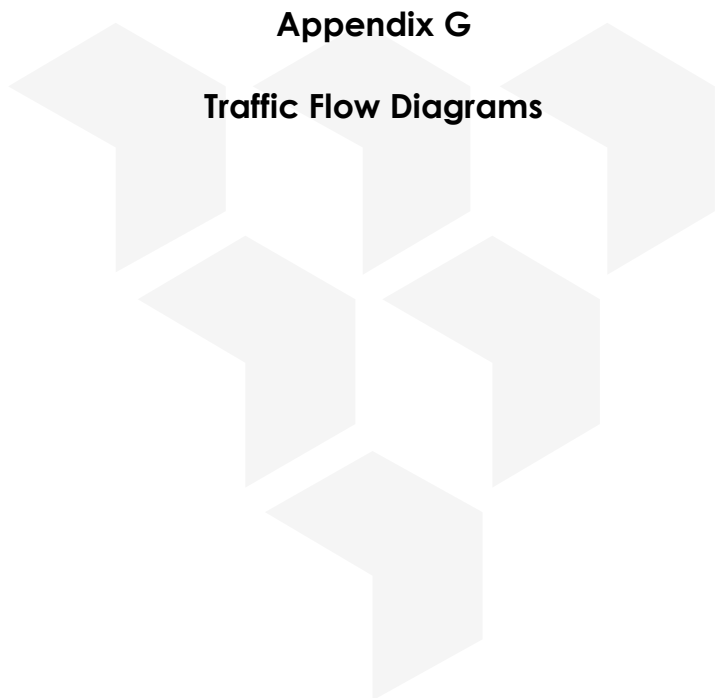
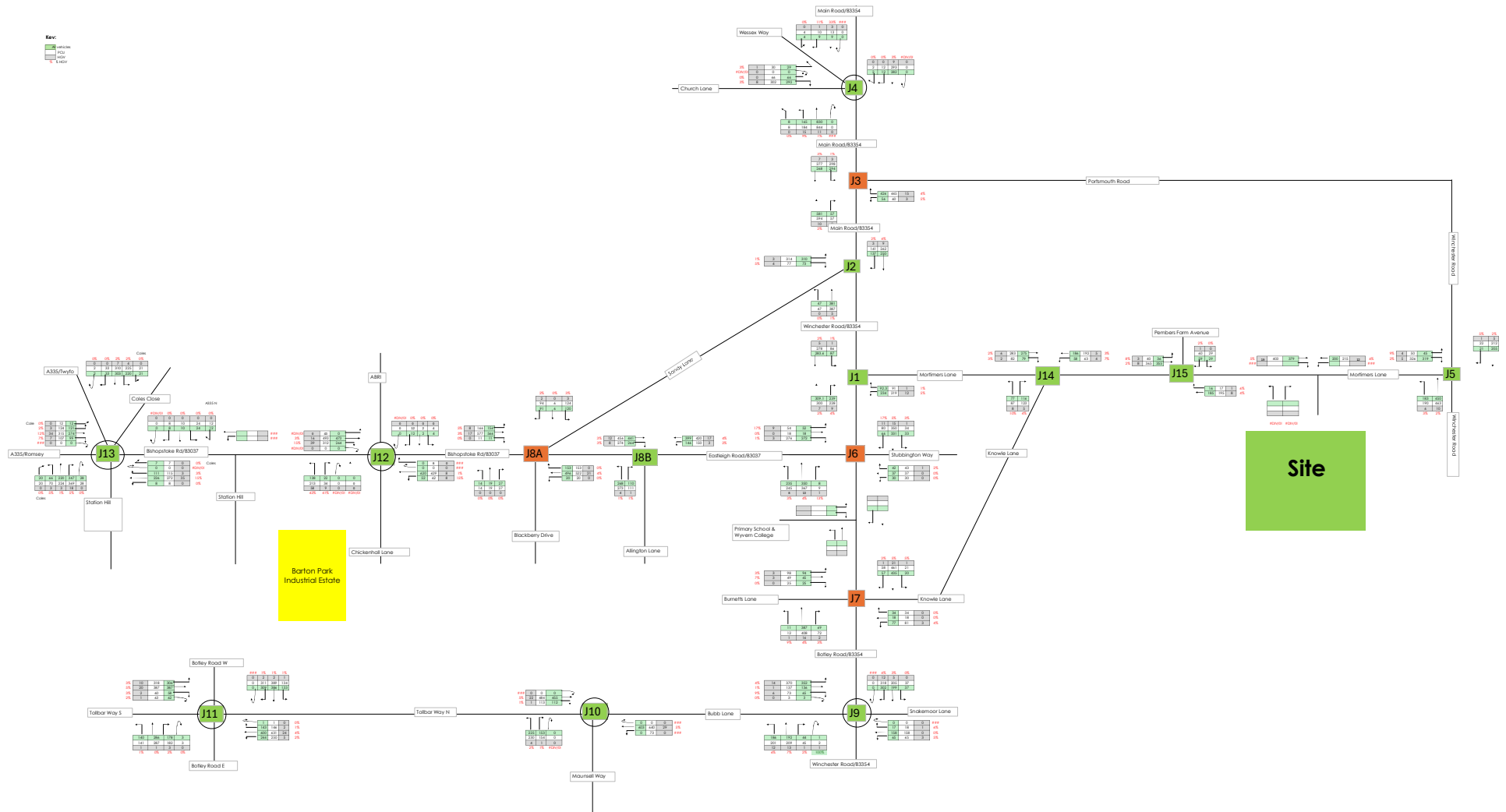




