)
J3:2/3	777

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

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

Lane Saturation Flows

Junction: J1: A3024/Botley Road Signals

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

Full Input Data And Results

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

Full Input Data And Results

Junction: J3: Windhover Roundabout

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A3024 Bursledon Road)	3.05	0.00	Y	Arm J3:9 Left	46.90	100.0 %	1860	1860
J3:1/2 (A3024 Bursledon Road Lane 2)	This lane uses a directly entered Saturation Flow						1789	1789
J3:1/3 (A3024 Bursledon Road Lane 3)	This lane uses a directly entered Saturation Flow						1865	1865
J3:2/1 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	46.10	100.0 %	1960	1960
J3:2/2 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	55.80	100.0 %	1971	1971
J3:2/3 (Windhover Roundabout Circulation - A3024 Stopline)	4.09	0.00	Y	Arm J3:9 Ahead	50.20	100.0 %	1965	1965
J3:3/1 (A3025 Hamble Lane)	3.58	0.00	Y	Arm J3:5 Left	66.70	100.0 %	1930	1930
J3:3/2 (A3025 Hamble Lane Lane 2)	This lane uses a directly entered Saturation Flow						1880	1880
J3:3/3 (A3025 Hamble Lane Lane 3)	This lane uses a directly entered Saturation Flow						1879	1879
J3:4/1 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:14 Left	60.60	100.0 %	1928	1928
J3:4/2 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:5 Ahead	50.10	100.0 %	1919	1919
J3:4/3 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	Inf	59.0 %	1942	1942
				Arm J3:5 Ahead	35.00	41.0 %		
J3:4/4 (Windhover Roundabout Circulation - A3025 Stopline)	3.61	0.00	Y	Arm J3:2 Right	36.50	100.0 %	1898	1898
J3:5/1 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:5/2 (A3024 Bursledon Road Exit)	3.25	0.00	Y	Arm J3:17 Ahead	Inf	100.0 %	1940	1940
J3:6/1 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	64.10	100.0 %	1938	1938
J3:6/2 (A27 West End Road)	3.68	0.00	Y	Arm J3:10 Ahead	65.20	100.0 %	1938	1938
J3:7/1 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	61.20	100.0 %	2040	2040
J3:7/2 (A3024 Bert Betts Way WB)	4.75	0.00	Y	Arm J3:13 Ahead	103.90	100.0 %	2060	2060
J3:8/1 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	71.50	100.0 %	1884	1884
J3:8/2 (A27 Providence Hill)	3.09	0.00	Y	Arm J3:4 Ahead	73.90	100.0 %	1886	1886

Full Input Data And Results

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

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

Junction: J4: A27 West End Road/Site Access

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

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

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	11	1	1	84	264	83	124	31	50	649
	B	9	0	0	0	4	14	4	7	0	14	52
	C	3	0	0	0	3	40	2	3	0	0	51
	D	2	0	0	0	2	7	1	2	0	0	14
	E	77	5	1	1	0	311	98	157	21	76	747
	F	210	13	45	2	122	0	216	399	57	208	1272
	G	79	5	1	0	52	155	0	116	17	78	503
	H	50	2	1	1	213	618	188	0	8	49	1130
	I	9	0	0	0	5	19	6	9	0	9	57
	J	38	18	0	0	39	127	40	60	8	0	330
	Tot.	477	54	49	5	524	1555	638	877	142	484	4805

Full Input Data And Results

Traffic Lane Flows

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

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

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

Lane Saturation Flows

Junction: J1: A3024/Botley Road Signals

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

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

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

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

Junction: J4: A27 West End Road/Site Access

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.9 %	1943	1943
				Arm J4:6 Right	13.20	0.1 %		
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	99.2 %	1954	1954
				Arm J4:6 Left	15.10	0.8 %		
J4:3/1 (A27 West End Road (E) Exit)	3.40	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1955	1955
J4:4/1 (A27 West End Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/1 (Site Access)	3.65	0.00	Y	Arm J4:3 Right	17.30	85.7 %	1815	1815
				Arm J4:4 Left	12.80	14.3 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

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

Full Input Data And Results

Traffic Lane Flows

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

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

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

Lane Saturation Flows

Junction: J1: A3024/Botley Road Signals

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

Full Input Data And Results

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

Full Input Data And Results

Junction: J3: Windhover Roundabout

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

Full Input Data And Results

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

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

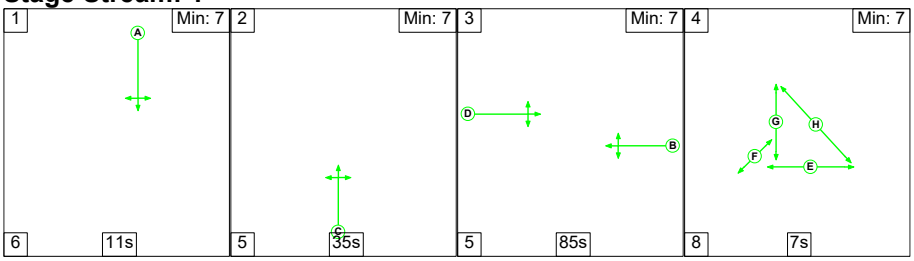
Junction: J4: A27 West End Road/Site Access

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A27 West End Road (W))	3.28	0.00	Y	Arm J4:3 Ahead	Inf	99.6 %	1942	1942
				Arm J4:6 Right	13.20	0.4 %		
J4:2/1 (A27 West End Road (E))	3.40	0.00	Y	Arm J4:4 Ahead	Inf	96.2 %	1948	1948
				Arm J4:6 Left	15.10	3.8 %		
J4:3/1 (A27 West End Road (E) Exit)	3.40	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1955	1955
J4:4/1 (A27 West End Road (W) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/1 (Site Access)	3.65	0.00	Y	Arm J4:3 Right	17.30	86.5 %	1815	1815
				Arm J4:4 Left	12.80	13.5 %		
J4:6/1 (Site Access Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

Stage Stream: 1



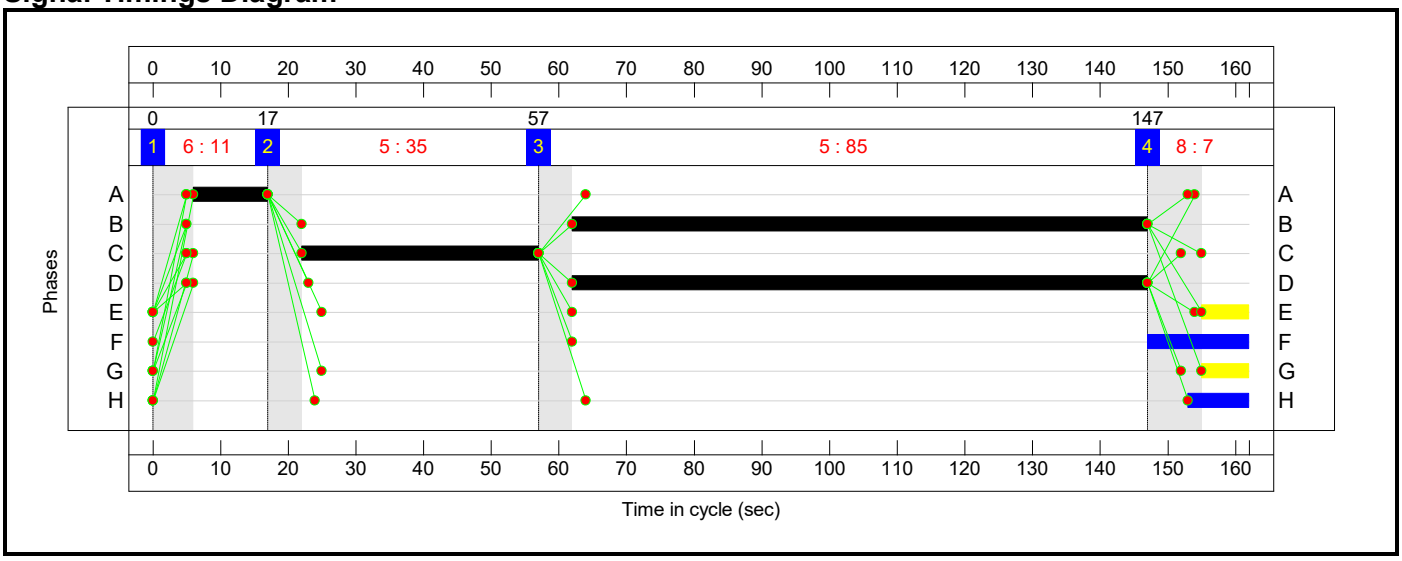
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

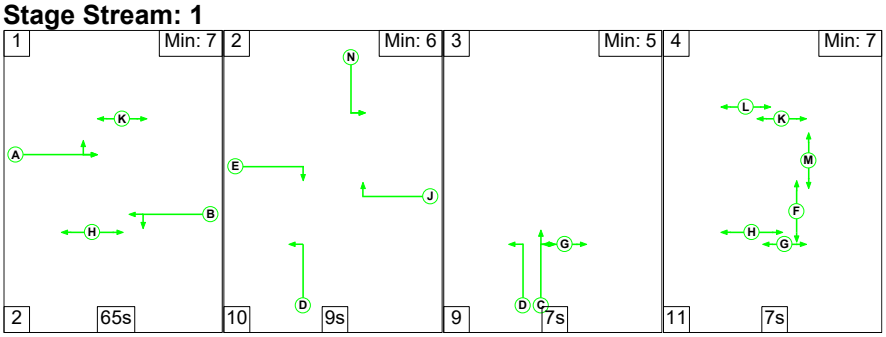
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



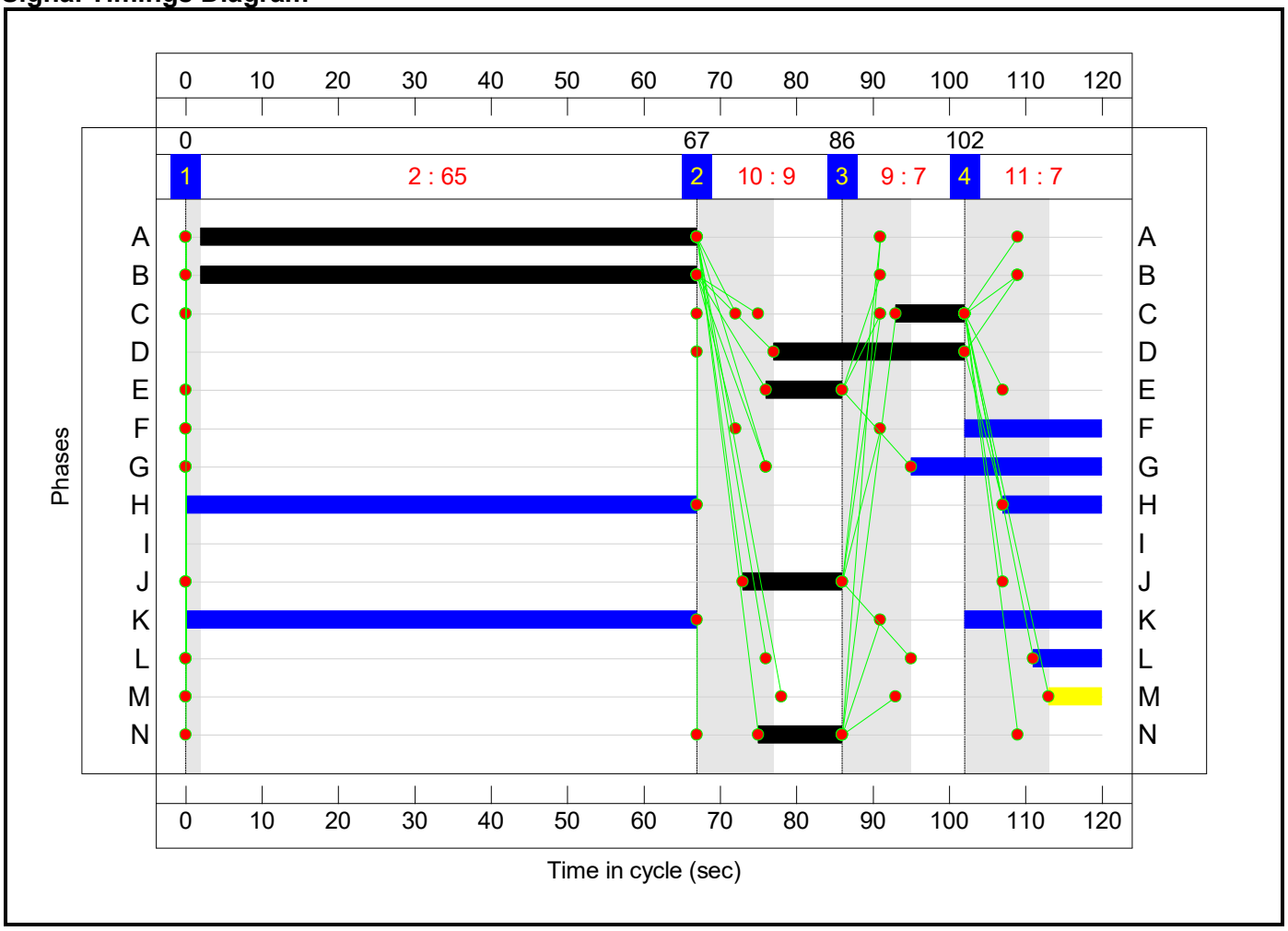
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

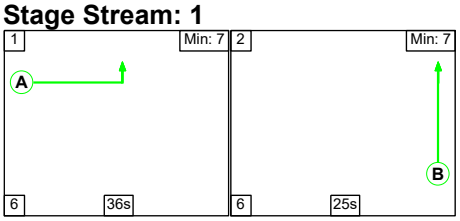
Signal Timings Diagram



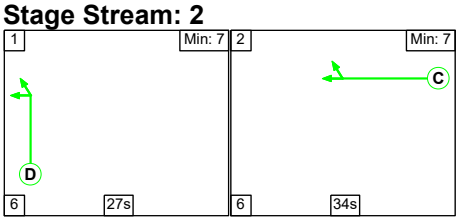
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

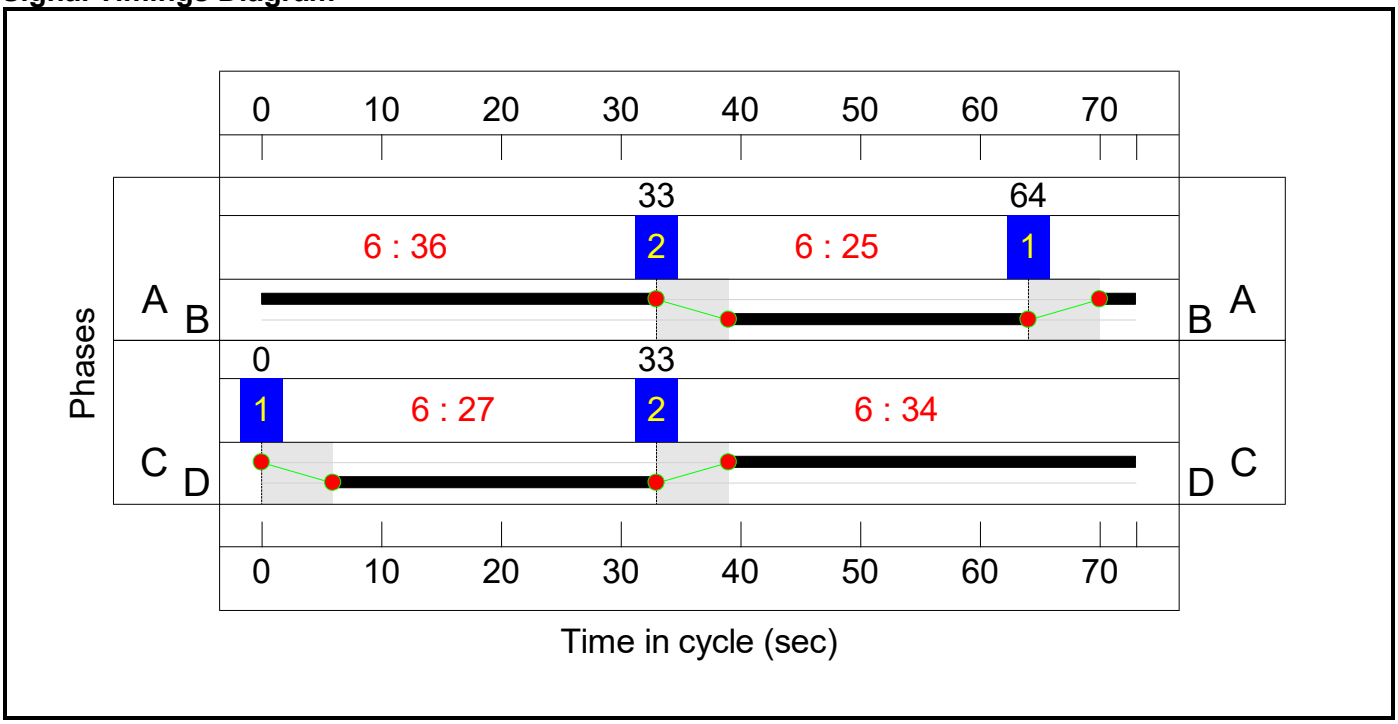
Stage	1	2
Duration	36	25
Change Point	64	33

Full Input Data And Results

Stage Stream: 2

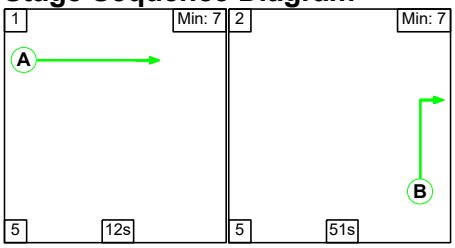
Stage	1	2
Duration	27	34
Change Point	0	33

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

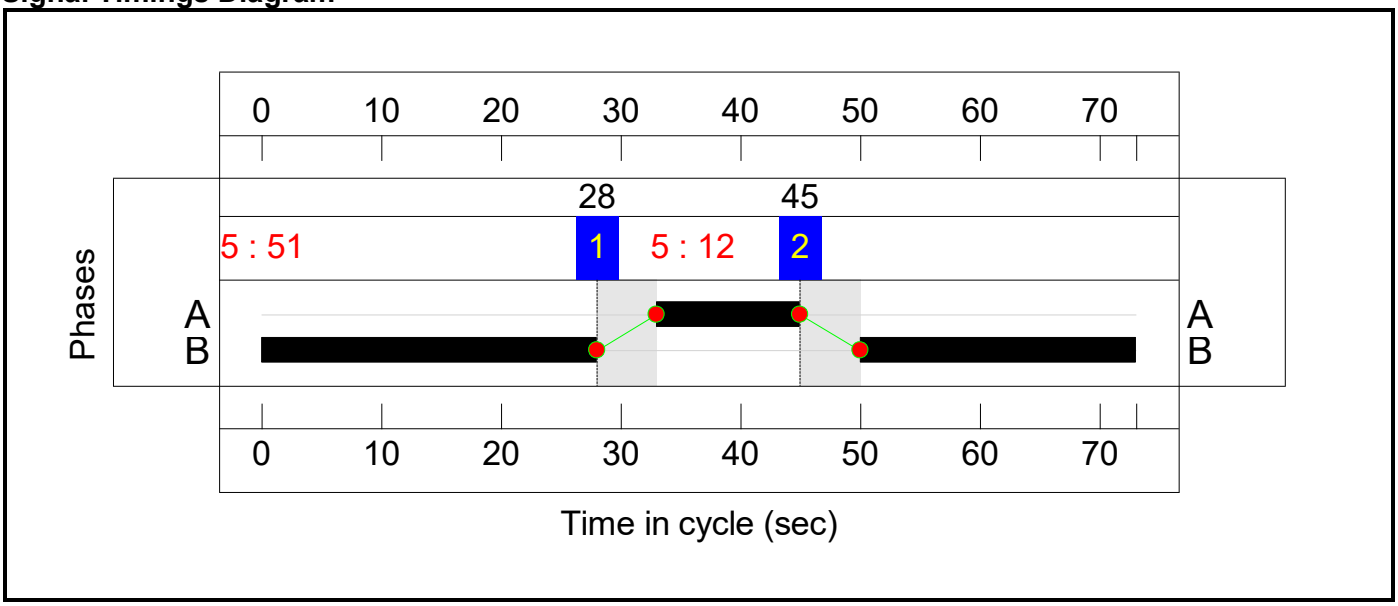


Stage Timings

Stage	1	2
Duration	12	51
Change Point	28	45

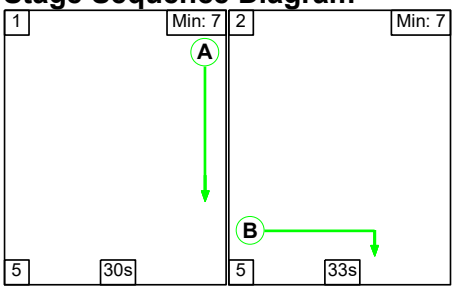
Full Input Data And Results

Signal Timings Diagram



Controller :C5

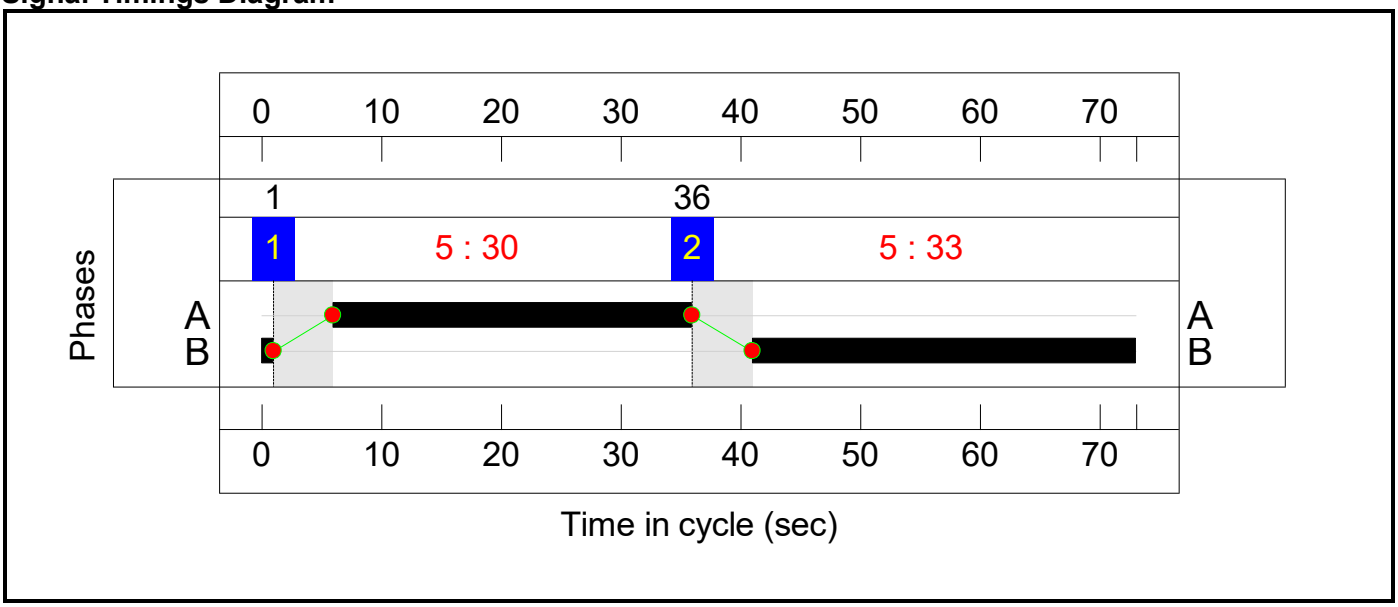
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	30	33
Change Point	1	36

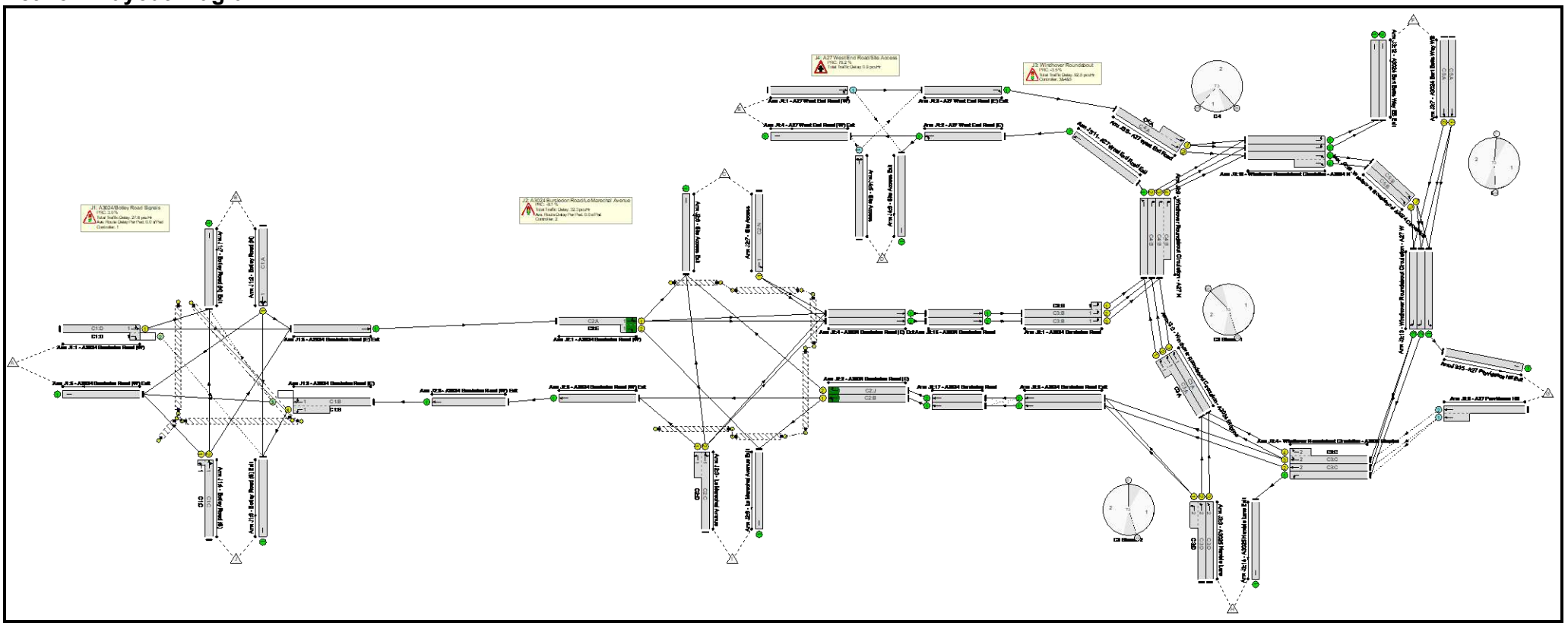
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	51	-	629	1887	1344	46.8%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	51	-	1355	1872:1848	1162+580	77.8 : 77.8%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	800	1898	1898	42.1%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1017	1940	1940	52.4%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	683	1940:1940	1693+247	35.2 : 35.2%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	986	1985	1985	49.7%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	800	1972	1972	40.6%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1017	1972	1972	51.6%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	573	1929	1929	29.7%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	826	1917	1917	43.1%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	743	1919	1919	38.7%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	573	Inf	Inf	0.0%

Full Input Data And Results

16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	674	1915	1915	35.2%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	583	1915	1915	30.4%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	774	1940	1940	39.9%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	44	1915	1915	2.3%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	33	-	596	1933	900	66.2%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	33	-	87	1910	890	9.8%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.5%**
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	514	1942	1901	27.0%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	986	1952	1952	50.5%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	516	1955	1955	26.4%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	6	1814	309	1.9%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	18	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1030**	**382**	**0**	**78.4**	**74.8**	**0.1**	**153.3**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**27**	**0**	**0**	**19.1**	**8.4**	**0.1**	**27.6**	**-**	**-**	**-**	**-**
1/1+1/2	649	649	6	0	0	5.0	1.1	0.0	6.2 (6.1+0.1)	34.1 (34.0:49.4)	21.4	1.1	22.5
2/1	113	113	-	-	-	2.3	2.1	-	4.5	142.2	5.0	2.1	7.1
3/2+3/1	770	770	21	0	0	5.7	1.5	0.1	7.3 (5.2+2.2)	34.2 (34.8:32.9)	22.8	1.5	24.3
4/2+4/1	353	353	-	-	-	6.0	3.1	-	9.1 (8.6+0.5)	92.3 (92.3:92.3)	15.2	3.1	18.3
5/1	1074	1074	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
6/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**0**	**0**	**0**	**14.0**	**18.3**	**0.0**	**32.3**	**-**	**-**	**-**	**-**
1/1+1/2	1074	1074	-	-	-	6.8	10.6	-	17.3 (17.2+0.1)	58.1 (57.9:93.8)	34.3	10.6	44.8
2/1	774	774	-	-	-	3.5	1.2	-	4.7	22.0	17.8	1.2	19.1
2/2	44	44	-	-	-	0.6	0.1	-	0.7	59.1	1.3	0.1	1.5
3/2+3/1	176	176	-	-	-	2.5	5.5	-	8.1 (6.8+1.3)	165.1 (168.0:150.7)	4.8	5.5	10.4
4/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	770	770	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

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

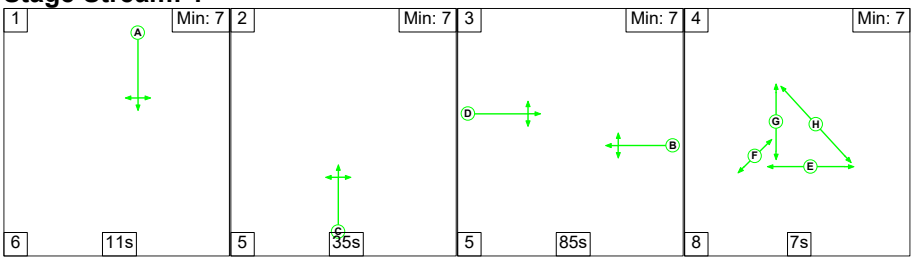
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

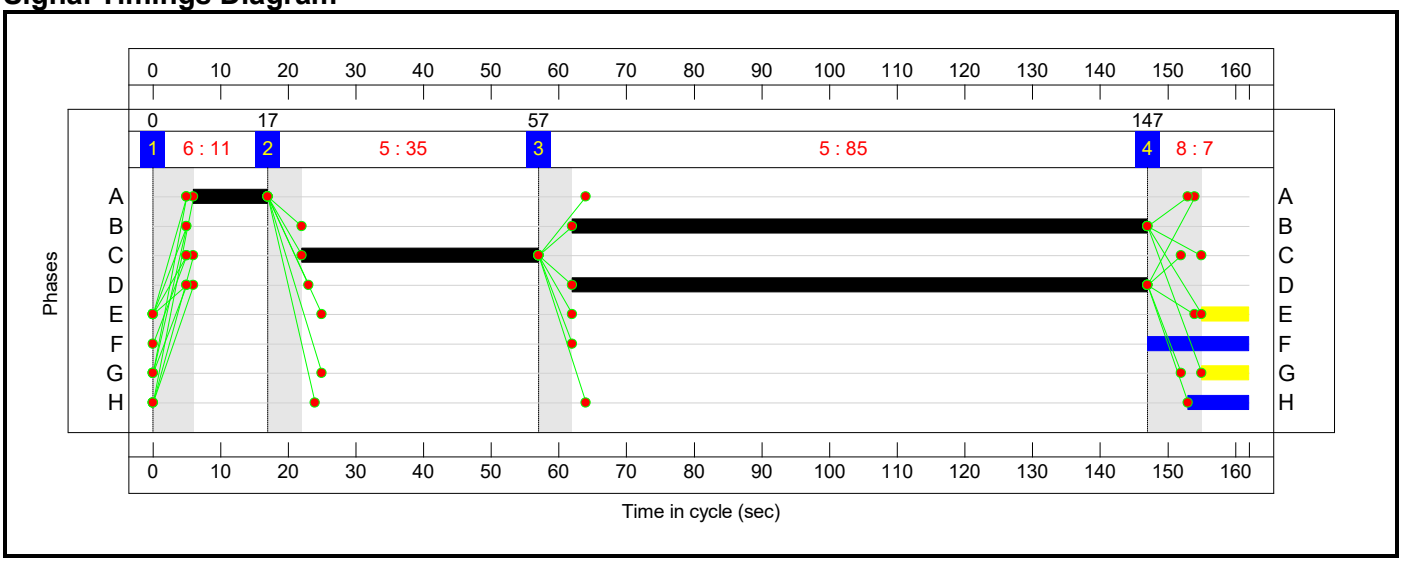


Stage Timings

Stage Stream: 1

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

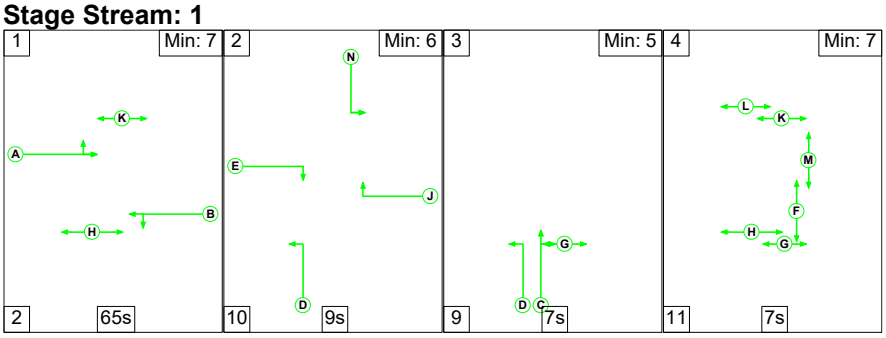
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



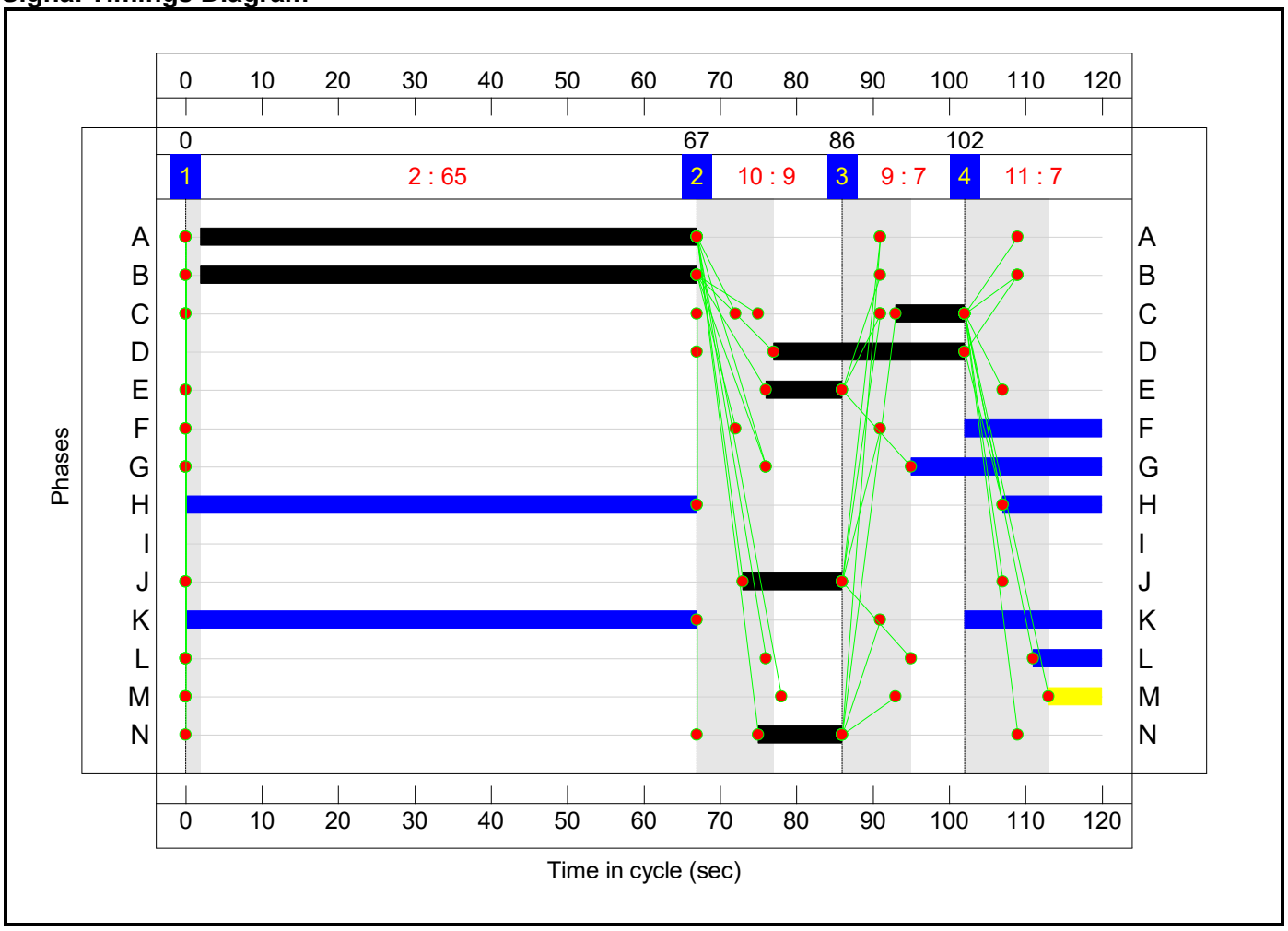
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

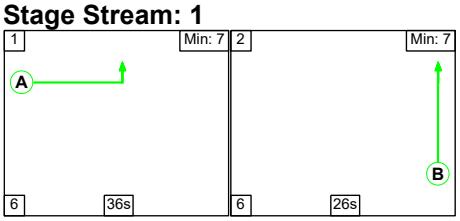
Signal Timings Diagram



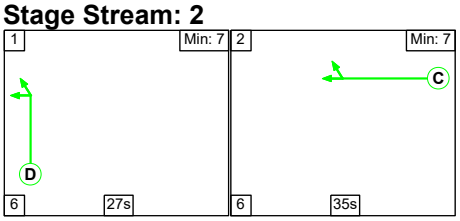
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

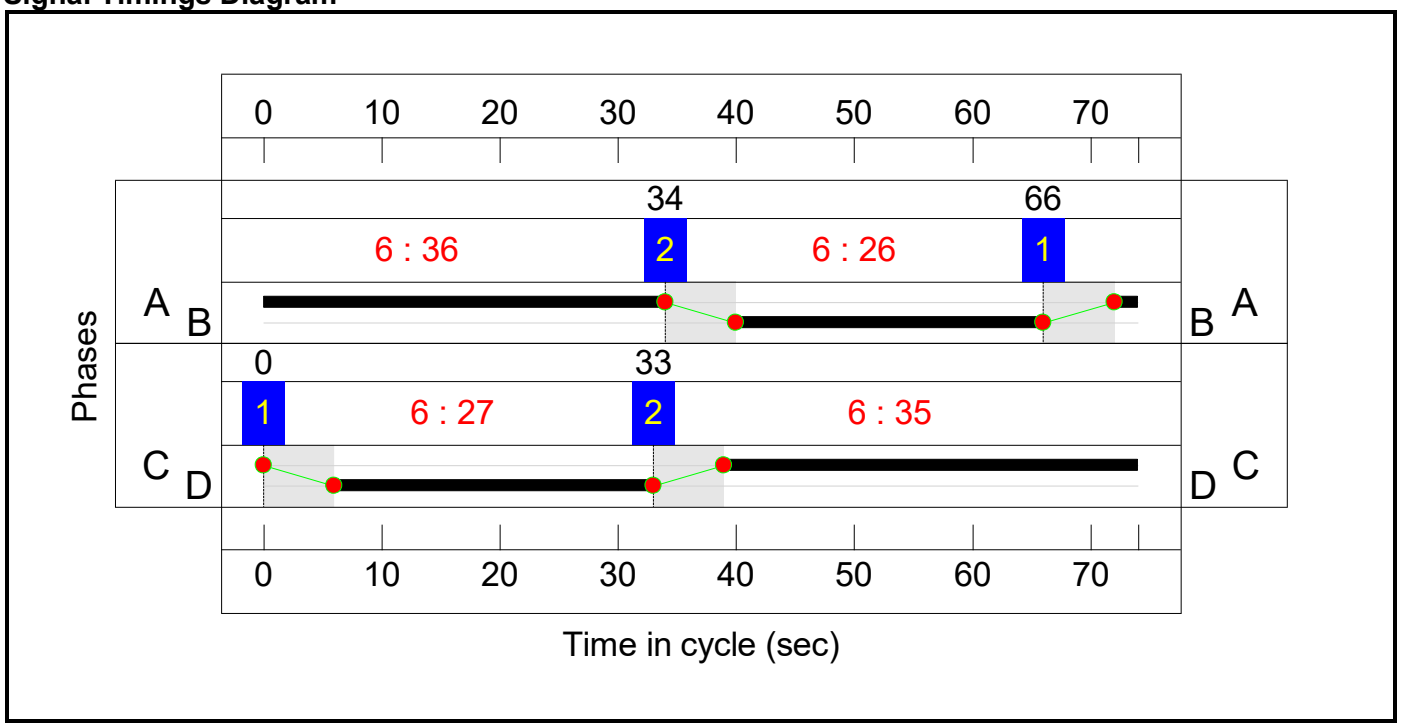
Stage	1	2
Duration	36	26
Change Point	66	34

Full Input Data And Results

Stage Stream: 2

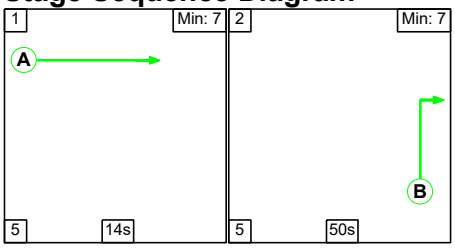
Stage	1	2
Duration	27	35
Change Point	0	33