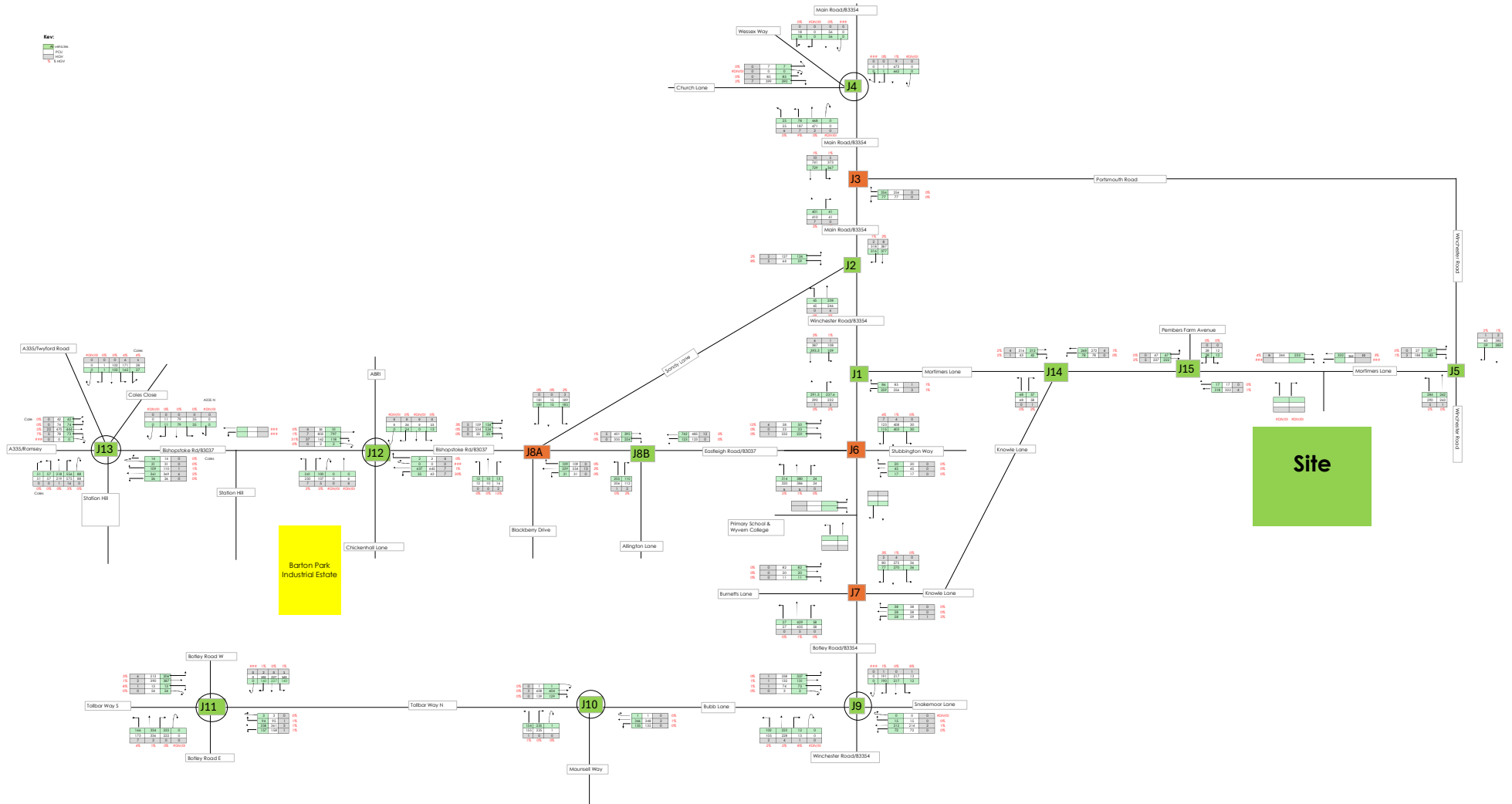
Appendix G

Traffic Flow Diagrams

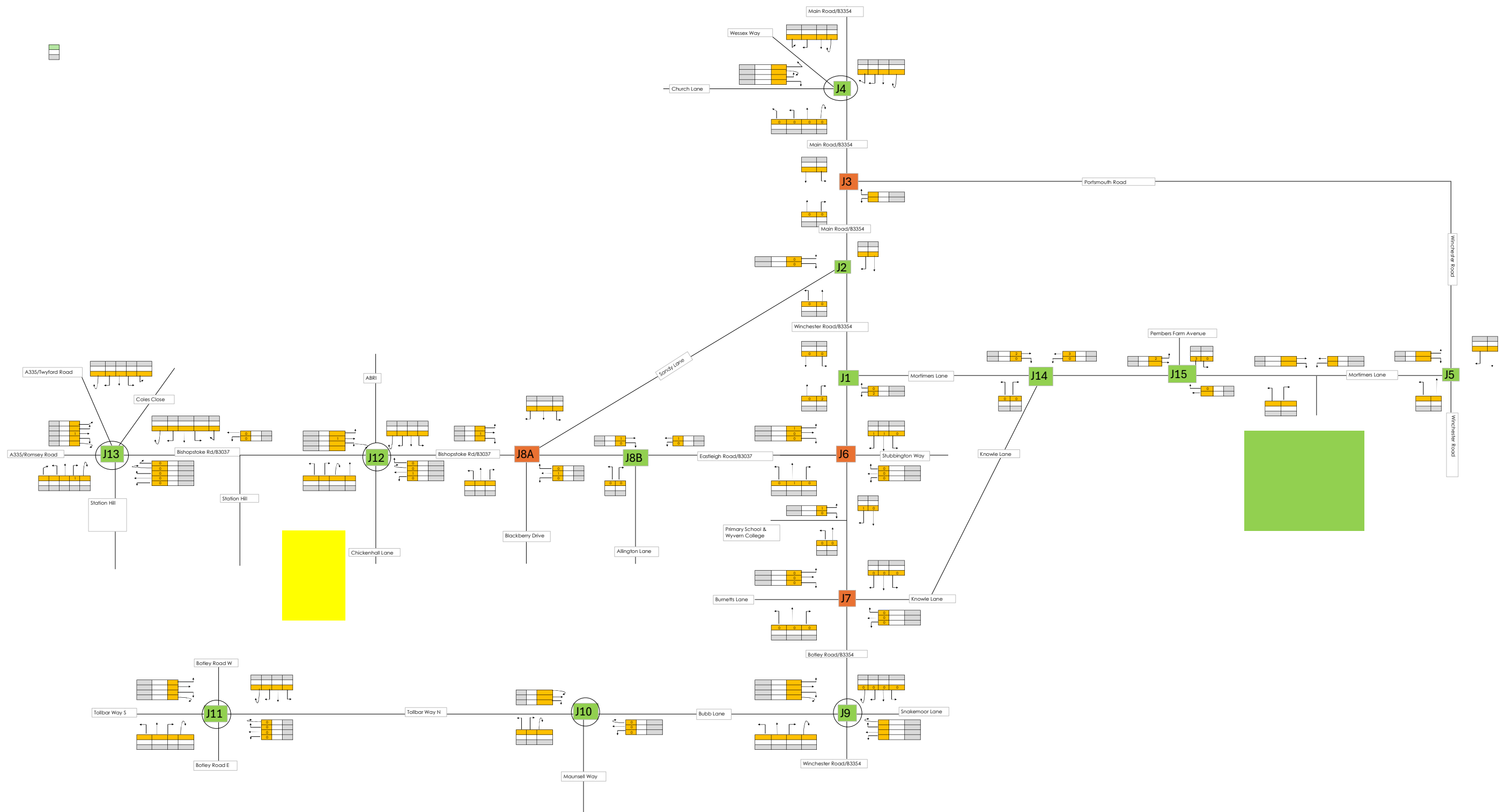
Base 8-9 AM

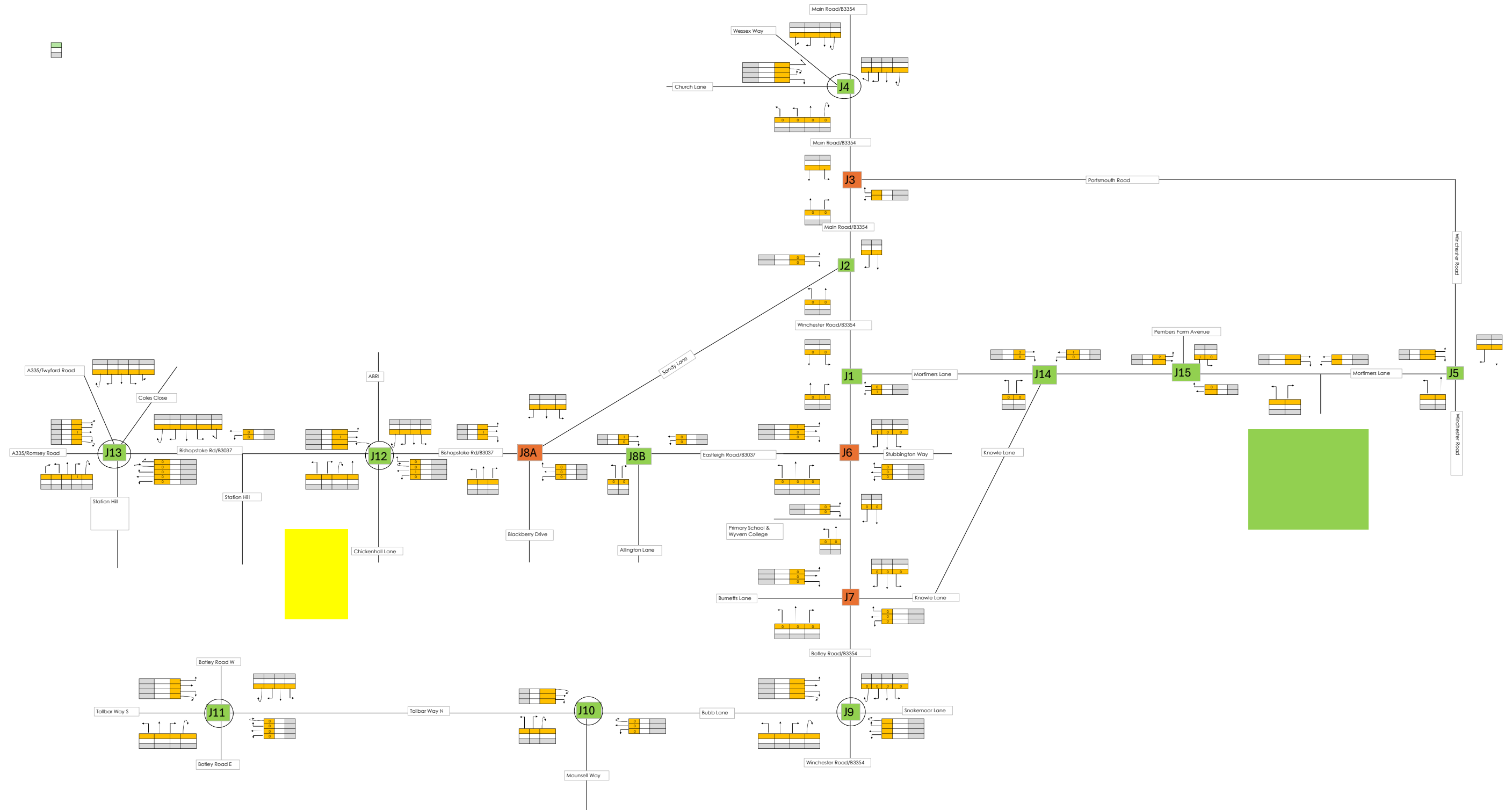


Base 5-6 PM

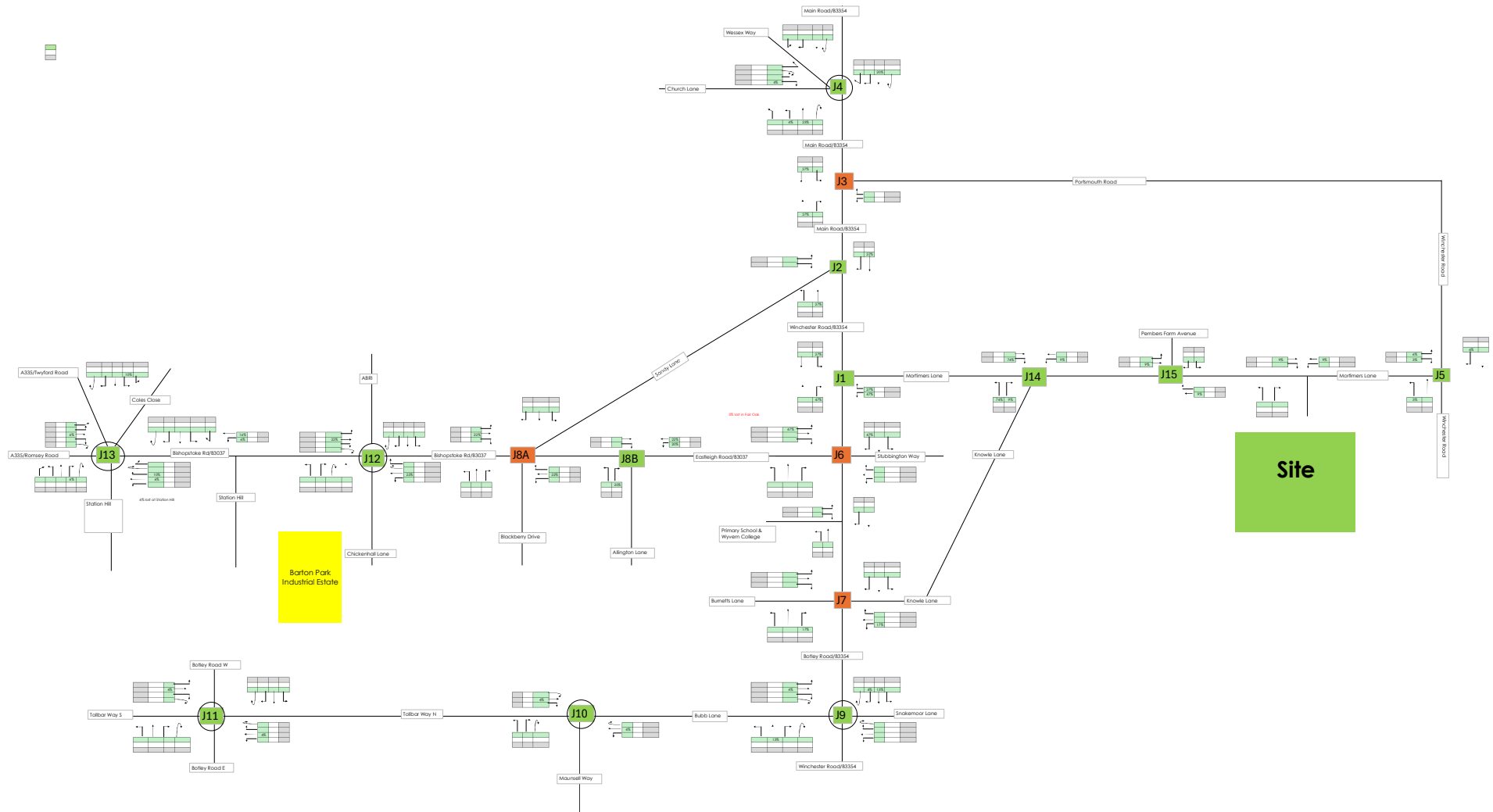


Pembers Hill Farm AM

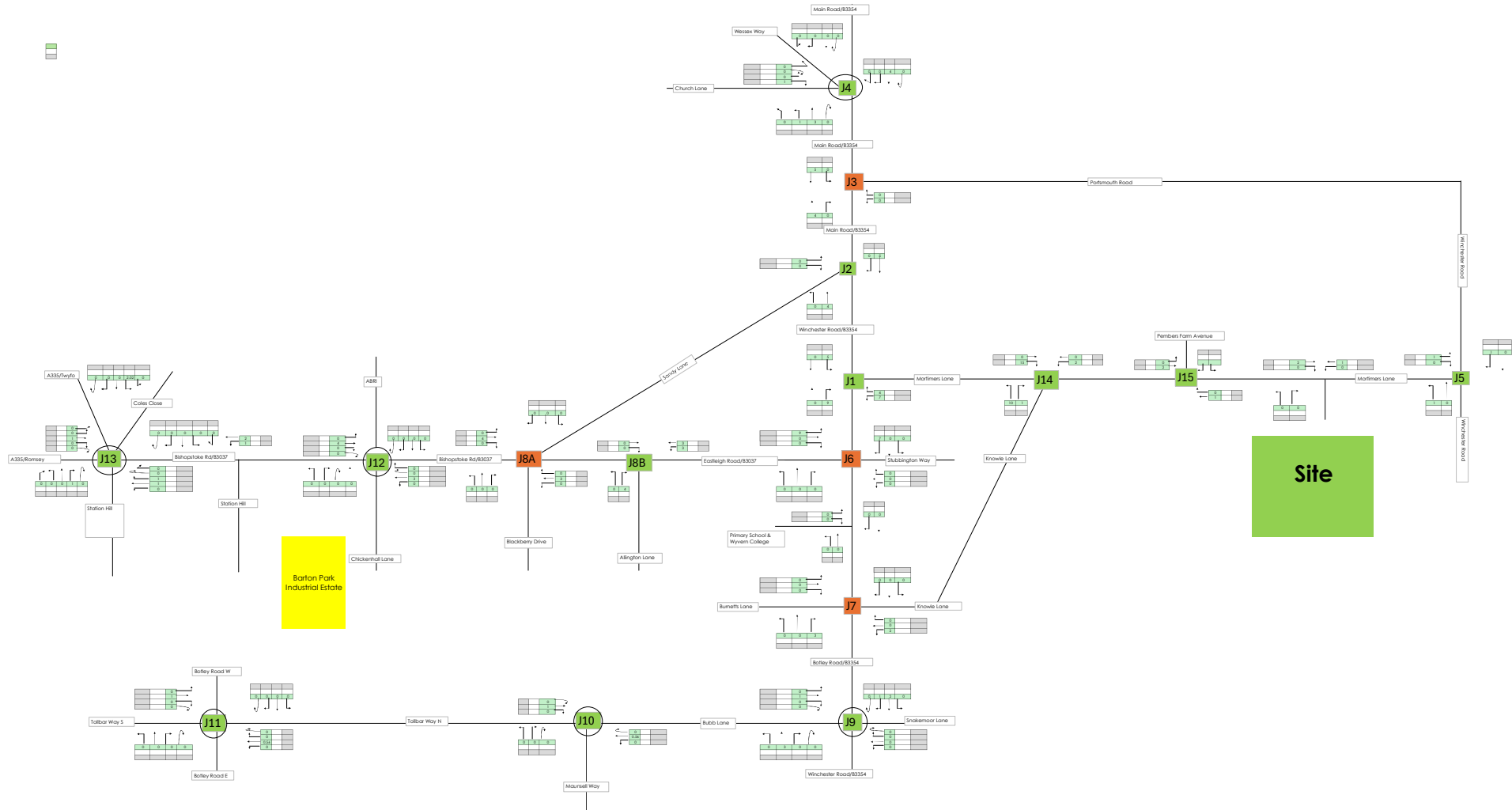




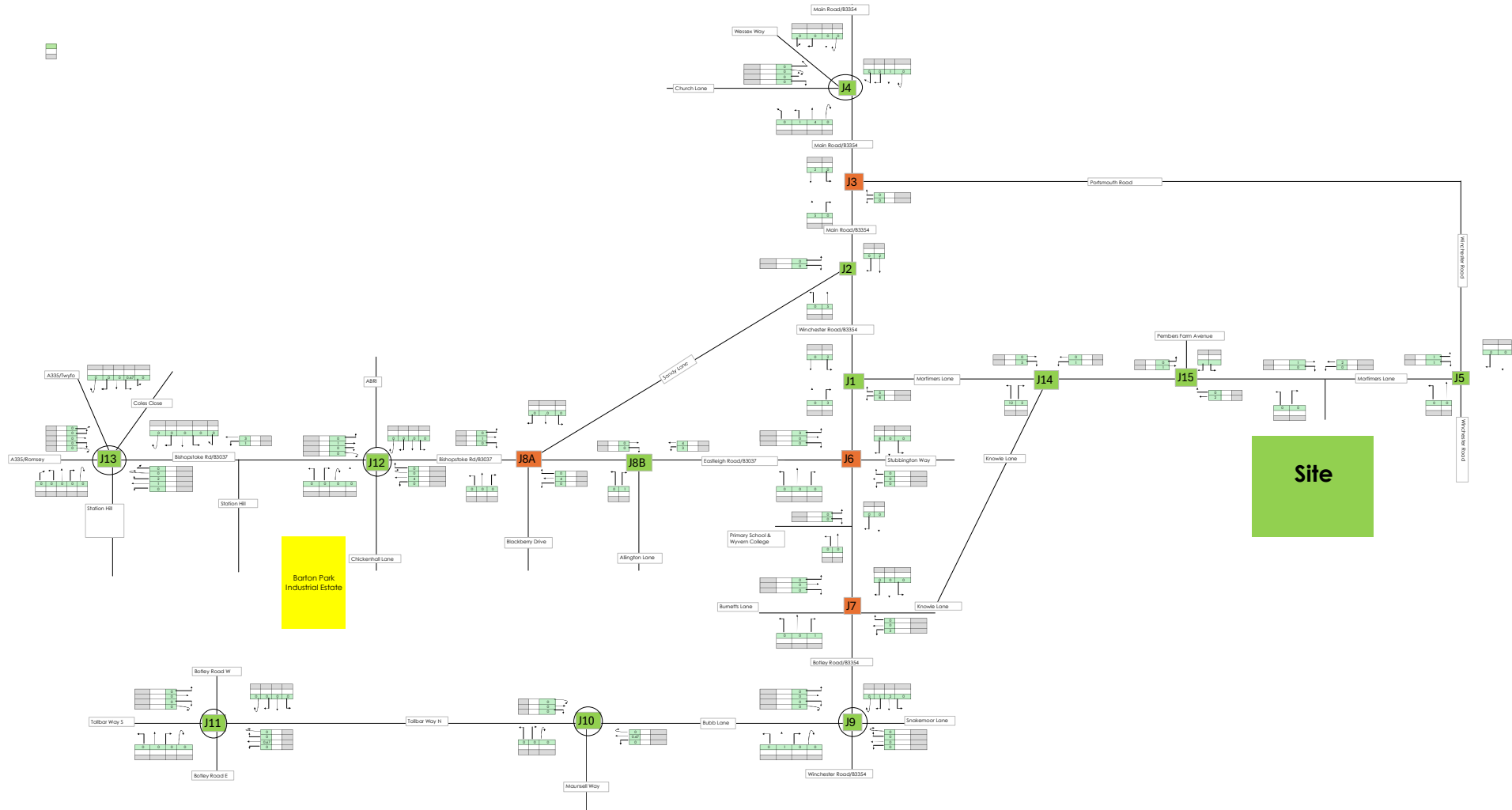
Employment % dist East of K.L.