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

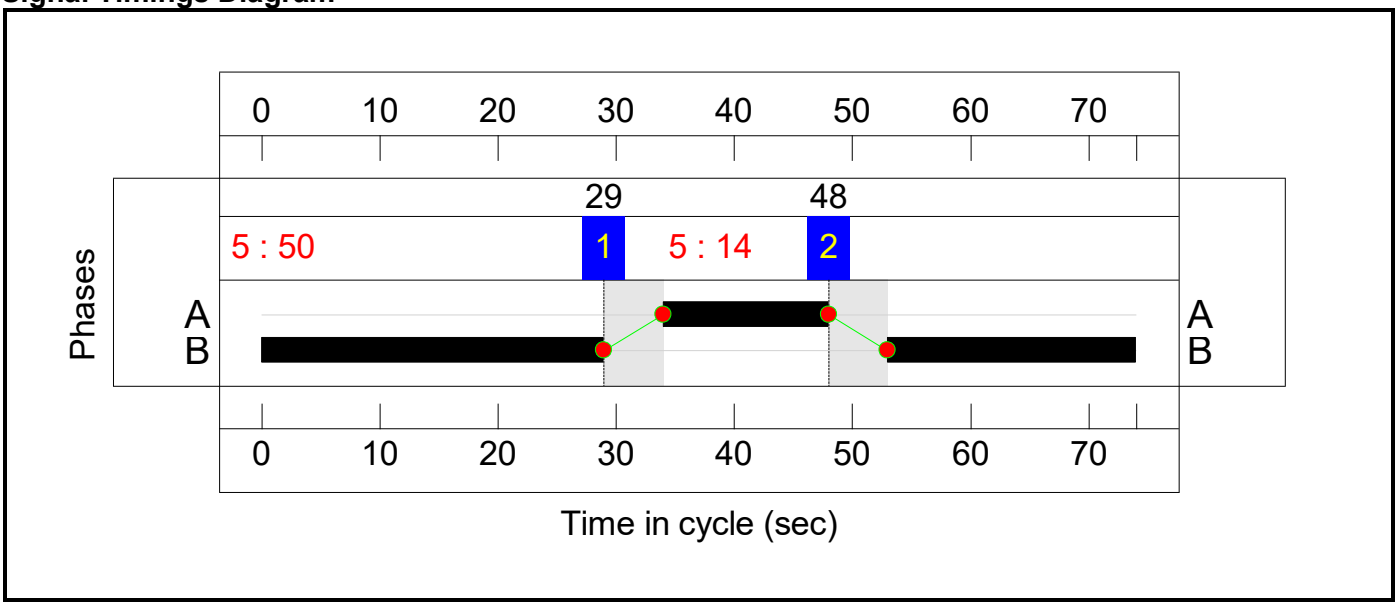


Stage Timings

Stage	1	2
Duration	14	50
Change Point	29	48

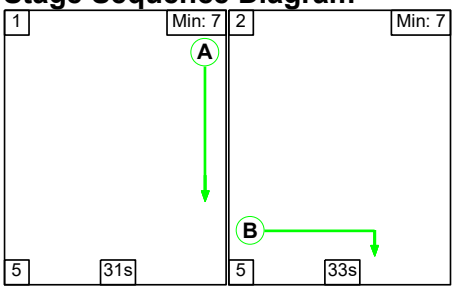
Full Input Data And Results

Signal Timings Diagram



Controller :C5

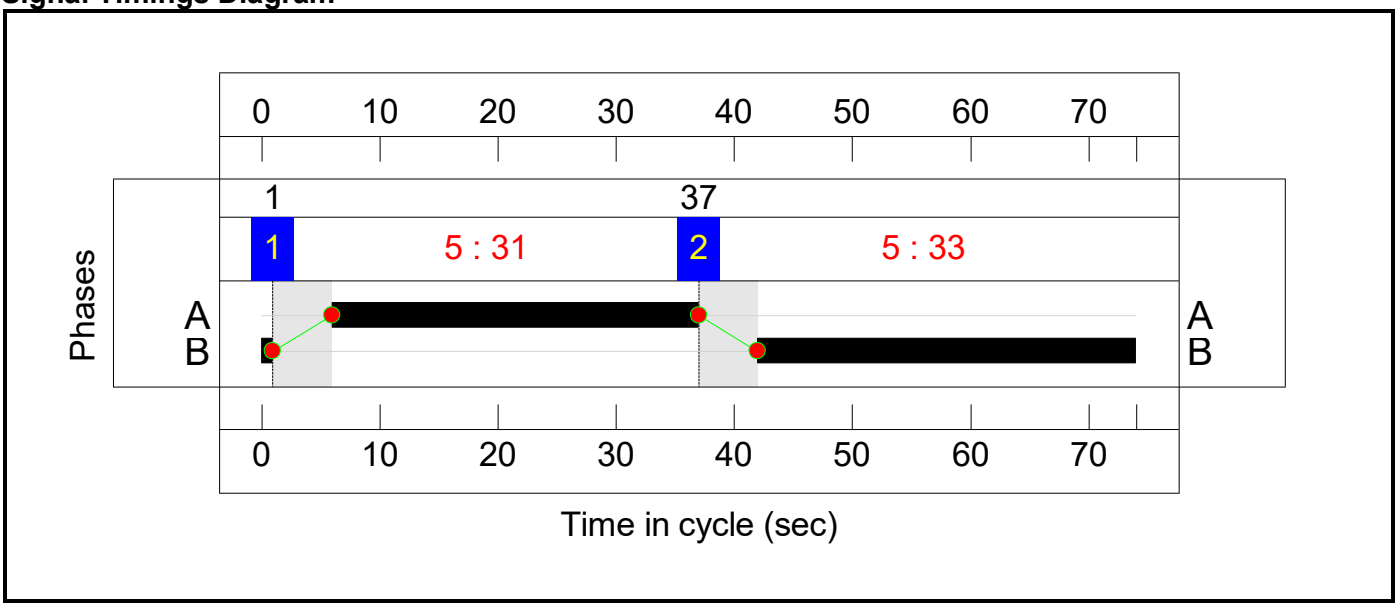
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	31	33
Change Point	1	37

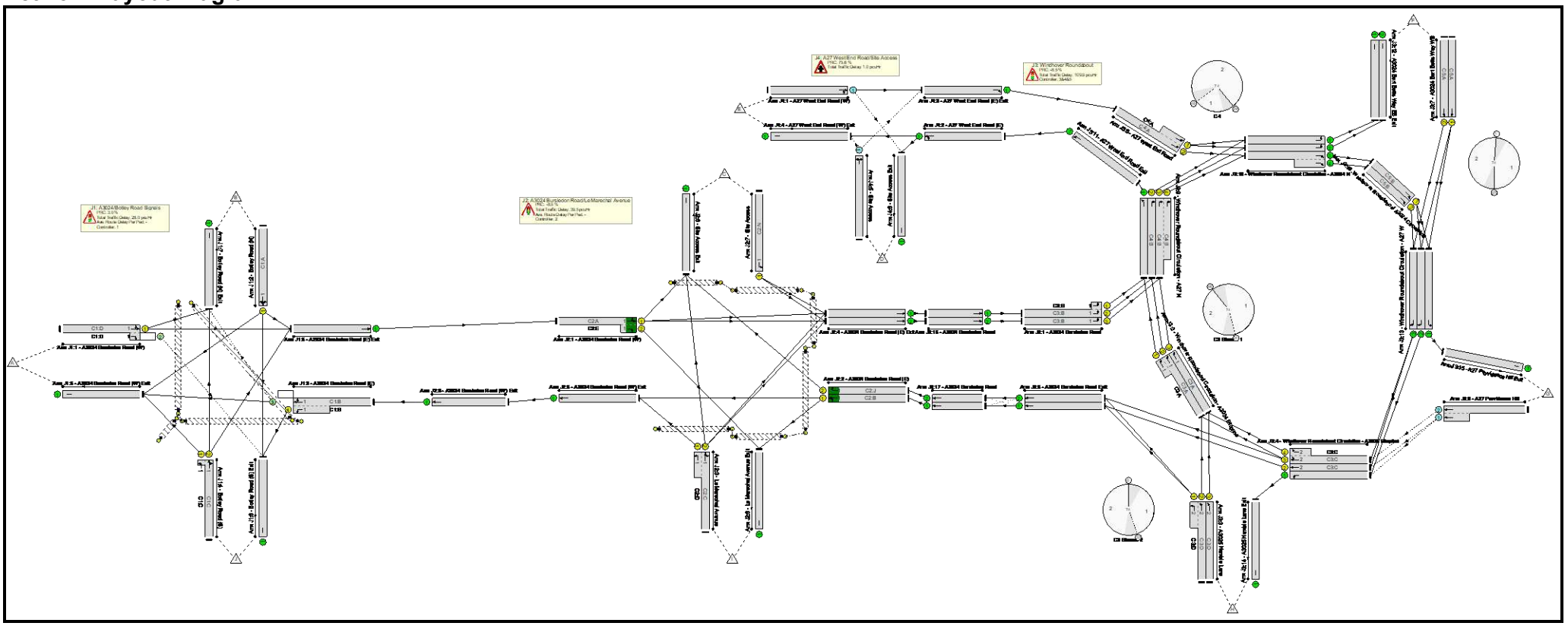
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

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

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

9/2	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	50	-	665	1887	1301	51.1%
9/3+9/4	Windhover Roundabout Circulation - A27 N Right	U	N/A	N/A	C4:B		1	50	-	1428	1872:1848	1131+558	84.6 : 84.6%
10/1	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	844	1898	1898	44.5%
10/2	Windhover Roundabout Circulation - A3024 N Left	U	N/A	N/A	-		-	-	-	1077	1940	1940	55.5%
10/3+10/4	Windhover Roundabout Circulation - A3024 N Ahead	U	N/A	N/A	-		-	-	-	722	1940:1940	1663+277	37.2 : 37.2%
11/1	A27 West End Road Exit Ahead	U	N/A	N/A	-		-	-	-	1000	1985	1985	50.4%
12/1	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	844	1972	1972	42.8%
12/2	A3024 Bert Betts Way EB Exit	U	N/A	N/A	-		-	-	-	1077	1972	1972	54.6%
13/1	Windhover Roundabout Circulation - A27 W Left	U	N/A	N/A	-		-	-	-	581	1929	1929	30.1%
13/2	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	841	1917	1917	43.9%
13/3	Windhover Roundabout Circulation - A27 W Right	U	N/A	N/A	-		-	-	-	801	1919	1919	41.7%
14/1	A3025 Hamble Lane Exit	U	N/A	N/A	-		-	-	-	1033	Inf	Inf	0.0%
15/1	A27 Providence Hill Exit	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

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

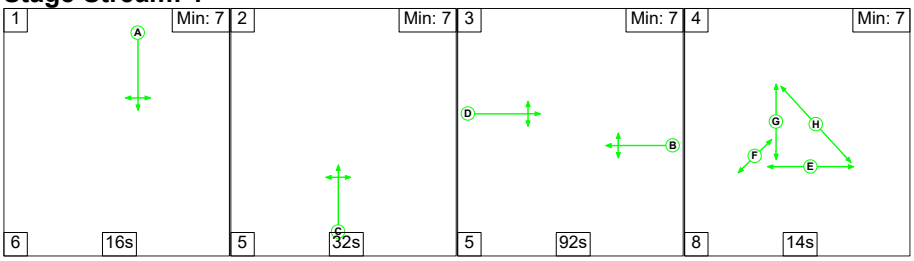
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

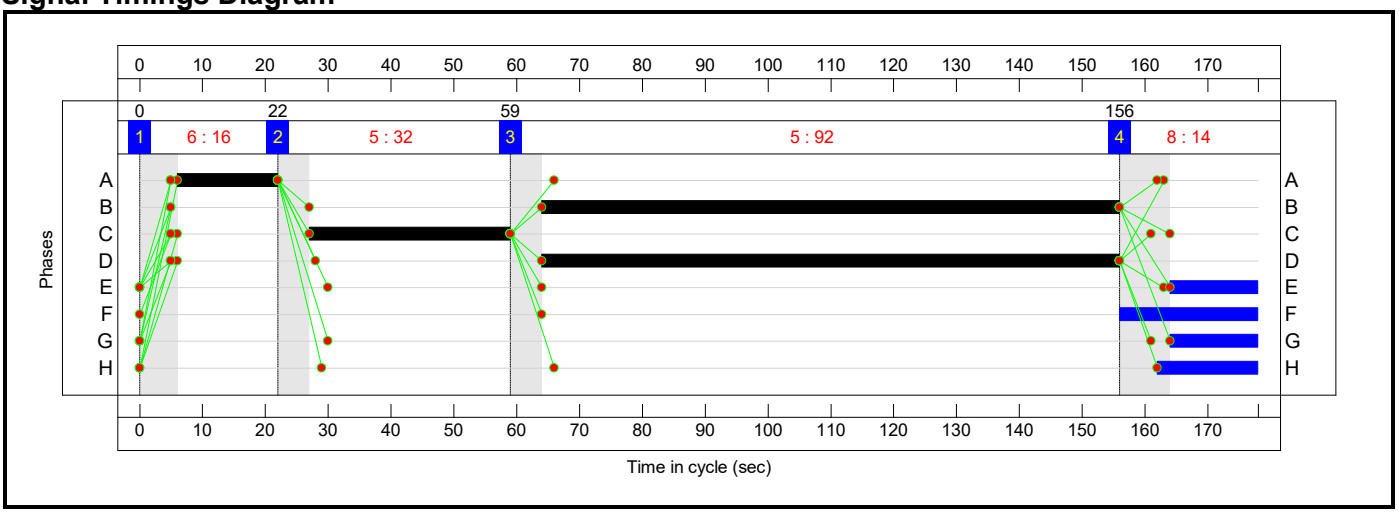


Stage Timings

Stage Stream: 1

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

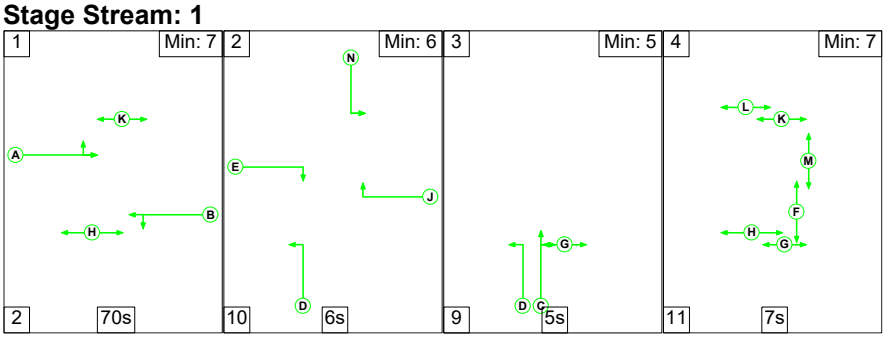
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



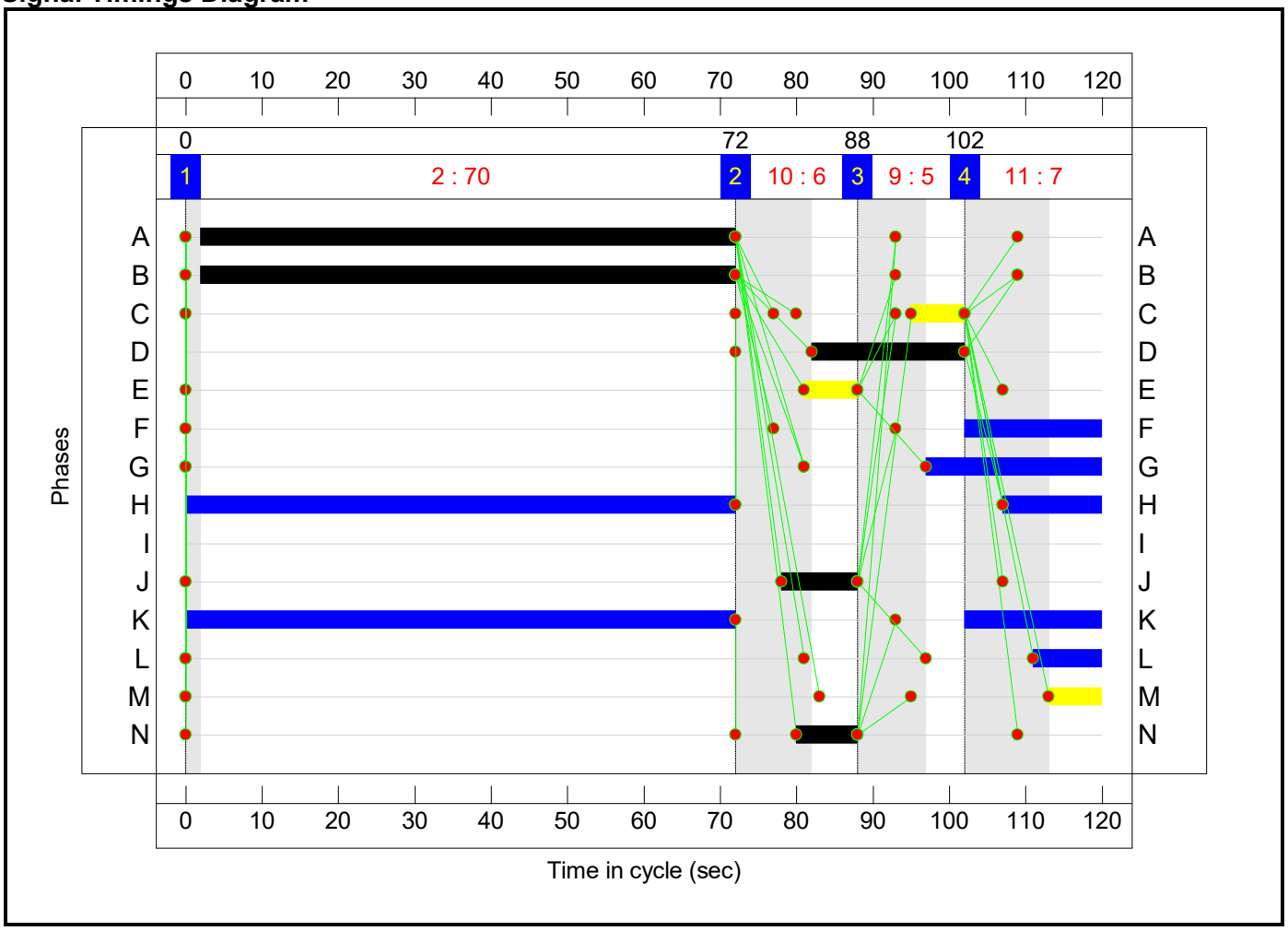
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

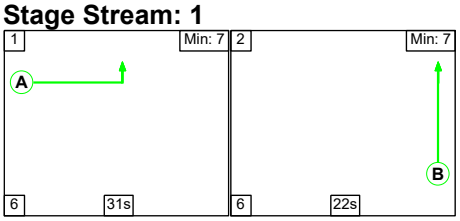
Signal Timings Diagram



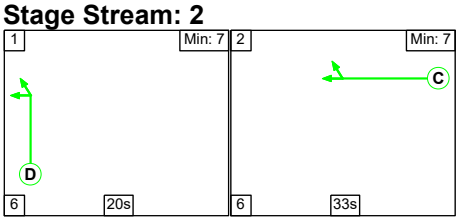
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

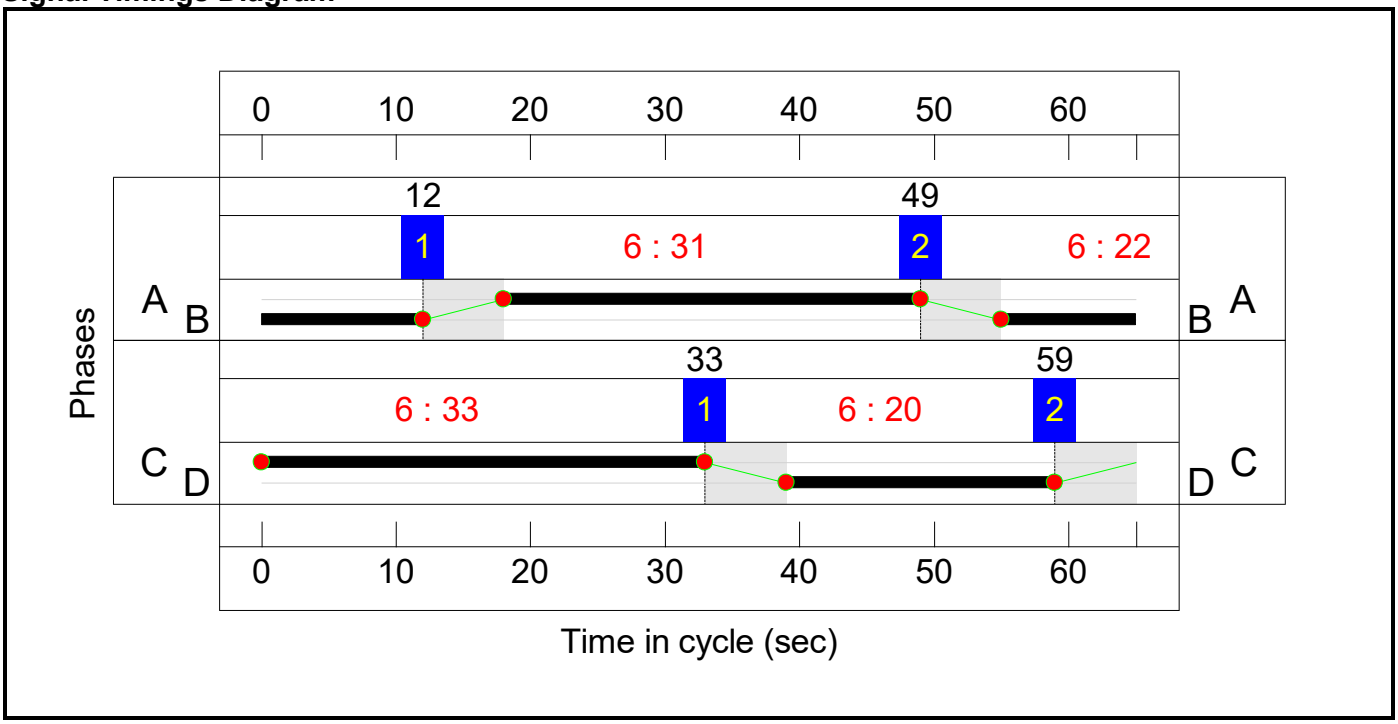
Stage	1	2
Duration	31	22
Change Point	12	49

Full Input Data And Results

Stage Stream: 2

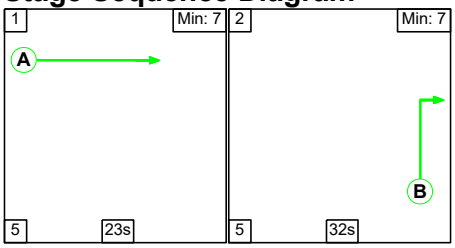
Stage	1	2
Duration	20	33
Change Point	33	59

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

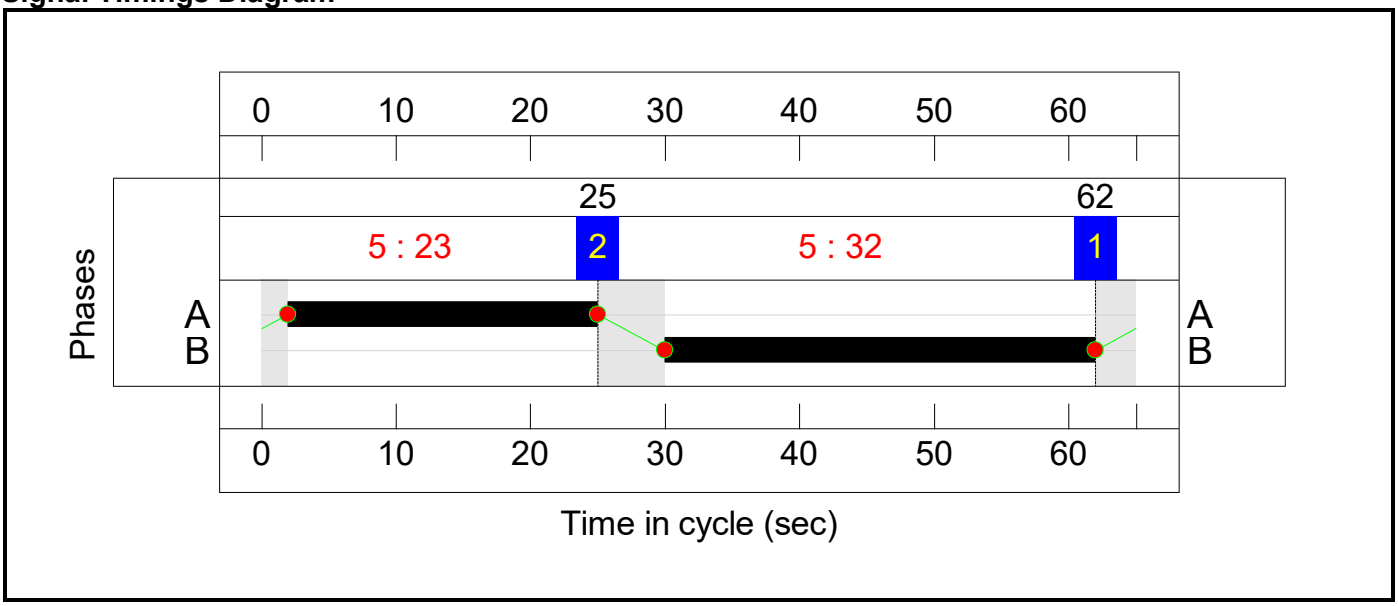


Stage Timings

Stage	1	2
Duration	23	32
Change Point	62	25

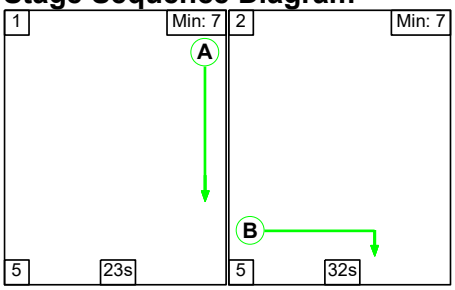
Full Input Data And Results

Signal Timings Diagram



Controller :C5

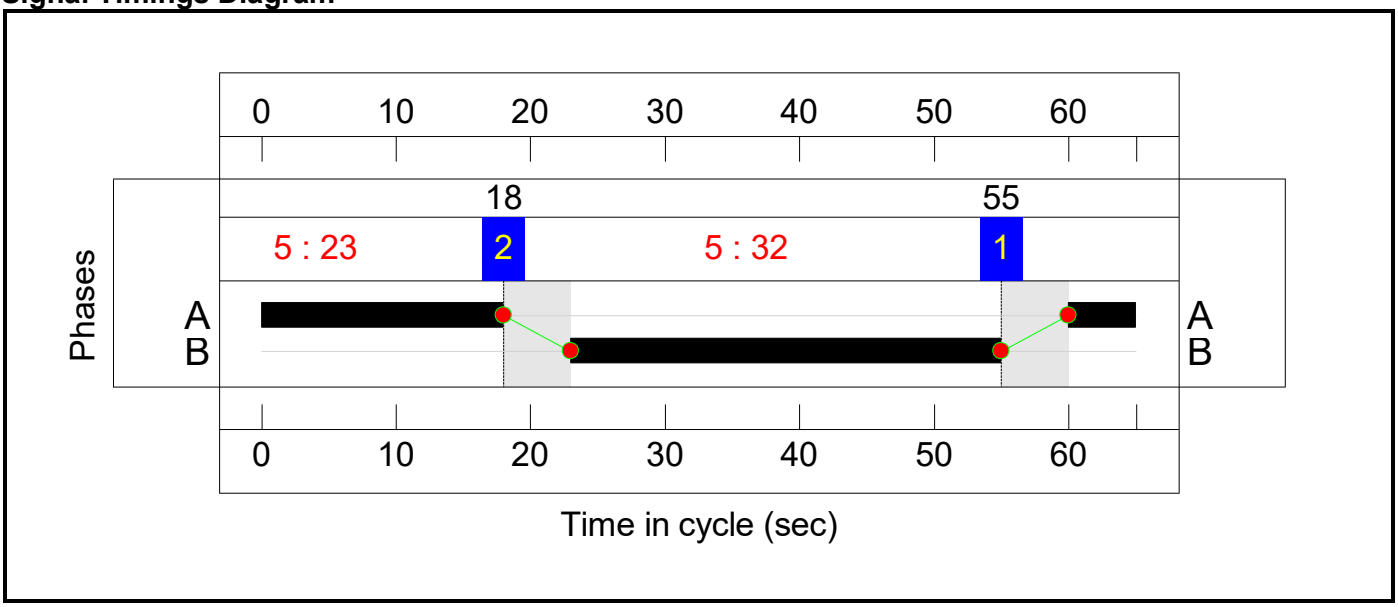
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	32
Change Point	55	18

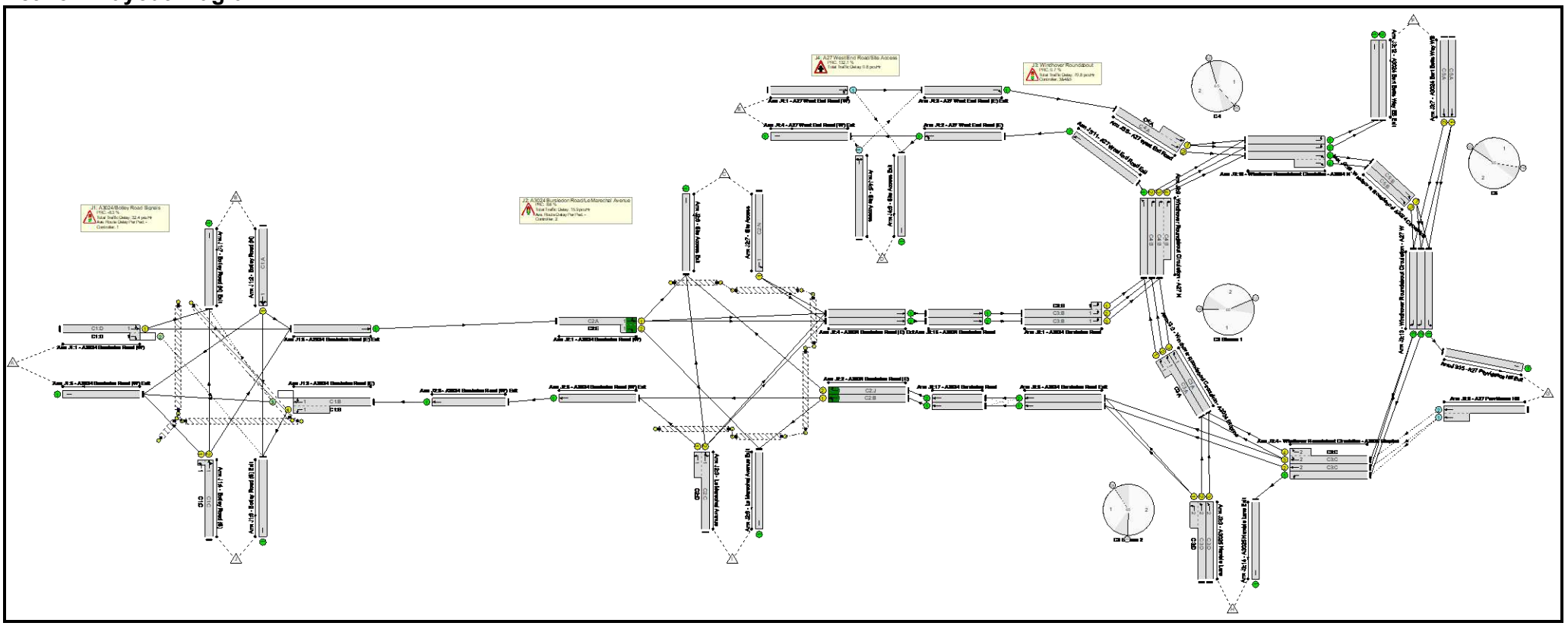
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	649	1782:1761	862+72	69.5 : 69.5%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	16	-	52	1824	174	29.9%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	92	-	875	1799:1821	559+516	81.4 : 81.4%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	330	1812:1819	300+39	97.5 : 97.5%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	891	1960	1960	45.5%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	22	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	16	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.9%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U	2:1	N/A	C2:A C2:E		1	70:7	-	891	1815:1811	1131+52	75.3 : 75.3%

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	448	1915	1915	23.4%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	493	1915	1915	25.7%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	960	1940	1940	49.5%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	48	1915	1915	2.5%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	32	-	784	1933	981	79.9%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	32	-	185	1910	970	19.1%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**38.8%**
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	747	1943	1936	38.6%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	526	1954	1954	26.9%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	758	1955	1955	38.8%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	14	1815	364	3.8%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**764**	**332**	**0**	**71.9**	**47.6**	**0.5**	**120.0**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**75**	**0**	**0**	**20.7**	**11.1**	**0.5**	**32.4**	**-**	**-**	**-**	**-**
1/1+1/2	649	649	50	0	0	5.7	1.1	0.4	7.2 (6.3+0.9)	40.0 (37.9:65.4)	23.8	1.1	24.9
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.6	2.4	0.2	2.6
3/2+3/1	875	875	25	0	0	7.4	2.1	0.1	9.6 (5.1+4.5)	39.6 (40.3:39.0)	27.3	2.1	29.5
4/2+4/1	330	330	-	-	-	6.6	7.2	-	13.8 (12.2+1.6)	150.4 (150.4:150.4)	16.0	7.2	23.2
5/1	891	891	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**0**	**0**	**0**	**10.5**	**5.5**	**0.0**	**15.9**	**-**	**-**	**-**	**-**
1/1+1/2	891	891	-	-	-	4.0	1.5	-	5.5 (4.8+0.7)	22.3 (20.4:62.8)	20.2	1.5	21.7
2/1	960	960	-	-	-	4.2	2.4	-	6.6	24.8	24.3	2.4	26.6
2/2	48	48	-	-	-	0.7	0.2	-	0.9	66.6	1.5	0.2	1.7
3/2+3/1	57	57	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	64.2 (68.0:55.8)	1.2	0.2	1.5
4/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	875	875	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

Full Input Data And Results

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

Full Input Data And Results

9/1	526	526	-	-	-	0.0	0.2	-	0.2	1.4	5.5	0.2	5.7
9/2	595	595	-	-	-	2.9	0.8	-	3.8	22.7	8.0	0.8	8.8
9/3+9/4	1171	1171	-	-	-	3.9	1.1	-	5.0 (2.0+3.0)	15.4 (11.3:20.5)	21.1	1.1	22.2
10/1	731	731	-	-	-	0.0	0.3	-	0.3	1.6	7.9	0.3	8.2
10/2	824	824	-	-	-	0.0	0.4	-	0.4	1.6	1.6	0.4	2.0
10/3+10/4	969	969	-	-	-	0.0	0.5	-	0.5 (0.4+0.1)	1.9 (1.9:1.9)	0.0	0.5	0.5
11/1	526	526	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/1	731	731	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	824	824	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/1	638	638	-	-	-	0.0	0.2	-	0.2	1.4	0.6	0.2	0.8
13/2	761	761	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/3	842	842	-	-	-	0.1	0.4	-	0.5	2.0	9.3	0.4	9.7
14/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	448	448	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
16/2	493	493	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/1	960	960	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
17/2	48	48	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
18/1	784	784	-	-	-	1.1	1.9	-	3.0	14.0	5.2	1.9	7.1
18/2	185	185	-	-	-	0.5	0.1	-	0.7	12.8	3.2	0.1	3.3
J4: A27 West End Road/Site Access	**-**	**-**	**15**	**0**	**0**	**0.0**	**0.8**	**0.0**	**0.8**	**-**	**-**	**-**	**-**
1/1	747	747	1	0	0	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1	526	526	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/1	758	758	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	14	14	14	0	0	0.0	0.0	-	0.0	5.1	0.0	0.0	0.0
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

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

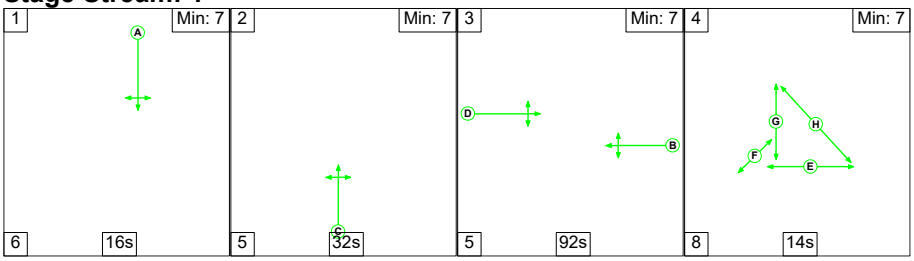
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

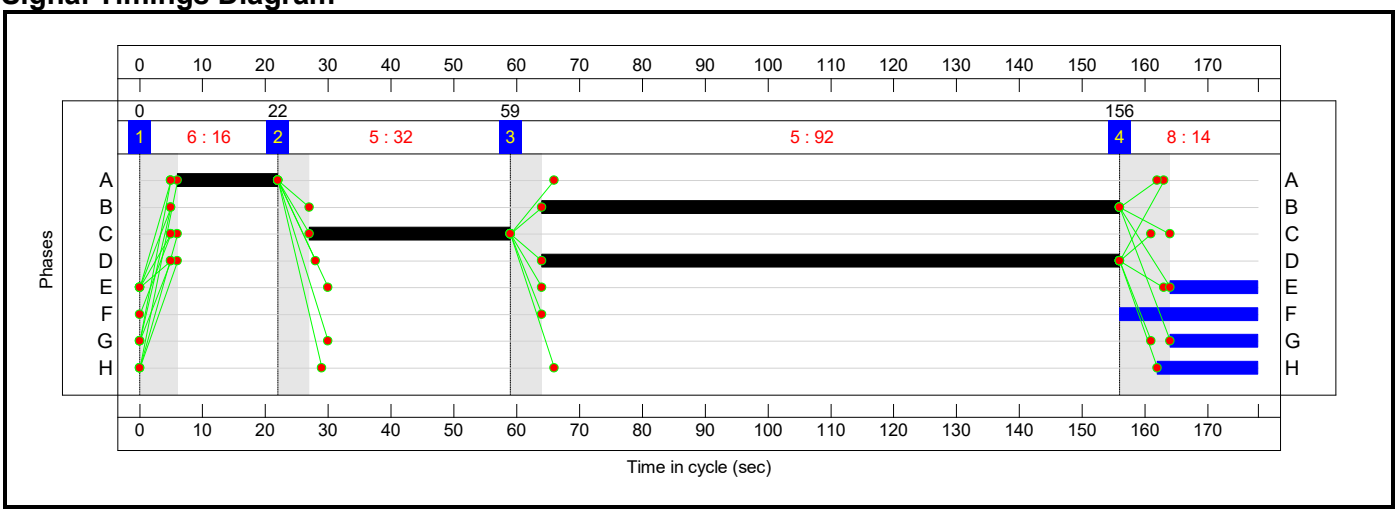


Stage Timings

Stage Stream: 1

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

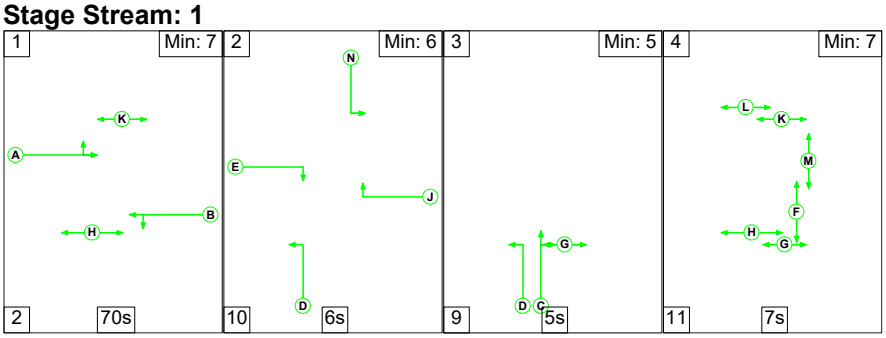
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



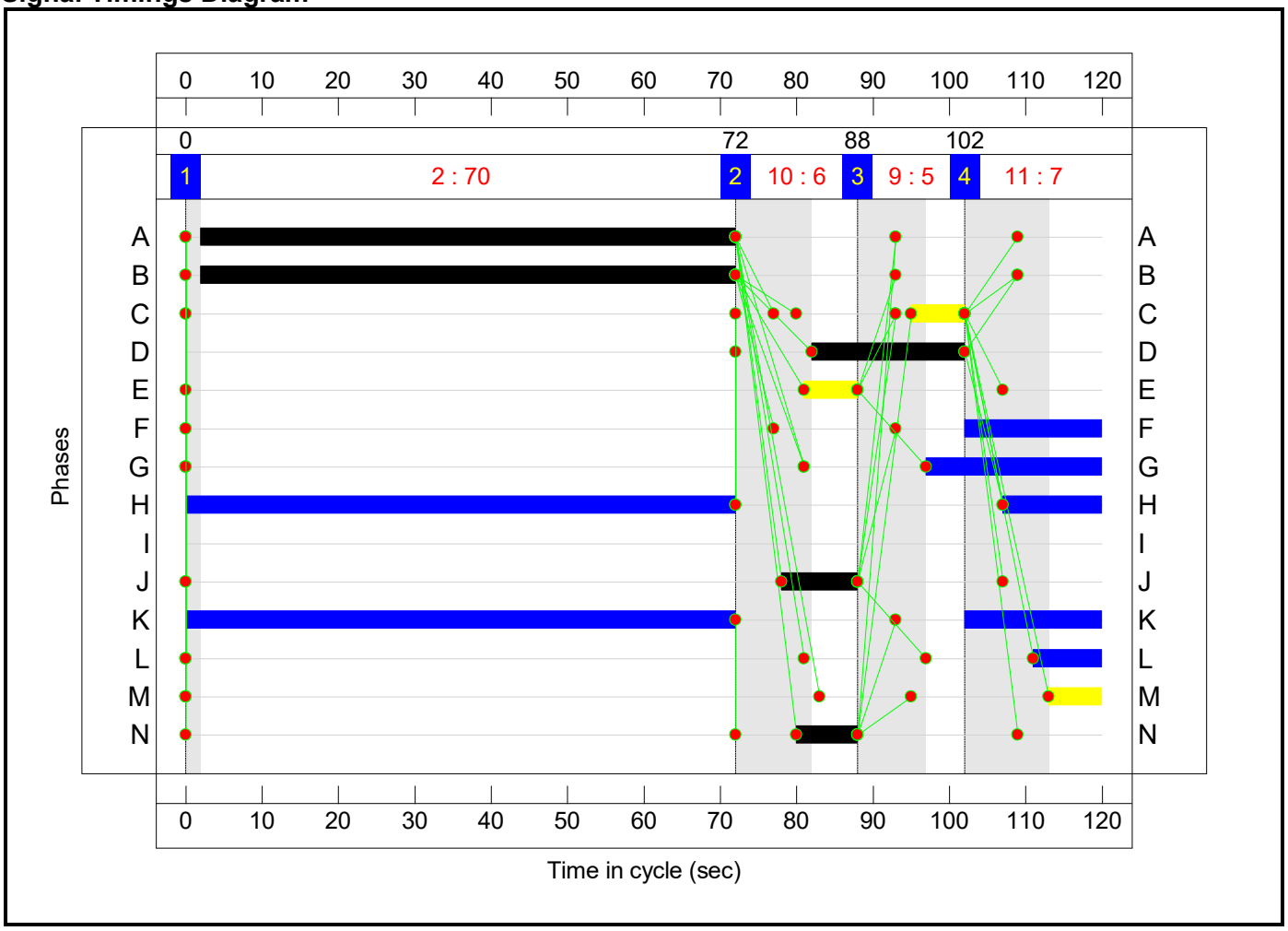
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

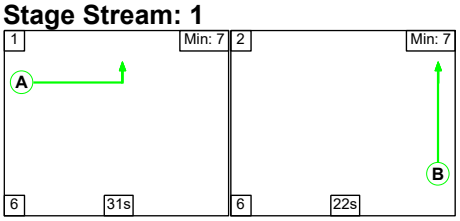
Signal Timings Diagram



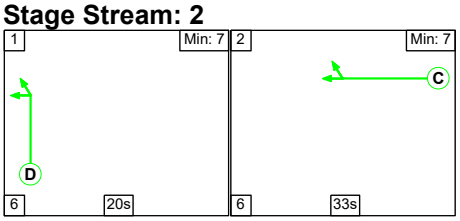
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

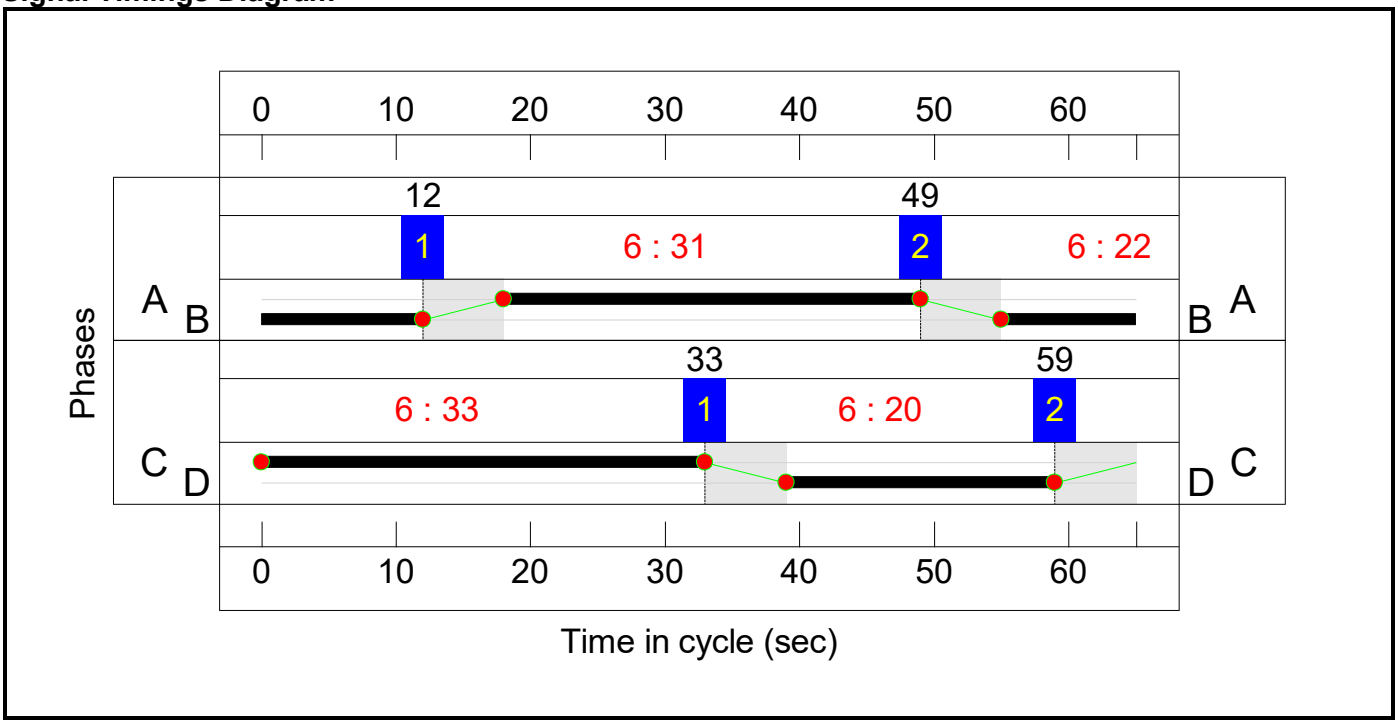
Stage	1	2
Duration	31	22
Change Point	12	49