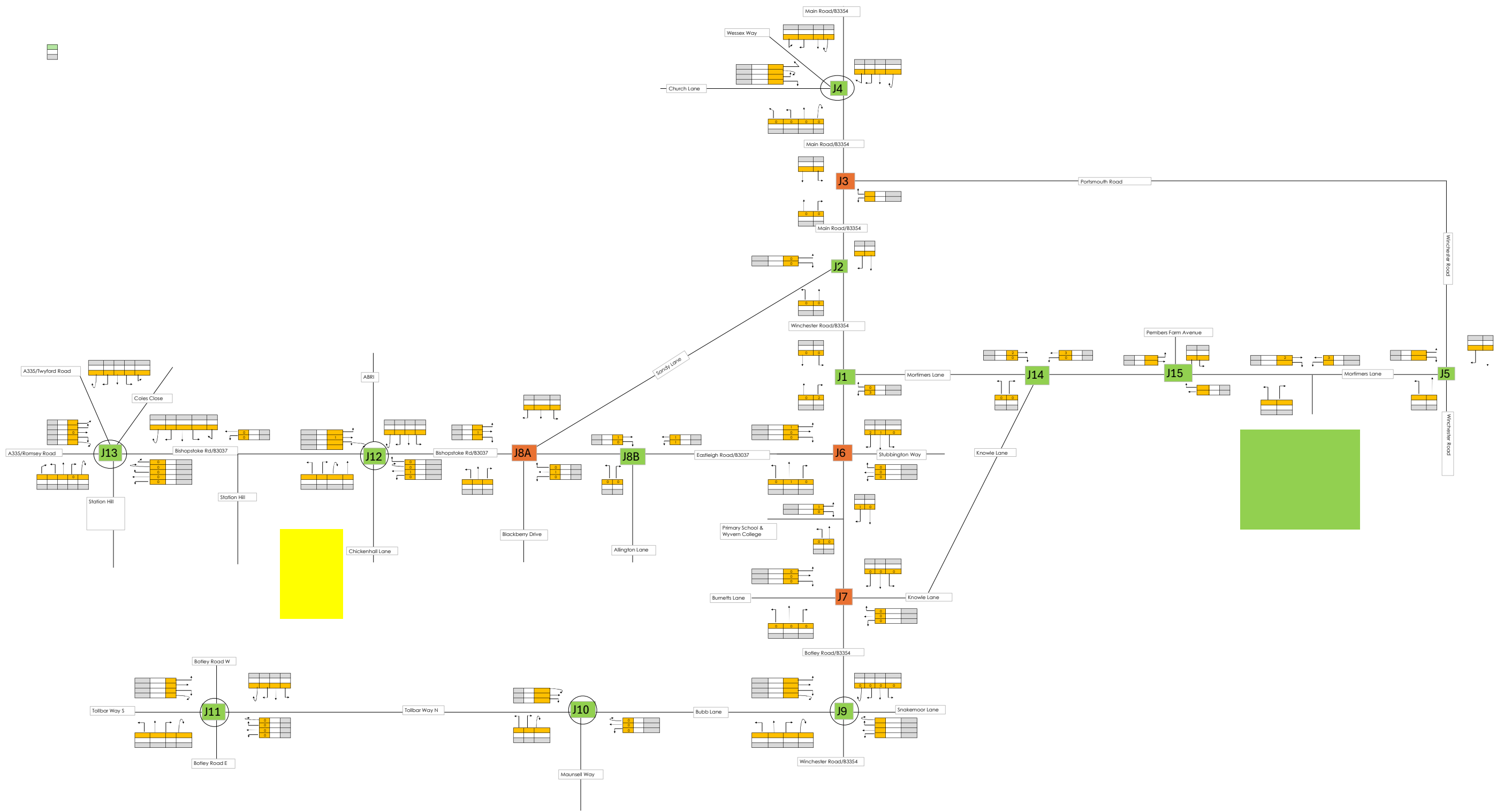
Land East of K.L. F2394668 AM



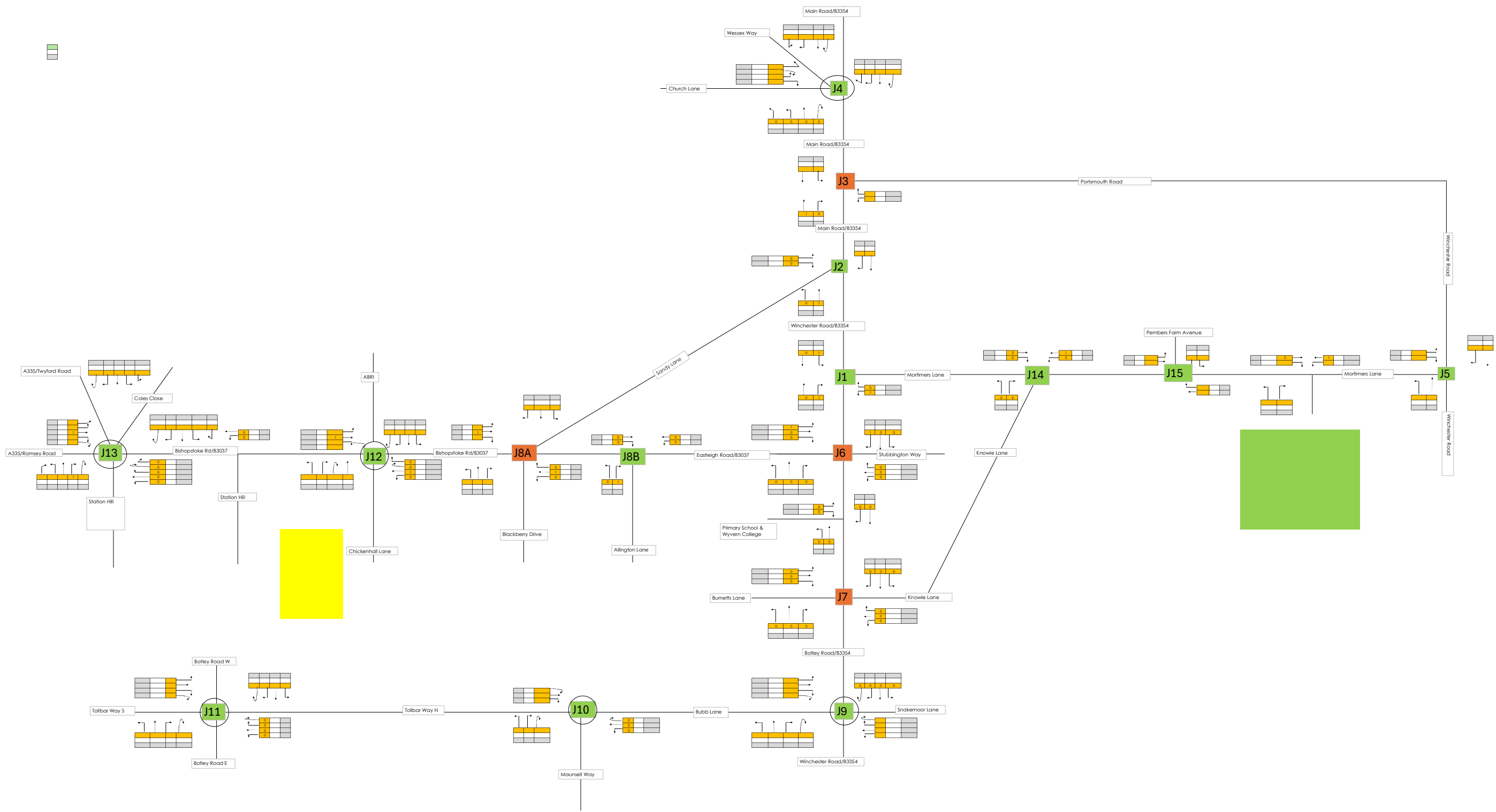
Land East of K.L. F2394668 PM



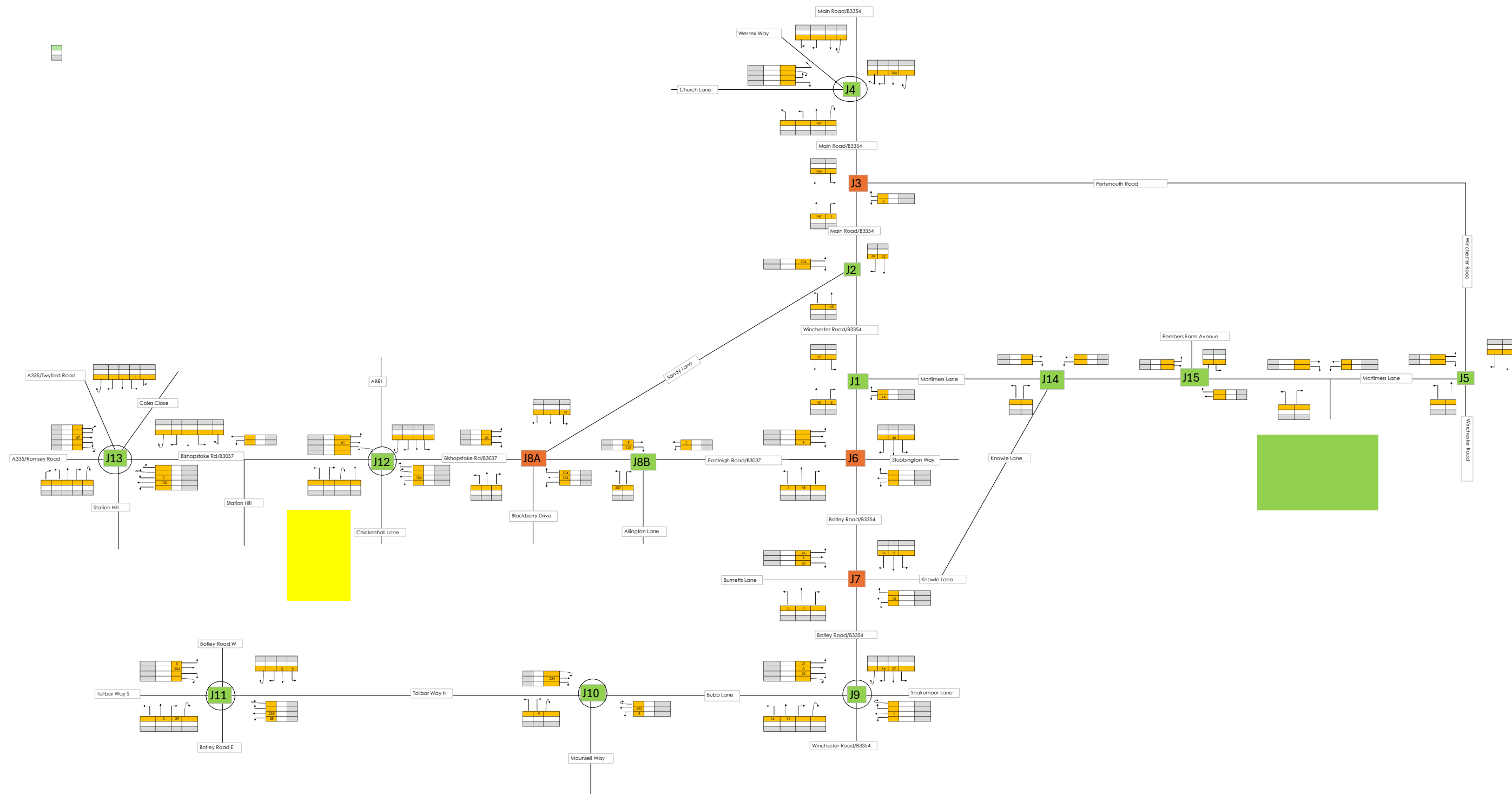
Mortimers Farm AM



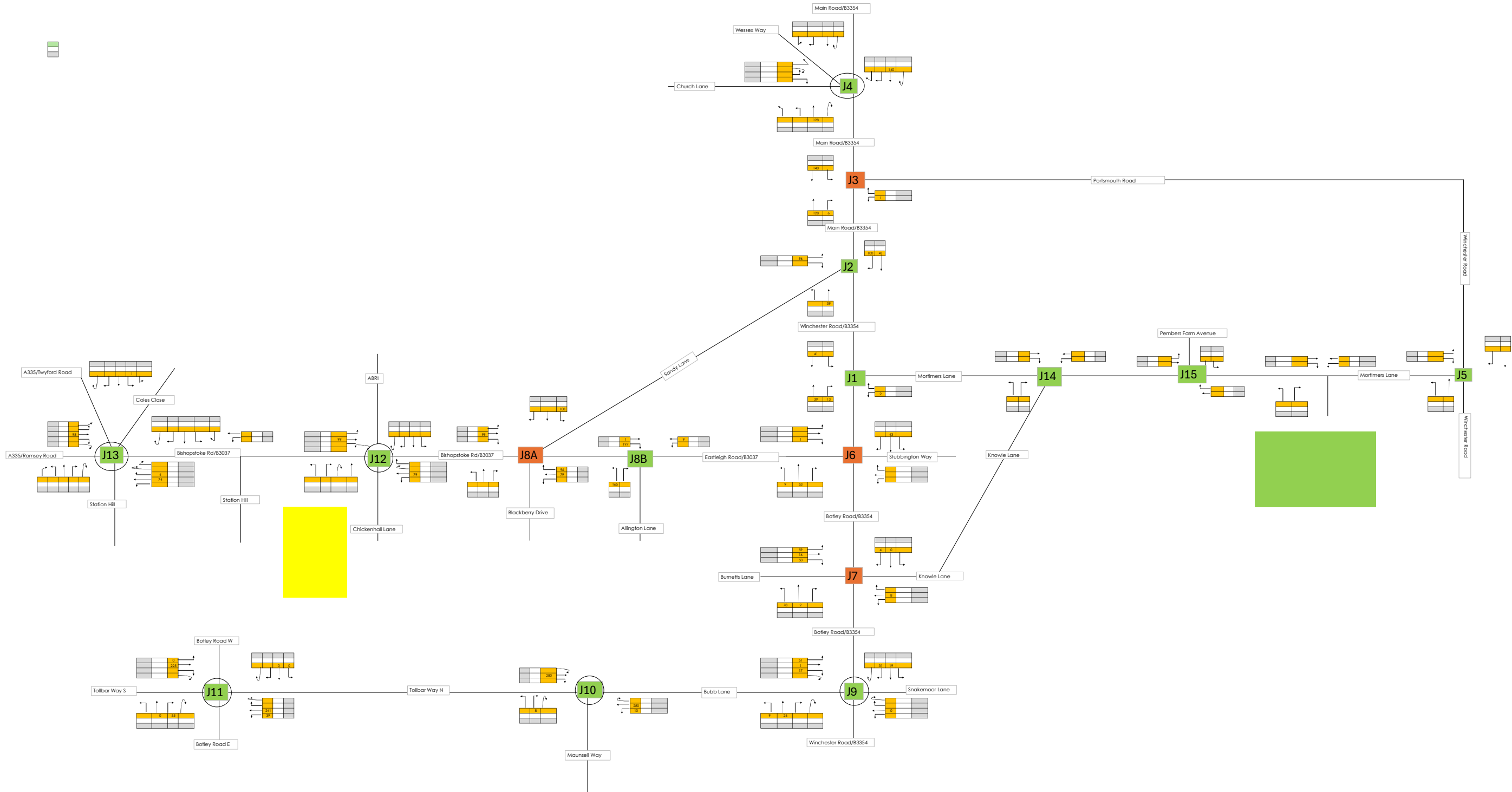