Full Input Data And Results

Stage Stream: 2

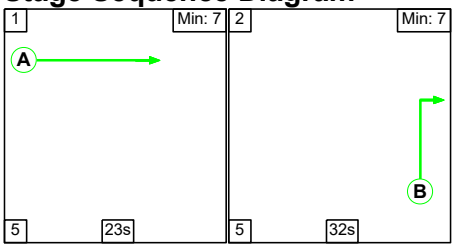
Stage	1	2
Duration	20	33
Change Point	33	59

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

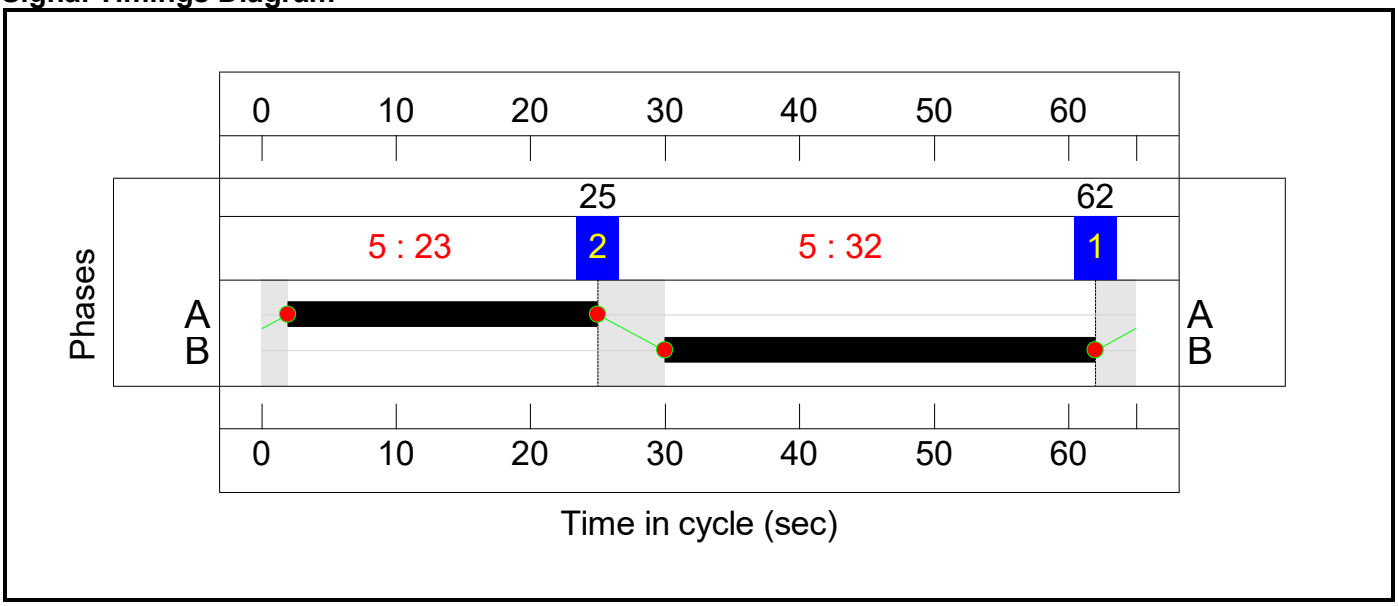


Stage Timings

Stage	1	2
Duration	23	32
Change Point	62	25

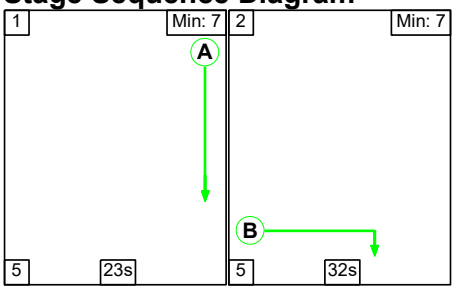
Full Input Data And Results

Signal Timings Diagram



Controller :C5

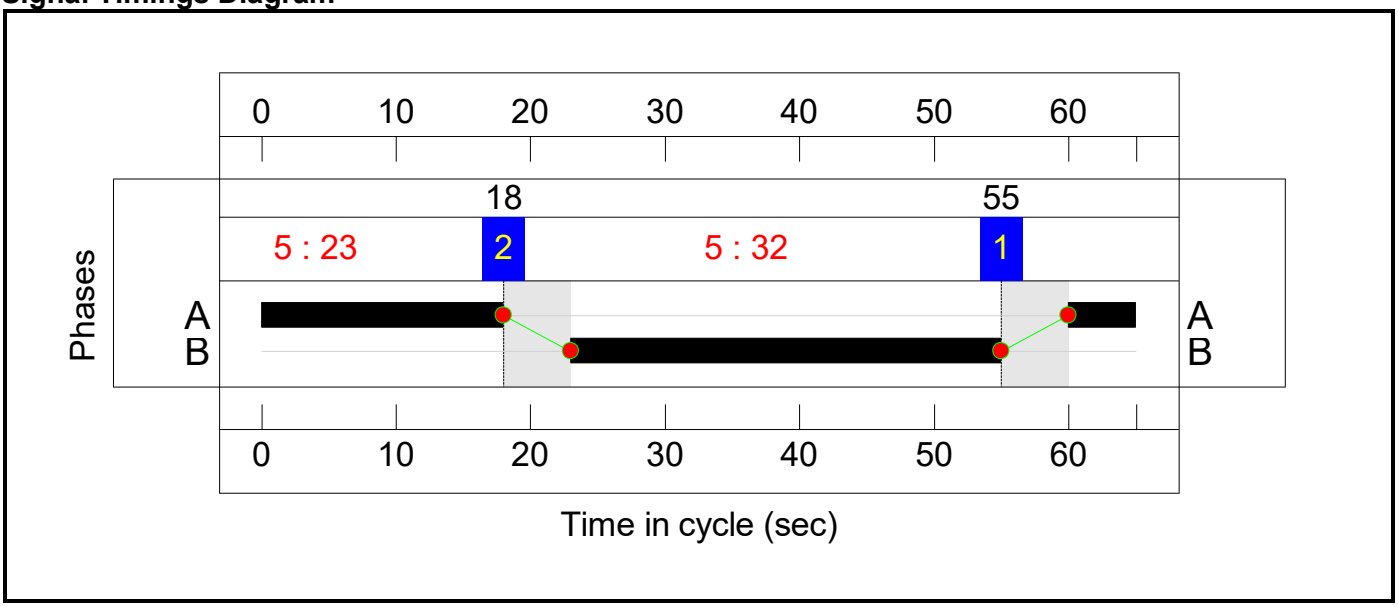
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	23	32
Change Point	55	18

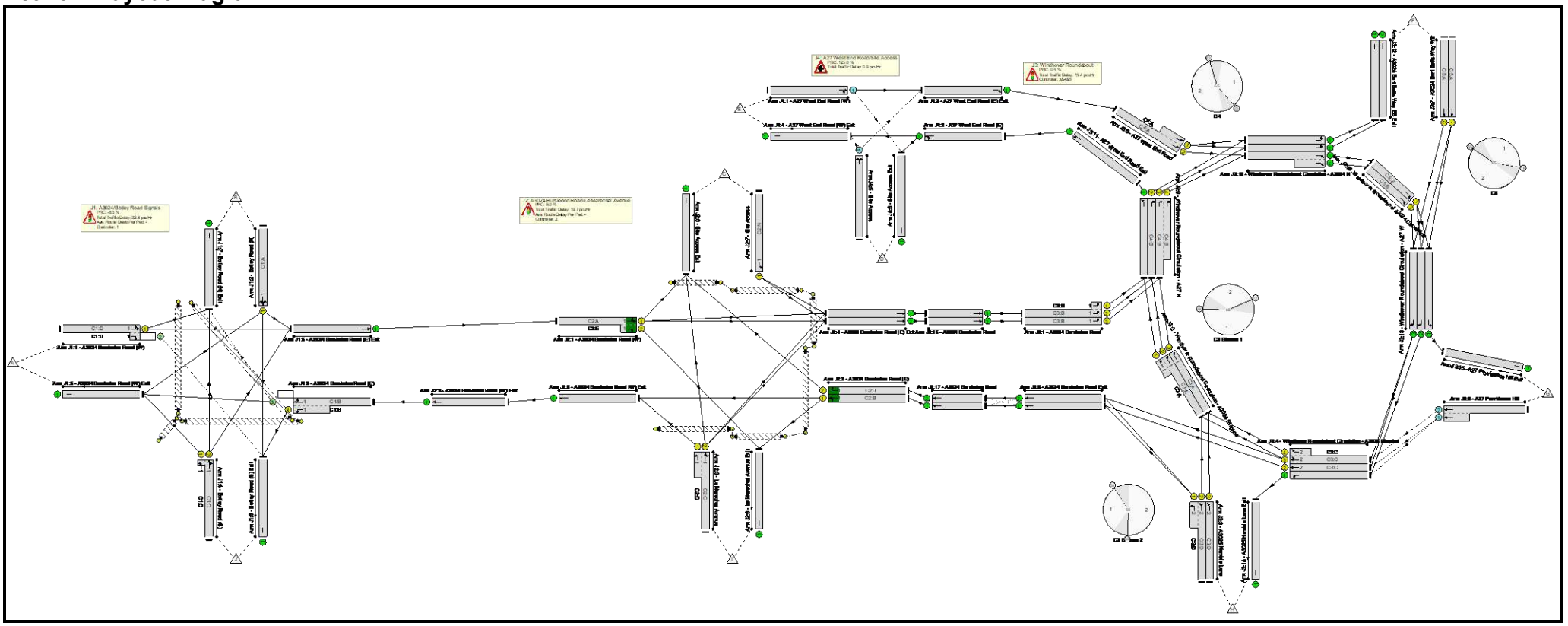
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
J1: A3024/Botley Road Signals	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Left Right	U+O	1:1	N/A	C1:D		1	92	-	658	1782:1761	863+71	70.5 : 70.5%
2/1	Botley Road (N) Left Right Ahead	U	1:1	N/A	C1:A		1	16	-	52	1824	174	29.9%
3/2+3/1	A3024 Bursledon Road (E) Ahead Right Left	O+U	1:1	N/A	C1:B		1	92	-	883	1799:1821	563+510	82.3 : 82.3%
4/2+4/1	Botley Road (S) Right Left Ahead	U	1:1	N/A	C1:C		1	32	-	330	1812:1819	300+39	97.5 : 97.5%
5/1	A2034 Bursledon Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	900	1960	1960	45.9%
6/1	A3024 Bursledon Road (W) Exit	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
7/1	Botley Road (N) Exit	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
8/1	Botley Road (S) Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:E		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:G		1	14	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:1	-	C1:F		1	22	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:1	-	C1:H		1	16	-	0	-	0	0.0%
J2: A3024 Bursledon Road/Le Marechal Avenue	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.0%**
1/1+1/2	A3024 Bursledon Road (W) Ahead Right Left	U	2:1	N/A	C2:A C2:E		1	70:7	-	900	1815:1811	1132+51	76.1 : 76.1%

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

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

Full Input Data And Results

16/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	485	1915	1915	25.3%
16/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	519	1915	1915	27.1%
17/1	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	968	1940	1940	49.9%
17/2	A3024 Bursledon Road Ahead	U	N/A	N/A	-		-	-	-	71	1915	1915	3.7%
18/1	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	32	-	800	1933	981	81.5%
18/2	Windhover Roundabout A3024 Circulation Right	U	N/A	N/A	C5:B		1	32	-	197	1910	970	20.3%
J4: A27 West End Road/Site Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.0%**
1/1	A27 West End Road (W) Ahead Right	O	N/A	N/A	-		-	-	-	753	1942	1920	39.2%
2/1	A27 West End Road (E) Ahead Left	U	N/A	N/A	-		-	-	-	548	1948	1948	28.1%
3/1	A27 West End Road (E) Exit Ahead	U	N/A	N/A	-		-	-	-	782	1955	1955	40.0%
4/1	A27 West End Road (W) Exit	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
5/1	Site Access Right Left	O	N/A	N/A	-		-	-	-	37	1815	360	10.3%
6/1	Site Access Exit	U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**819**	**316**	**0**	**75.1**	**53.2**	**0.5**	**128.8**	**-**	**-**	**-**	**-**
J1: A3024/Botley Road Signals	**-**	**-**	**75**	**0**	**0**	**21.0**	**11.3**	**0.5**	**32.8**	**-**	**-**	**-**	**-**
1/1+1/2	658	658	50	0	0	5.8	1.2	0.4	7.4 (6.5+0.9)	40.5 (38.4:66.3)	24.3	1.2	25.5
2/1	52	52	-	-	-	1.1	0.2	-	1.3	89.6	2.4	0.2	2.6
3/2+3/1	883	883	25	0	0	7.5	2.3	0.1	9.9 (5.3+4.6)	40.5 (41.1:39.7)	28.2	2.3	30.5
4/2+4/1	330	330	-	-	-	6.6	7.2	-	13.8 (12.2+1.6)	150.4 (150.4:150.4)	16.0	7.2	23.2
5/1	900	900	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: A3024 Bursledon Road/Le Marechal Avenue	**-**	**-**	**0**	**0**	**0**	**11.9**	**7.8**	**0.0**	**19.7**	**-**	**-**	**-**	**-**
1/1+1/2	900	900	-	-	-	4.1	1.6	-	5.6 (5.0+0.7)	22.6 (20.7:63.1)	20.4	1.6	21.9
2/1	968	968	-	-	-	4.3	2.5	-	6.8	25.3	24.5	2.5	26.9
2/2	71	71	-	-	-	1.0	0.4	-	1.4	71.1	2.2	0.4	2.6
3/2+3/1	57	57	-	-	-	0.8	0.2	-	1.0 (0.7+0.3)	64.2 (68.0:55.8)	1.2	0.2	1.5
4/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	883	883	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4

Full Input Data And Results

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

Full Input Data And Results

9/1	548	548	-	-	-	0.0	0.2	-	0.2	1.5	6.0	0.2	6.2
9/2	615	615	-	-	-	3.2	0.9	-	4.1	23.9	8.6	0.9	9.5
9/3+9/4	1206	1206	-	-	-	4.1	1.2	-	5.3 (2.1+3.2)	15.8 (11.7:20.9)	21.1	1.2	22.3
10/1	757	757	-	-	-	0.0	0.3	-	0.3	1.6	8.4	0.3	8.8
10/2	849	849	-	-	-	0.0	0.4	-	0.4	1.7	1.6	0.4	2.0
10/3+10/4	997	997	-	-	-	0.0	0.5	-	0.5 (0.4+0.1)	1.9 (1.9:1.9)	0.0	0.5	0.5
11/1	548	548	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/1	757	757	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	849	849	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
13/1	644	644	-	-	-	0.0	0.3	-	0.3	1.4	0.6	0.3	0.8
13/2	771	771	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
13/3	876	876	-	-	-	0.1	0.4	-	0.5	2.1	9.8	0.4	10.3
14/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	485	485	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
16/2	519	519	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
17/1	968	968	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
17/2	71	71	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
18/1	800	800	-	-	-	1.1	2.2	-	3.3	14.7	5.3	2.2	7.4
18/2	197	197	-	-	-	0.6	0.1	-	0.7	12.5	3.3	0.1	3.4
J4: A27 West End Road/Site Access	**-**	**-**	**40**	**0**	**0**	**0.0**	**0.9**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	753	753	3	0	0	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
2/1	548	548	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
3/1	782	782	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
4/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	37	37	37	0	0	0.0	0.1	-	0.1	5.6	0.0	0.1	0.1
6/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

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

Appendix N

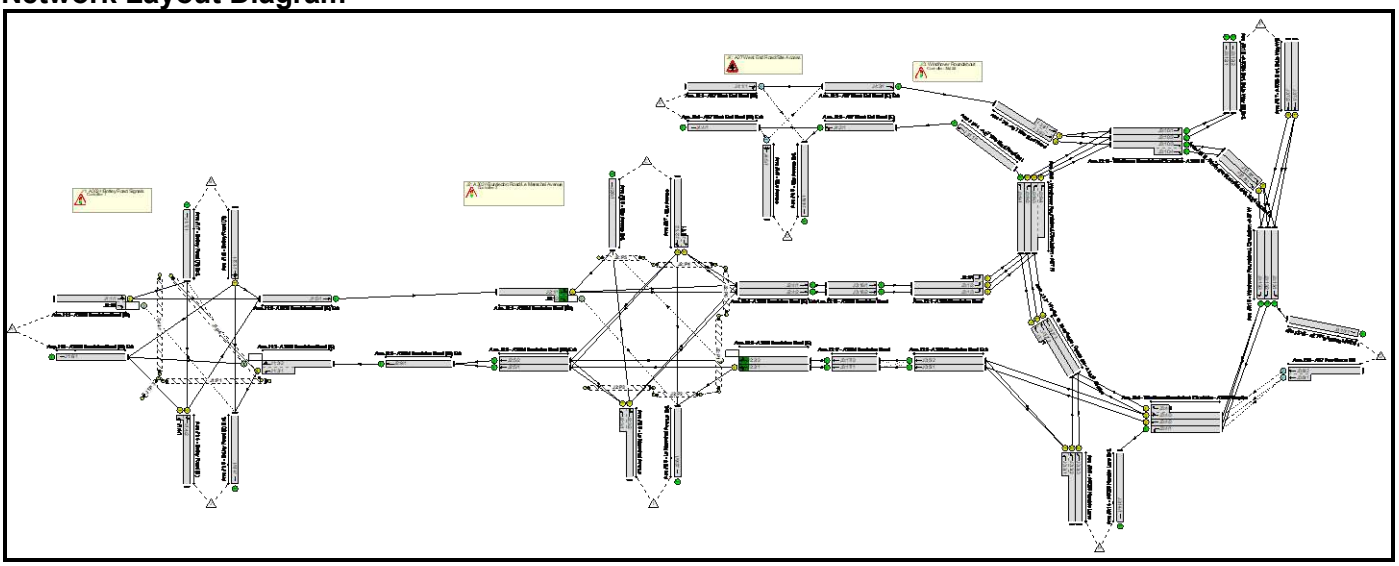
LinSig Output – Proposed Mitigation Scheme – Give Way Right Turn Phase

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:	

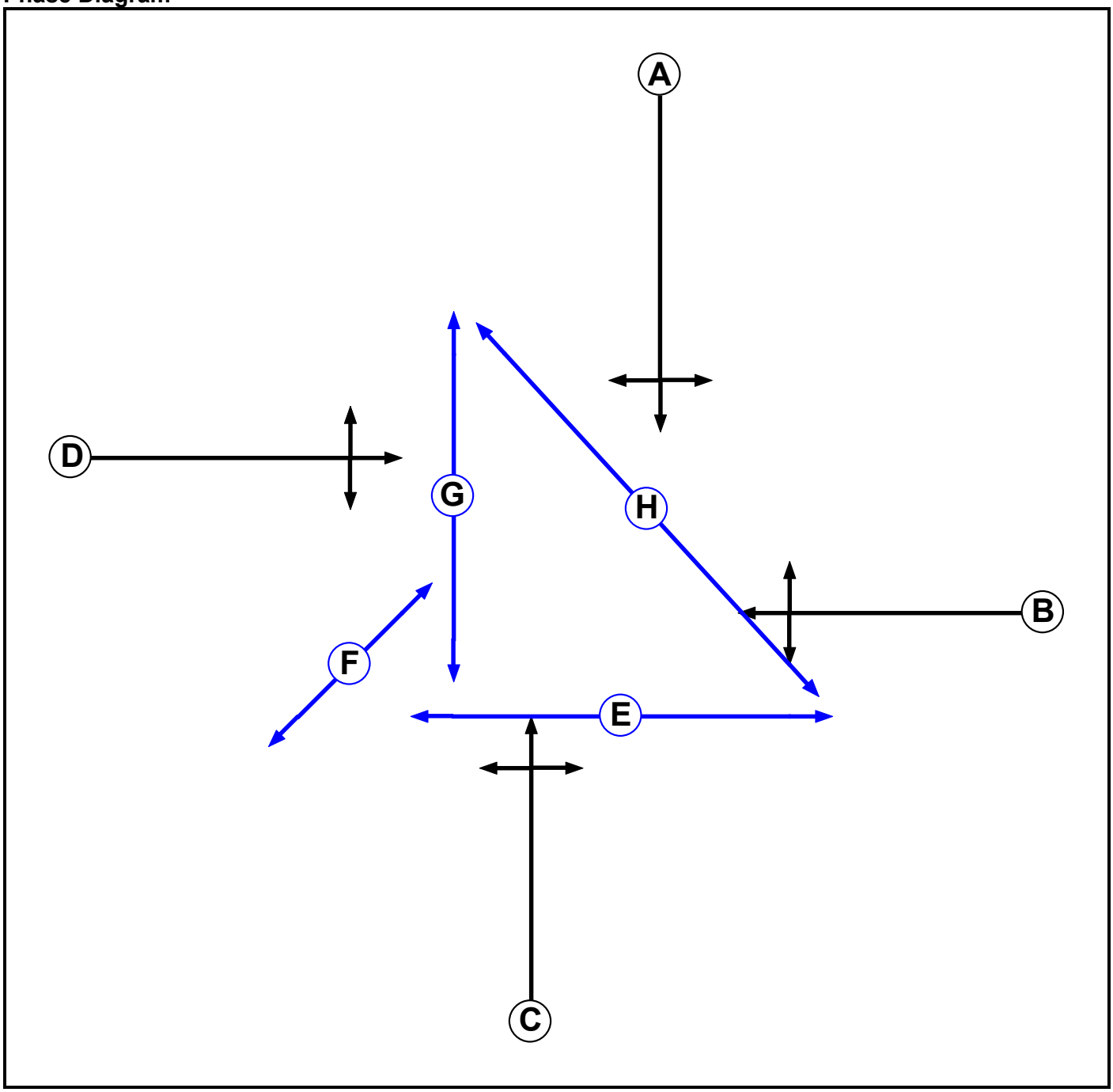
Network Layout Diagram



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

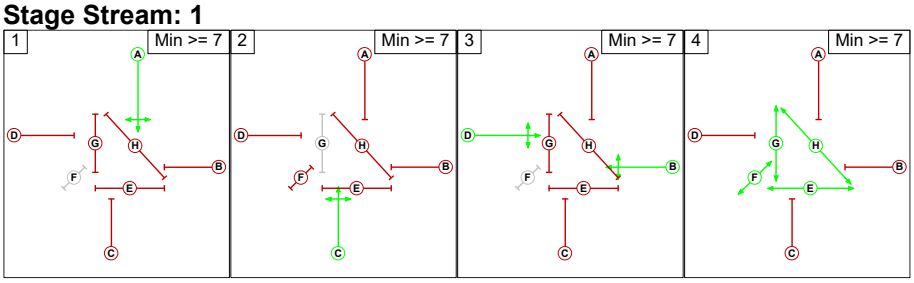
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

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

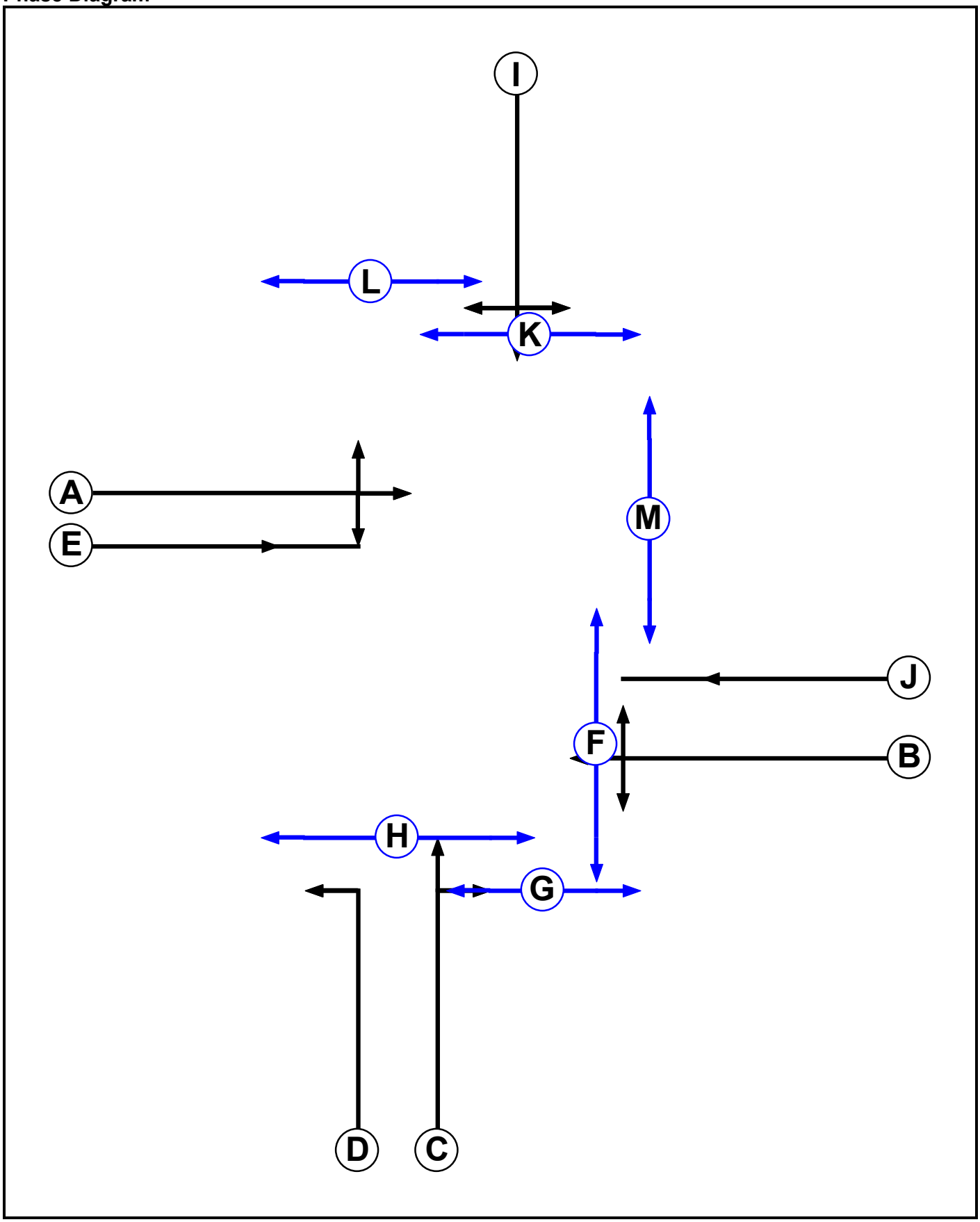
Stage Stream: 1

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	-	-	-	

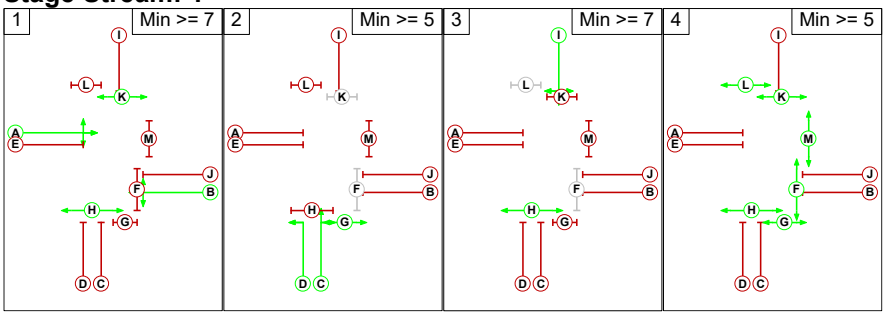
Phases in Stage

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

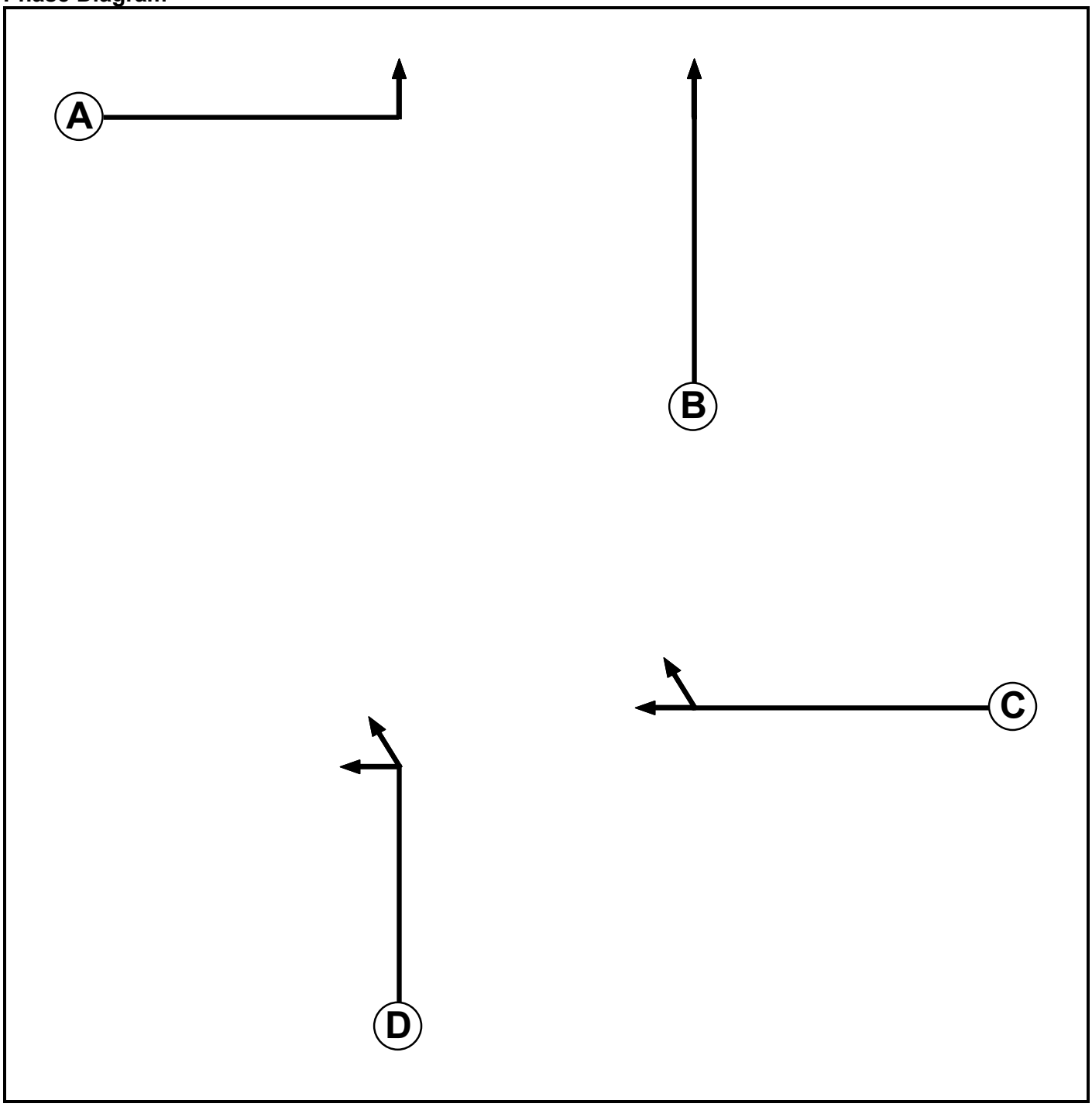
Stage Stream: 1

		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

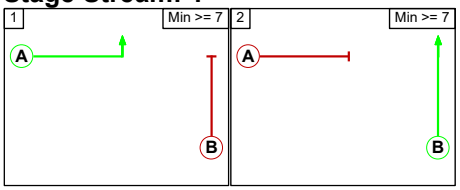
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

Phases in Stage

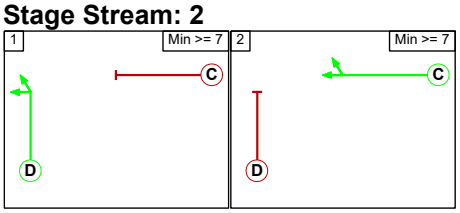
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	D
2	2	C

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

From Stage	To Stage		
		1	2
	1		6
	2	6	

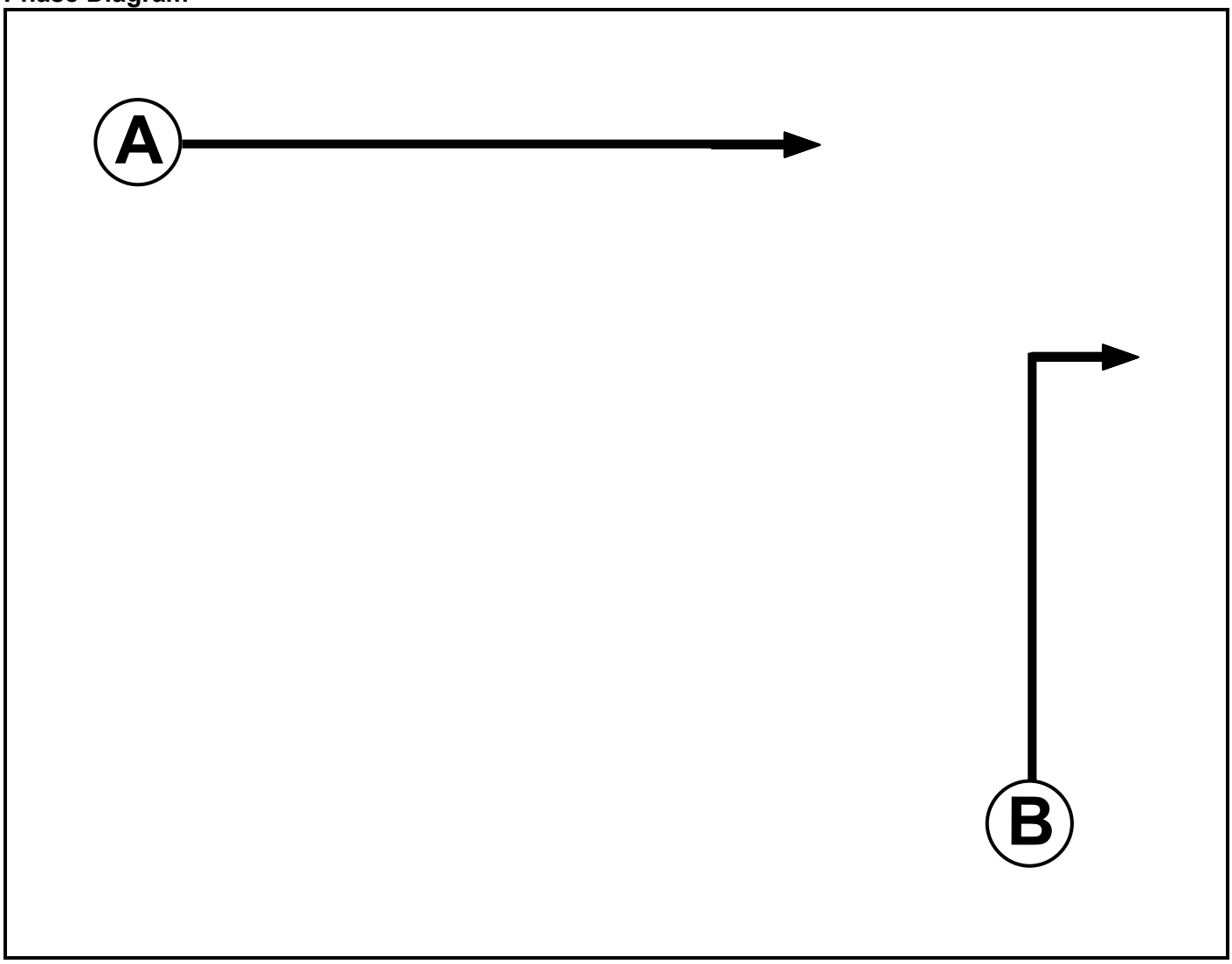
Full Input Data And Results

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		6
	2	6	

Controller :C4

Phase Diagram



Phase Input Data

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

Full Input Data And Results

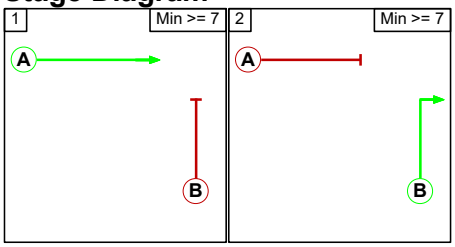
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		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					

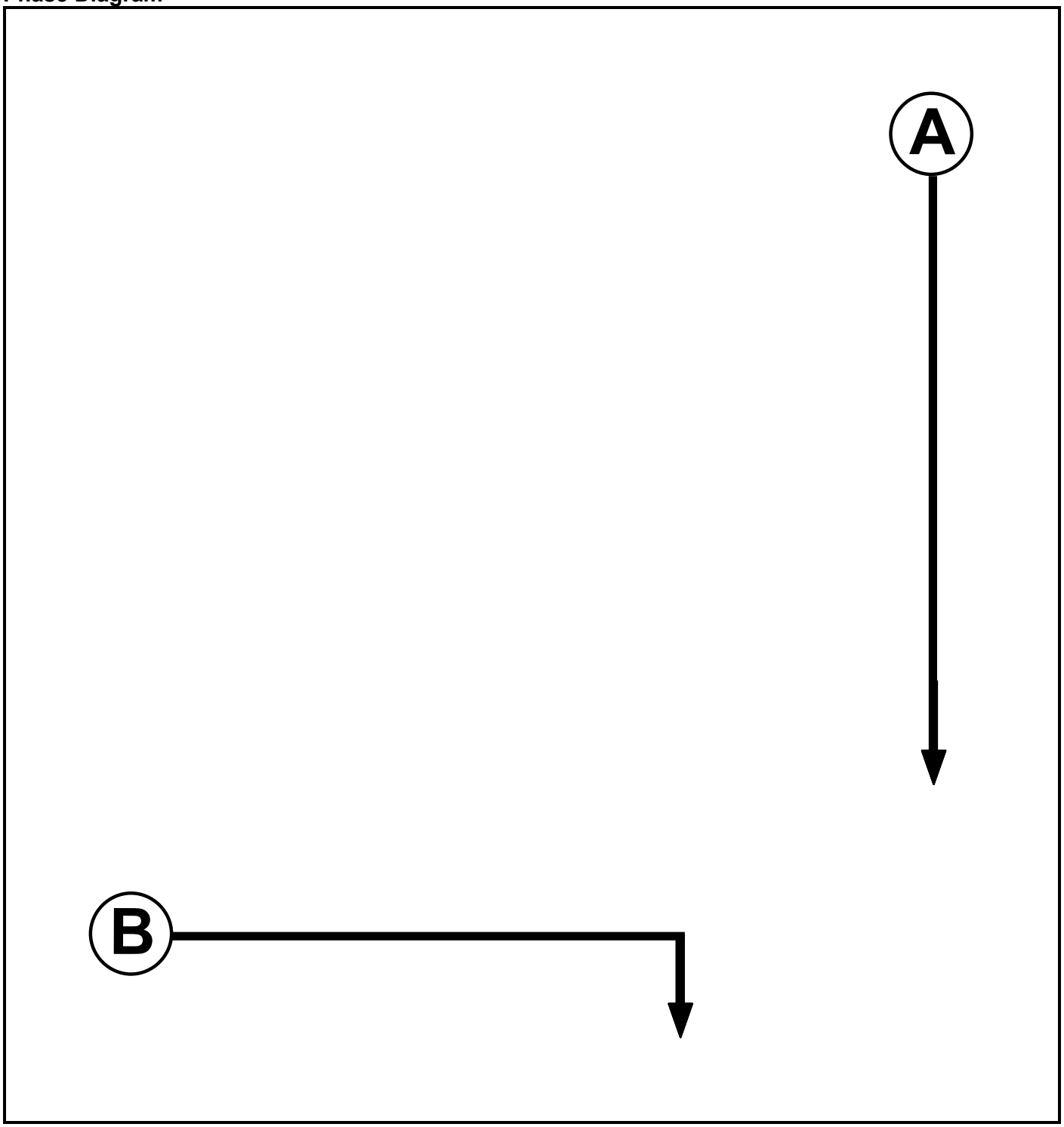
Prohibited Stage Change

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

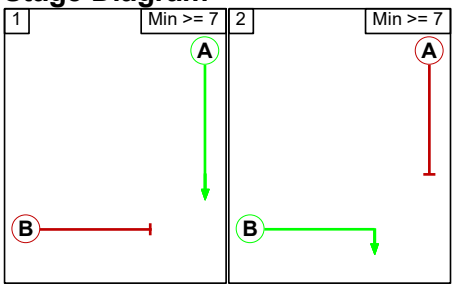
Phase Intergreens Matrix

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

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

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

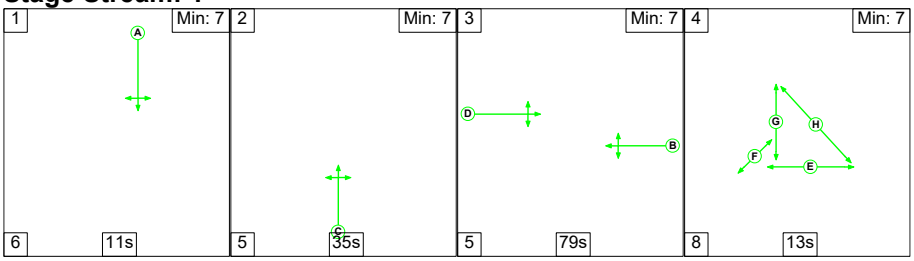
Junction: J4: A27 West End Road/Site Access

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



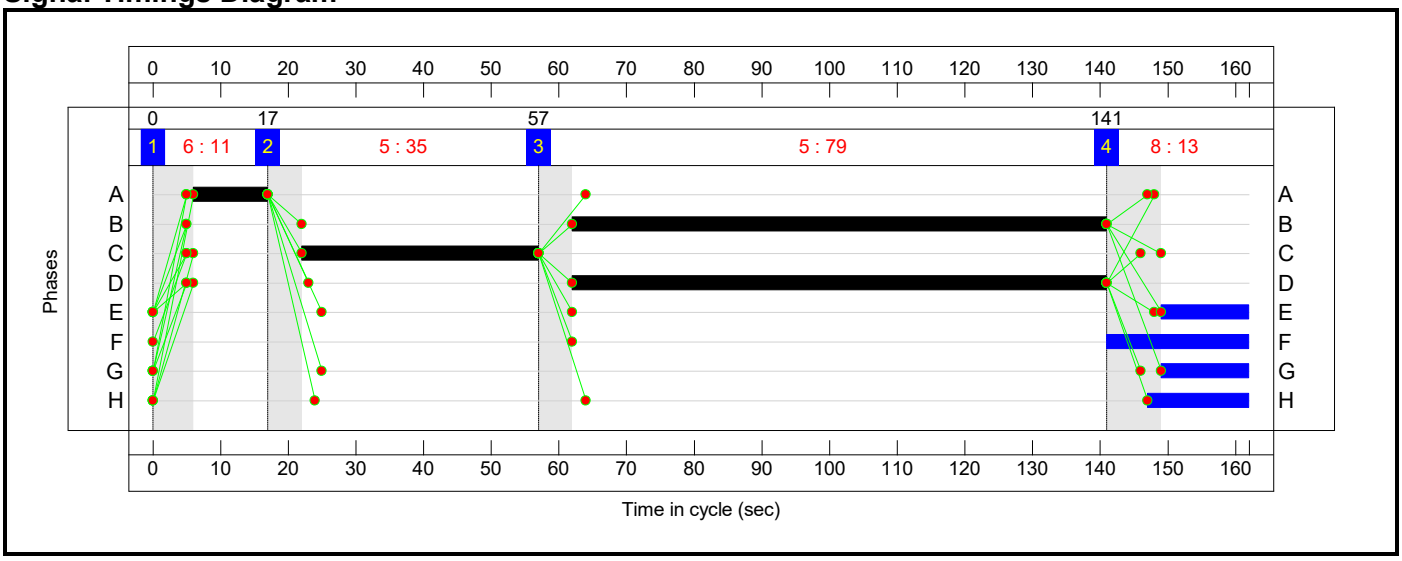
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

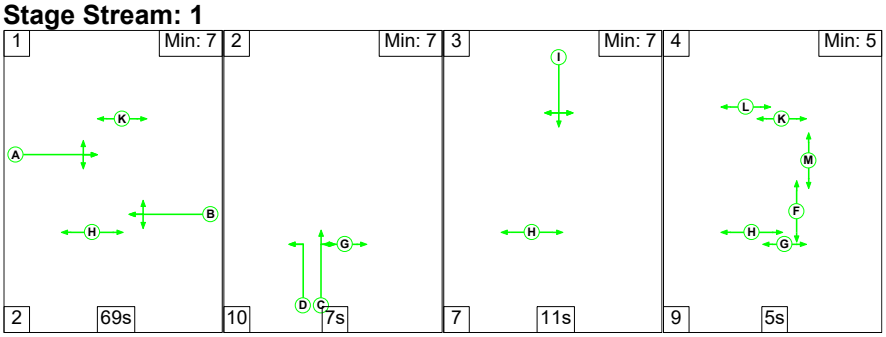
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



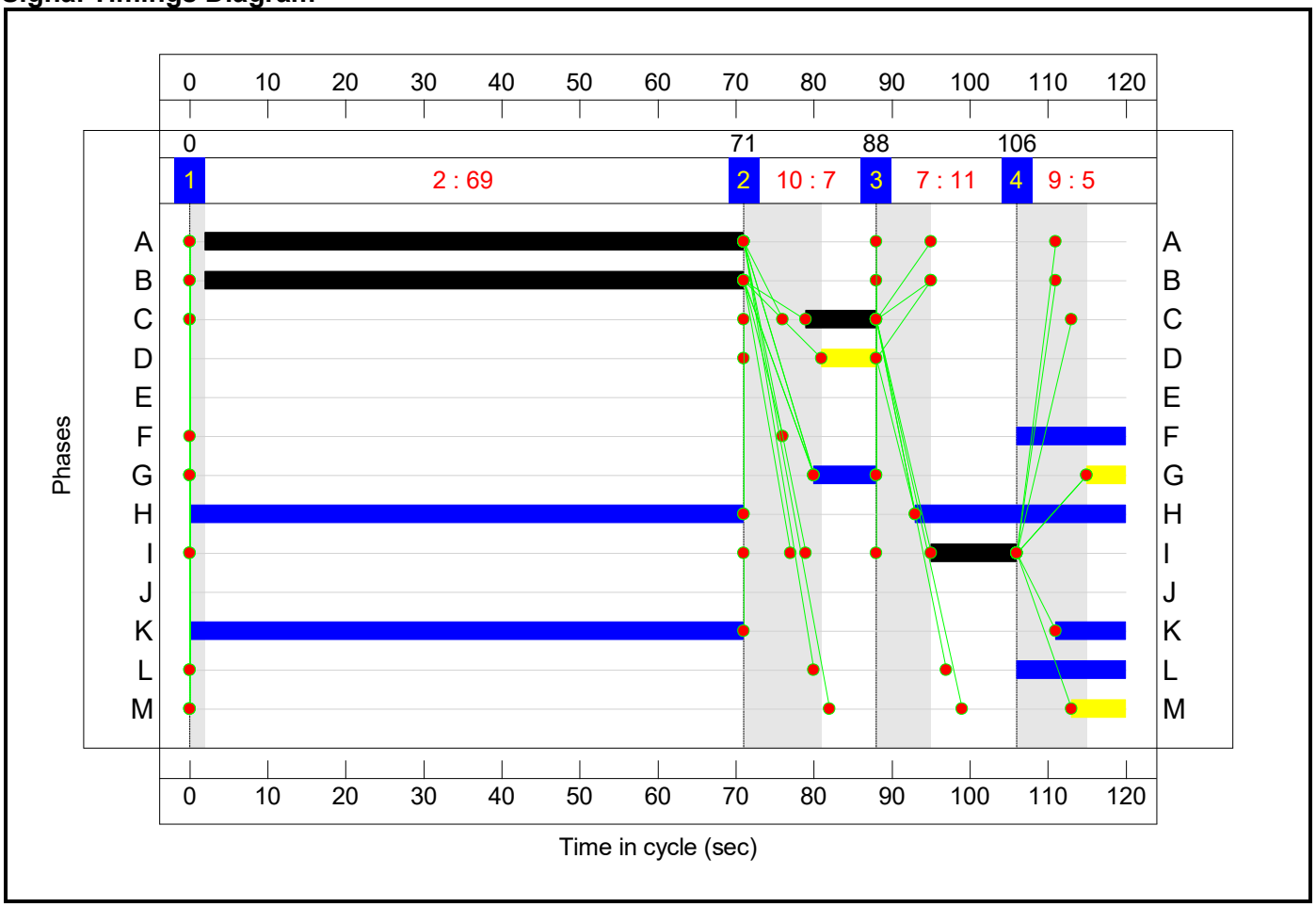
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

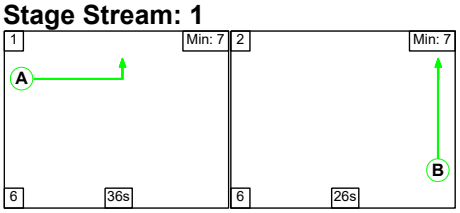
Signal Timings Diagram



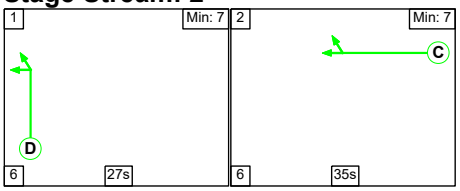
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

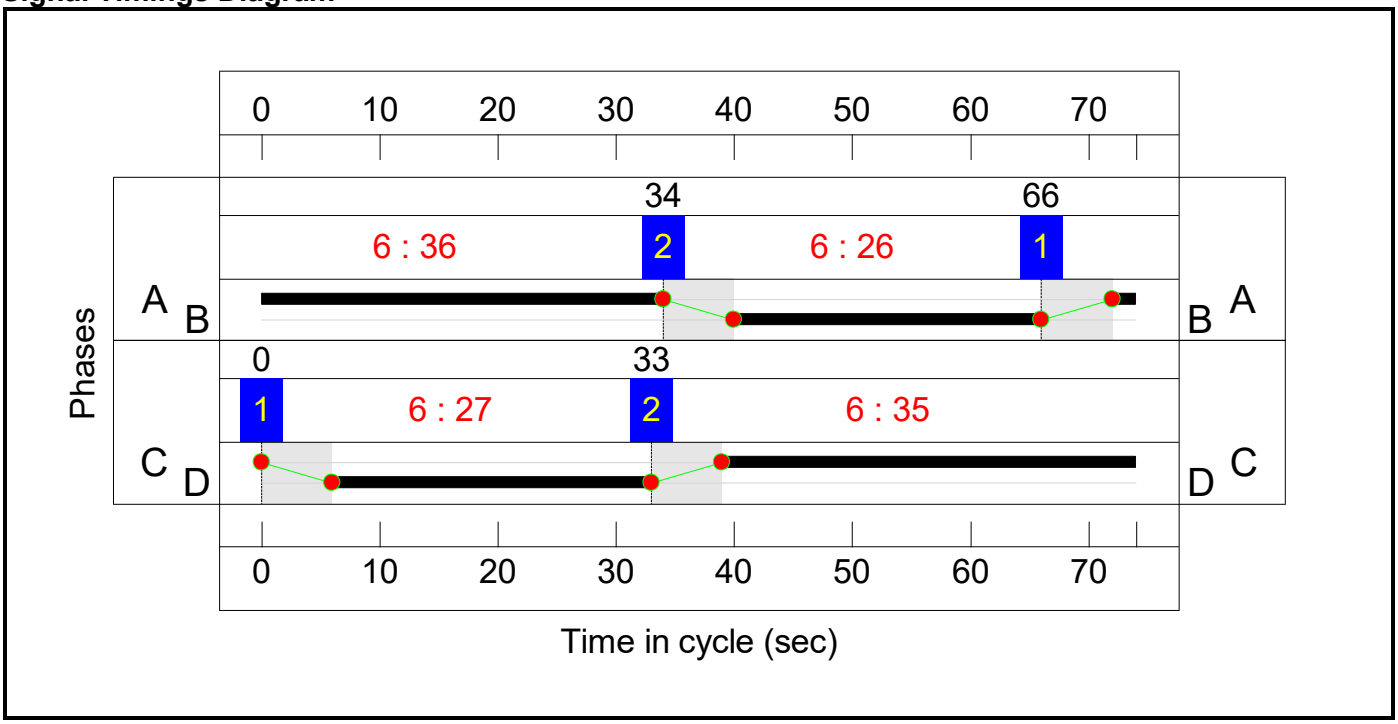
Stage	1	2
Duration	36	26
Change Point	66	34

Full Input Data And Results

Stage Stream: 2

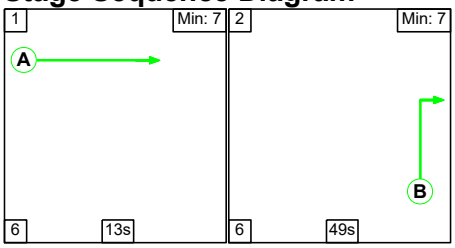
Stage	1	2
Duration	27	35
Change Point	0	33

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

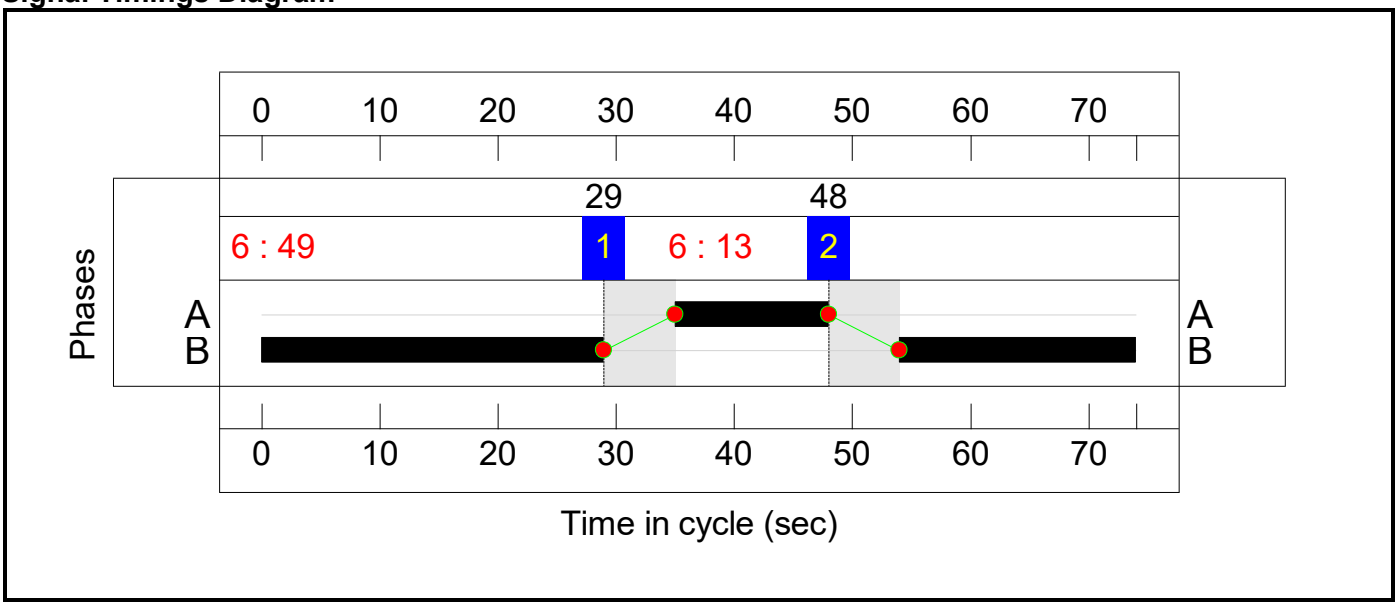


Stage Timings

Stage	1	2
Duration	13	49
Change Point	29	48

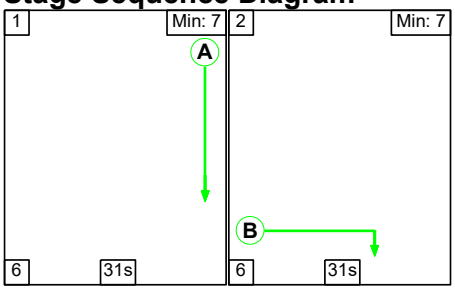
Full Input Data And Results

Signal Timings Diagram



Controller :C5

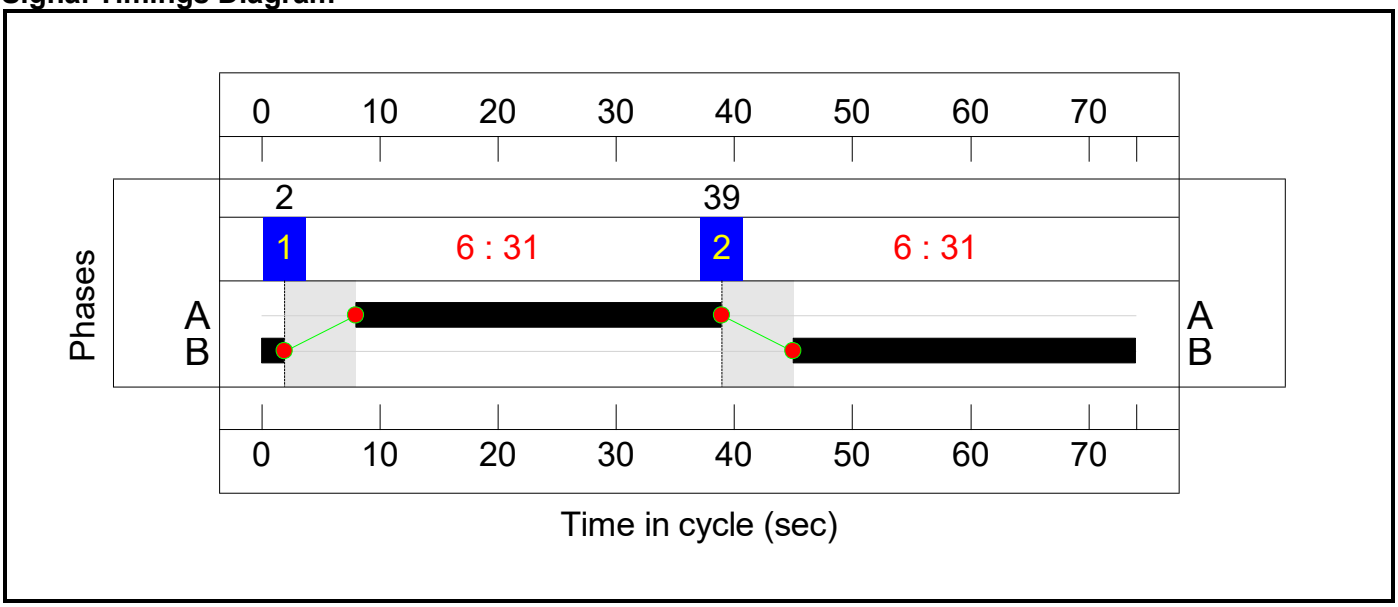
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	31	31
Change Point	2	39

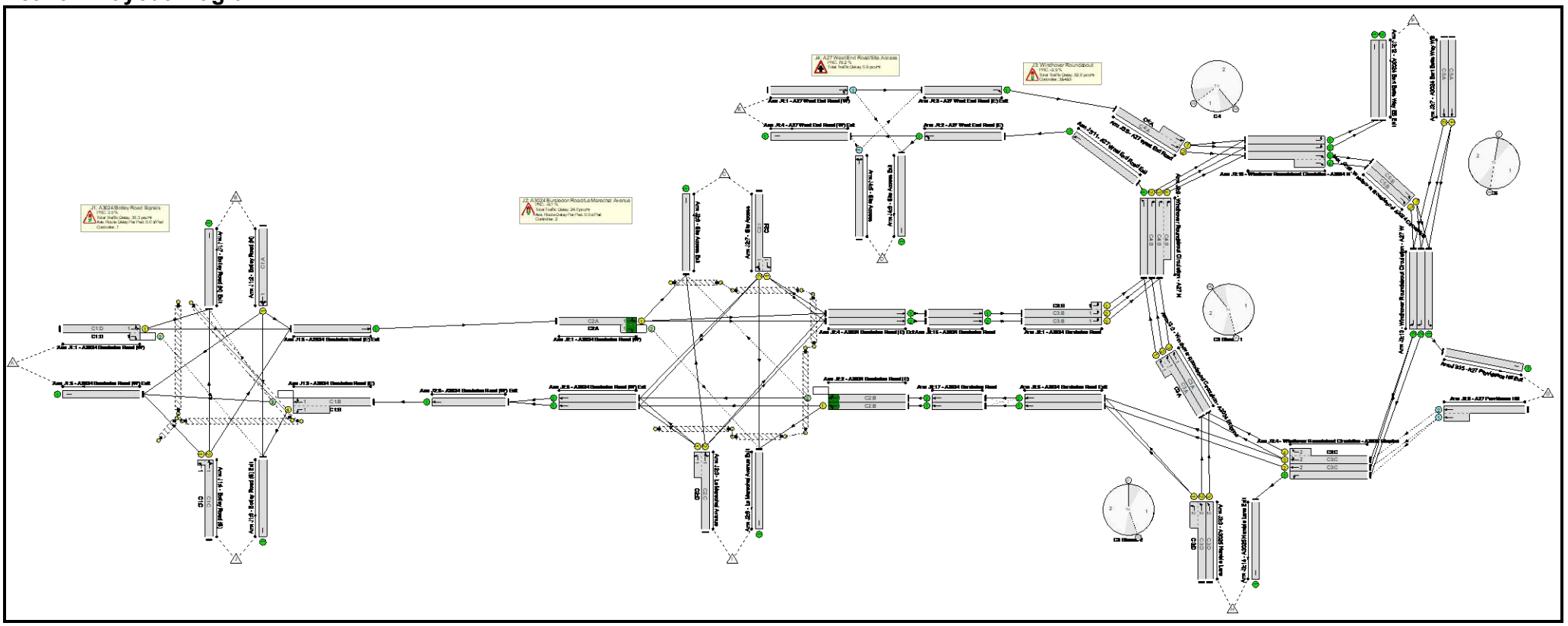
Signal Timings Diagram



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			

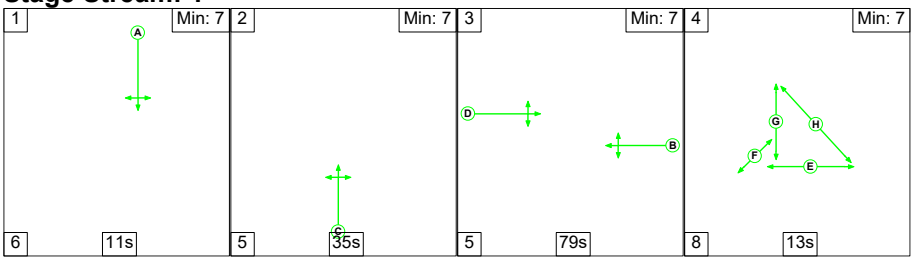
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

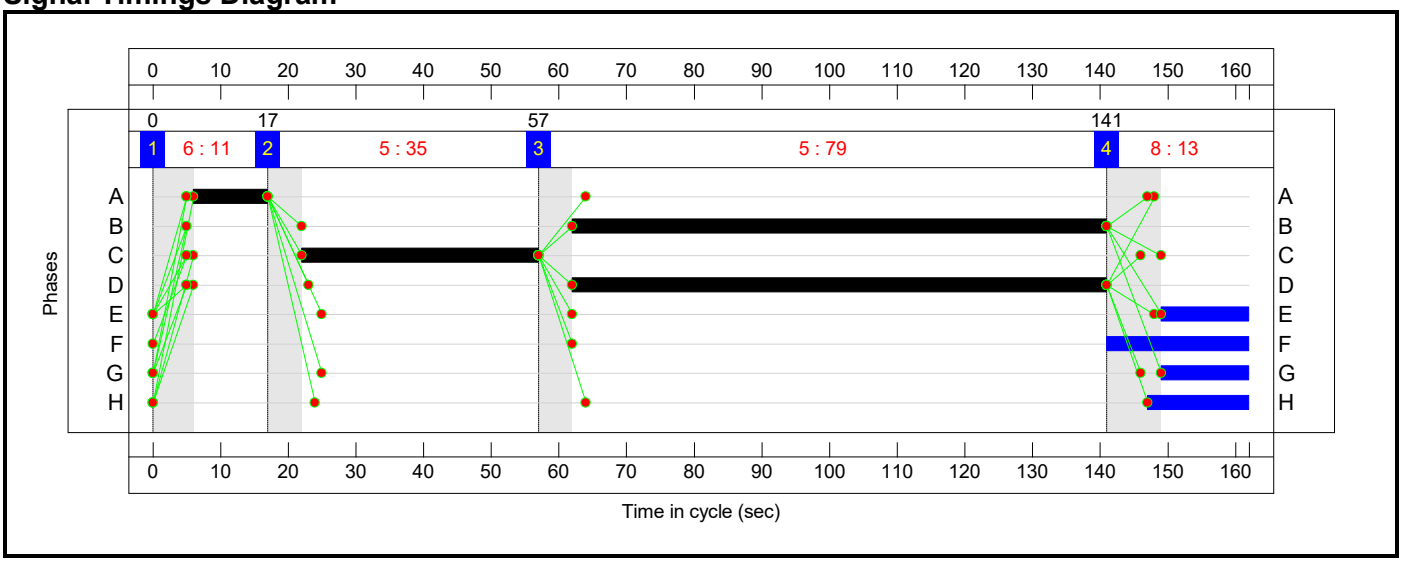


Stage Timings

Stage Stream: 1

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

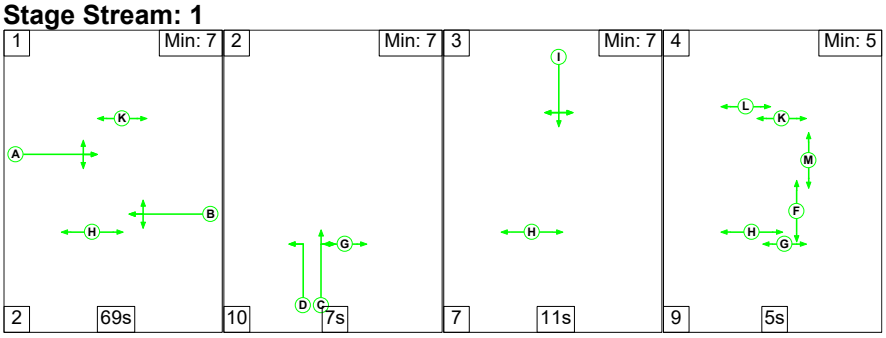
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



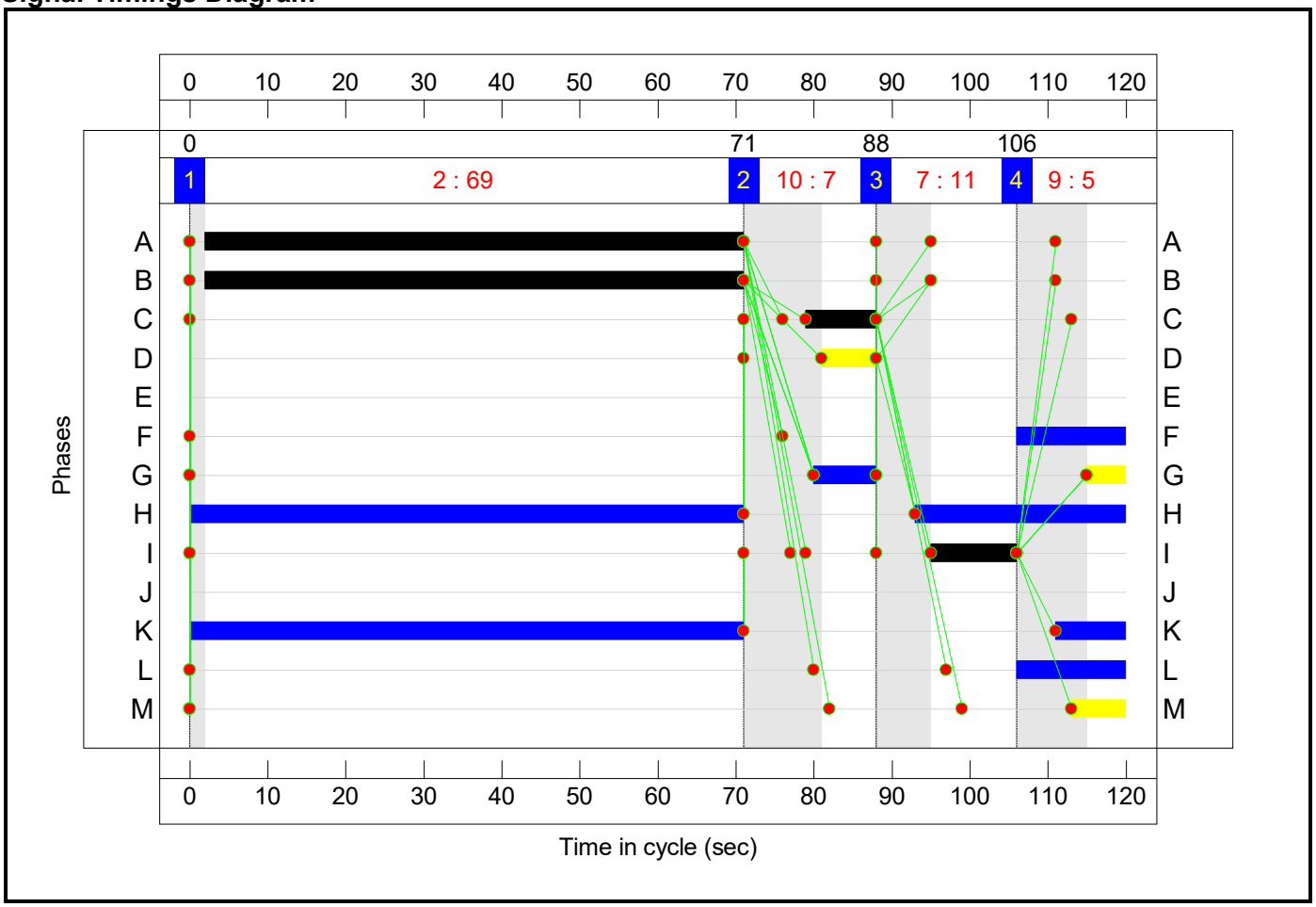
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

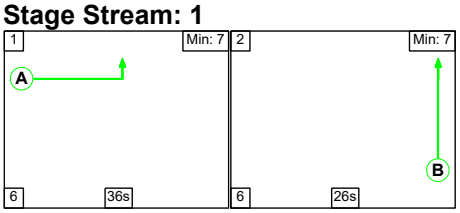
Signal Timings Diagram



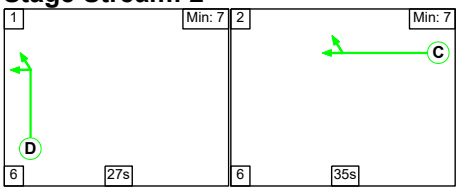
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

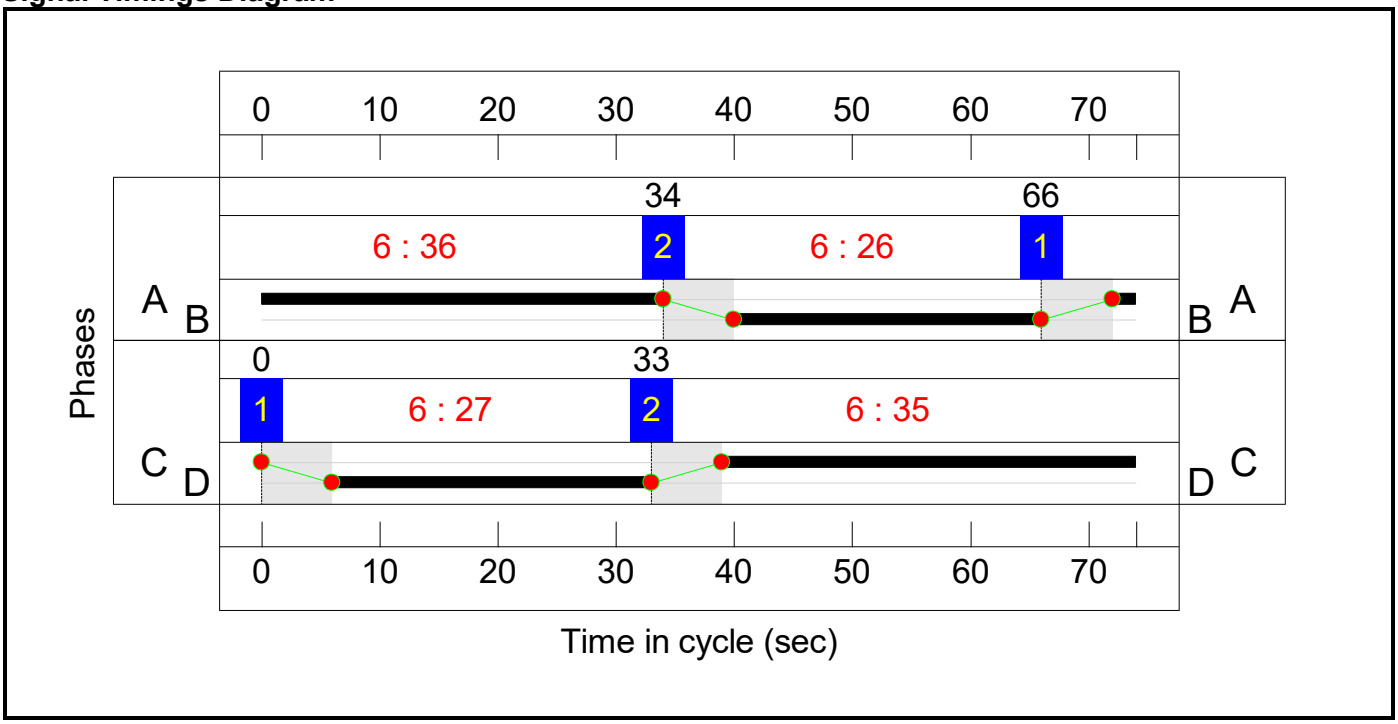
Stage	1	2
Duration	36	26
Change Point	66	34

Full Input Data And Results

Stage Stream: 2

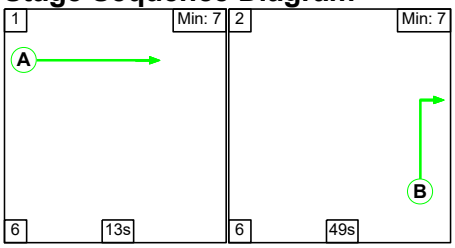
Stage	1	2
Duration	27	35
Change Point	0	33

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

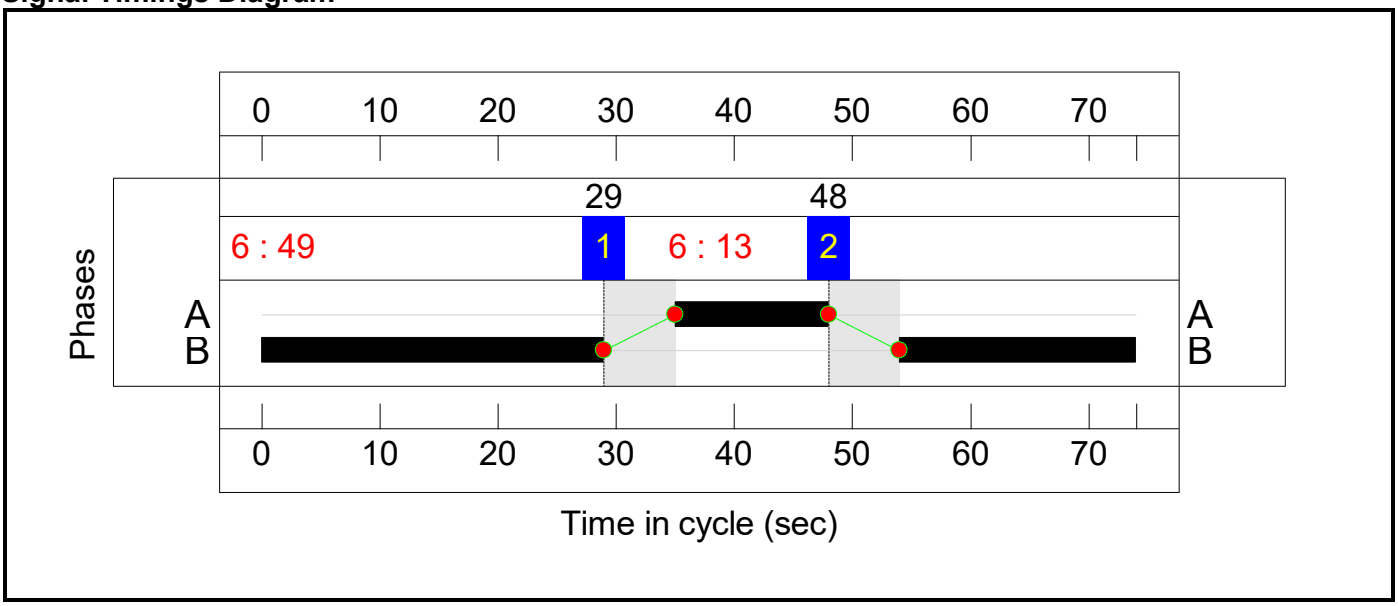


Stage Timings

Stage	1	2
Duration	13	49
Change Point	29	48

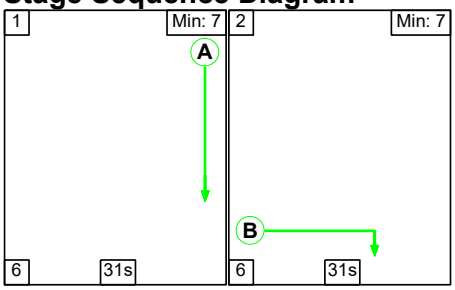
Full Input Data And Results

Signal Timings Diagram



Controller :C5

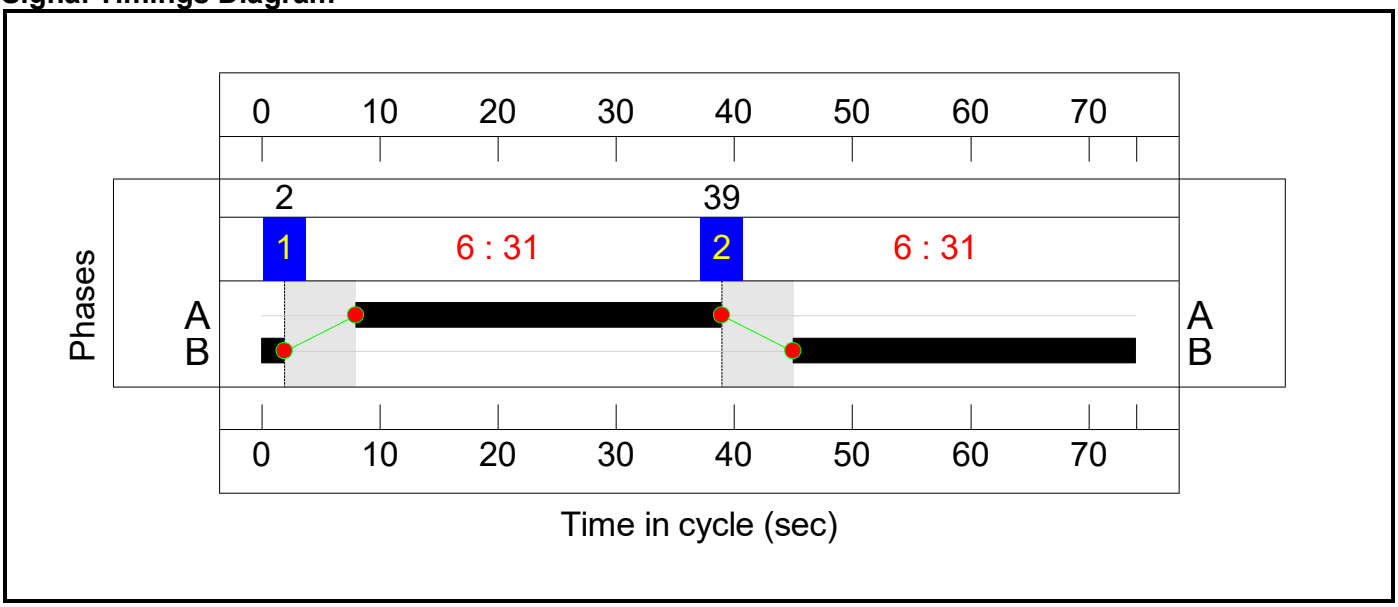
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	31	31
Change Point	2	39

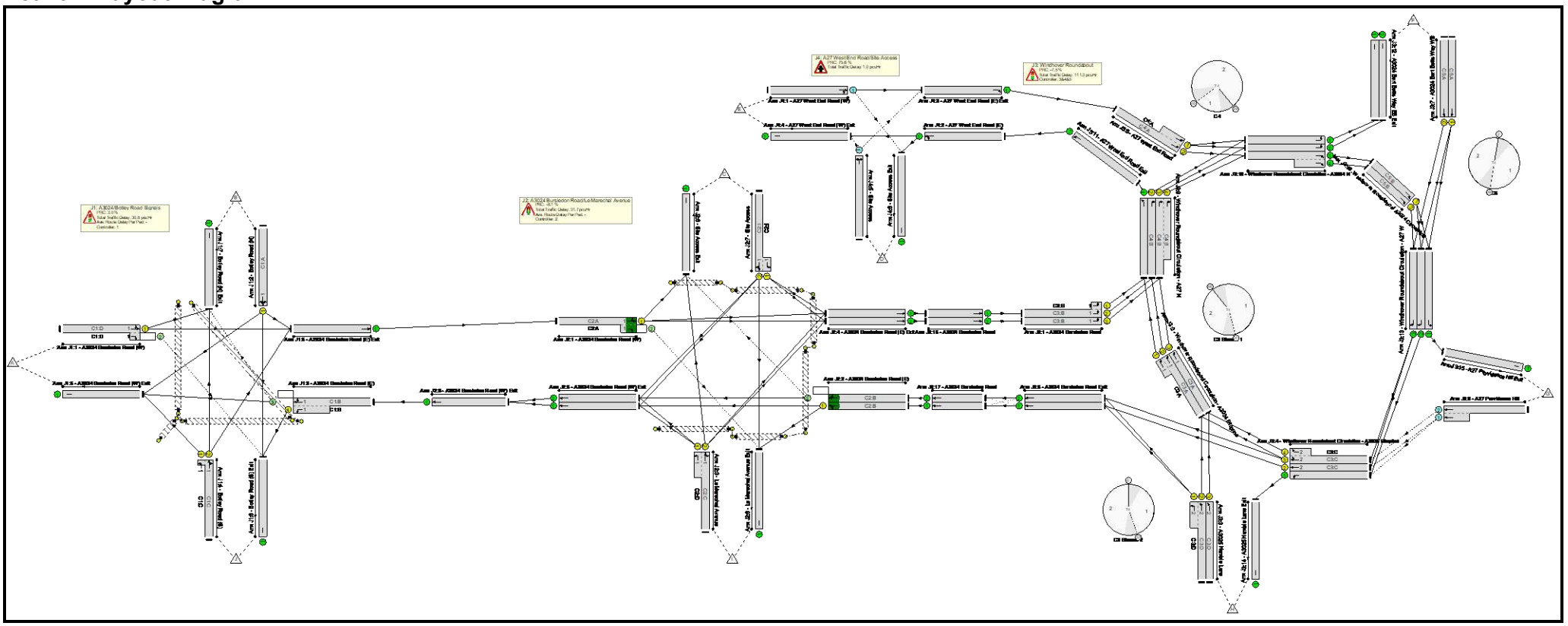
Signal Timings Diagram



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		

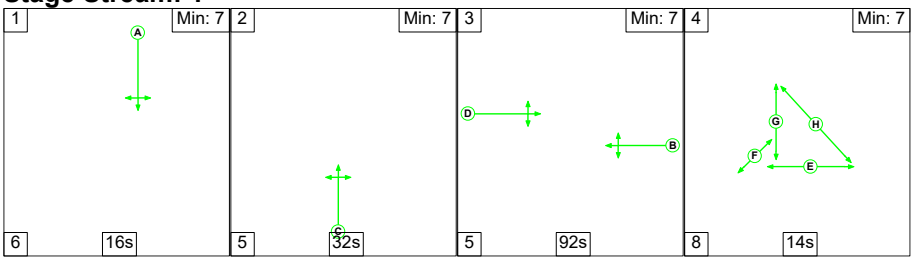
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

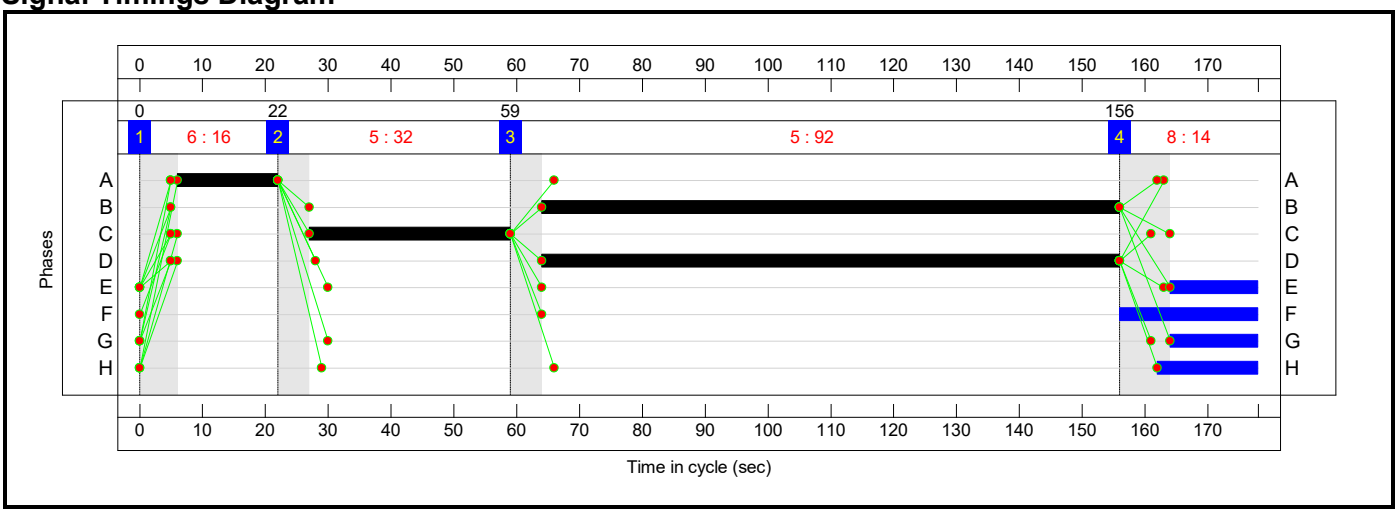


Stage Timings

Stage Stream: 1

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

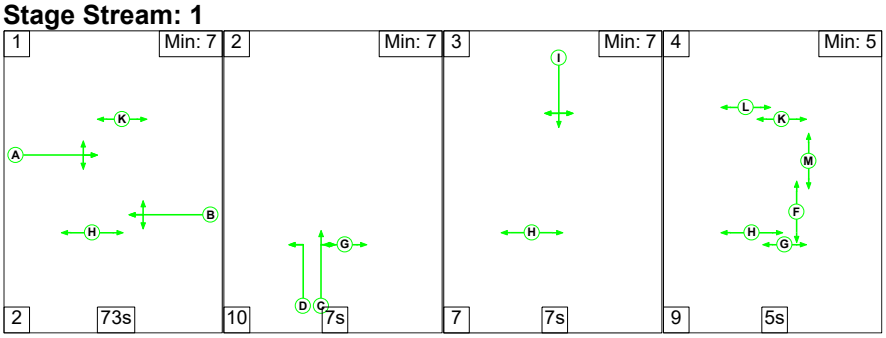
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