Mortimers Farm PM



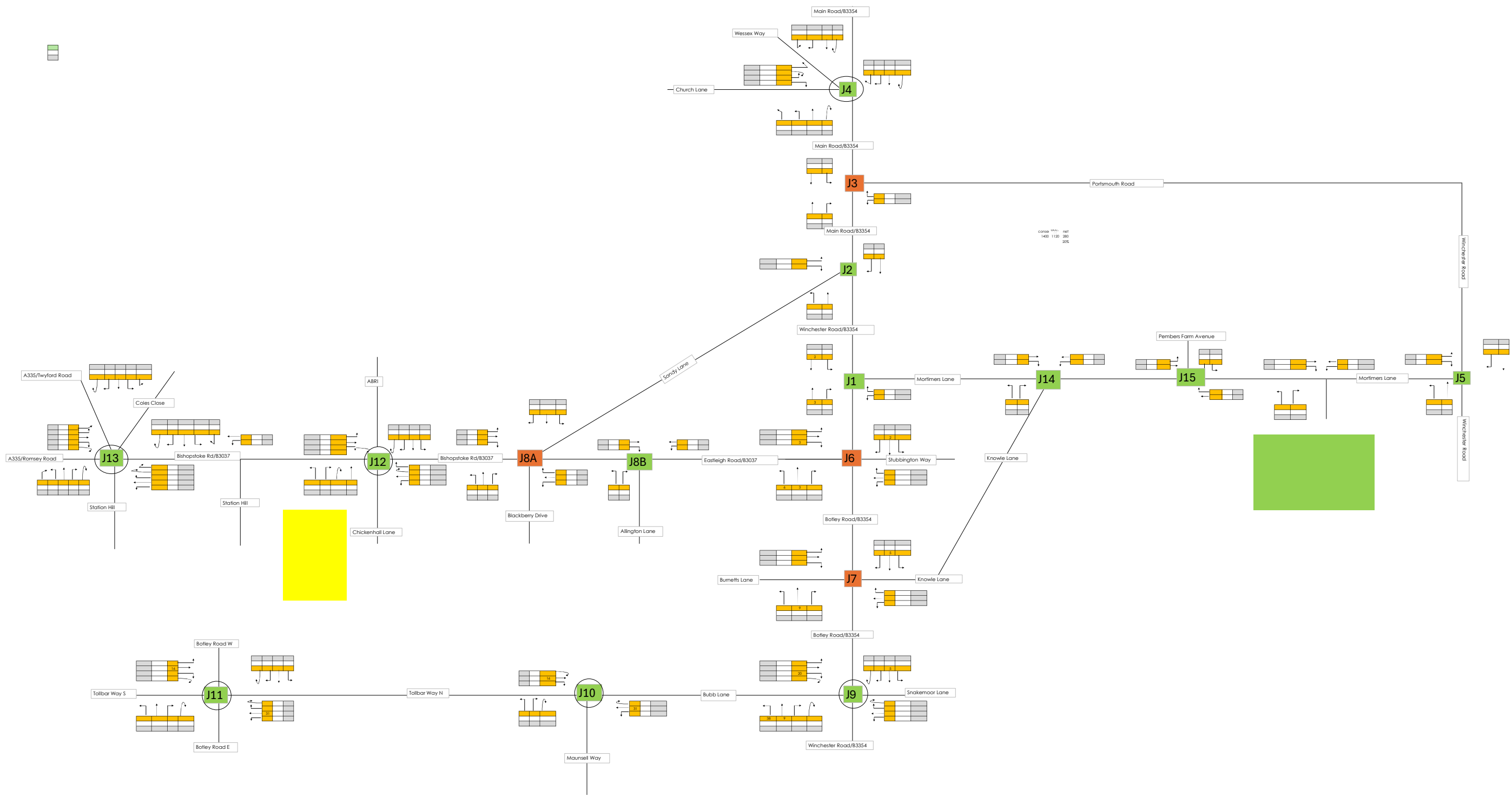
Burnetts Lane AM



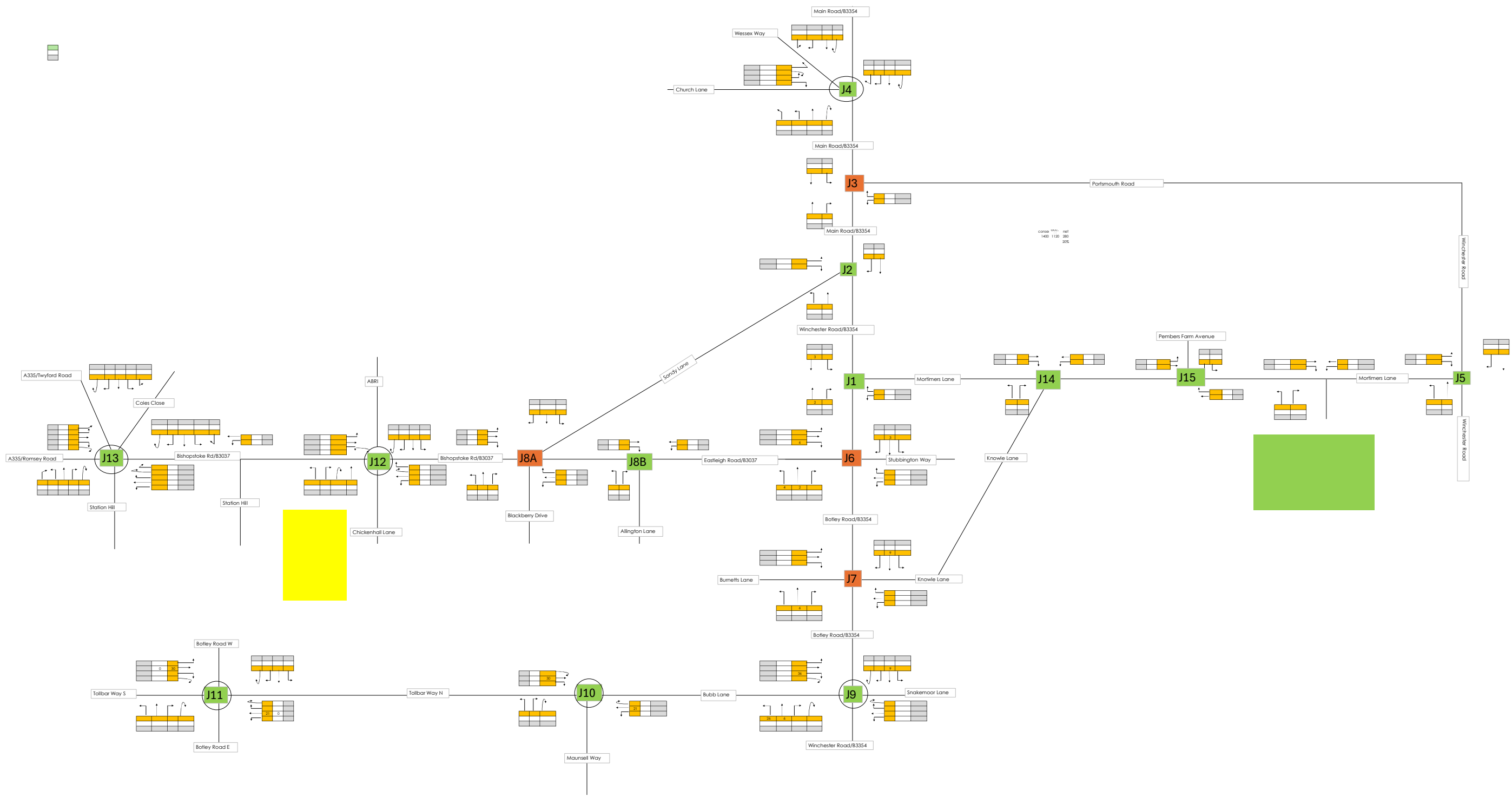
Burnetts Lane PM



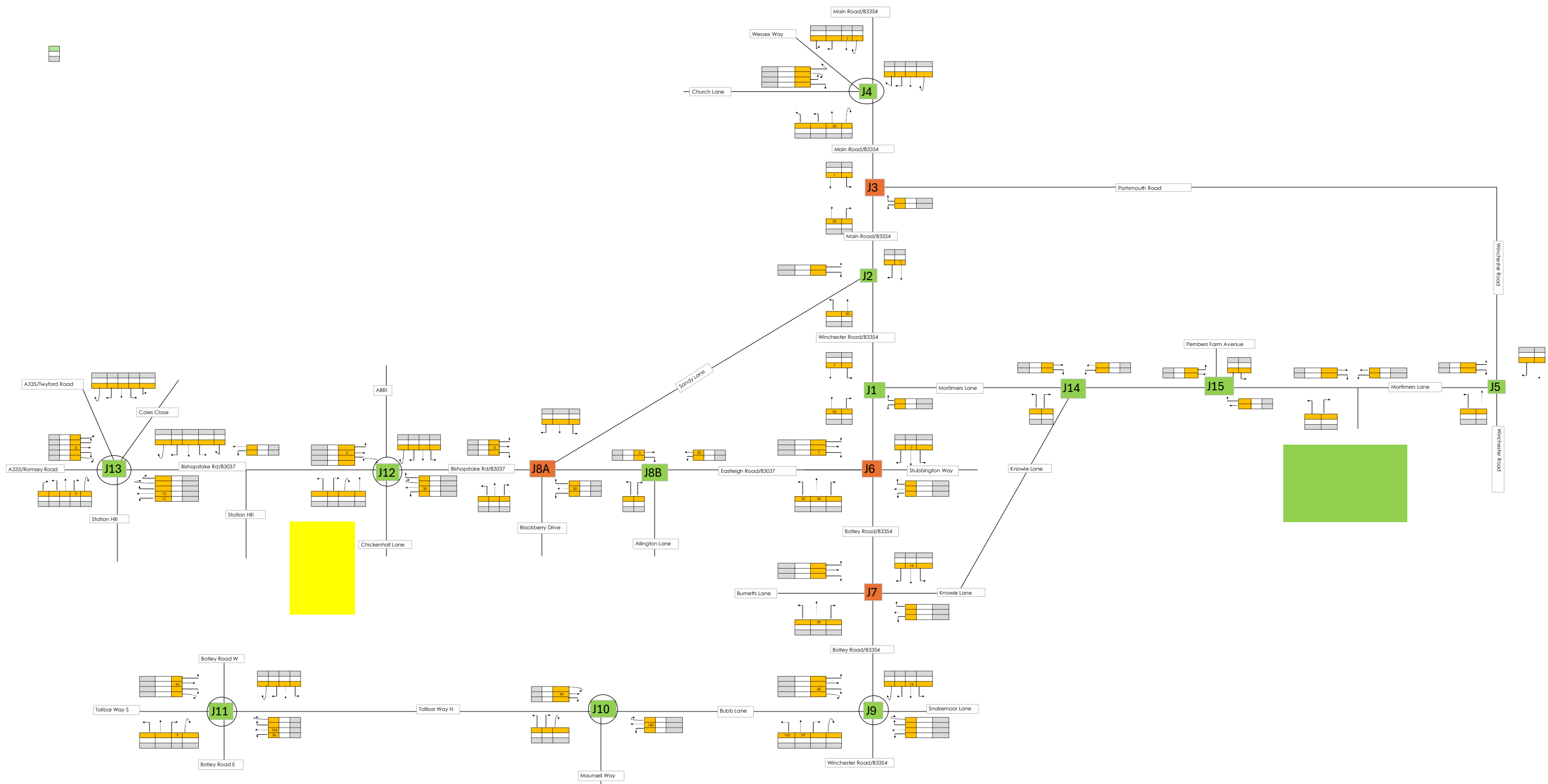
NE Boorley Green AM (280)



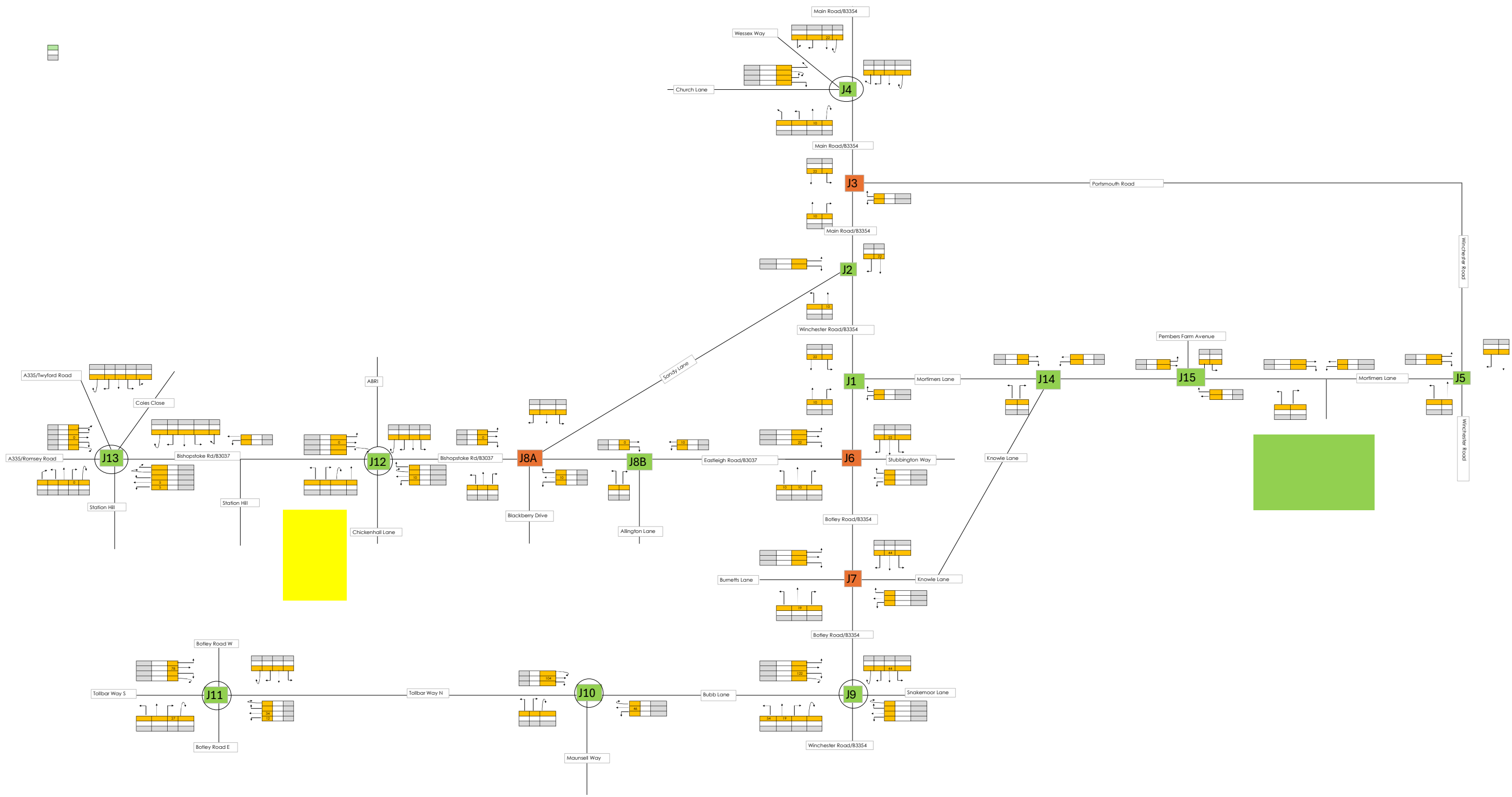
NE Boorley Green PM (280)