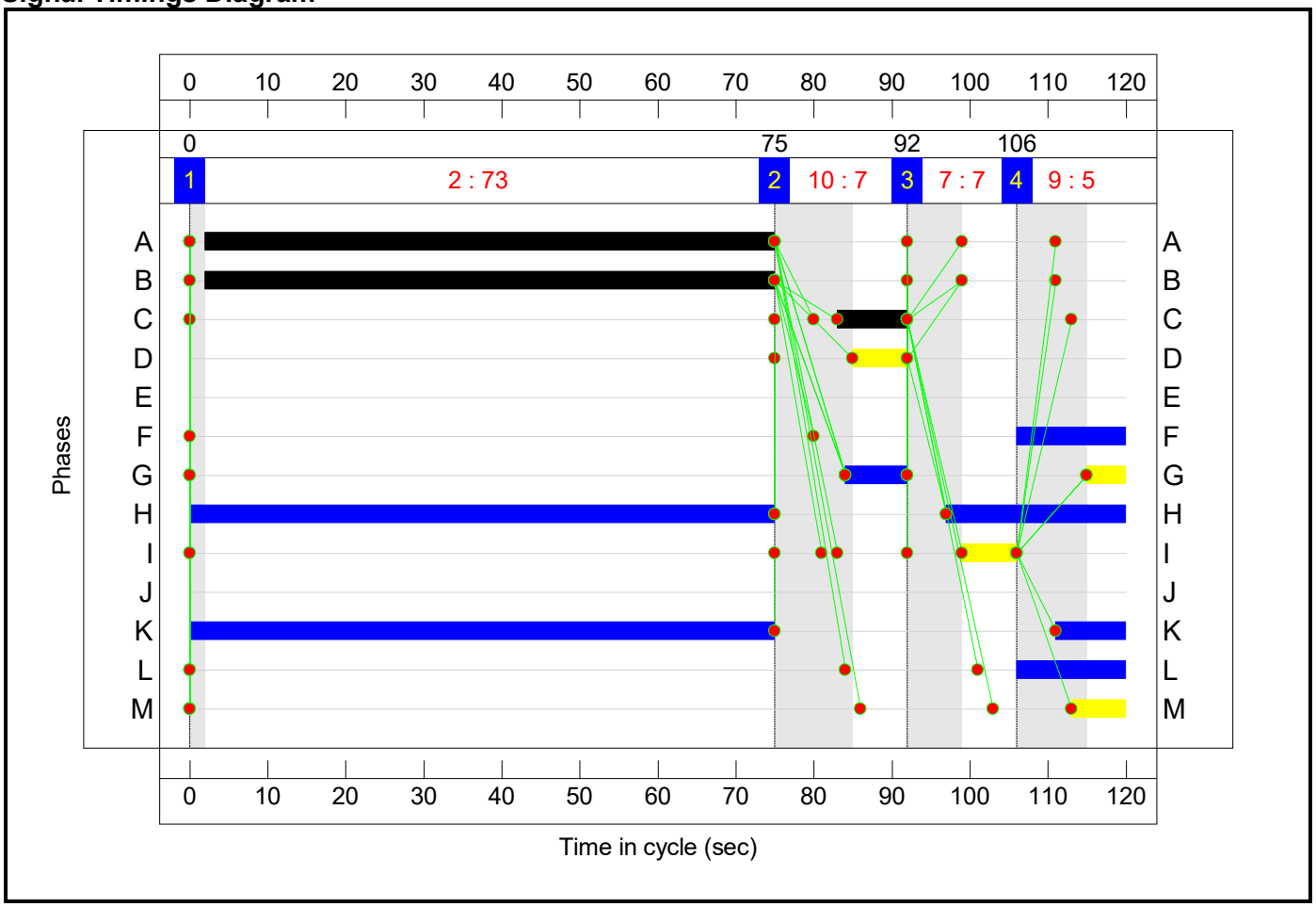
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

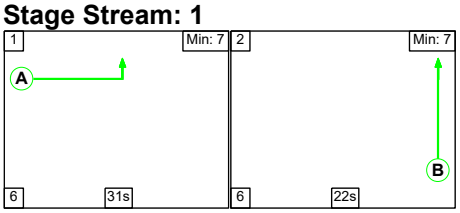
Signal Timings Diagram



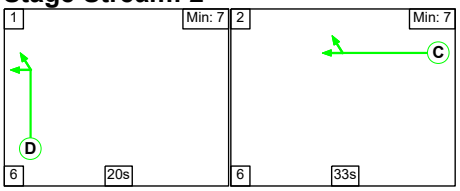
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

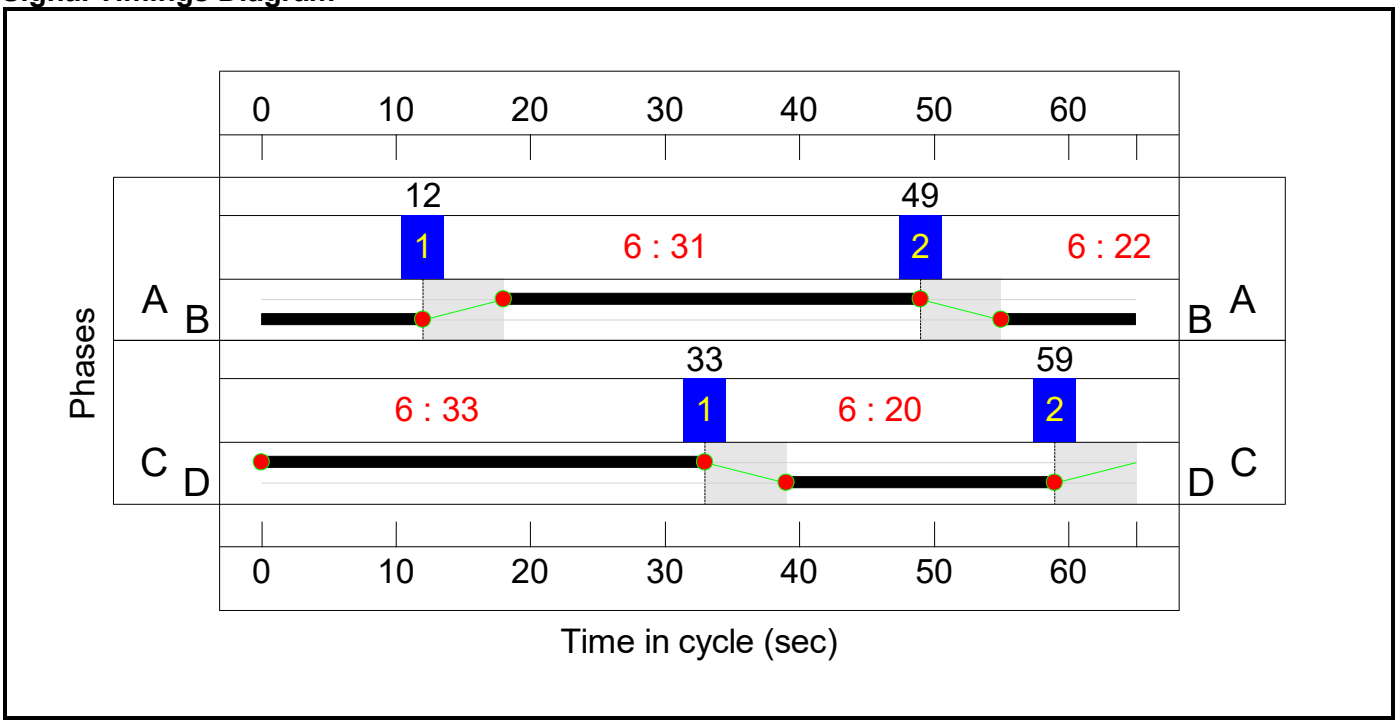
Stage	1	2
Duration	31	22
Change Point	12	49

Full Input Data And Results

Stage Stream: 2

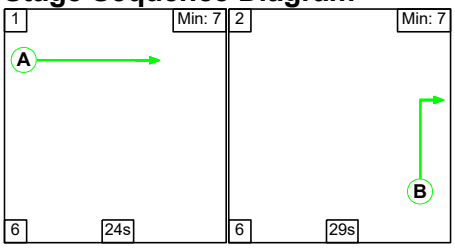
Stage	1	2
Duration	20	33
Change Point	33	59

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

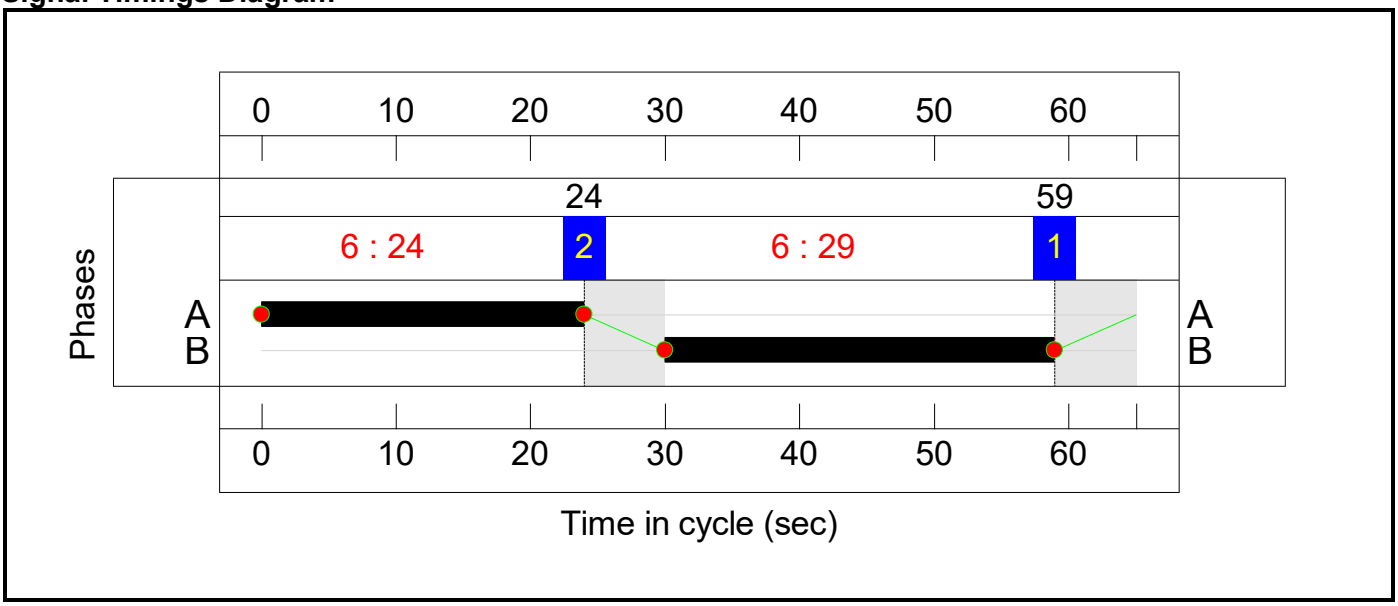


Stage Timings

Stage	1	2
Duration	24	29
Change Point	59	24

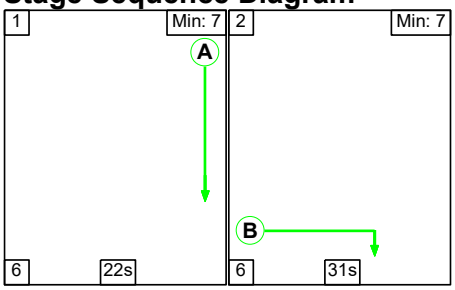
Full Input Data And Results

Signal Timings Diagram



Controller :C5

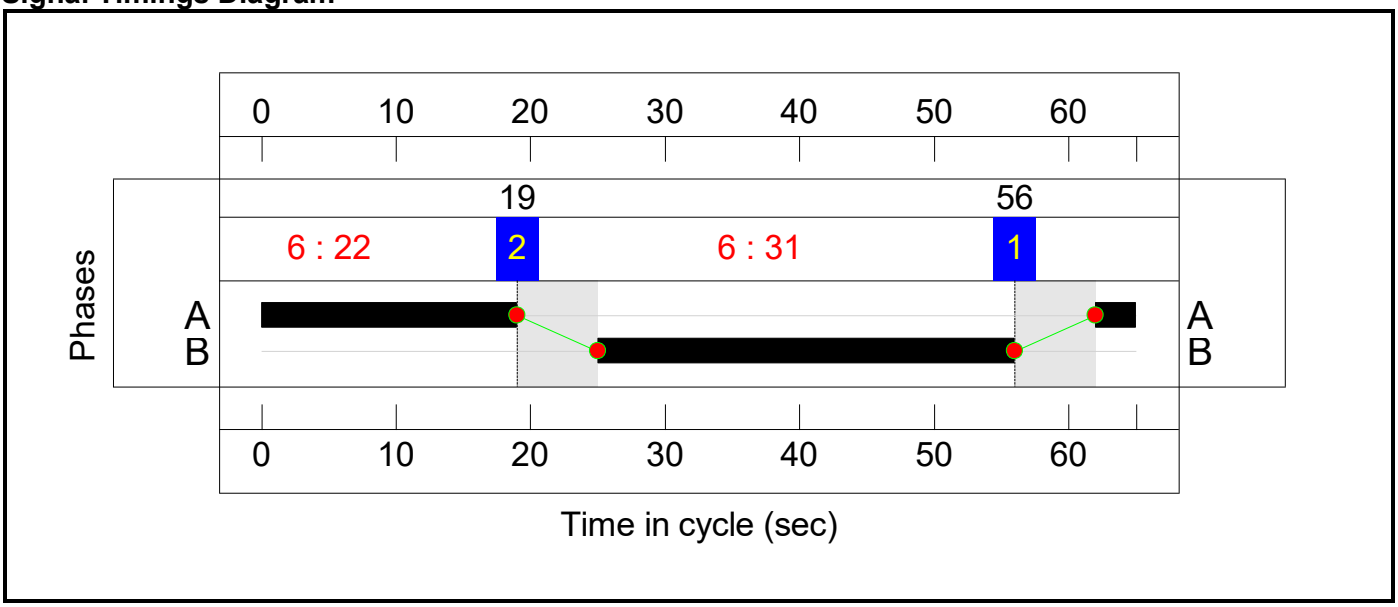
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	22	31
Change Point	56	19

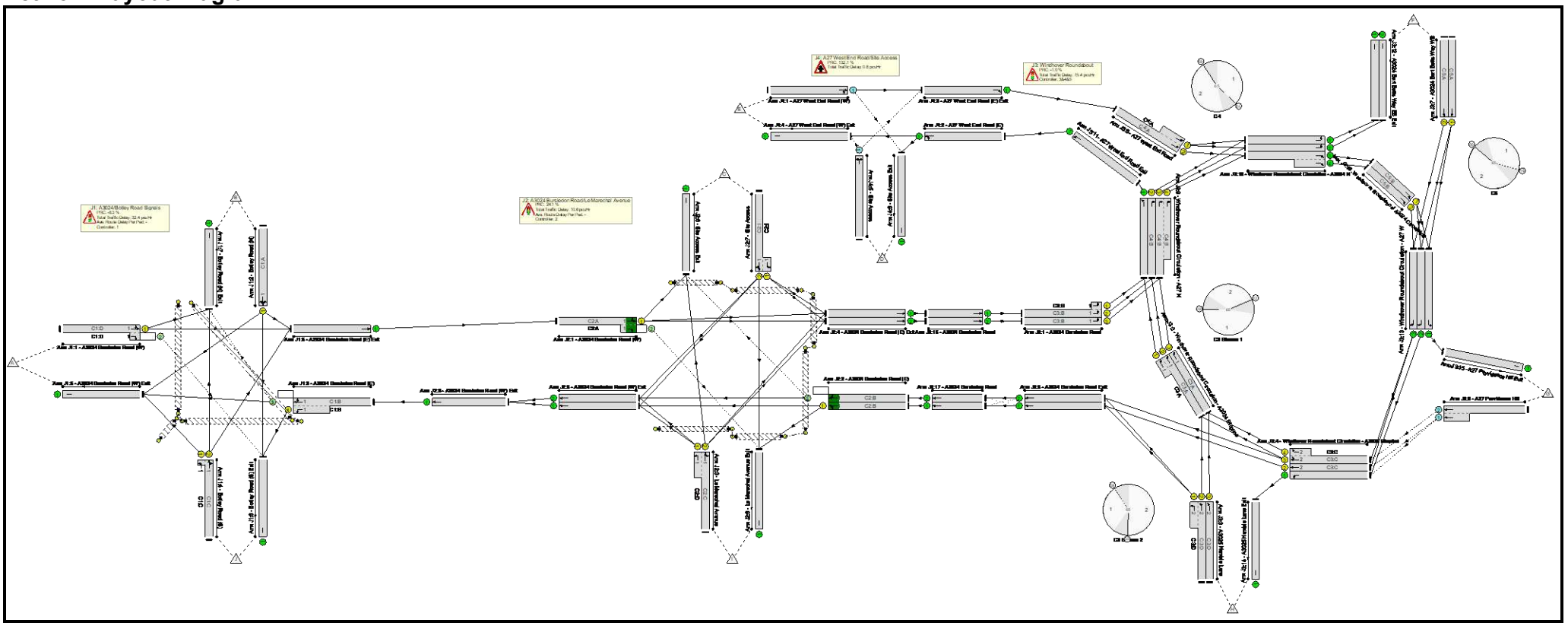
Signal Timings Diagram



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		

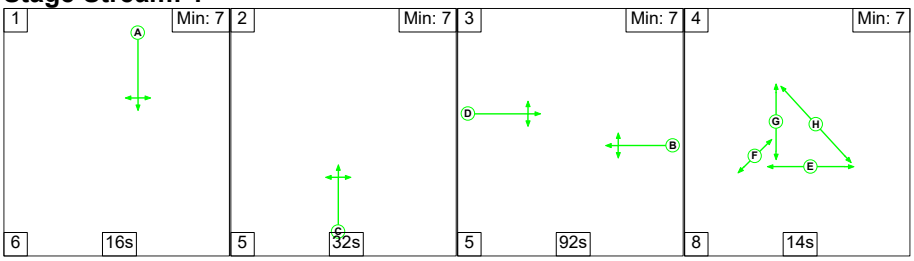
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

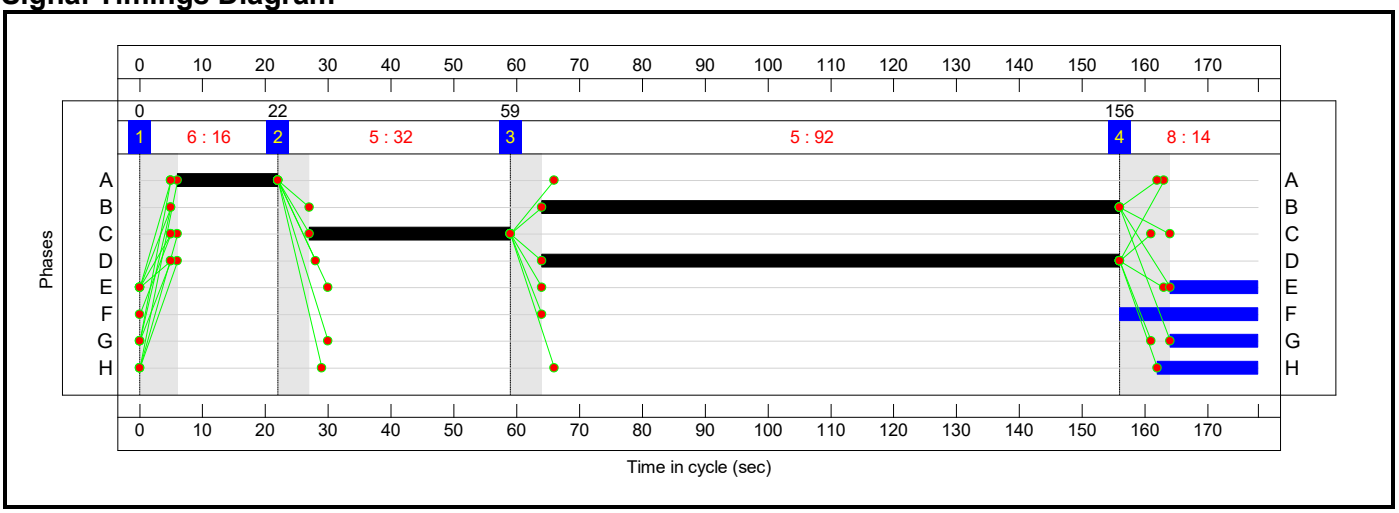


Stage Timings

Stage Stream: 1

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

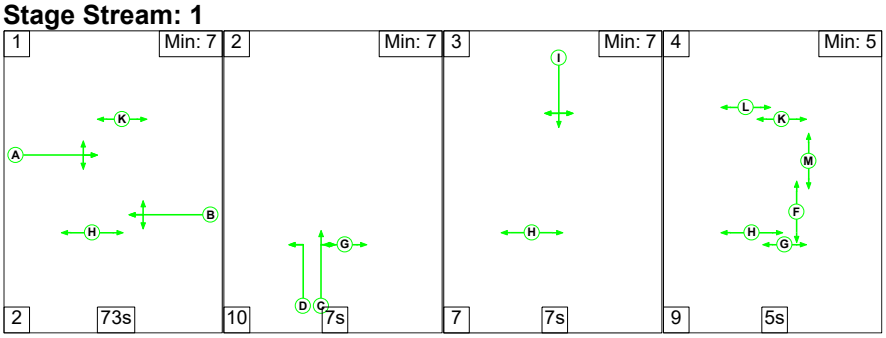
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



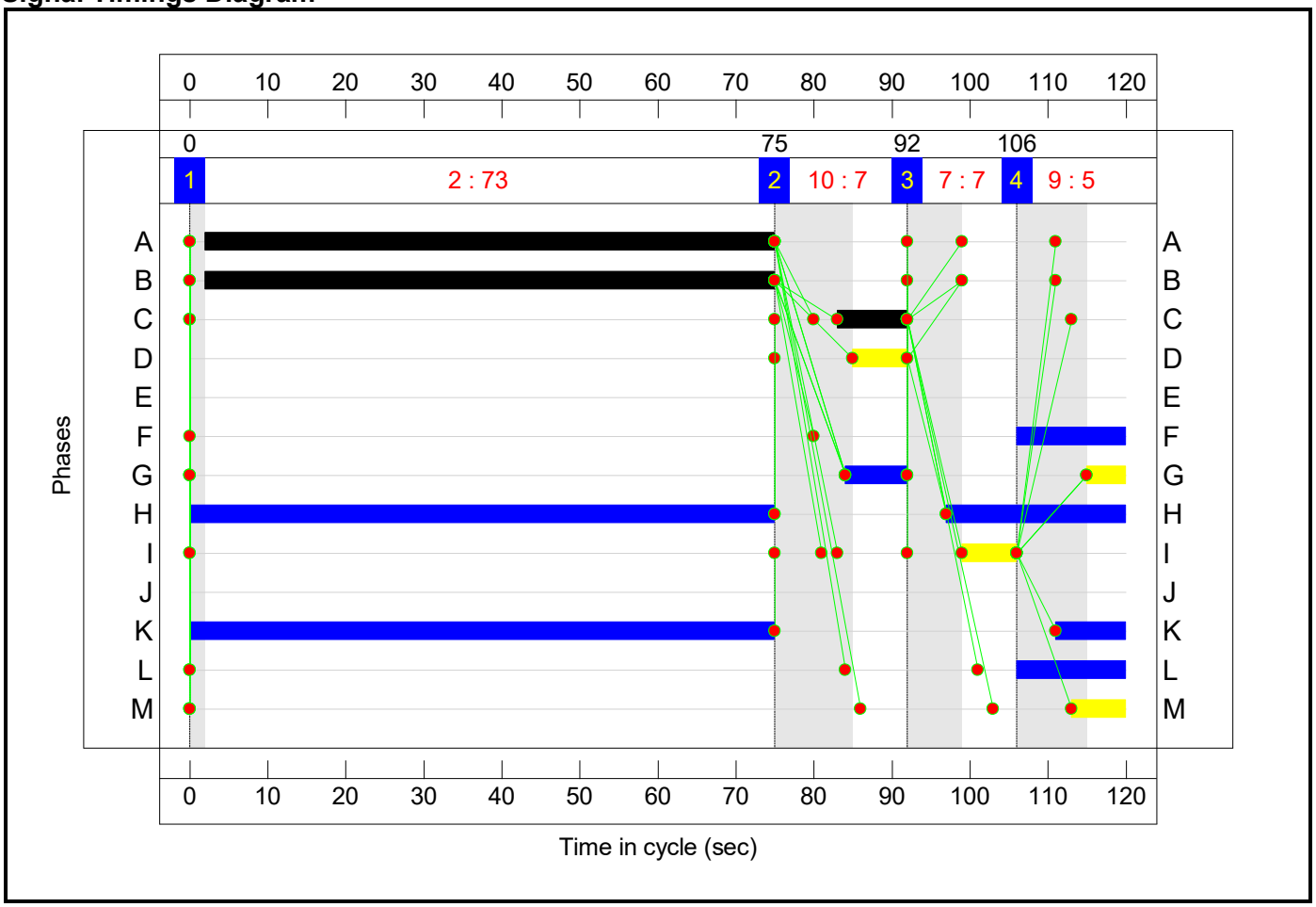
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

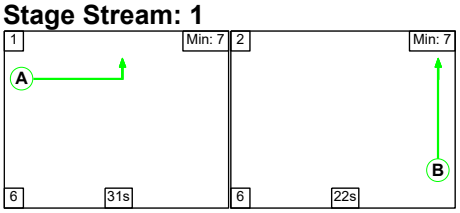
Signal Timings Diagram



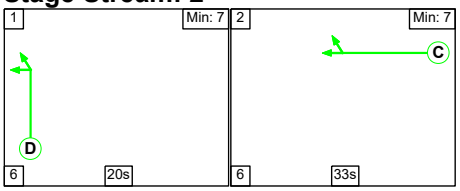
Controller :C3

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

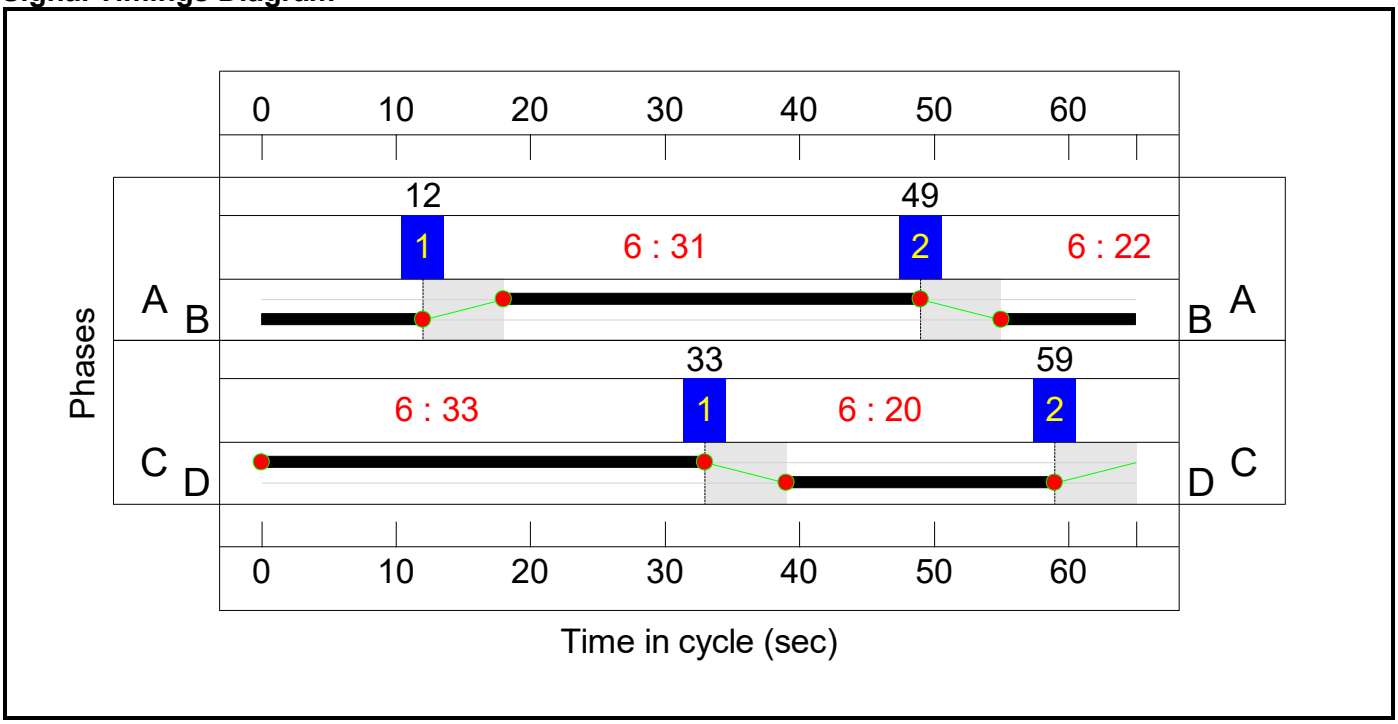
Stage	1	2
Duration	31	22
Change Point	12	49

Full Input Data And Results

Stage Stream: 2

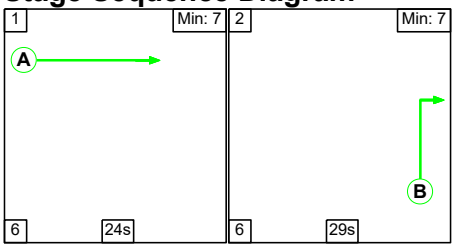
Stage	1	2
Duration	20	33
Change Point	33	59

Signal Timings Diagram



Controller :C4

Stage Sequence Diagram

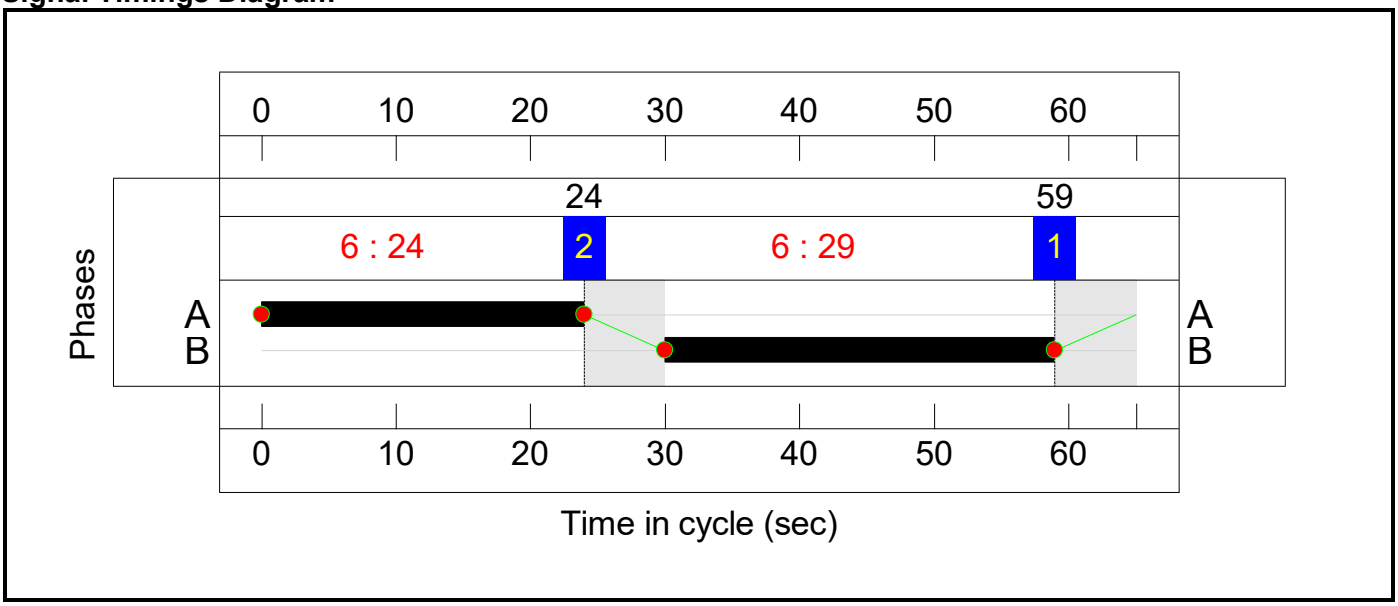


Stage Timings

Stage	1	2
Duration	24	29
Change Point	59	24

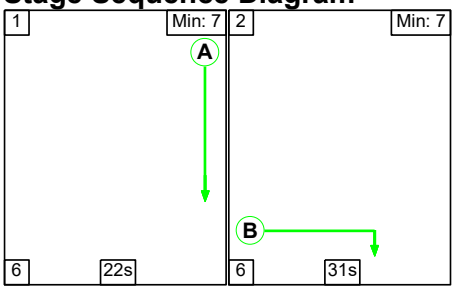
Full Input Data And Results

Signal Timings Diagram



Controller :C5

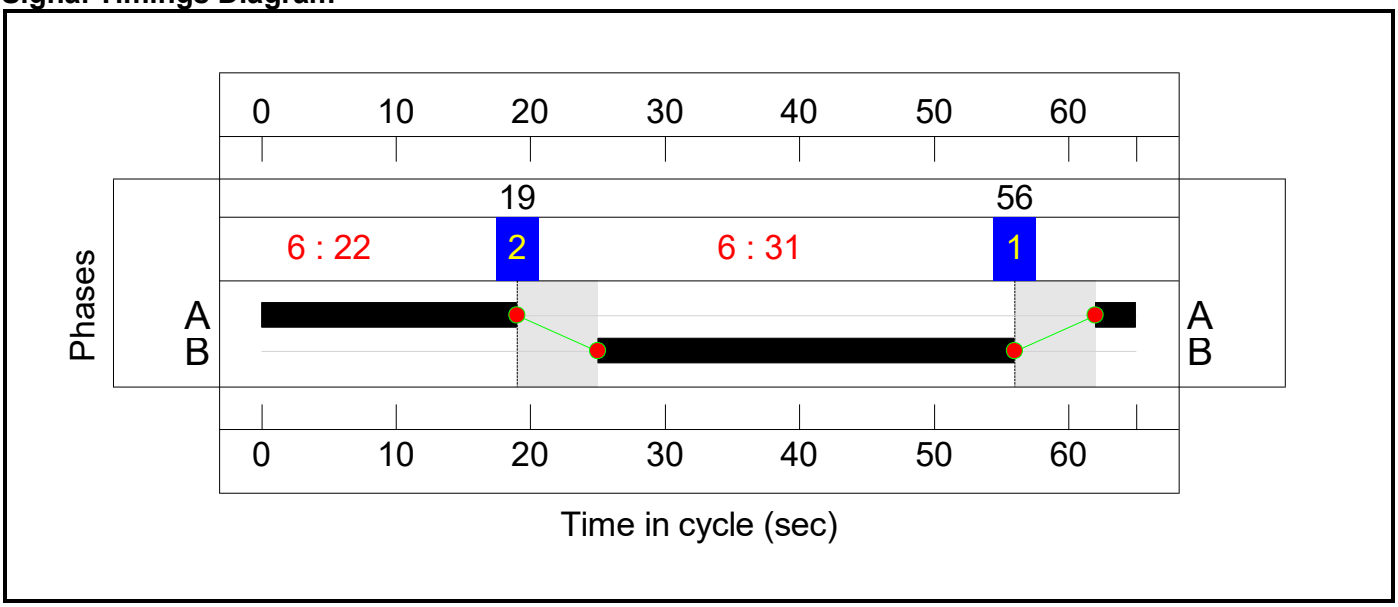
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	22	31
Change Point	56	19

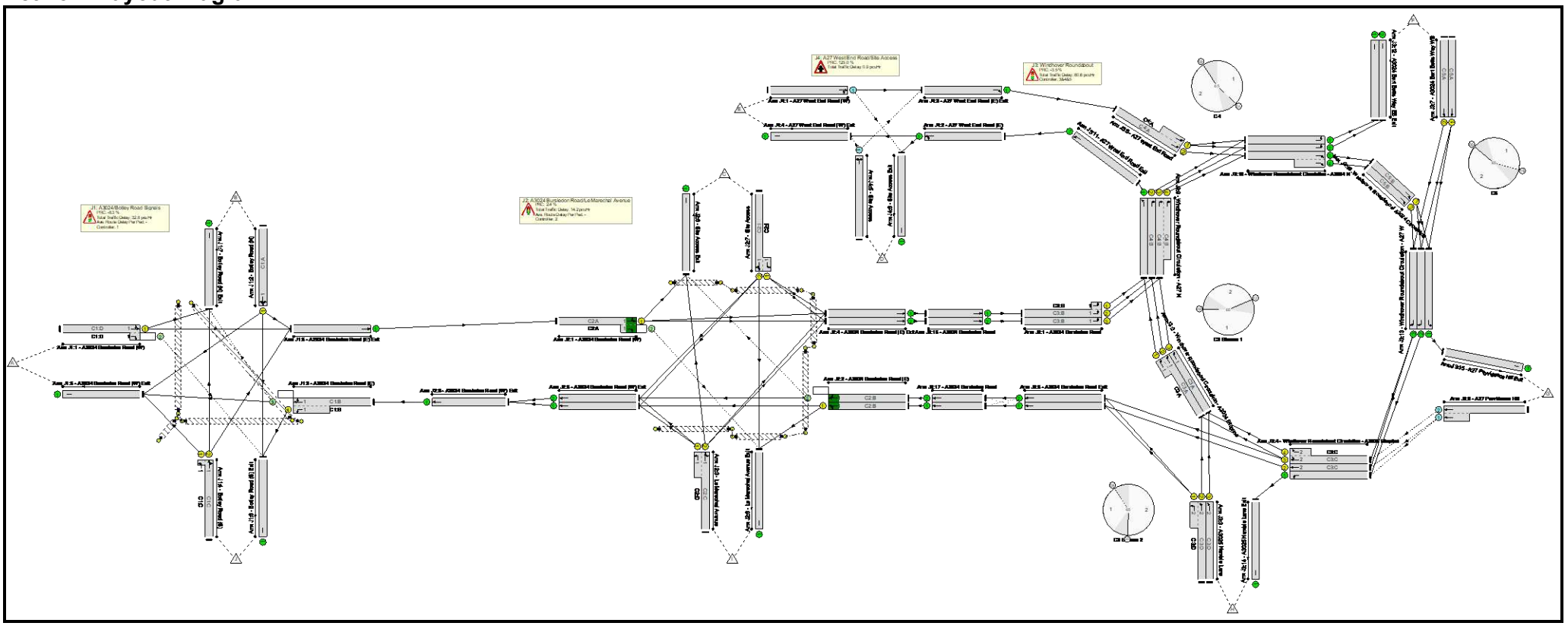
Signal Timings Diagram



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

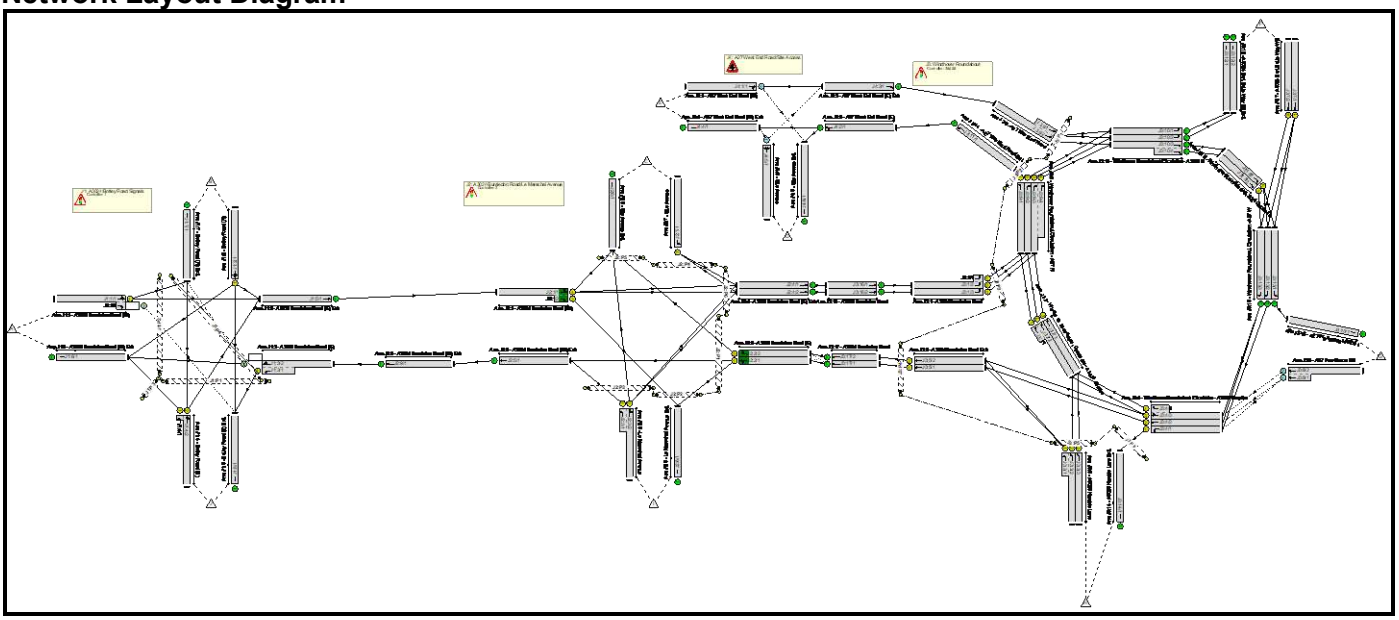
LinSig Output – Proposed Mitigation with Additional Signalised Crossings

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:	