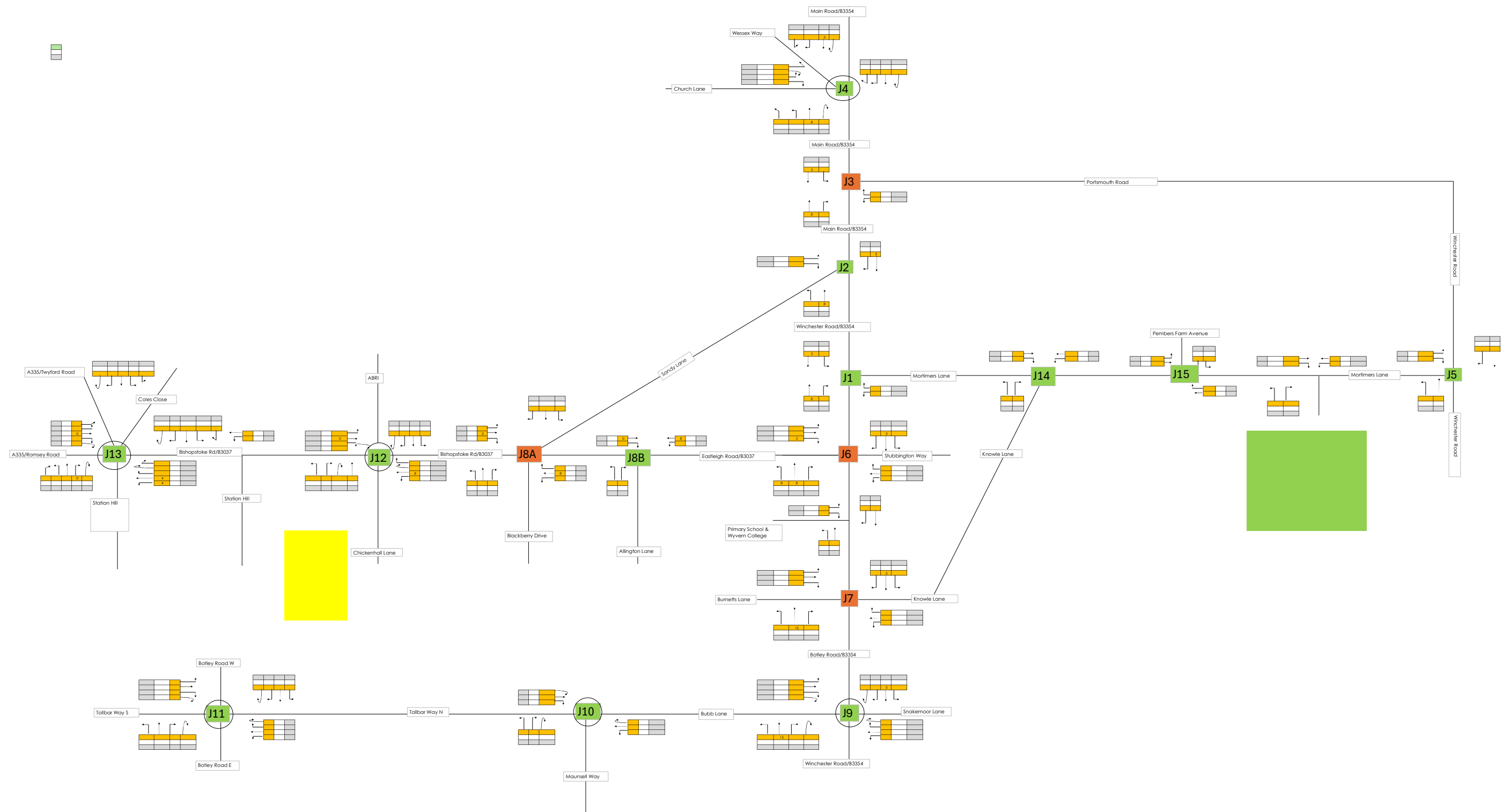
Boorley Gardens AM



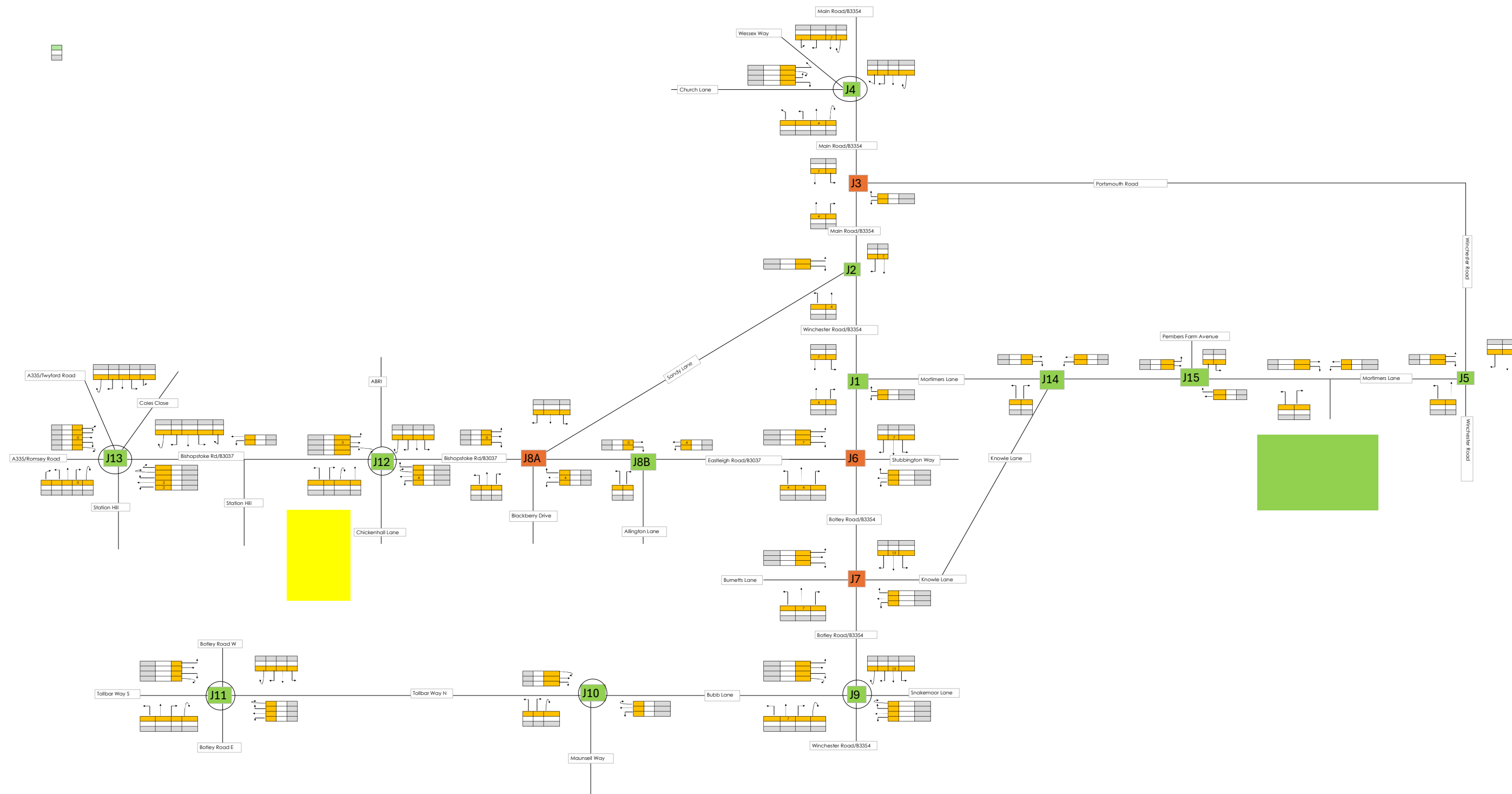
Boorley Gardens PM



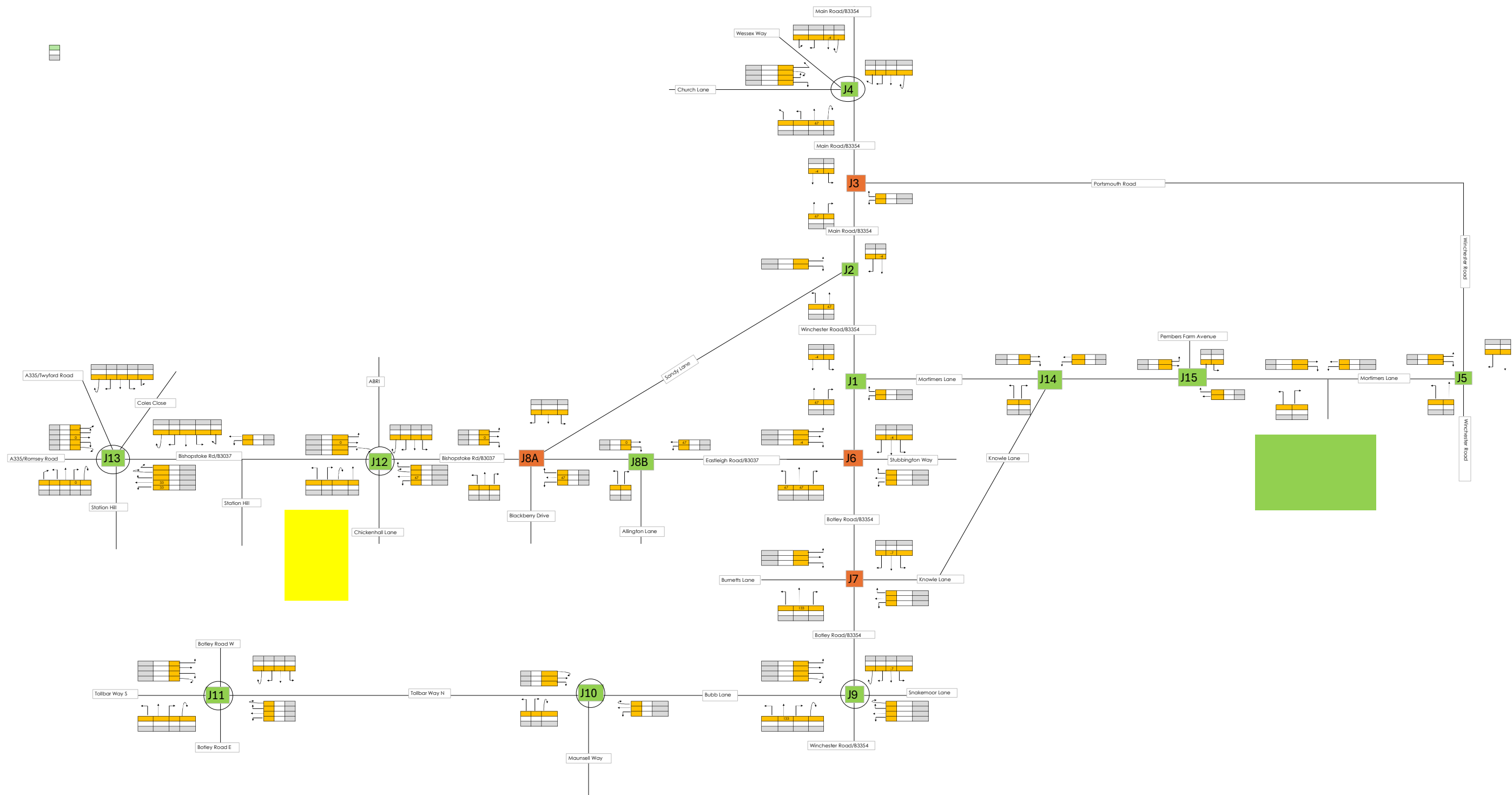
Maddoxford AND Crows Nest Ln AM



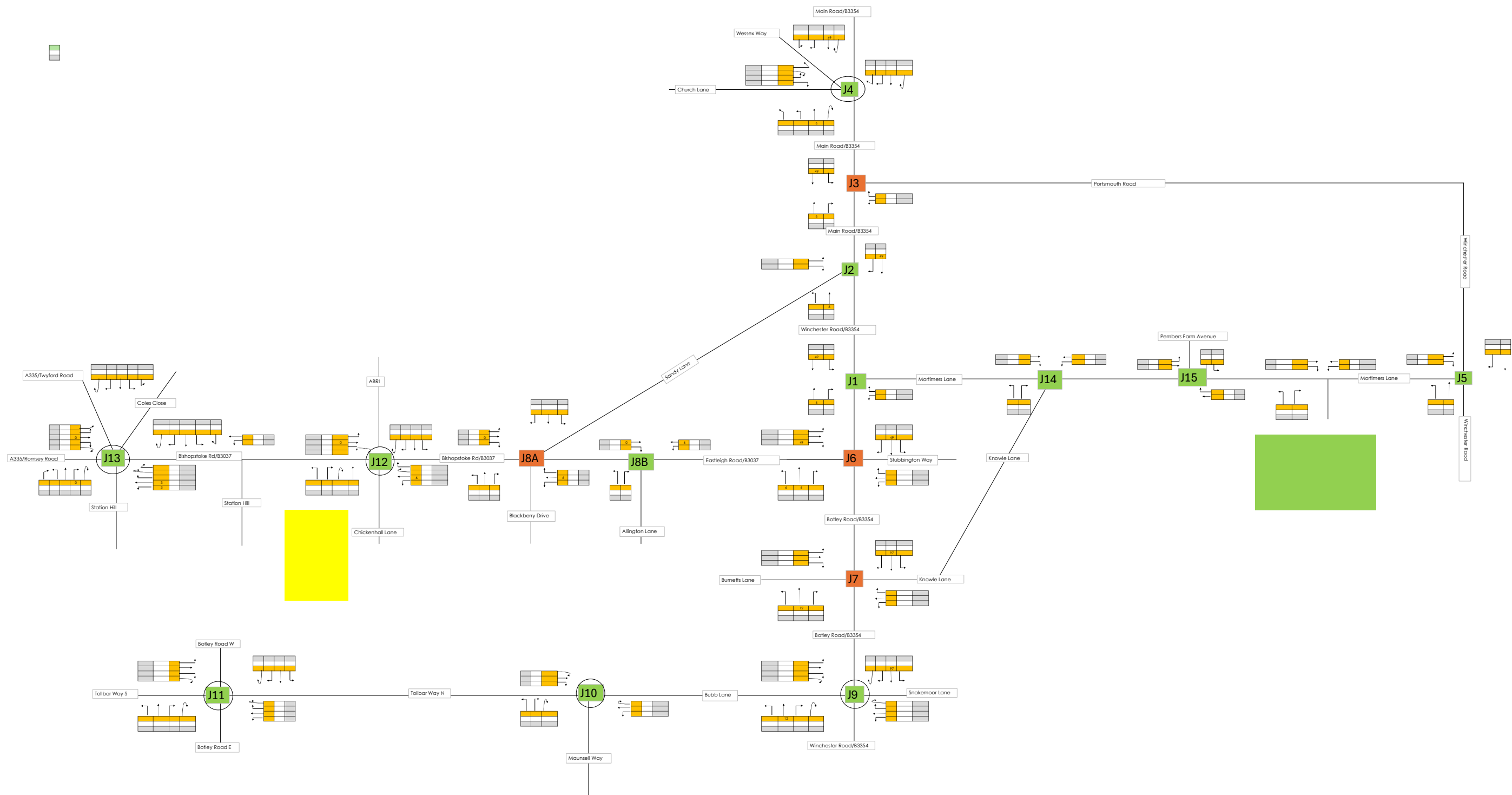
Maddoxford AND Crows Nest Ln PM

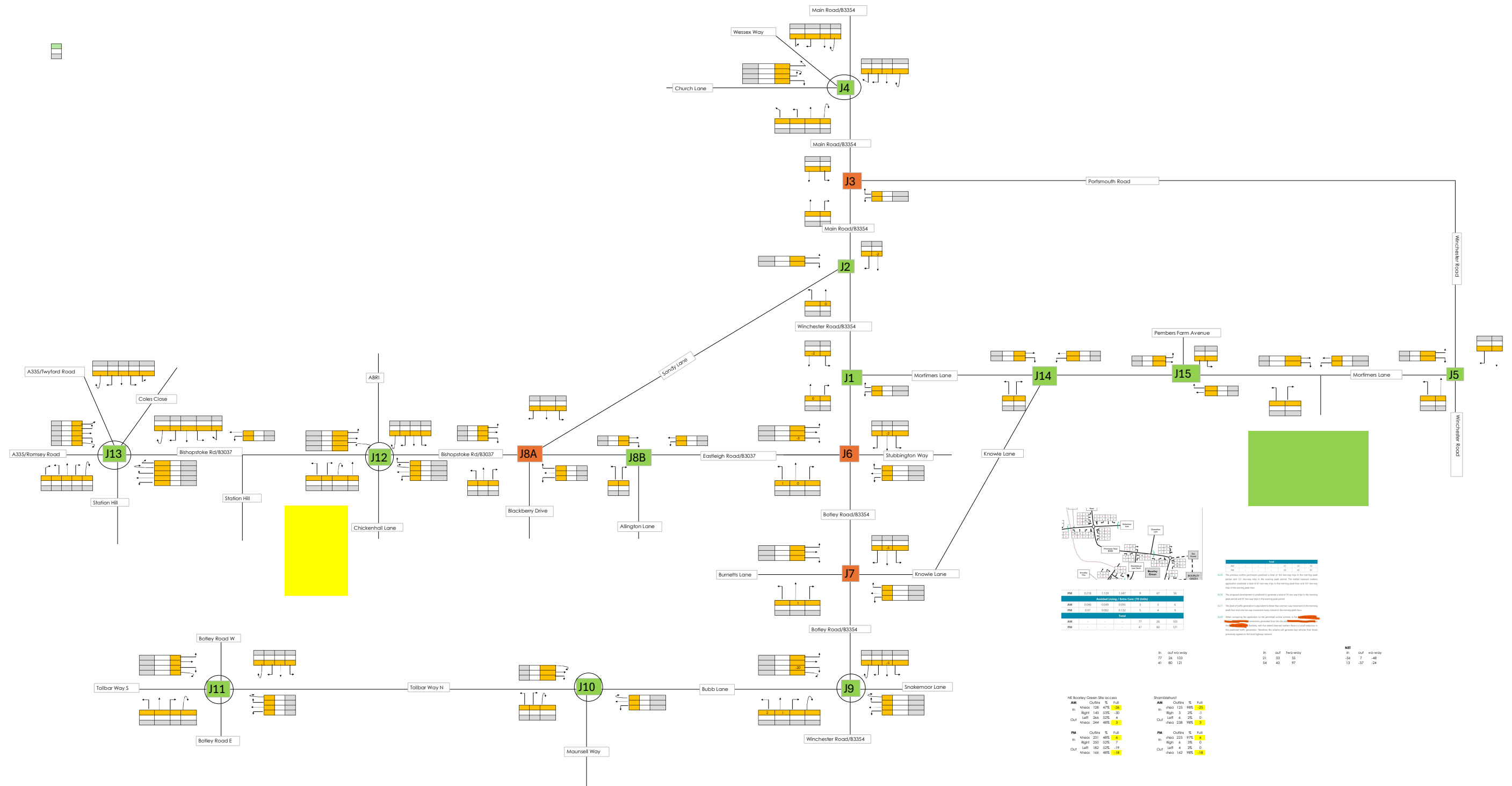


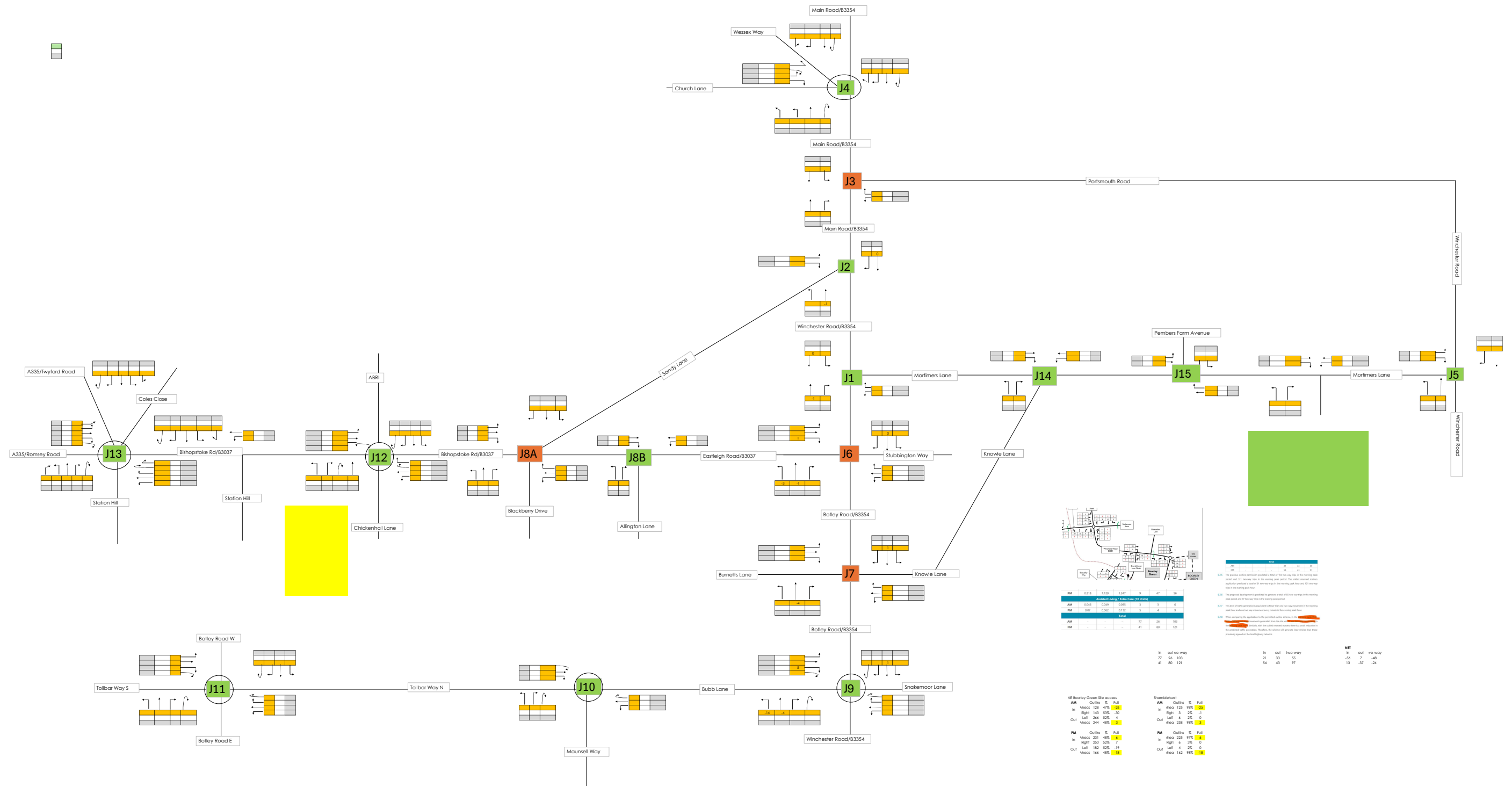
Woodhouse Lane AM

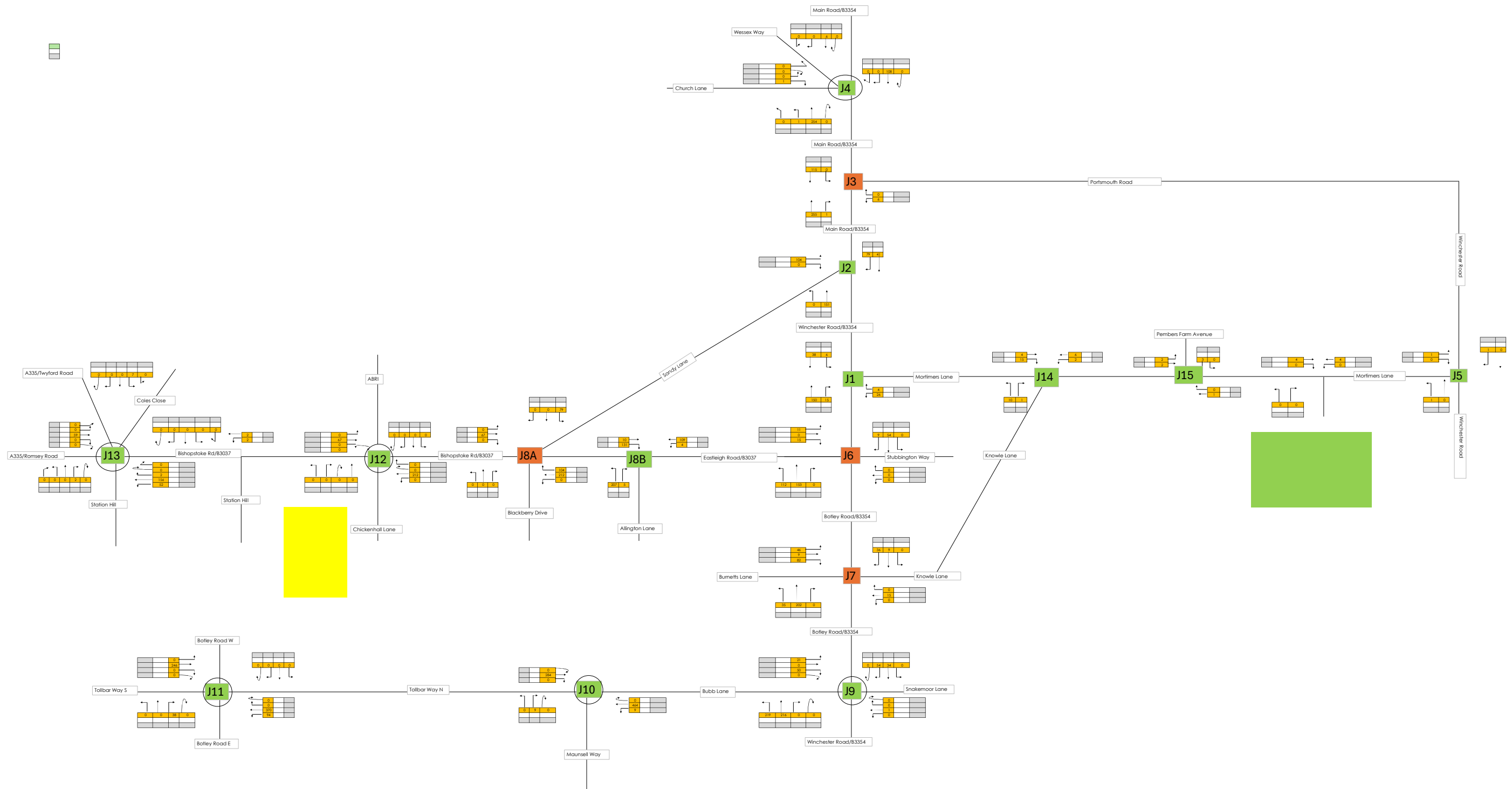


Woodhouse Lane PM

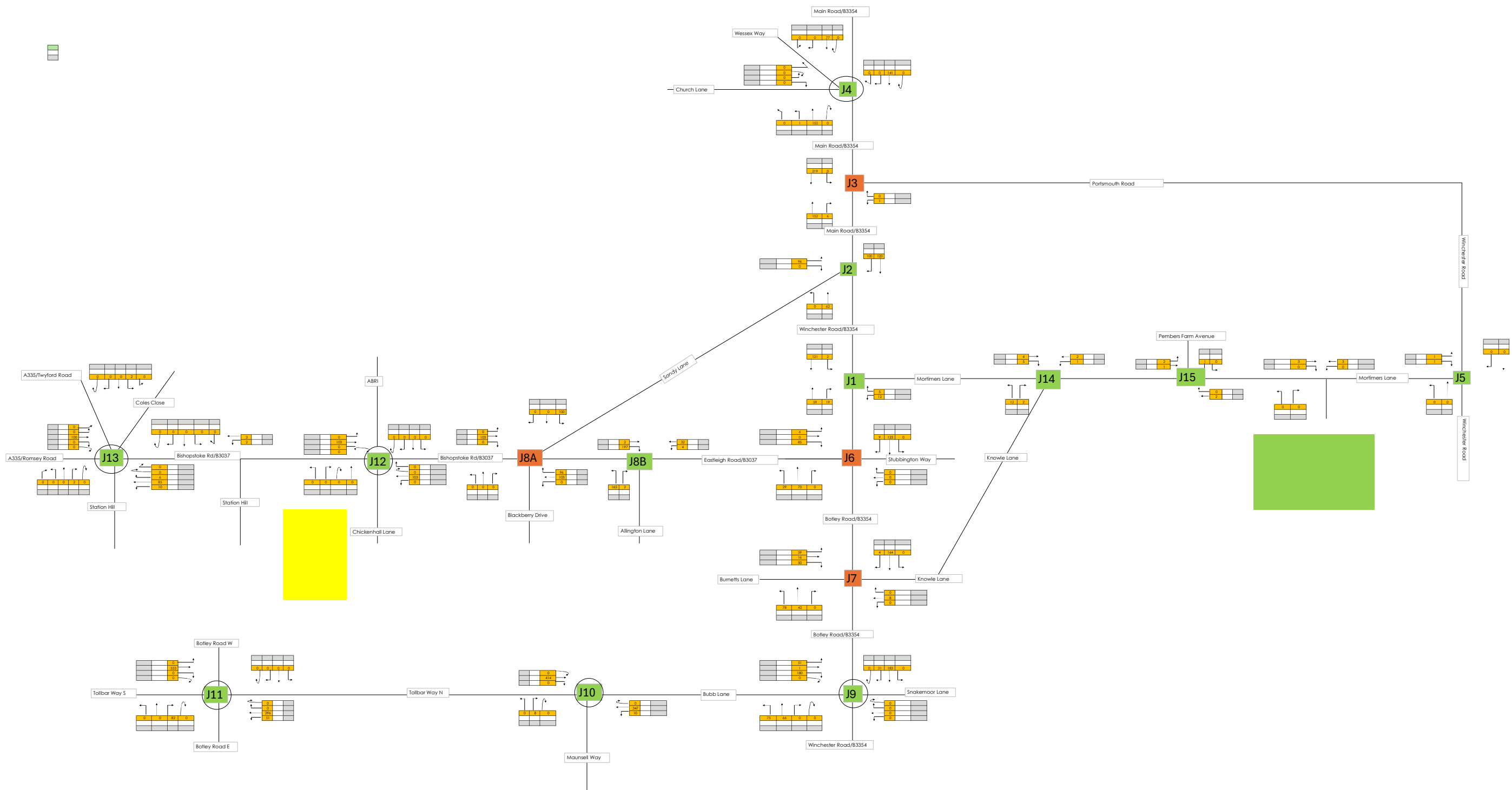




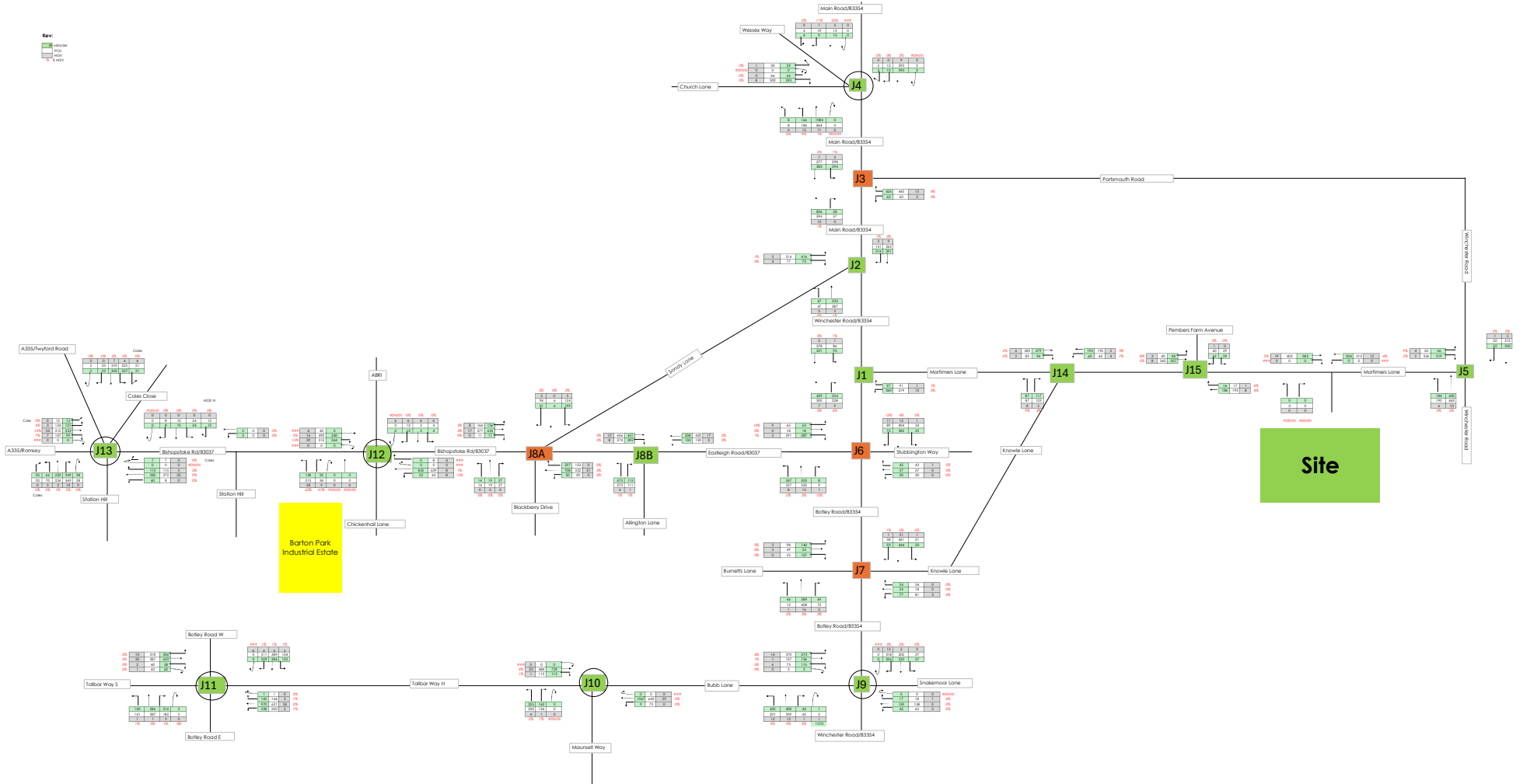




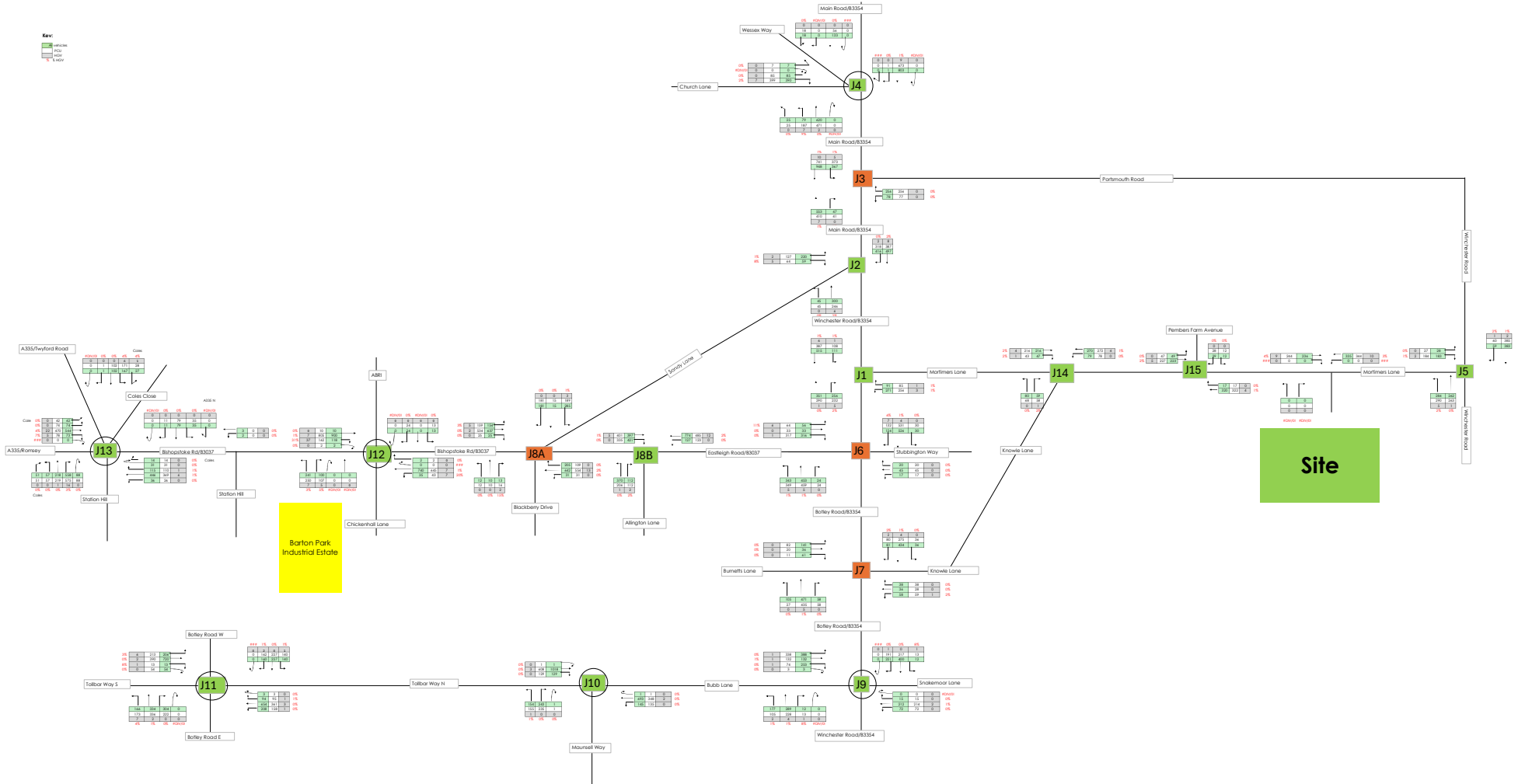
Committed PM



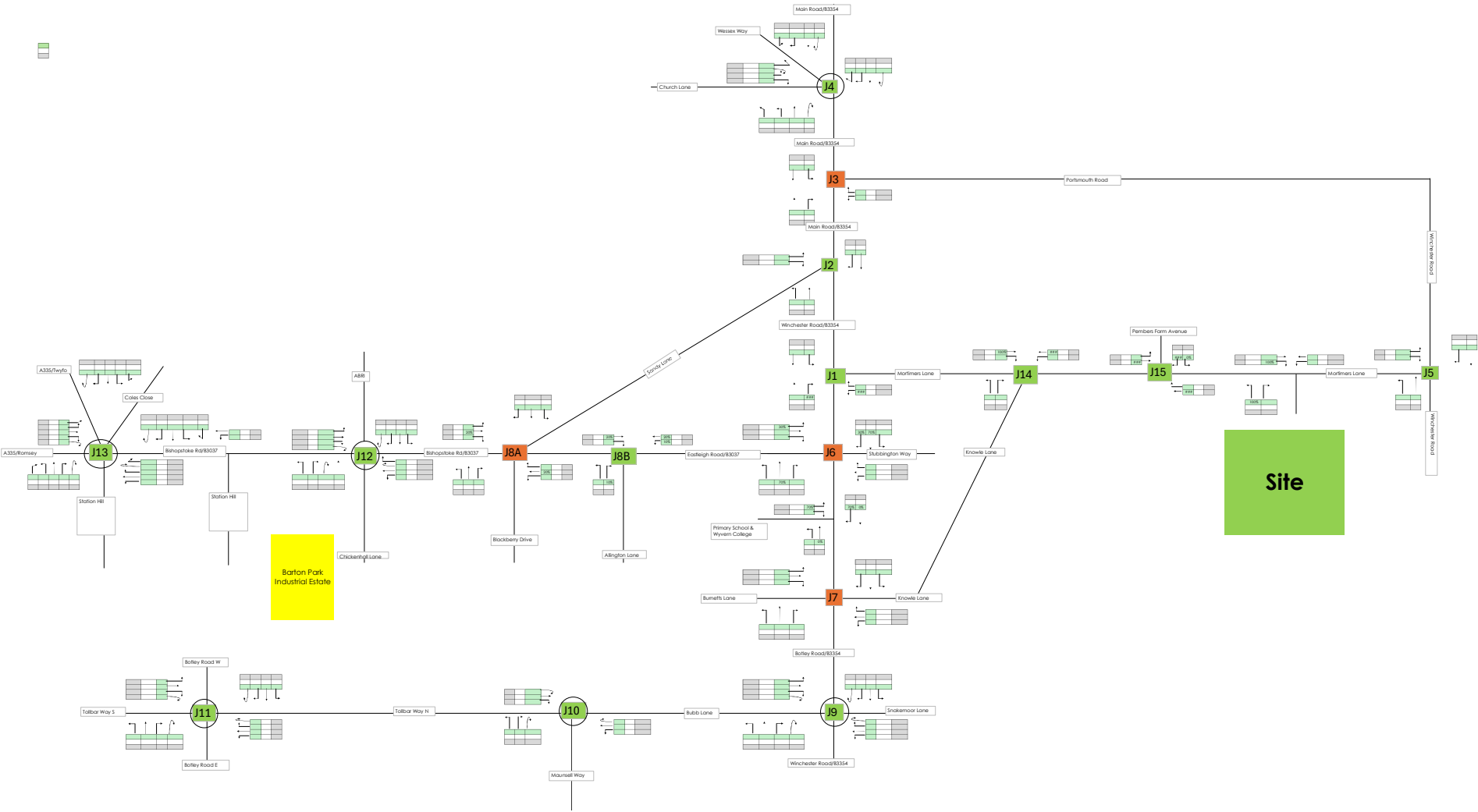
Future Year AM + CD