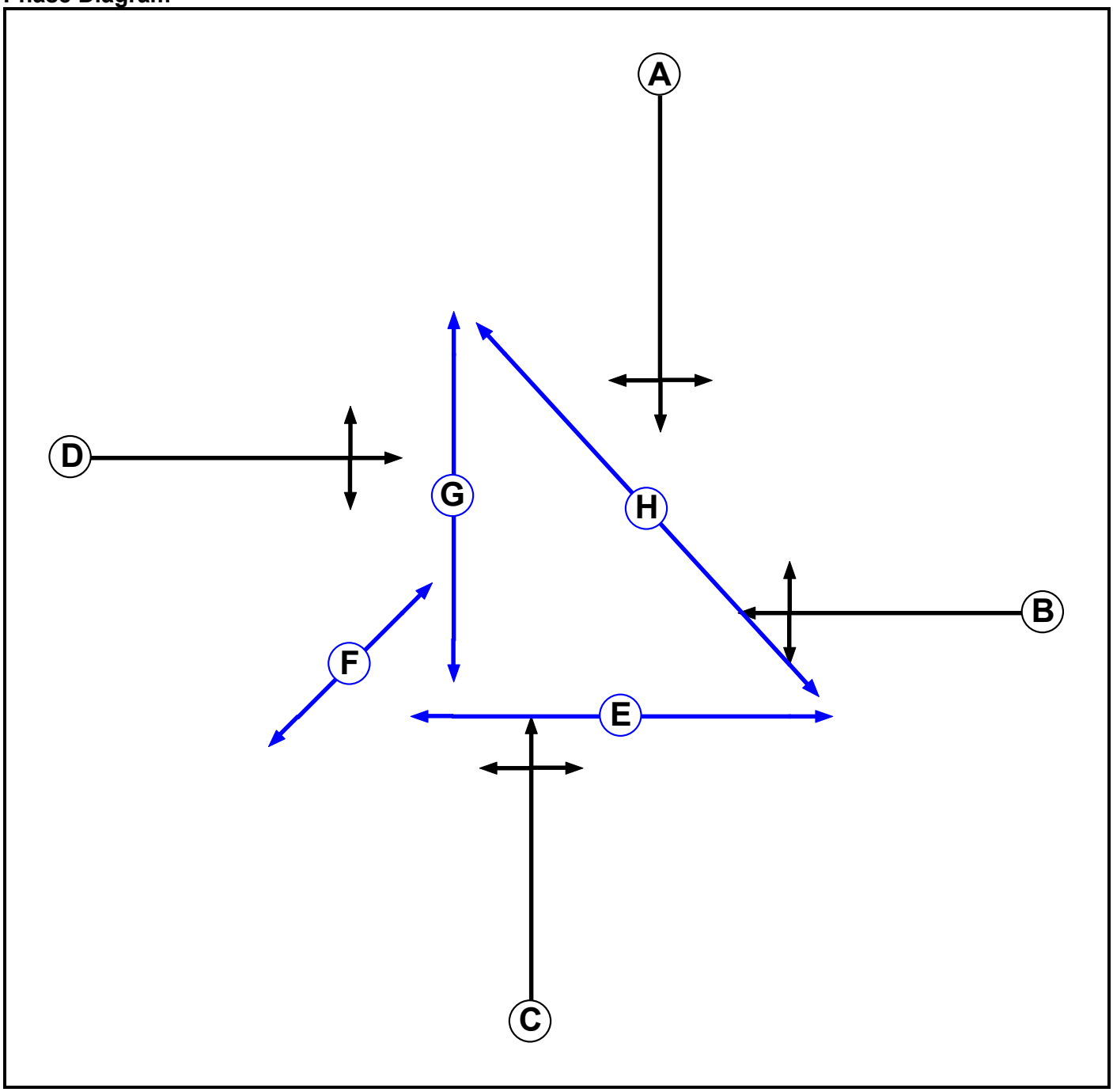
Network Layout Diagram



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

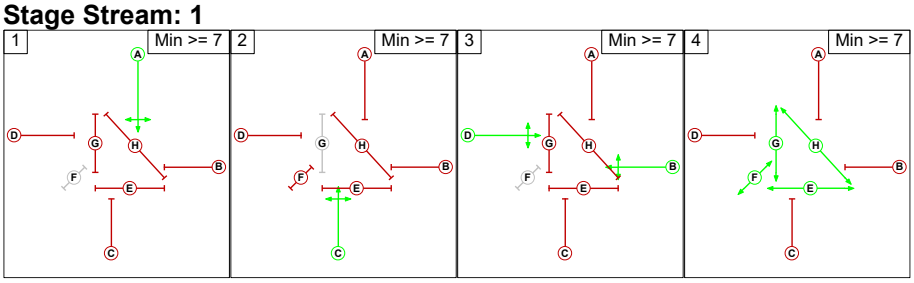
Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		5	5	6	8	-	8	7
	B	6		8	-	8	-	8	-
	C	7	5		5	5	5	-	7
	D	7	-	5		7	-	5	6
	E	5	5	5	5		-	-	-
	F	-	-	5	-	-		-	-
	G	5	5	-	5	-	-		-
	H	6	-	6	6	-	-	-	

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

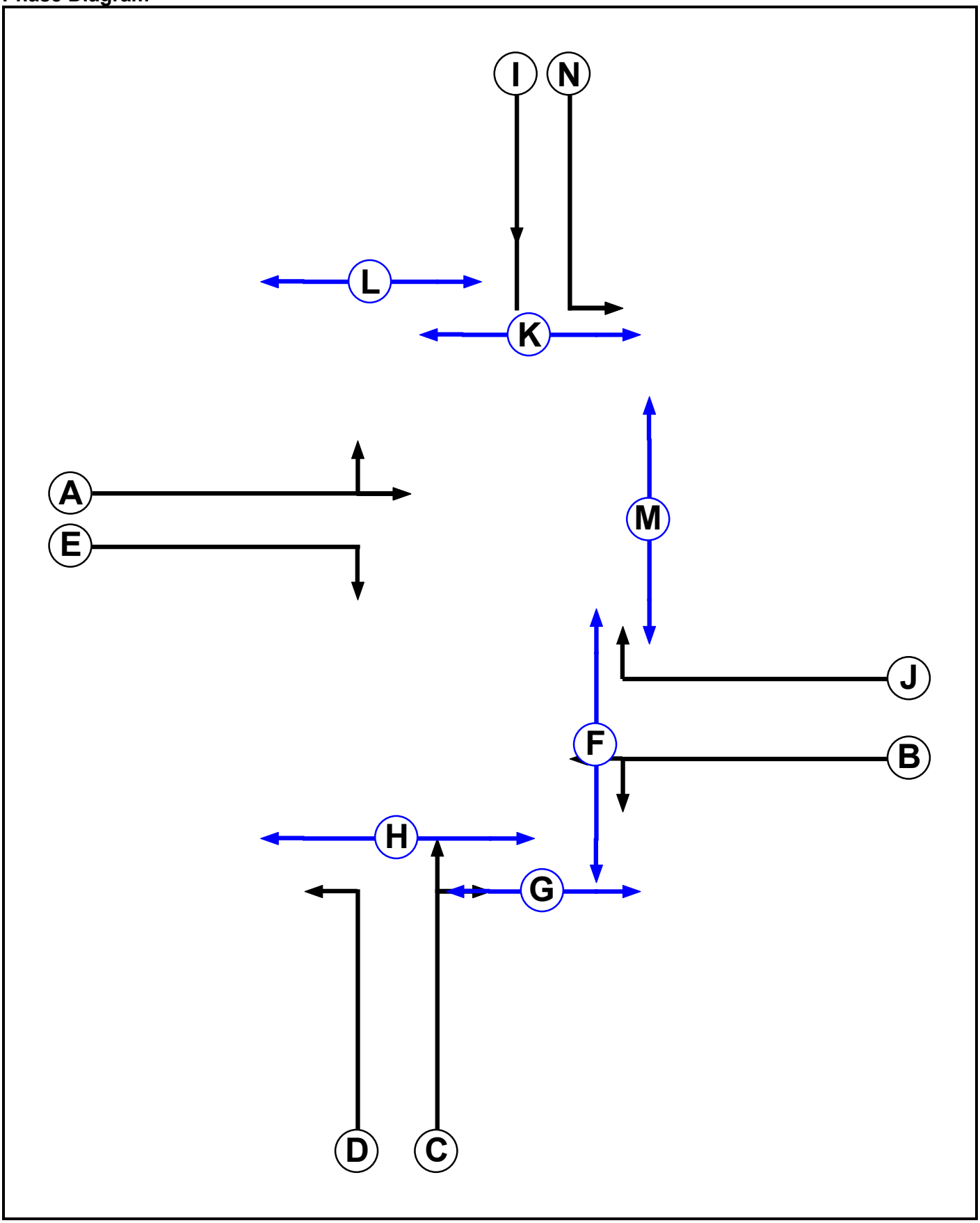
Stage Stream: 1

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

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

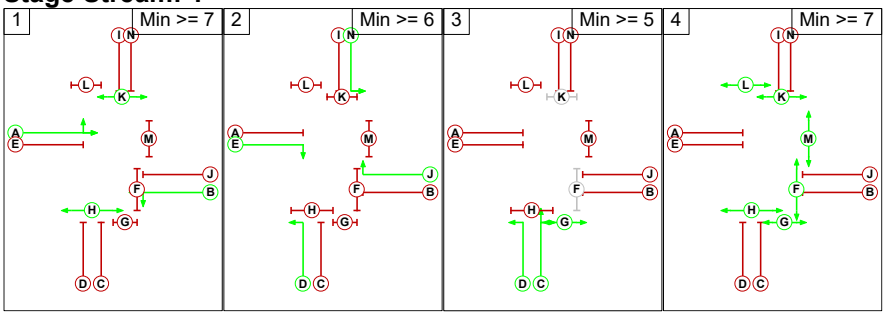
Phases in Stage

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

Full Input Data And Results

Stage Diagram

Stage Stream: 1



Phase Delays

Stage Stream: 1

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

Prohibited Stage Change

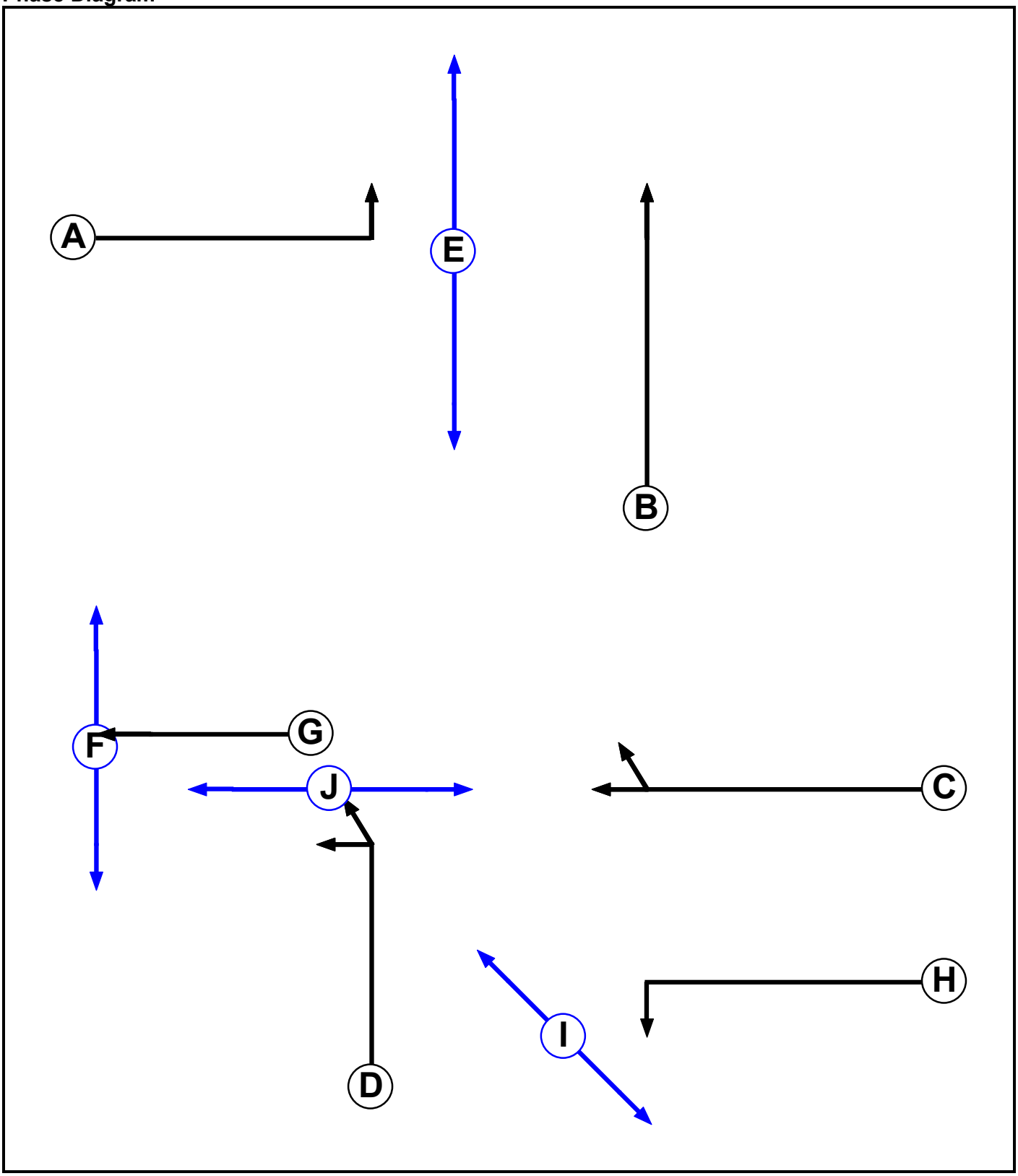
Stage Stream: 1

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

Full Input Data And Results

Controller :C3

Phase Diagram



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

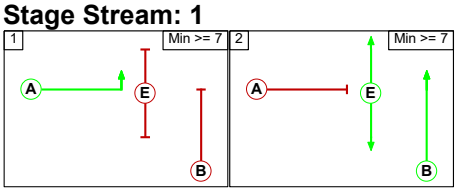
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		6	-	-	5	-	-	-	-	-
B	6		-	-	-	-	-	-	-	-
C	-	-		6	-	-	-	-	-	-
D	-	-	6		-	-	-	-	-	5
E	10	-	-	-		-	-	-	-	-
F	-	-	-	-	-		10	-	-	-
G	-	-	-	-	-	5		-	-	-
H	-	-	-	-	-	-	-		5	-
I	-	-	-	-	-	-	-	8		-
J	-	-	-	11	-	-	-	-	-	

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

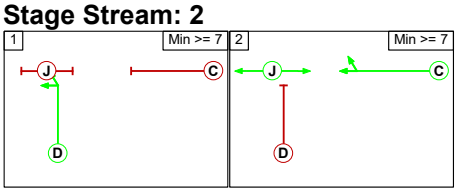
Stage Diagram

Stage Stream: 1

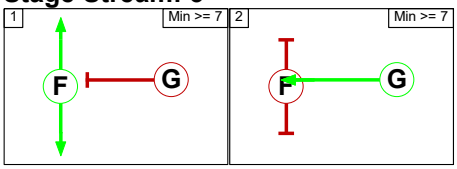


Full Input Data And Results

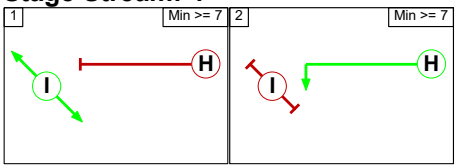
Stage Stream: 2



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		
		1	2
From Stage	1		6
	2	10	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		6
	2	11	

Full Input Data And Results

Stage Stream: 3

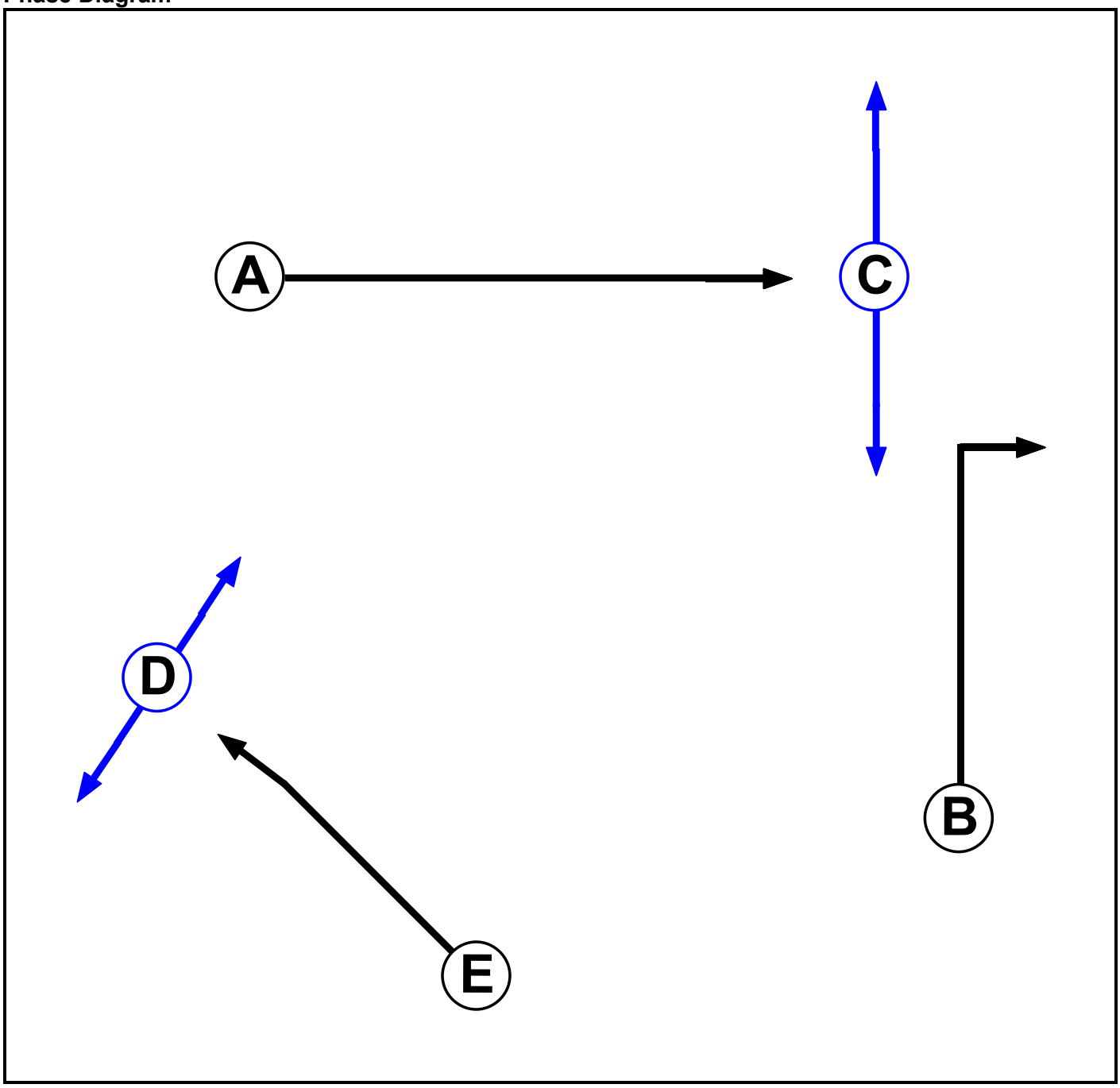
	To Stage		
		1	2
From Stage	1		10
	2	5	

Stage Stream: 4

	To Stage		
		1	2
From Stage	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

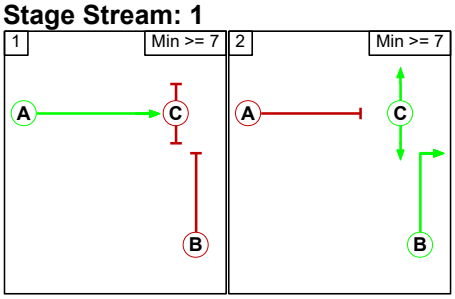
		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		5	5	-	-
	B	5		-	-	-
	C	8	-		-	-
	D	-	-	-		8
	E	-	-	-	5	

Phases in Stage

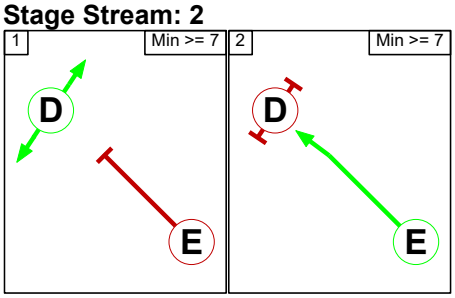
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B C
2	1	D
2	2	E

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	

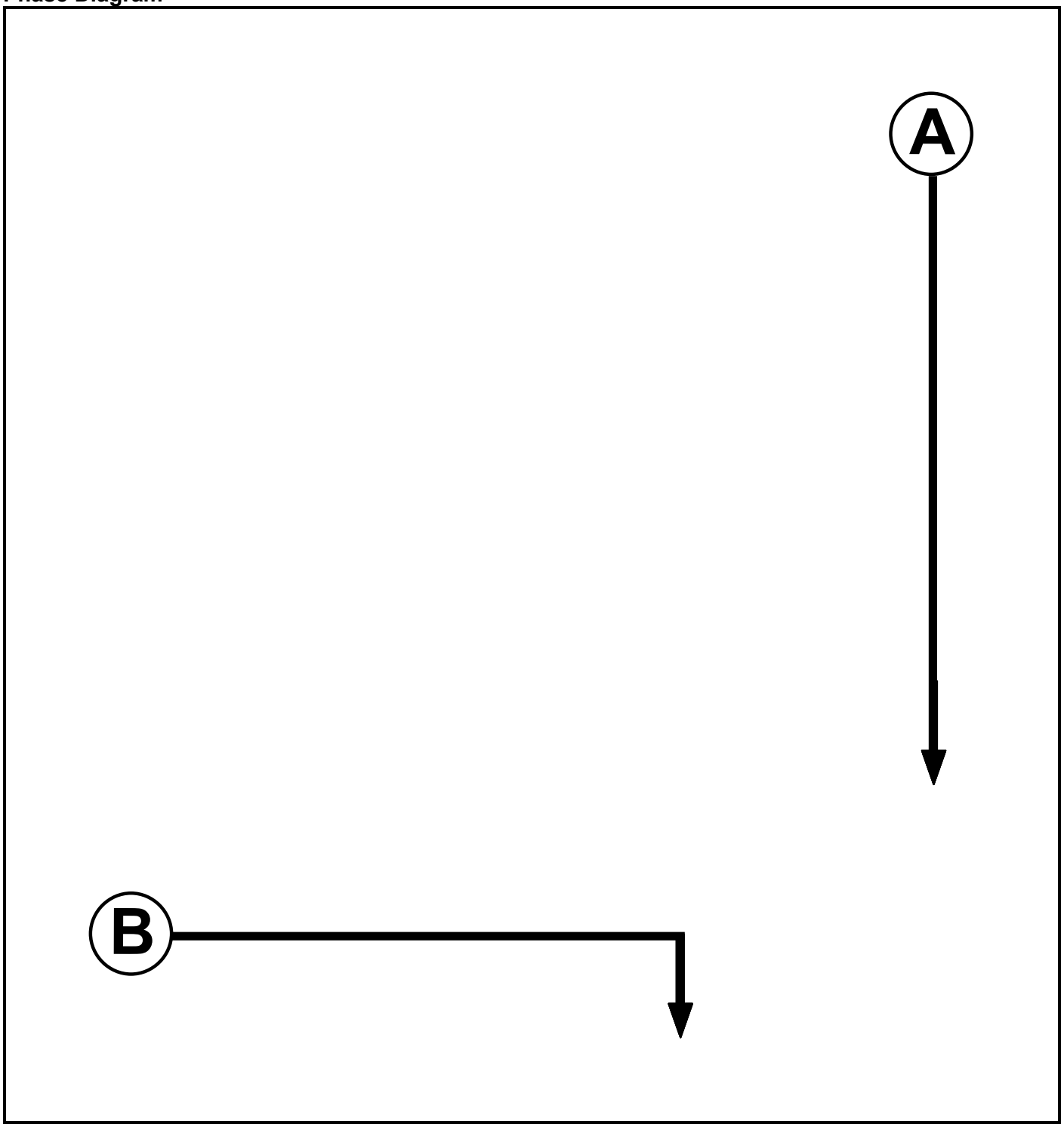
Stage Stream: 2

	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

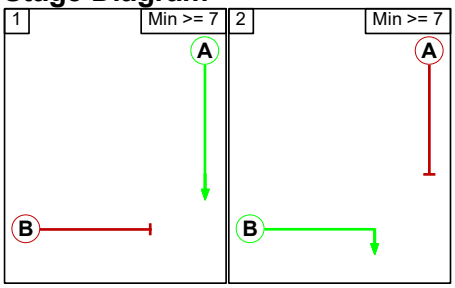
Phase Intergreens Matrix

Terminating Phase	Starting Phase		
		A	B
	A		5
	B	5	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: A3024/Botley Road Signals

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

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue

There are no Opposed Lanes in this Junction

Junction: J3: Windhover Roundabout

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

Full Input Data And Results

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

Full Input Data And Results

Lane Input Data

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

Full Input Data And Results

Junction: J2: A3024 Bursledon Road/Le Marechal Avenue												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (A3024 Bursledon Road (W))	U	A	2	3	46.0	User	1815	-	-	-	-	-
J2:1/2 (A3024 Bursledon Road (W))	U	E	2	3	3.0	Geom	-	3.25	0.00	Y	Arm J2:6 Right	21.10
J2:2/1 (A3024 Bursledon Road (E))	U	B	2	3	5.2	User	1782	-	-	-	-	-
J2:2/2 (A3024 Bursledon Road (E))	U	J	2	3	5.2	Geom	-	3.00	0.00	Y	Arm J2:8 Right	18.60
J2:3/1 (Le Marechal Avenue)	U	D	2	3	5.0	Geom	-	3.55	0.00	Y	Arm J2:5 Left	22.70
J2:3/2 (Le Marechal Avenue)	U	C	2	3	60.0	User	1846	-	-	-	-	-
J2:4/1 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:4/2 (A3024 Bursledon Road (E) Exit)	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:5/1 (A3024 Bursledon Road (W) Exit)	U		2	3	3.0	Geom	-	3.00	0.00	Y	Arm J2:9 Ahead	Inf
J2:6/1 (Le Marechal Avenue Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Site Access)	U	N	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:4 Left	13.10
J2:8/1 (Site Access Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:9/1 (A3024 Bursledon Road (W) Exit)	U		2	3	43.0	Geom	-	3.00	0.00	Y	Arm J1:3 Ahead	Inf

Full Input Data And Results

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

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

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

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

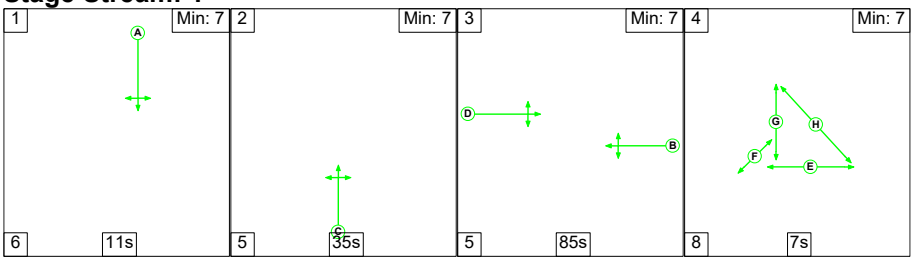
Junction: J4: A27 West End Road/Site Access

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



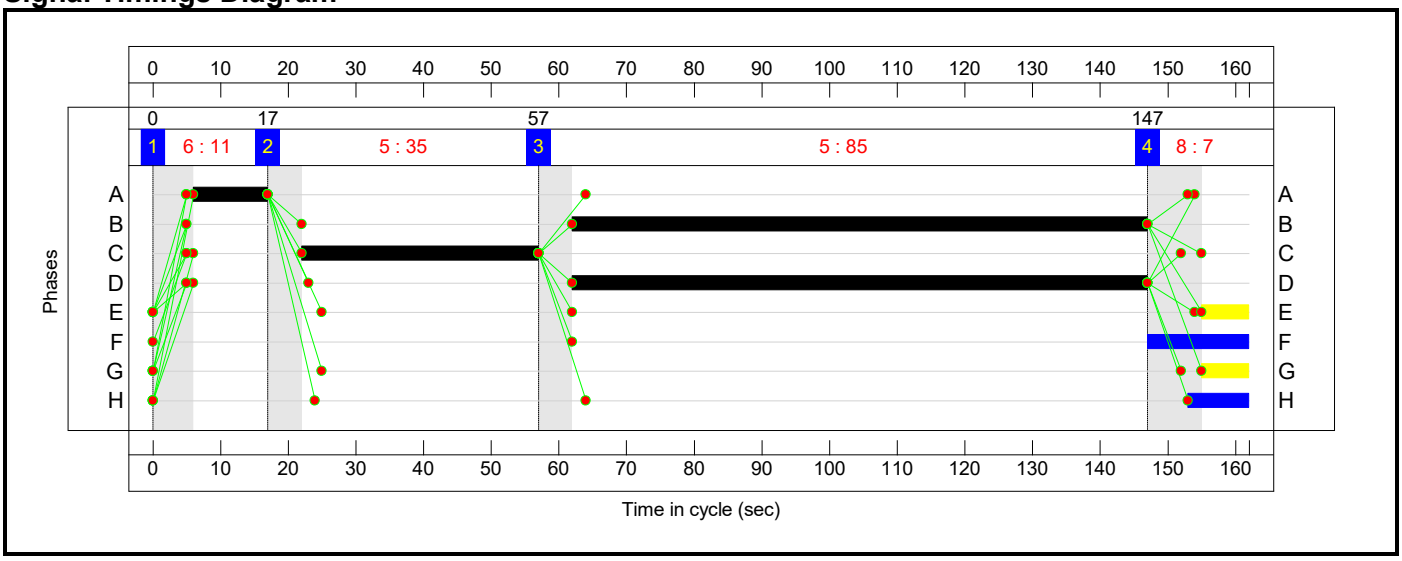
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

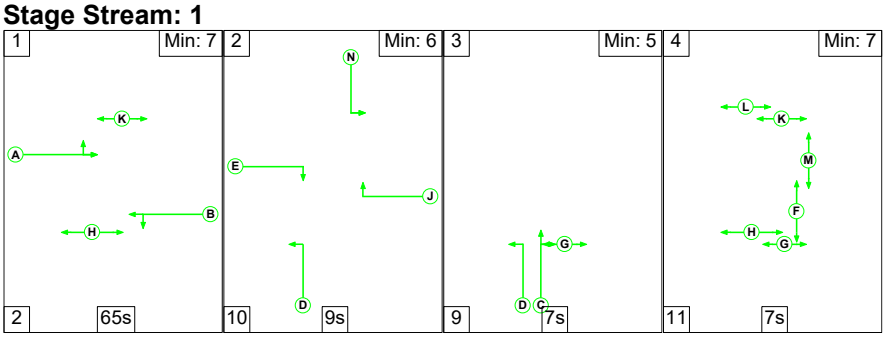
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



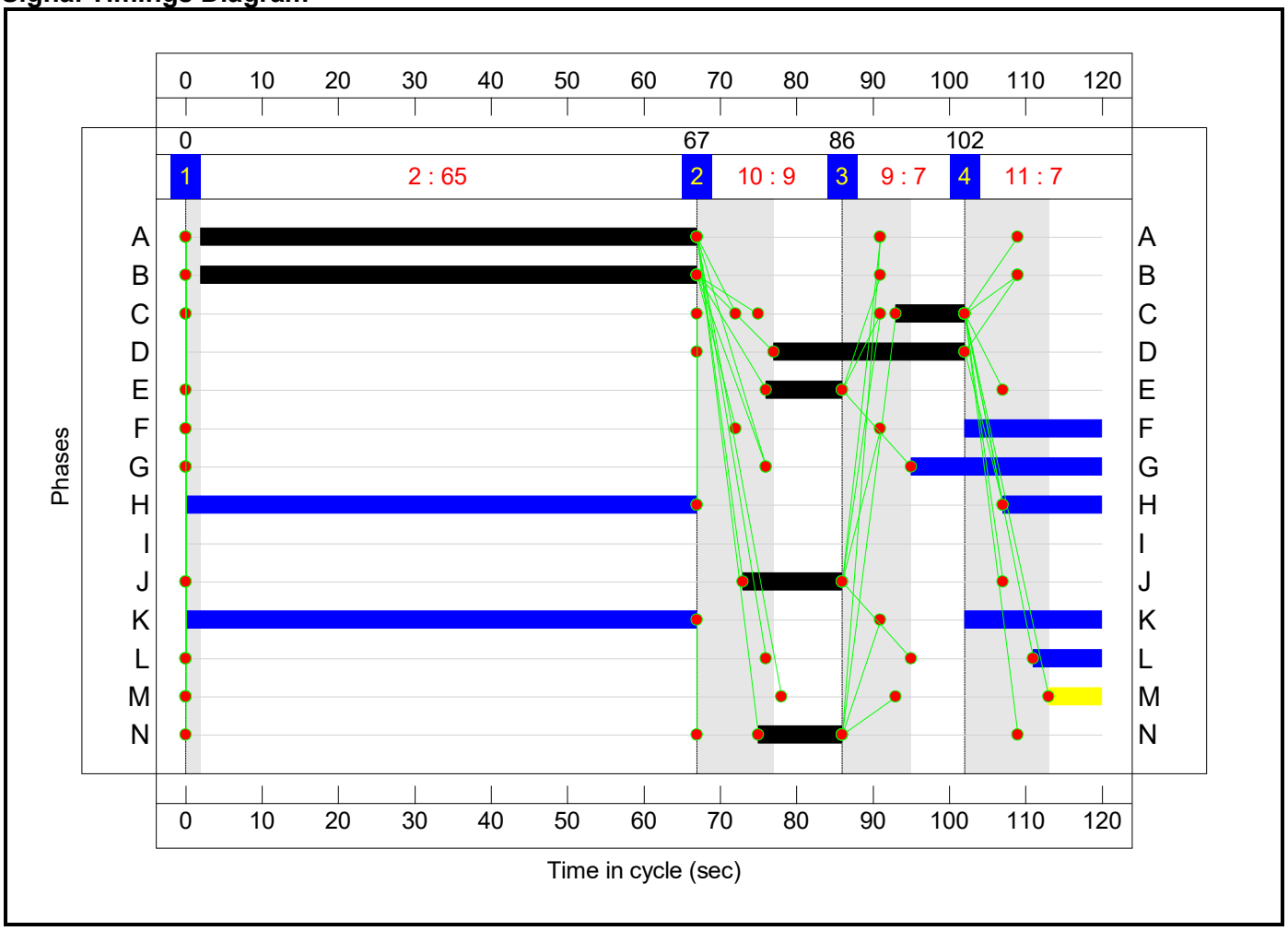
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

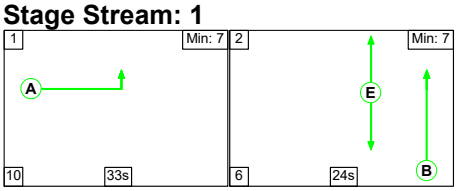
Signal Timings Diagram



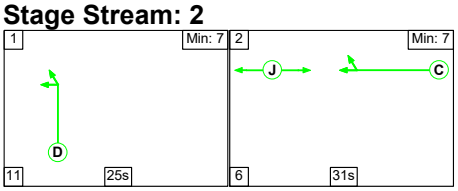
Controller :C3

Stage Sequence Diagram

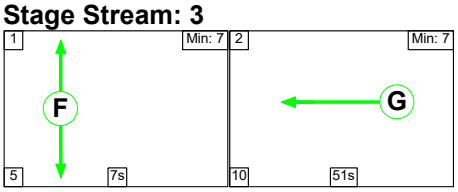
Stage Stream: 1



Stage Stream: 2

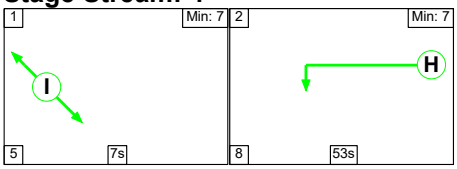


Stage Stream: 3



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

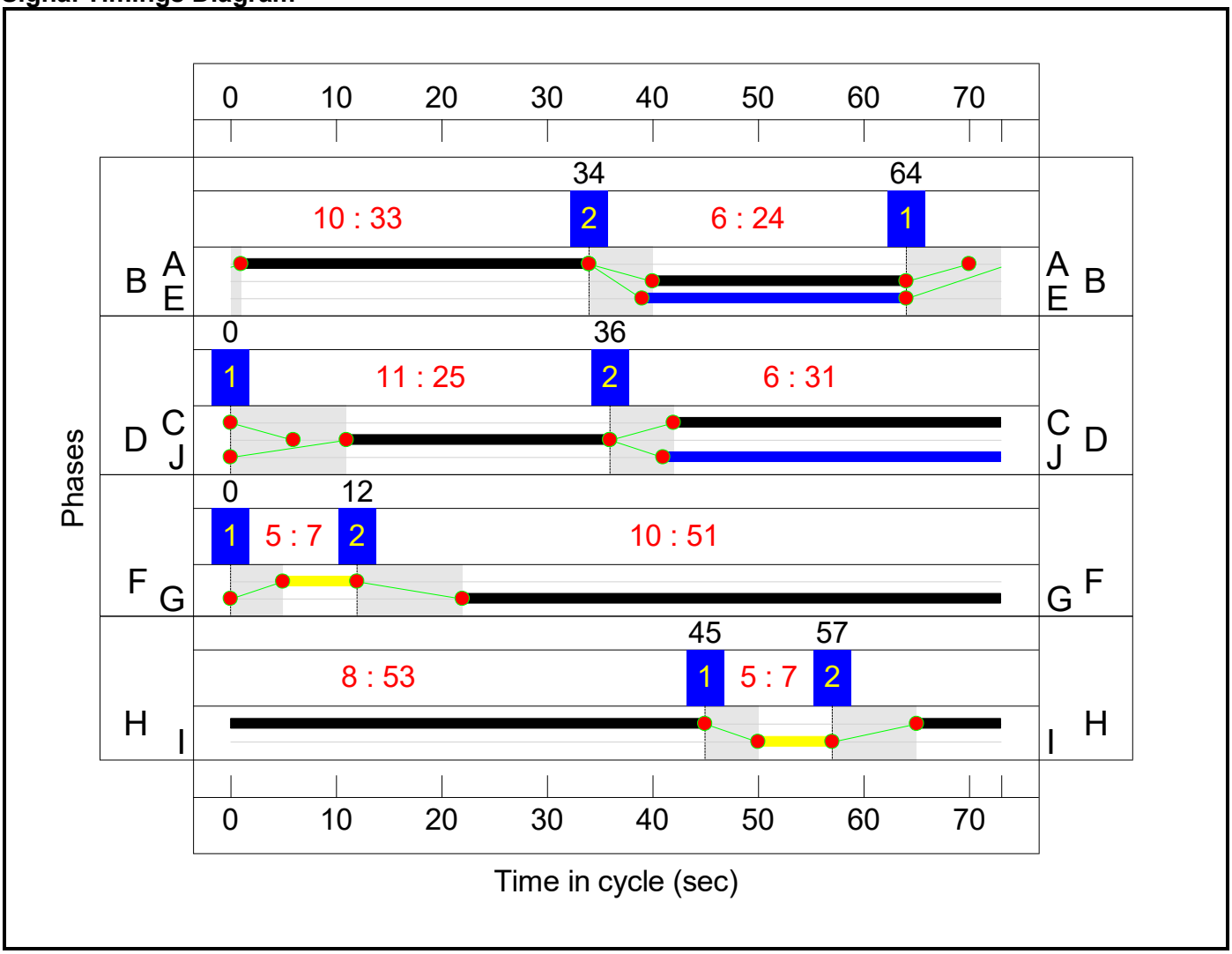
Stage	1	2
Duration	7	51
Change Point	0	12

Stage Stream: 4

Stage	1	2
Duration	7	53
Change Point	45	57

Full Input Data And Results

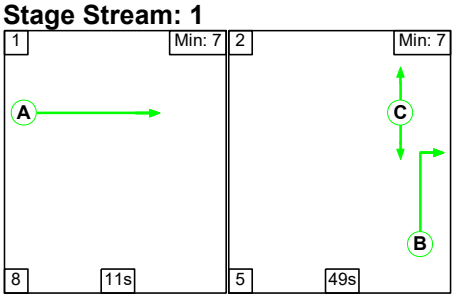
Signal Timings Diagram



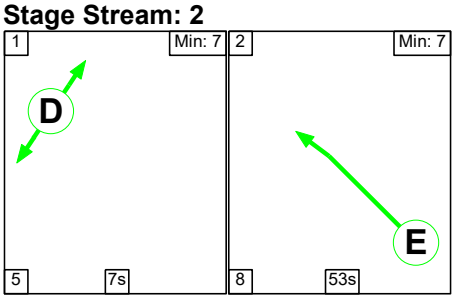
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

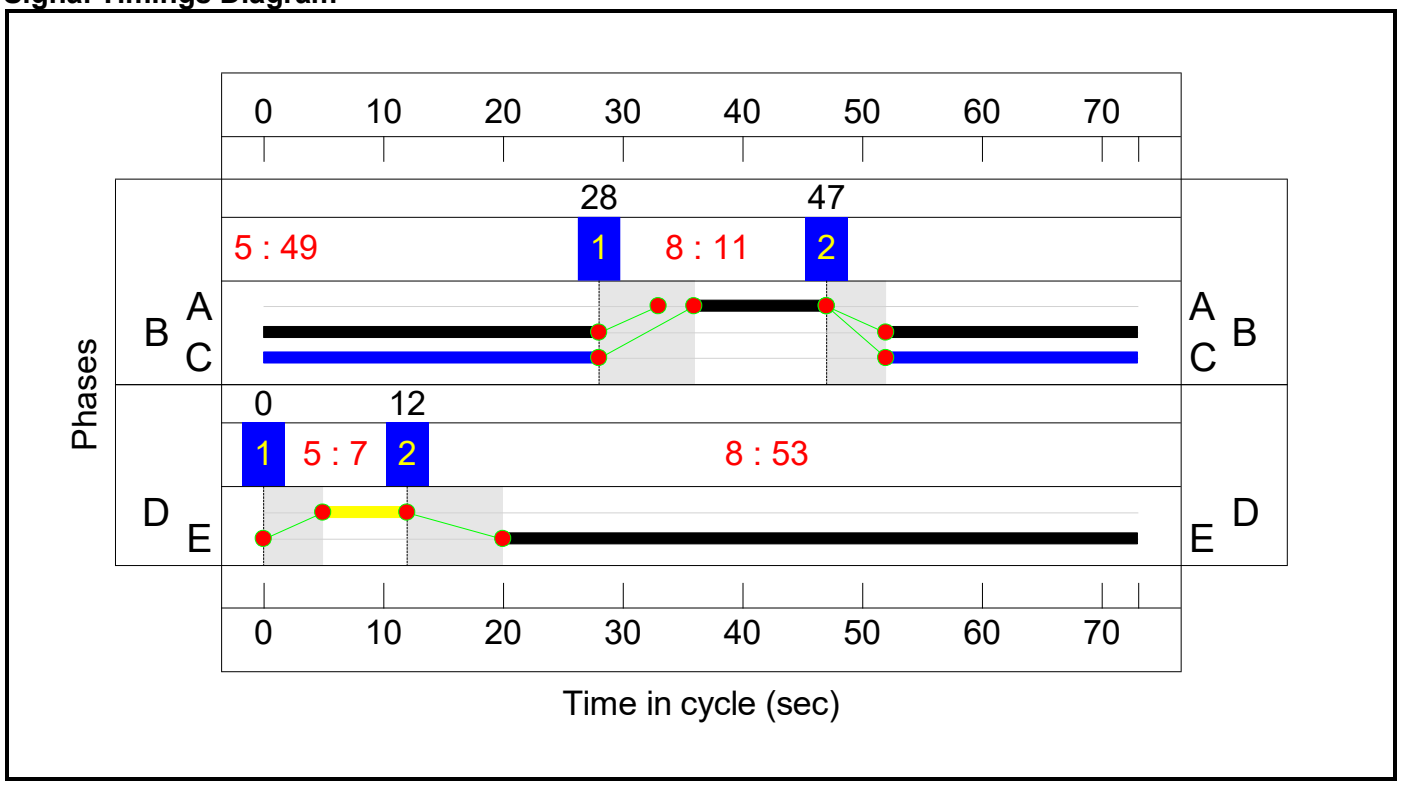
Stage Stream: 1

Stage	1	2
Duration	11	49
Change Point	28	47

Stage Stream: 2

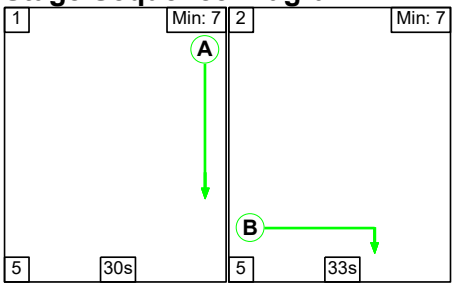
Stage	1	2
Duration	7	53
Change Point	0	12

Signal Timings Diagram



Controller :C5

Stage Sequence Diagram

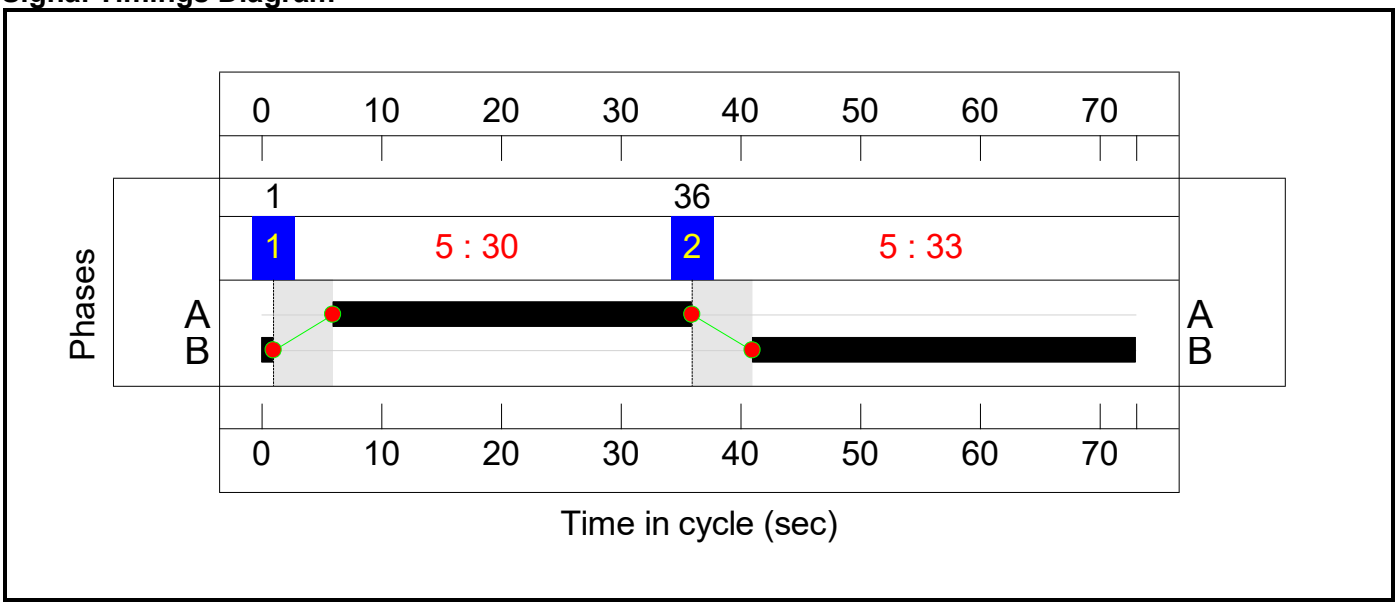


Stage Timings

Stage	1	2
Duration	30	33
Change Point	1	36

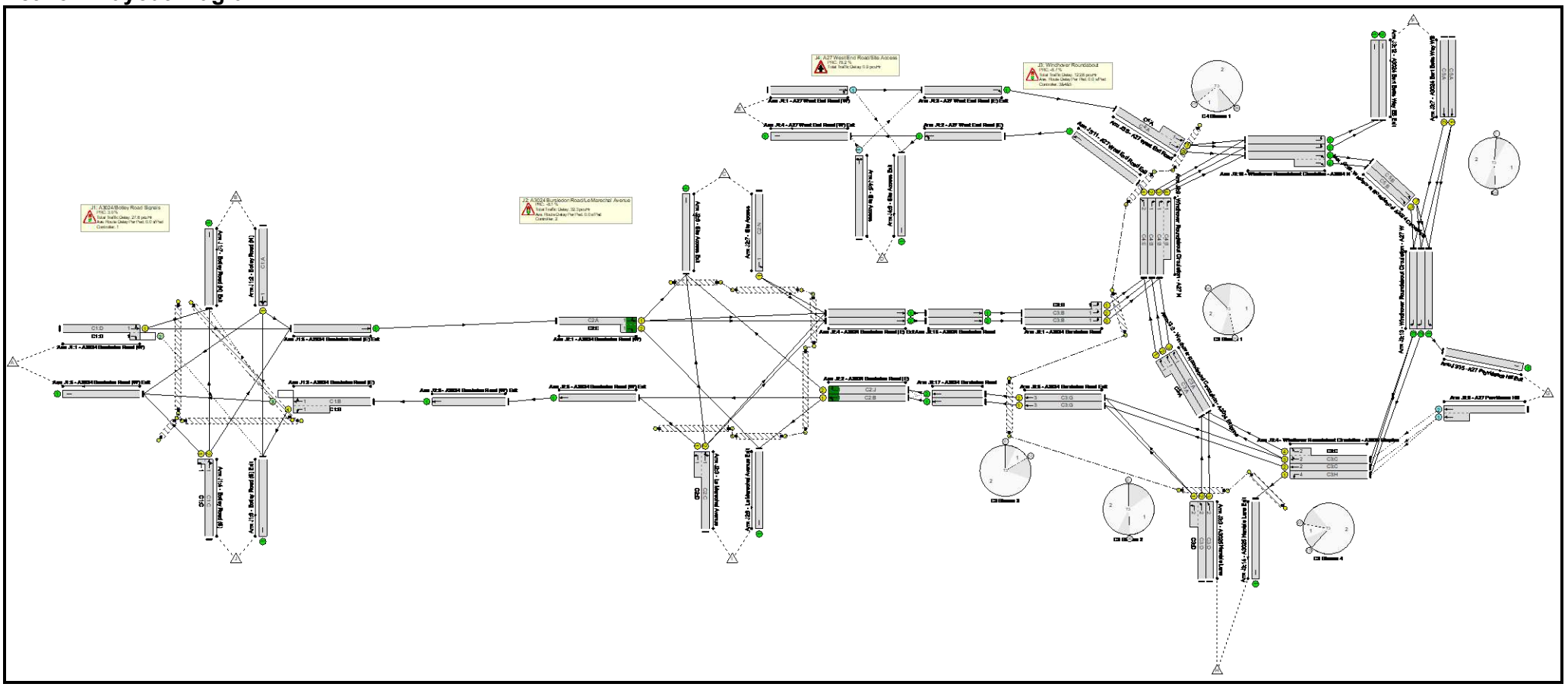
Full Input Data And Results

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	

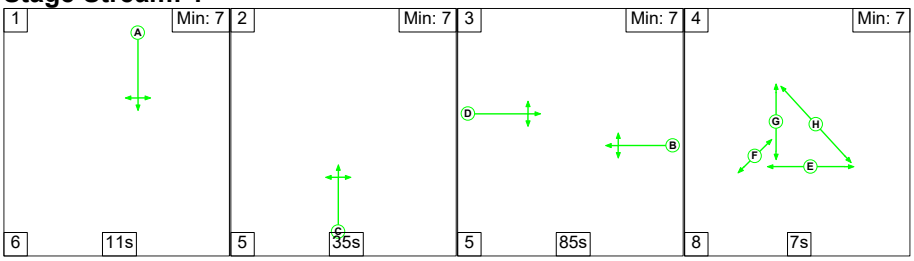
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

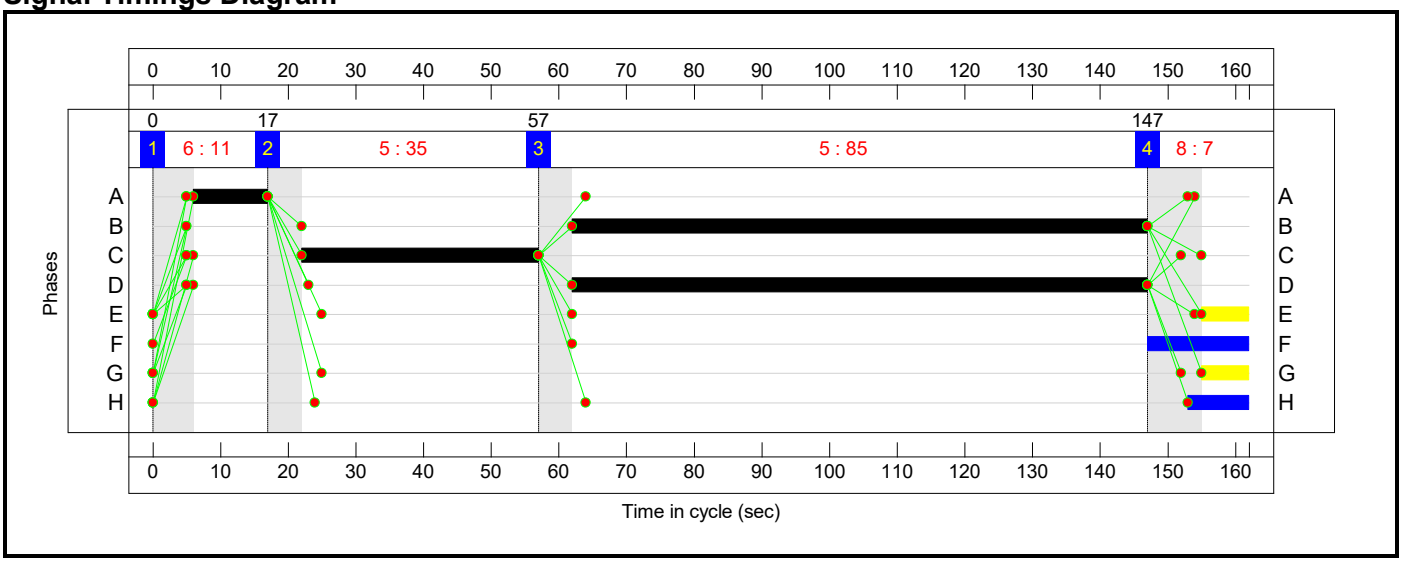


Stage Timings

Stage Stream: 1

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

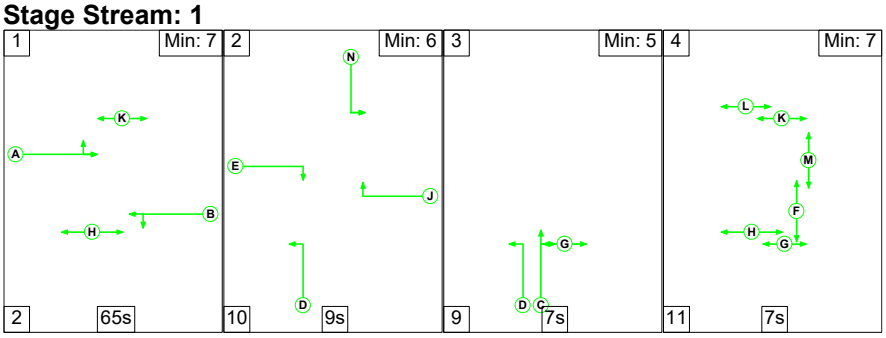
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



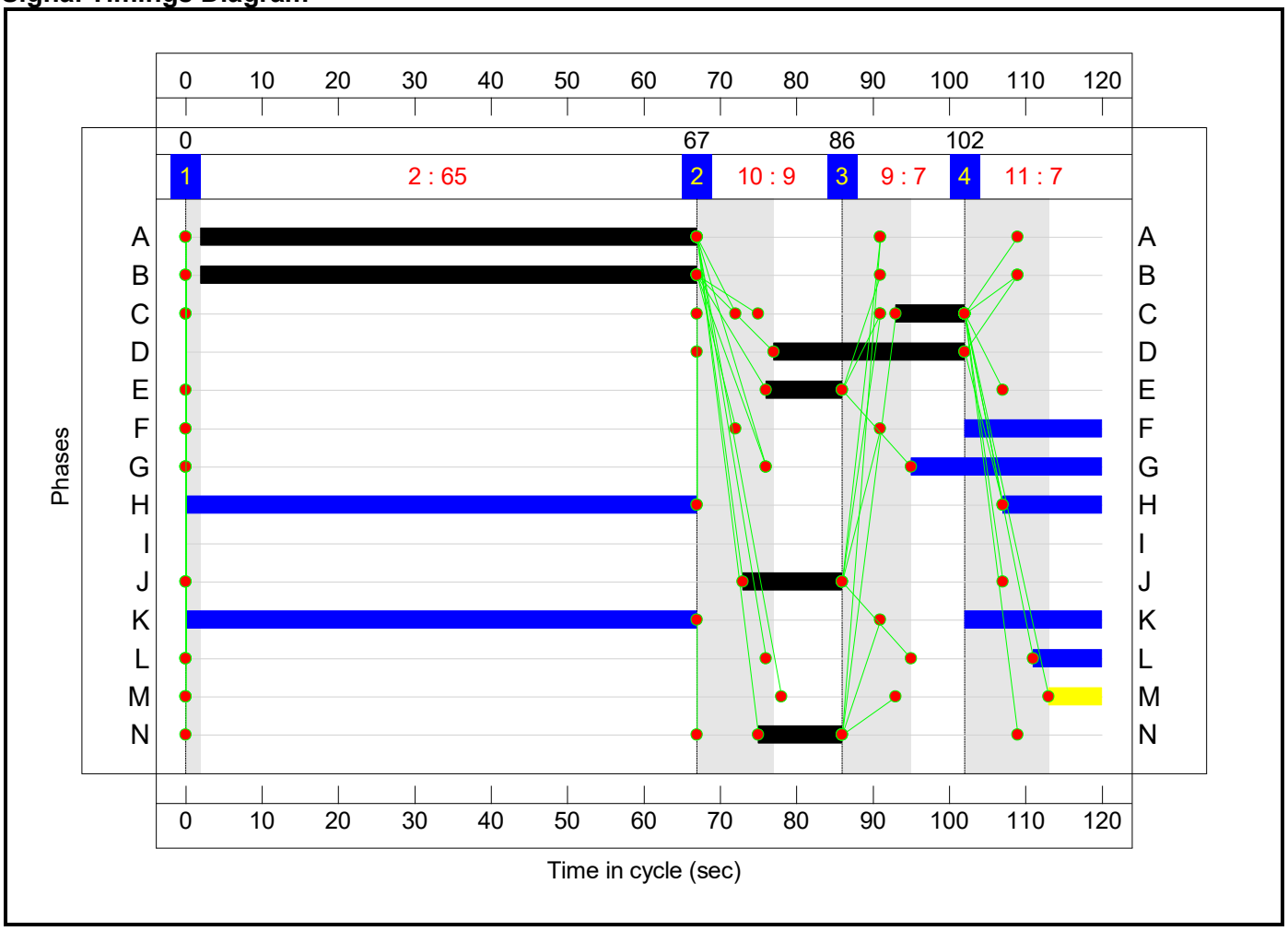
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

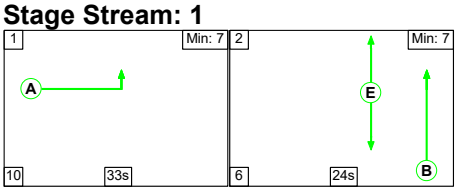
Signal Timings Diagram



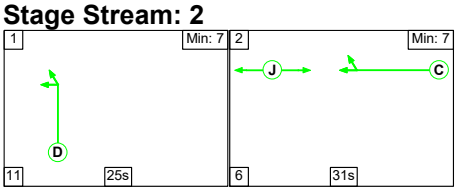
Controller :C3

Stage Sequence Diagram

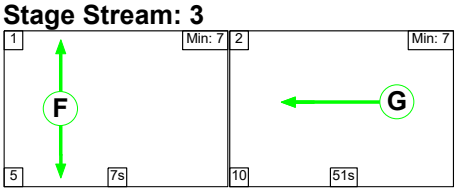
Stage Stream: 1



Stage Stream: 2

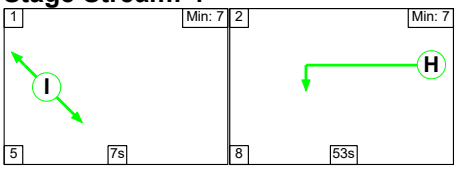


Stage Stream: 3



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

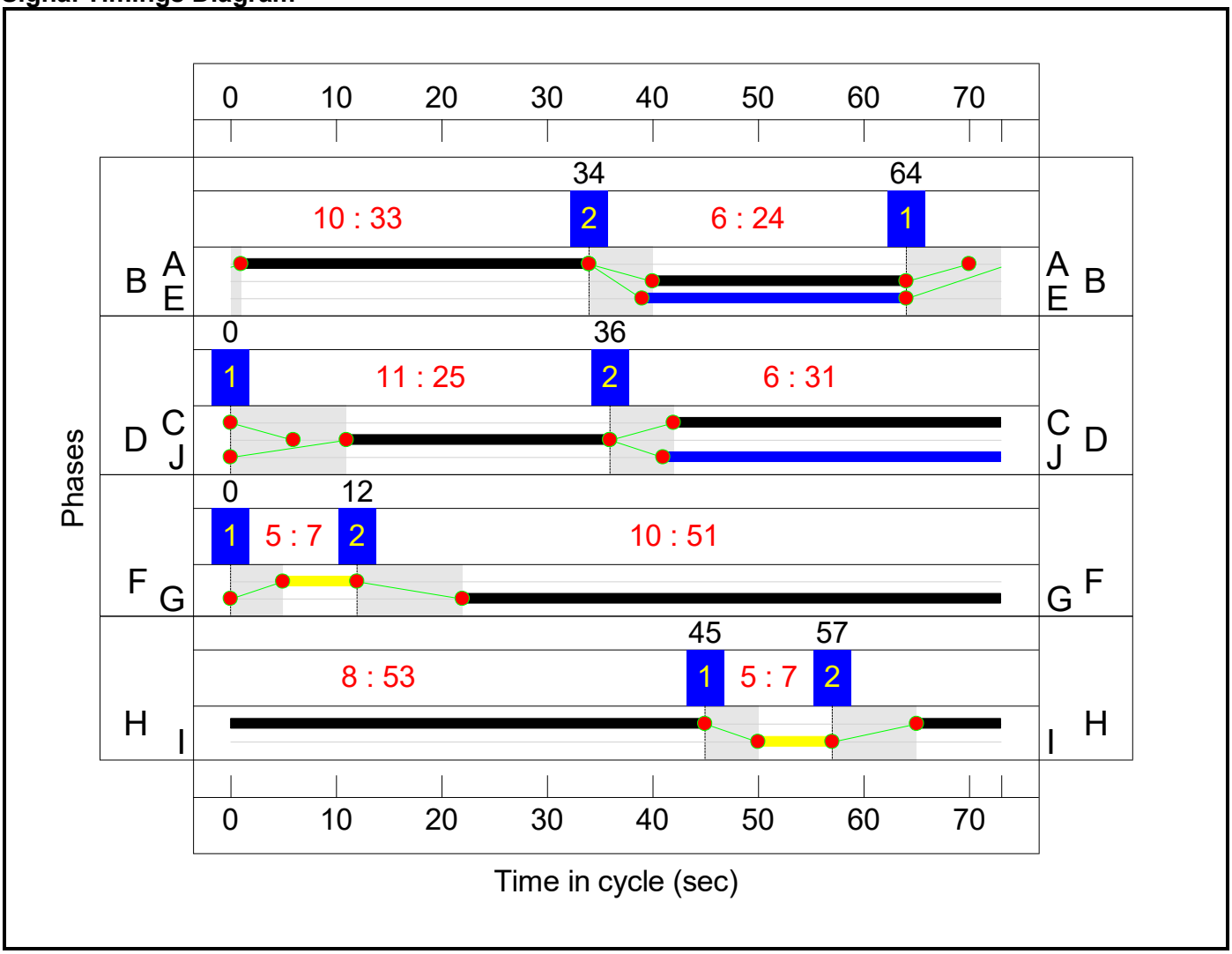
Stage	1	2
Duration	7	51
Change Point	0	12

Stage Stream: 4

Stage	1	2
Duration	7	53
Change Point	45	57

Full Input Data And Results

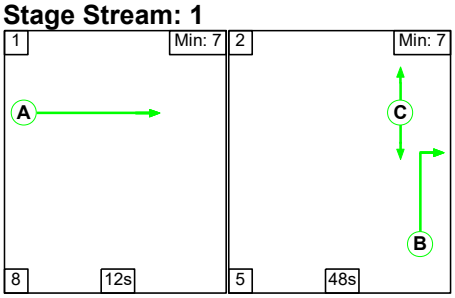
Signal Timings Diagram



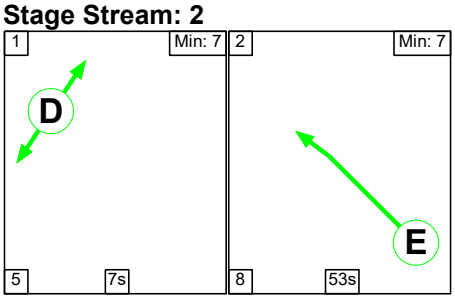
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

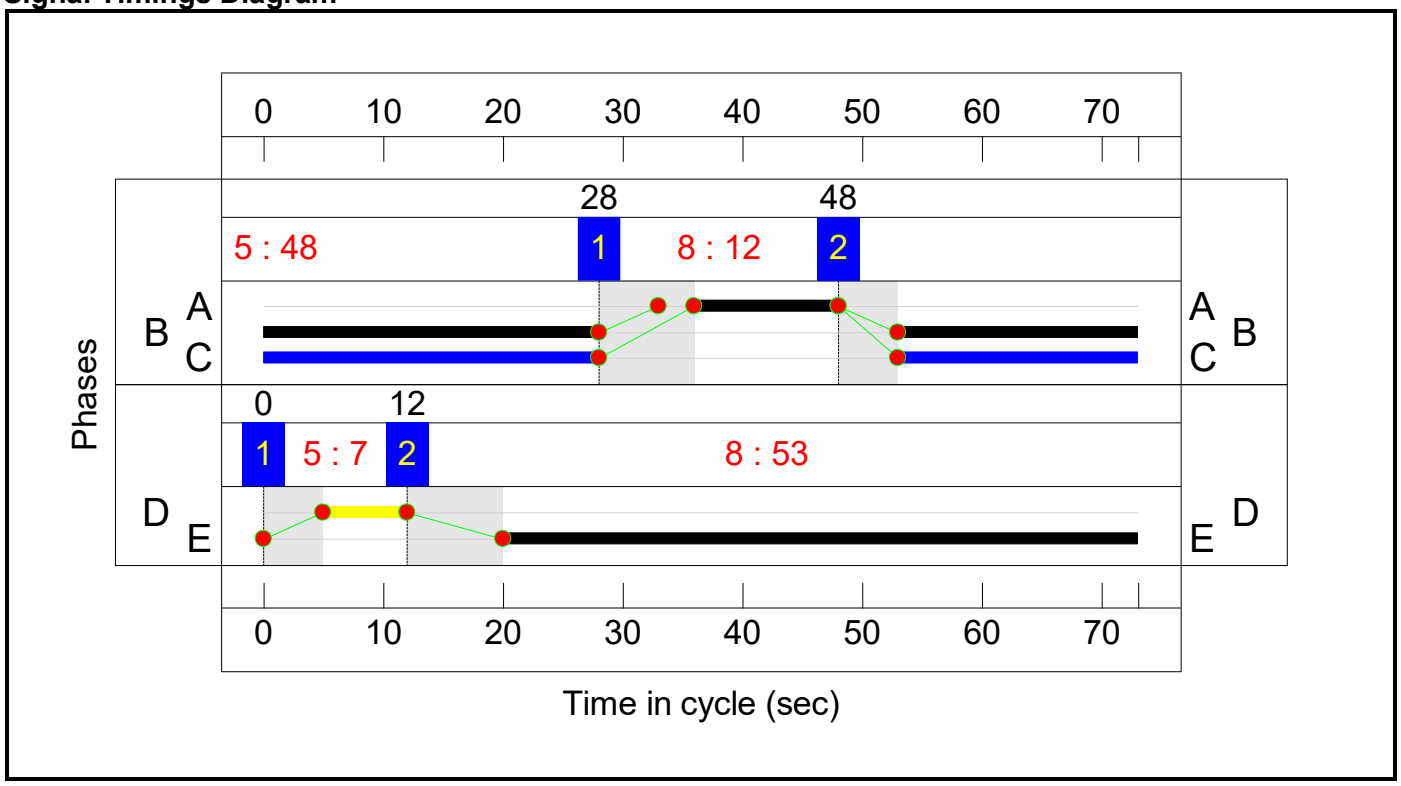
Stage Stream: 1

Stage	1	2
Duration	12	48
Change Point	28	48

Stage Stream: 2

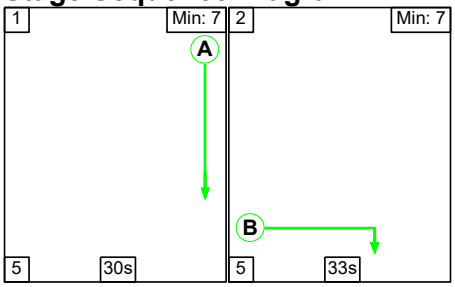
Stage	1	2
Duration	7	53
Change Point	0	12

Signal Timings Diagram



Controller :C5

Stage Sequence Diagram

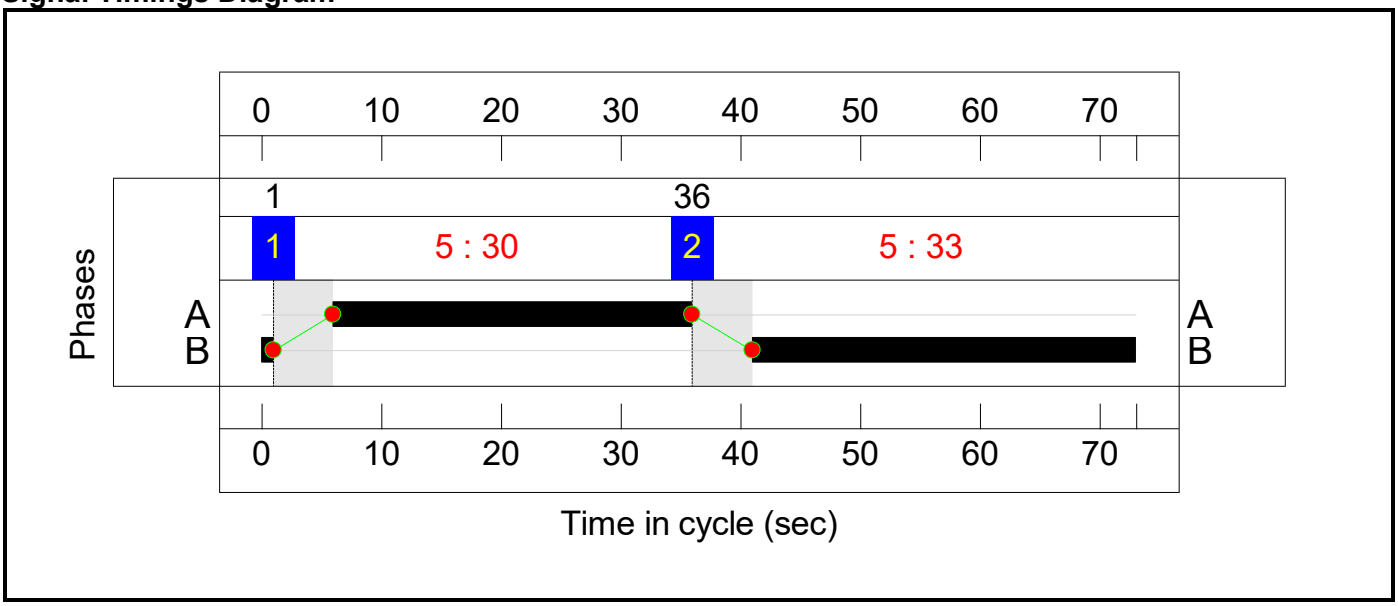


Stage Timings

Stage	1	2
Duration	30	33
Change Point	1	36

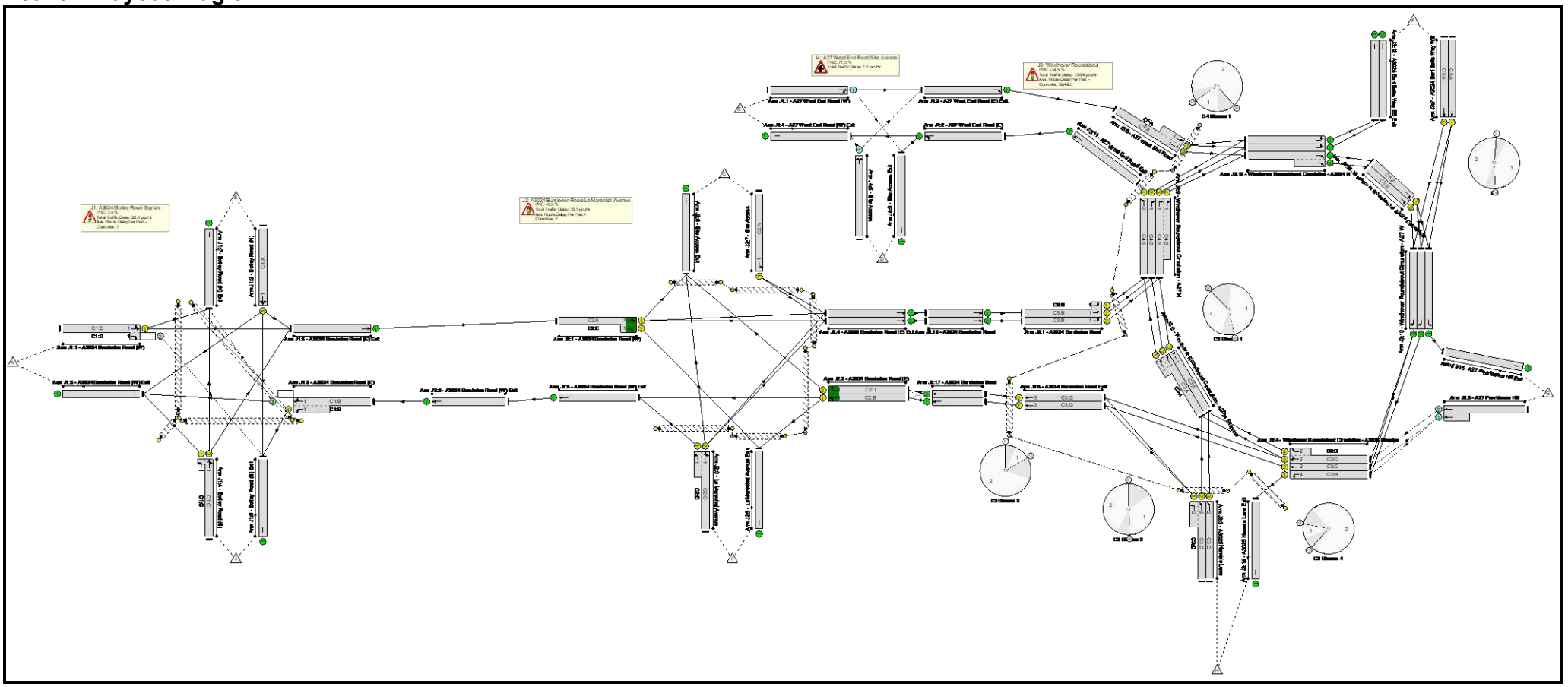
Full Input Data And Results

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%

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		

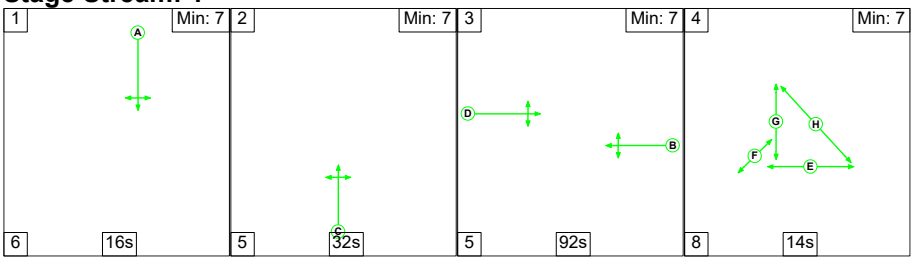
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

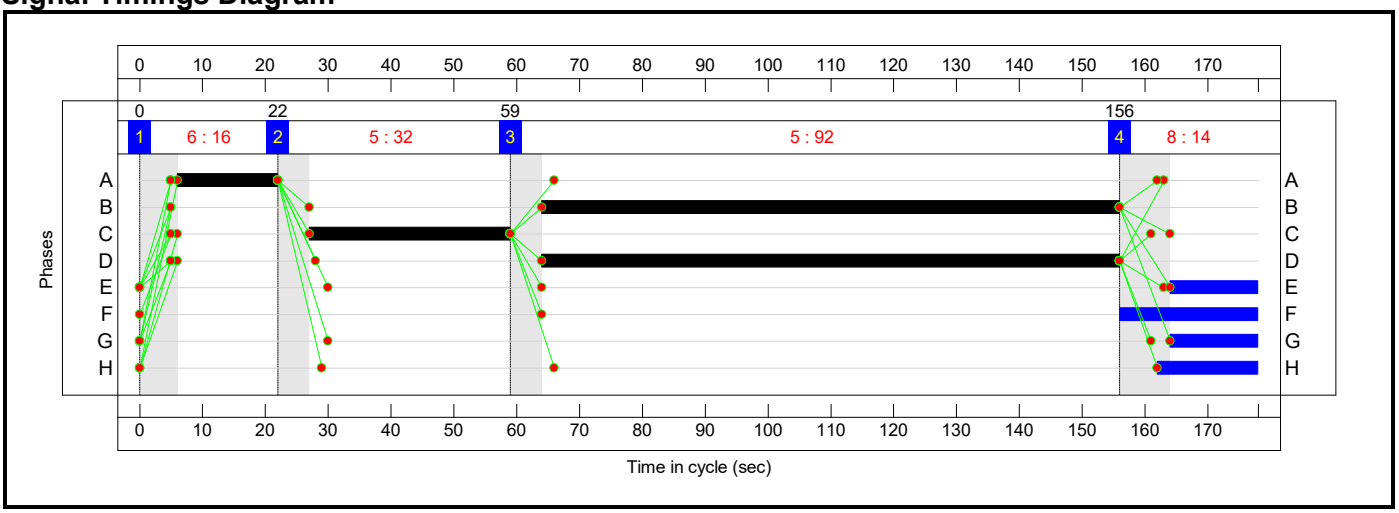


Stage Timings

Stage Stream: 1

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

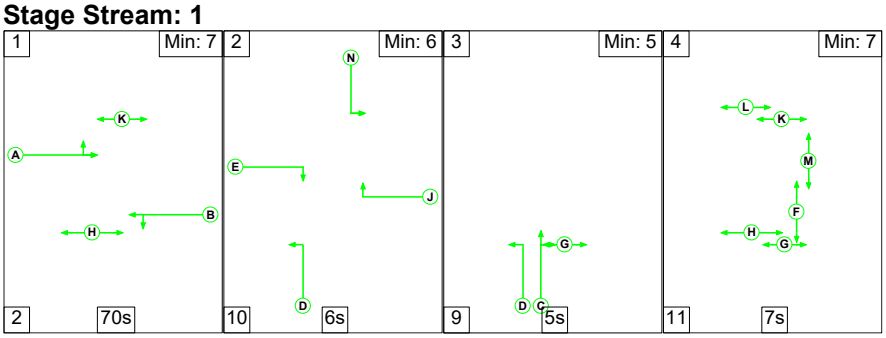
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



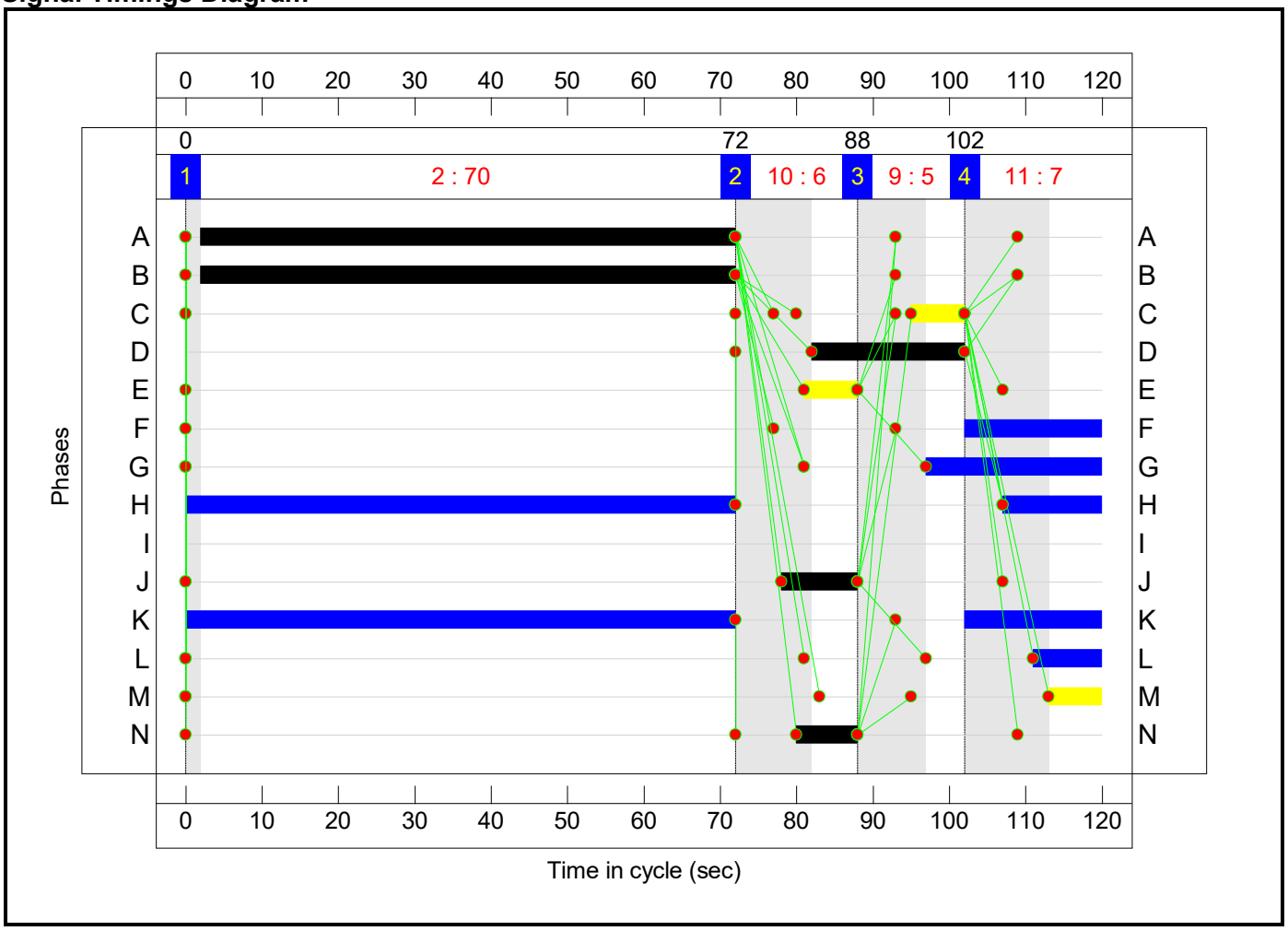
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

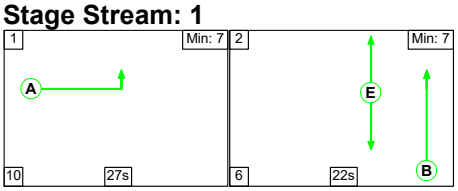
Signal Timings Diagram



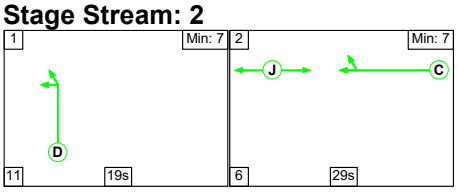
Controller :C3

Stage Sequence Diagram

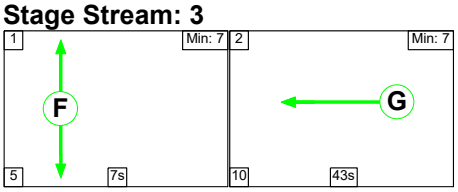
Stage Stream: 1



Stage Stream: 2

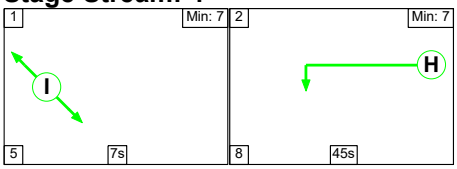


Stage Stream: 3



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

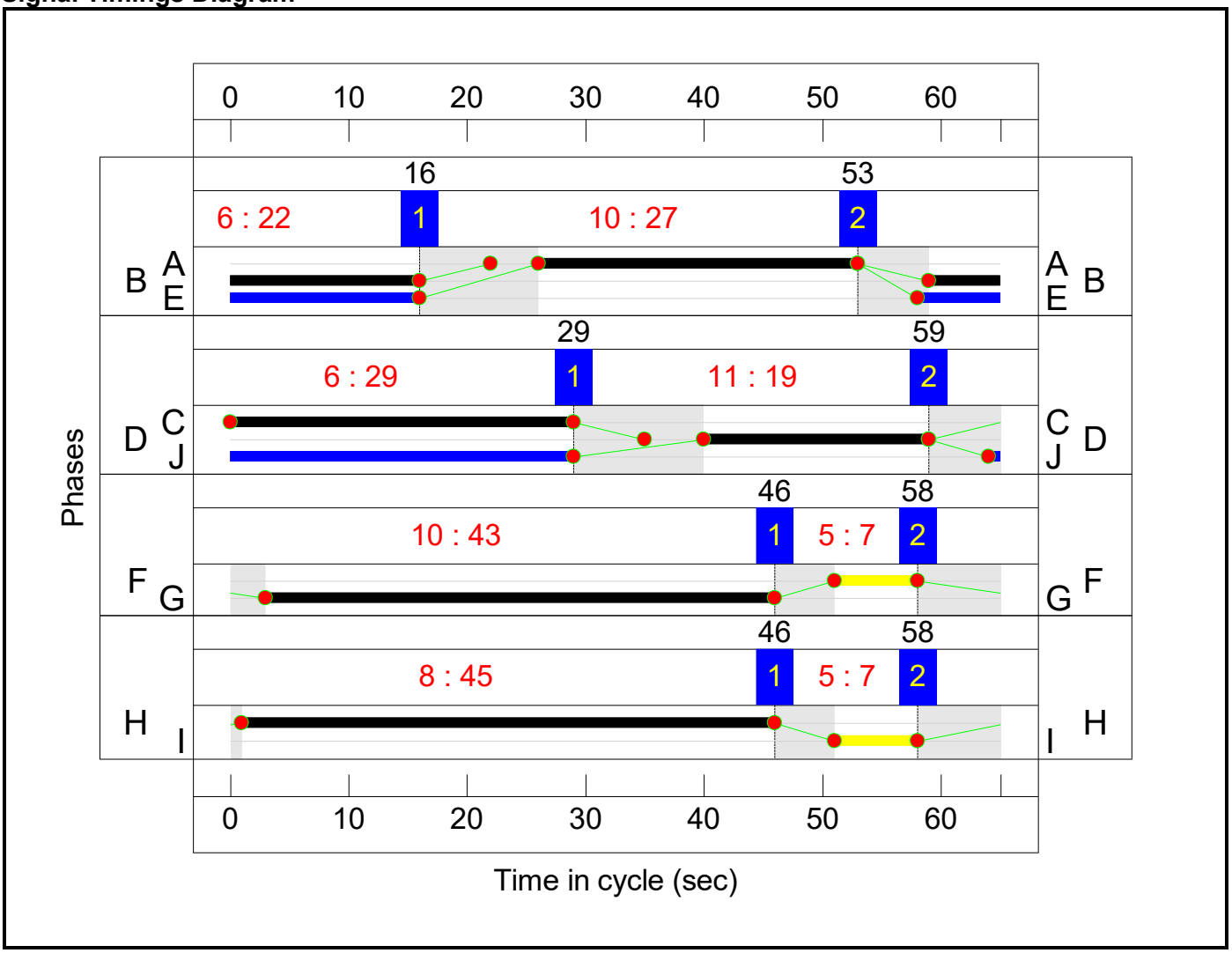
Stage	1	2
Duration	7	43
Change Point	46	58

Stage Stream: 4

Stage	1	2
Duration	7	45
Change Point	46	58

Full Input Data And Results

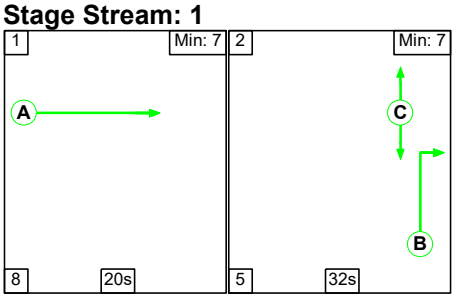
Signal Timings Diagram



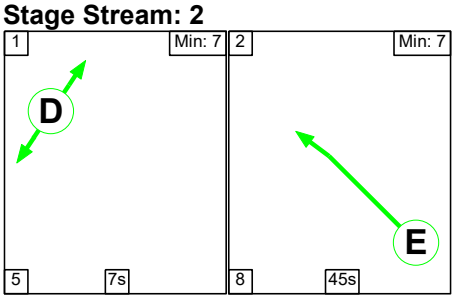
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

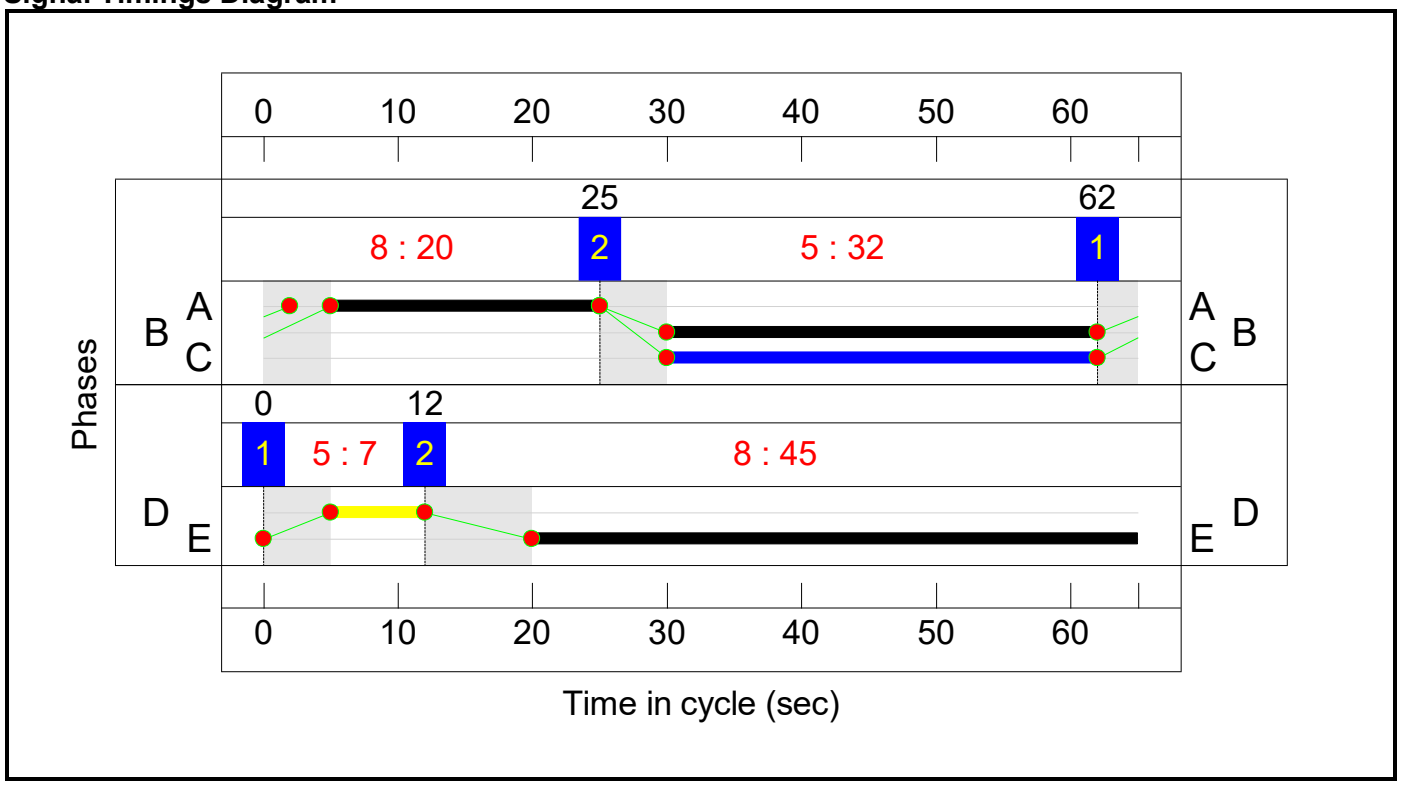
Stage Stream: 1

Stage	1	2
Duration	20	32
Change Point	62	25

Stage Stream: 2

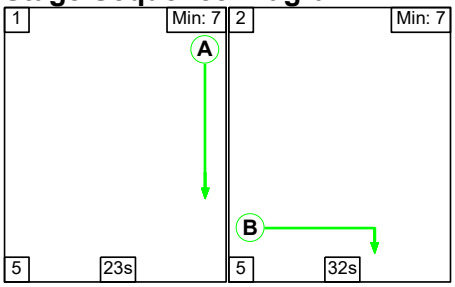
Stage	1	2
Duration	7	45
Change Point	0	12

Signal Timings Diagram



Controller :C5

Stage Sequence Diagram

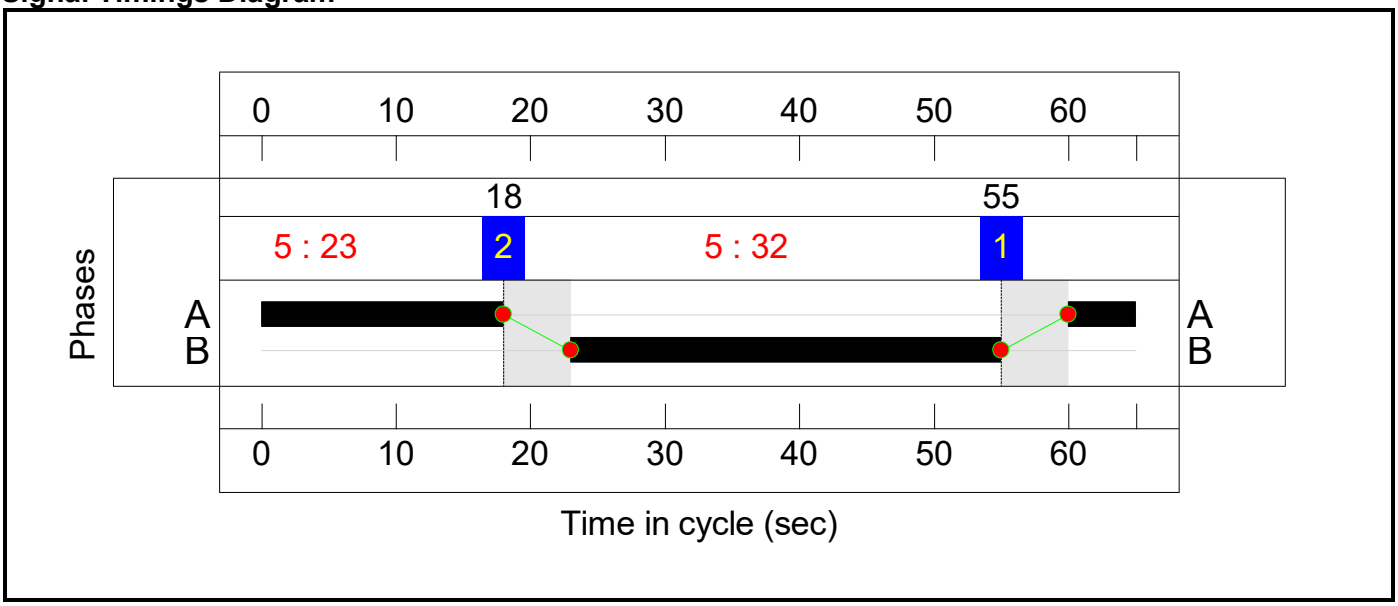


Stage Timings

Stage	1	2
Duration	23	32
Change Point	55	18

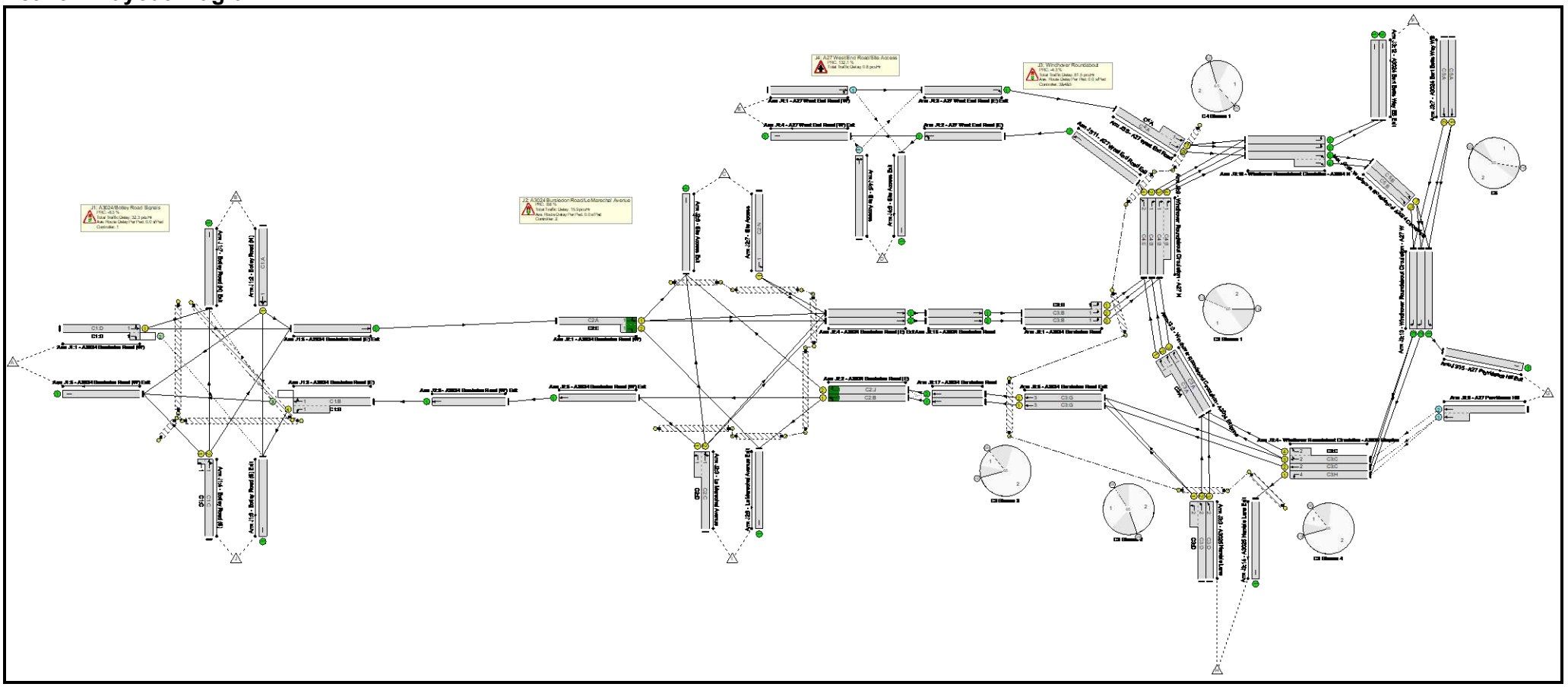
Full Input Data And Results

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		

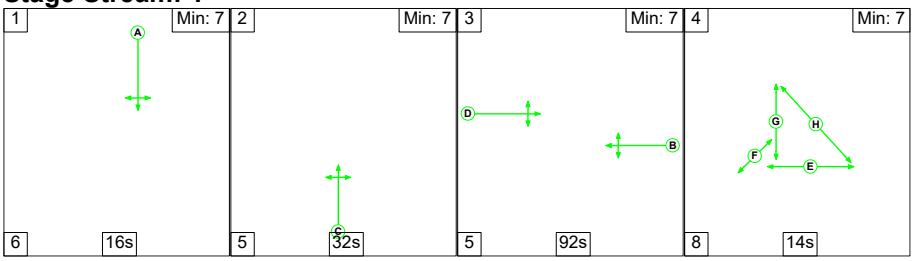
Full Input Data And Results

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

Controller :C1

Stage Sequence Diagram

Stage Stream: 1

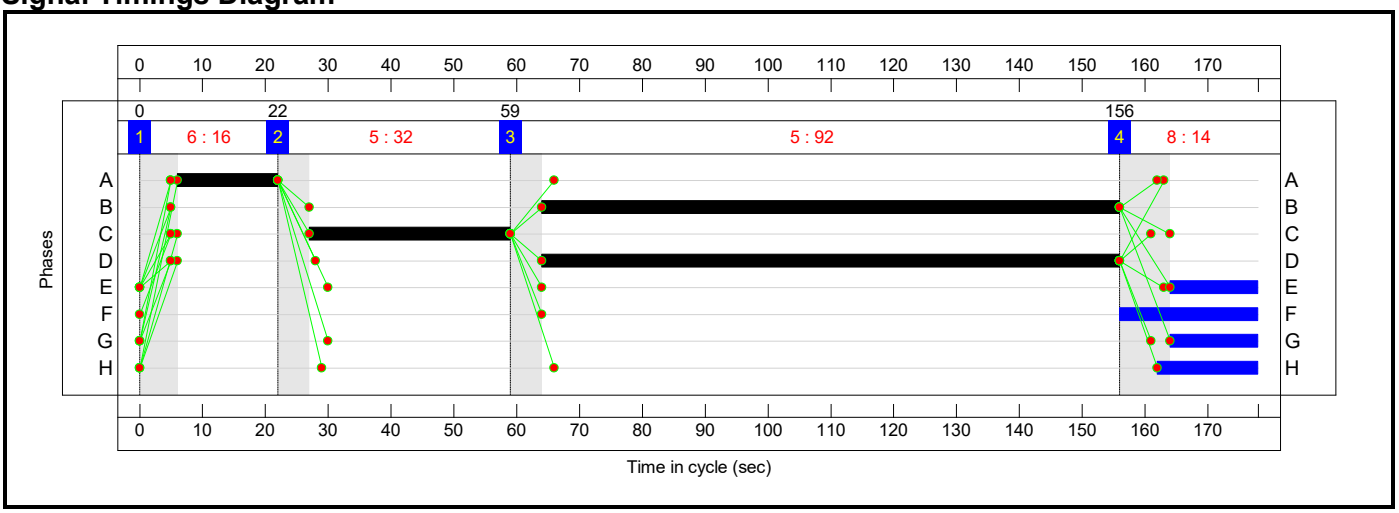


Stage Timings

Stage Stream: 1

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

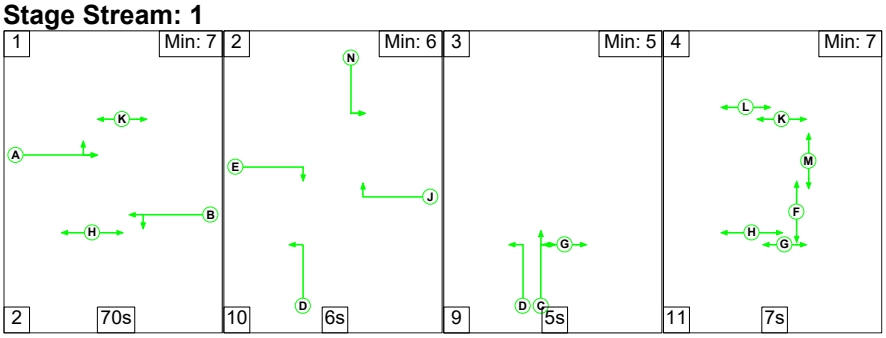
Signal Timings Diagram



Controller :C2

Stage Sequence Diagram

Stage Stream: 1



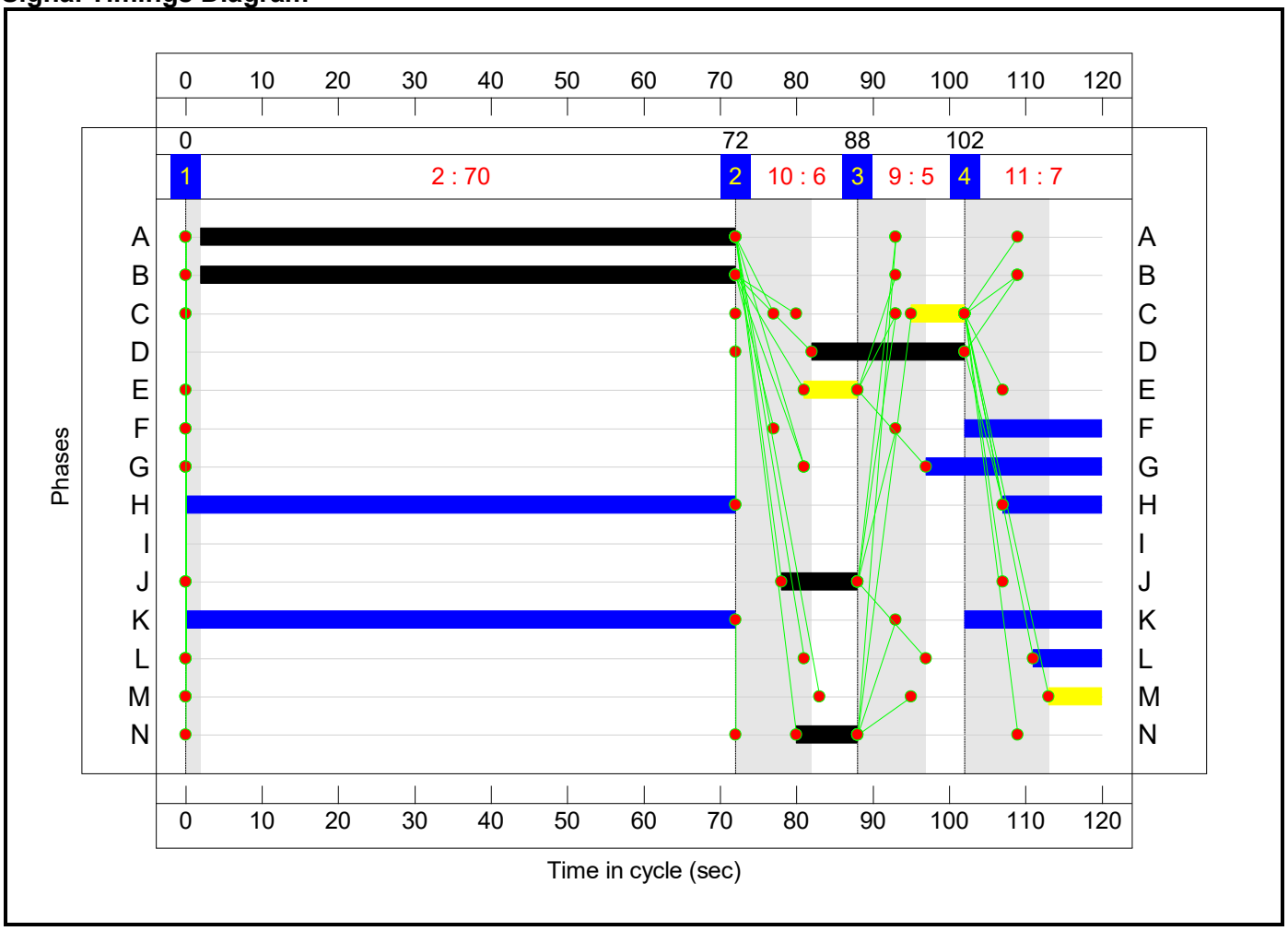
Stage Timings

Stage Stream: 1

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

Full Input Data And Results

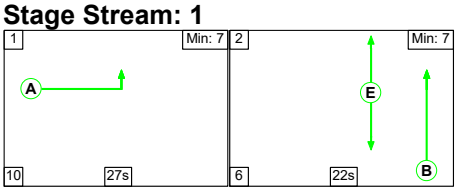
Signal Timings Diagram



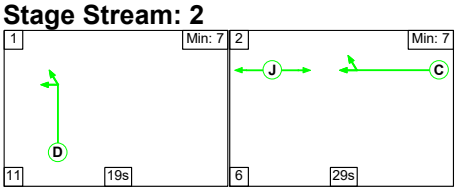
Controller :C3

Stage Sequence Diagram

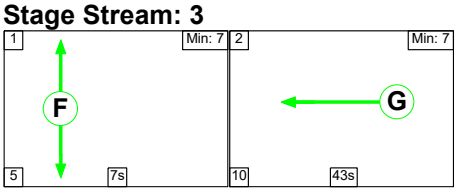
Stage Stream: 1



Stage Stream: 2

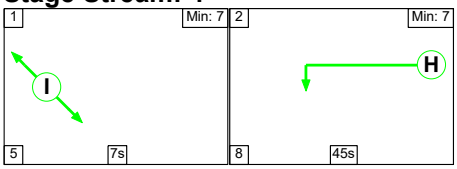


Stage Stream: 3



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

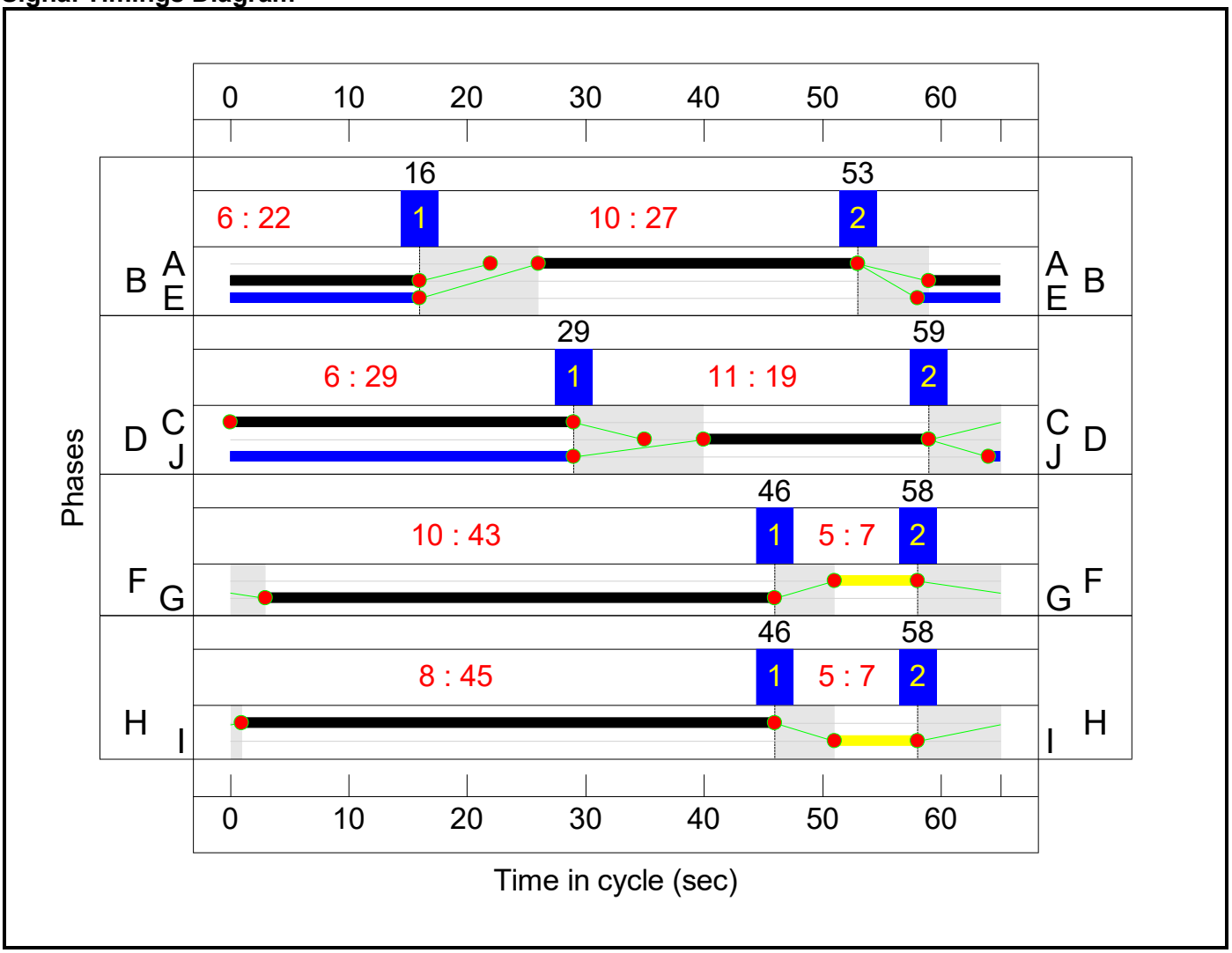
Stage	1	2
Duration	7	43
Change Point	46	58

Stage Stream: 4

Stage	1	2
Duration	7	45
Change Point	46	58

Full Input Data And Results

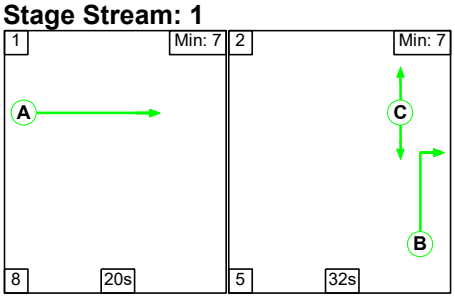
Signal Timings Diagram



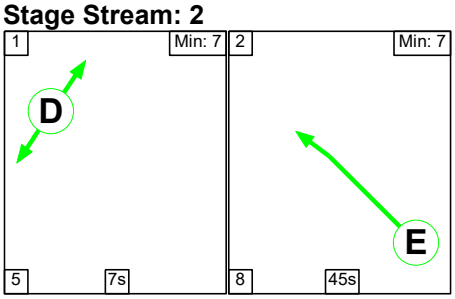
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

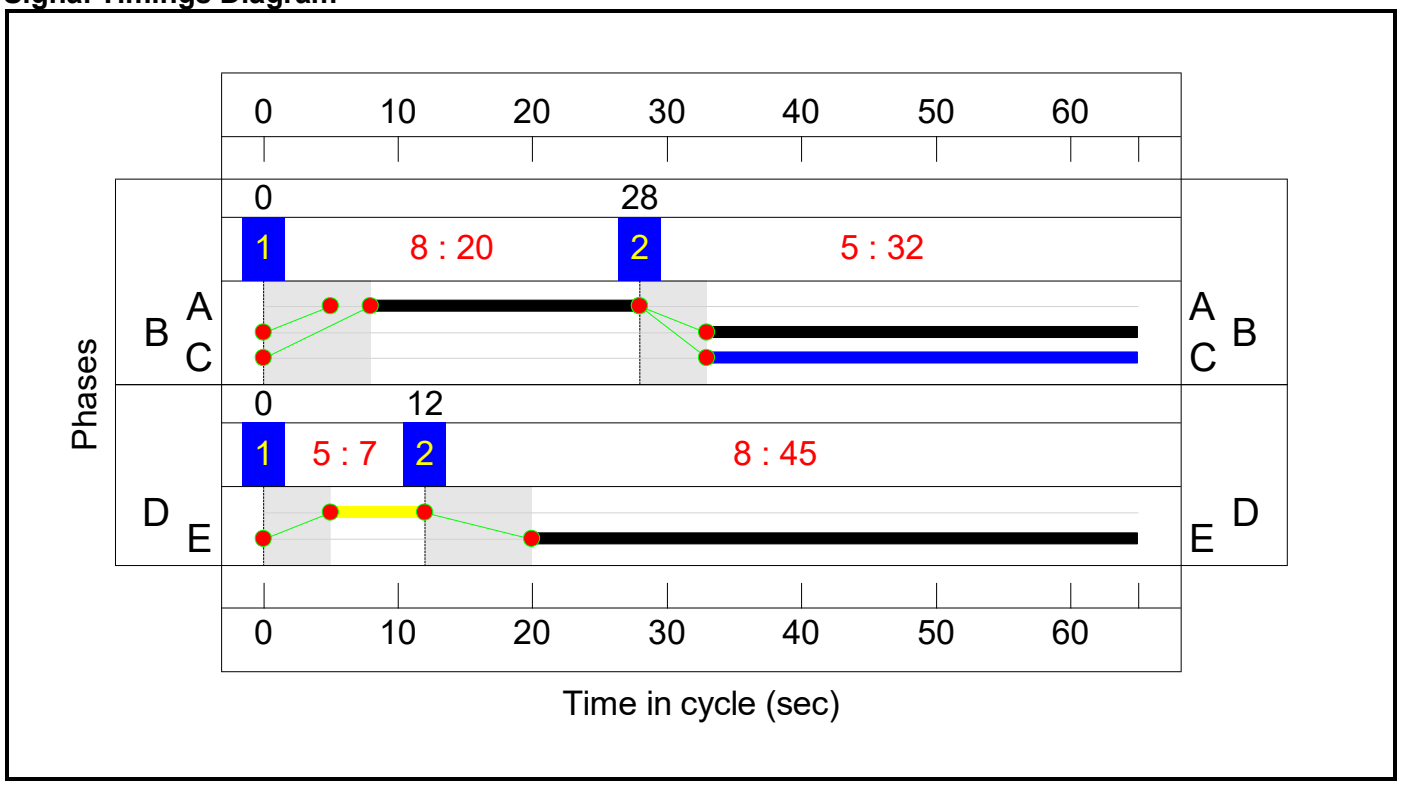
Stage Stream: 1

Stage	1	2
Duration	20	32
Change Point	0	28

Stage Stream: 2

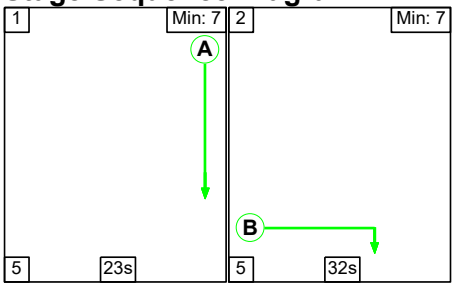
Stage	1	2
Duration	7	45
Change Point	0	12

Signal Timings Diagram



Controller :C5

Stage Sequence Diagram

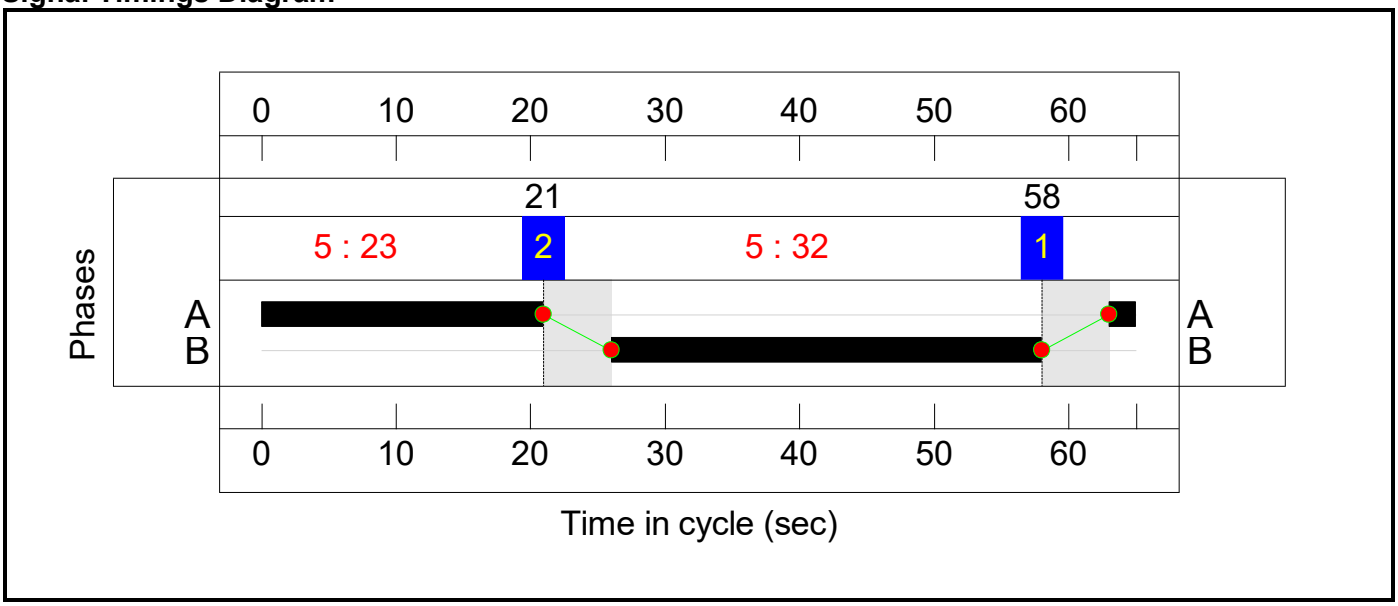


Stage Timings

Stage	1	2
Duration	23	32
Change Point	58	21

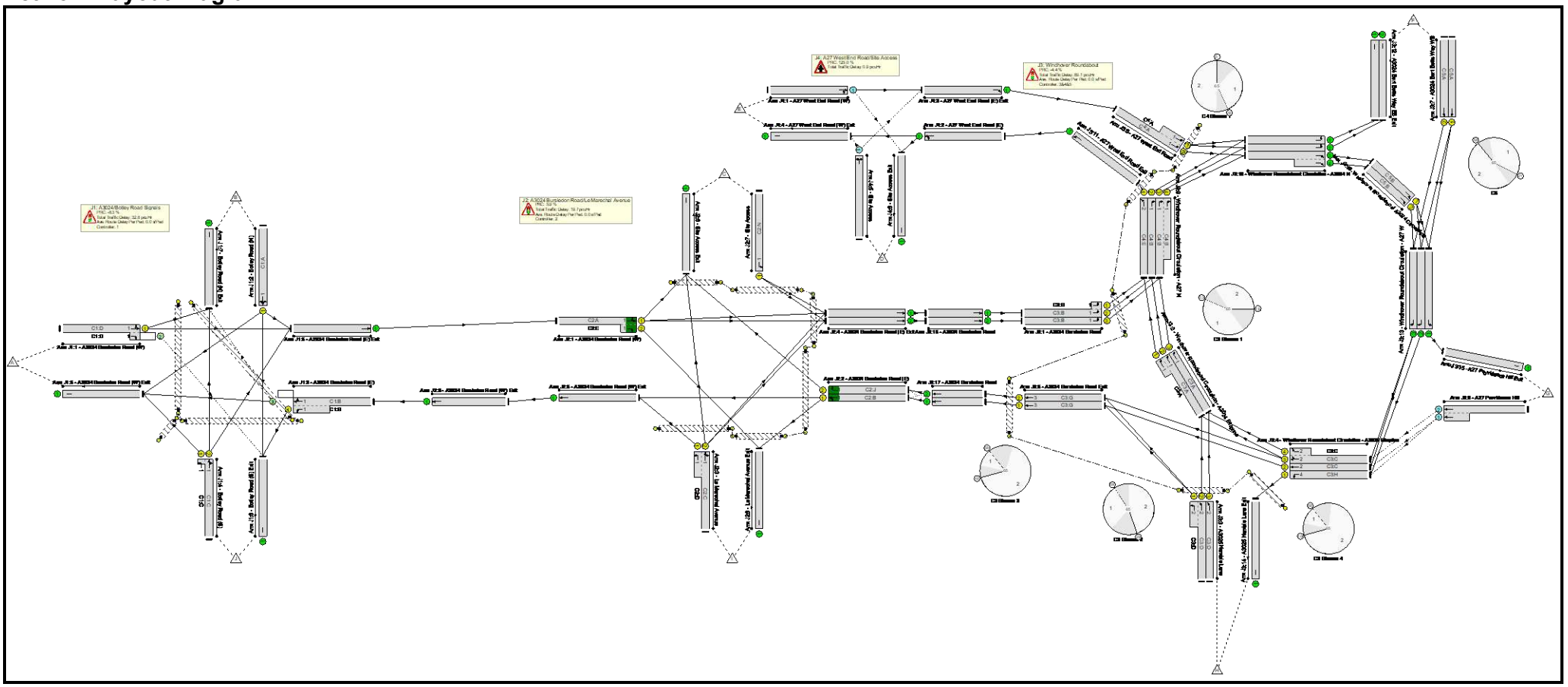
Full Input Data And Results

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%

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.

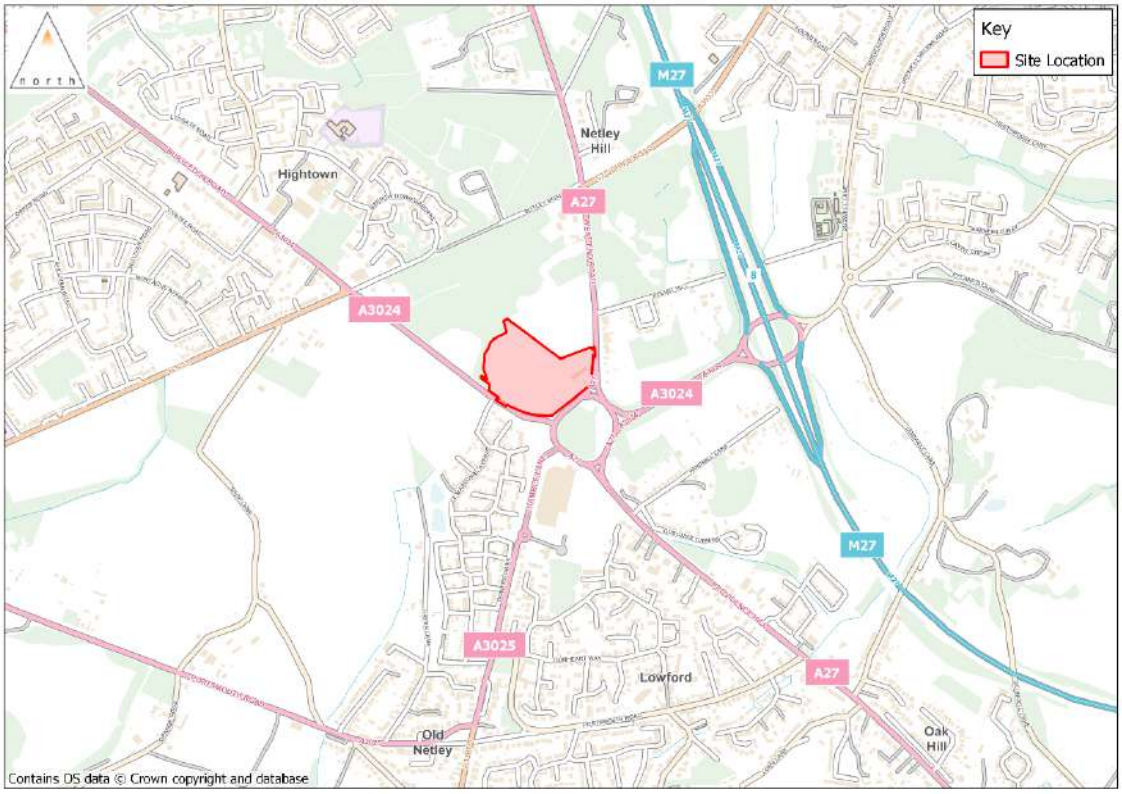


Figure 3.1: Site Location

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)

69 Spaces
(8 no. accessible)

Office

UNIT 1

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

34 Spaces
(3 no. accessible)

A3024 - Burlesdon Rd

Le Marechal Ave

A27 - West End Rd

Burleston Road

Windover Roundabout

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… 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."

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**.

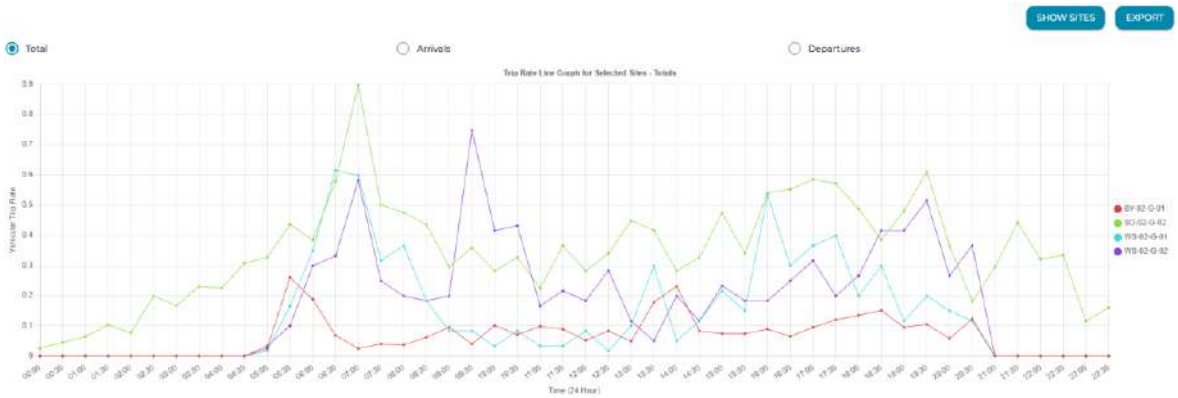


Figure 2.1: TRICS Trip Rate Comparison Graph – Parcel Distribution Centre

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.

*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

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.

*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:	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.

*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

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.

*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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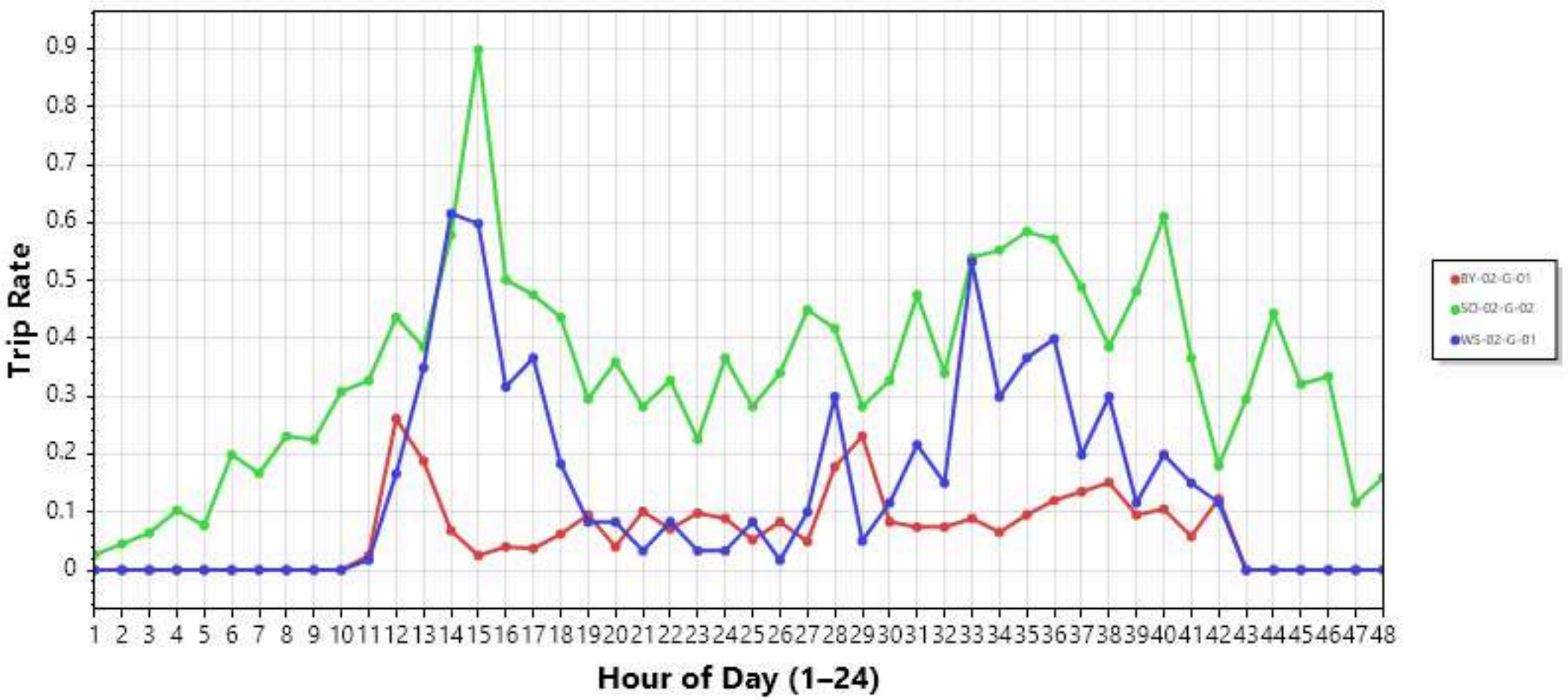
Parameter Summary:

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 Sites



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

ONS Crown Copyright Reserved [from Nomis on 17 July 2026]

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.