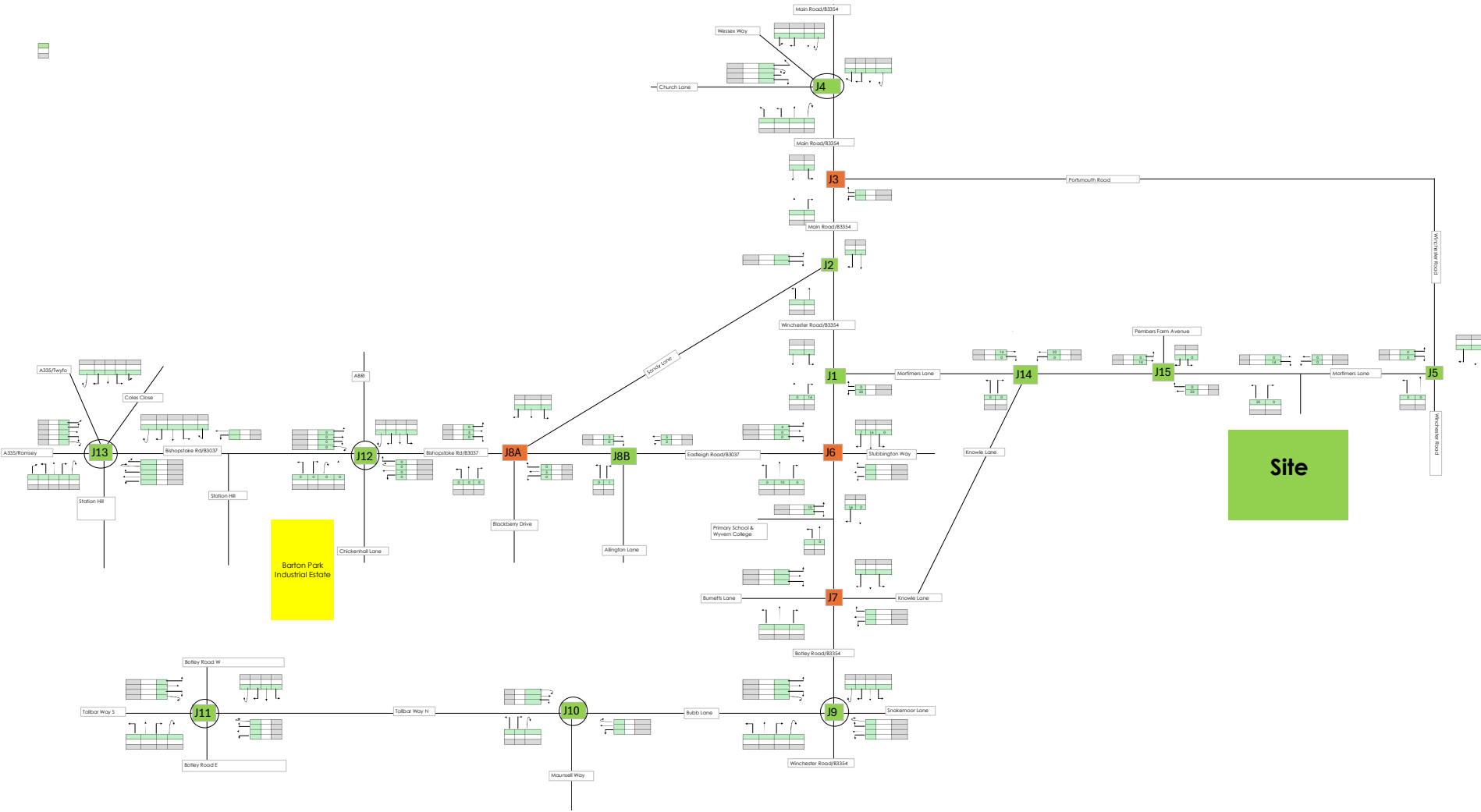
Future Year PM + CD



Primary Education % dist



Primary Education AM

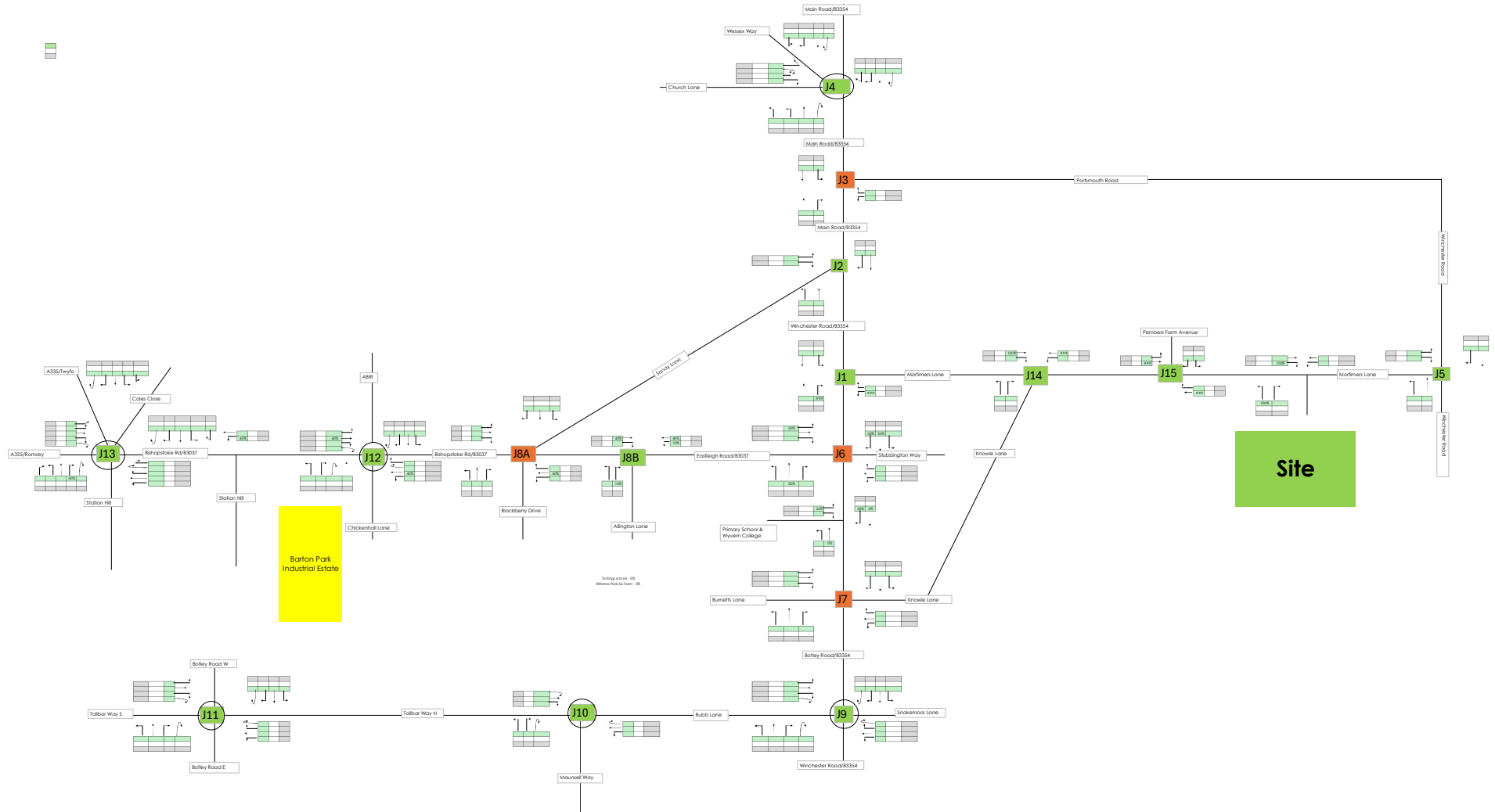


The site plan illustrates the proposed development area, highlighted in green, and its integration with the surrounding road network. Key features include:

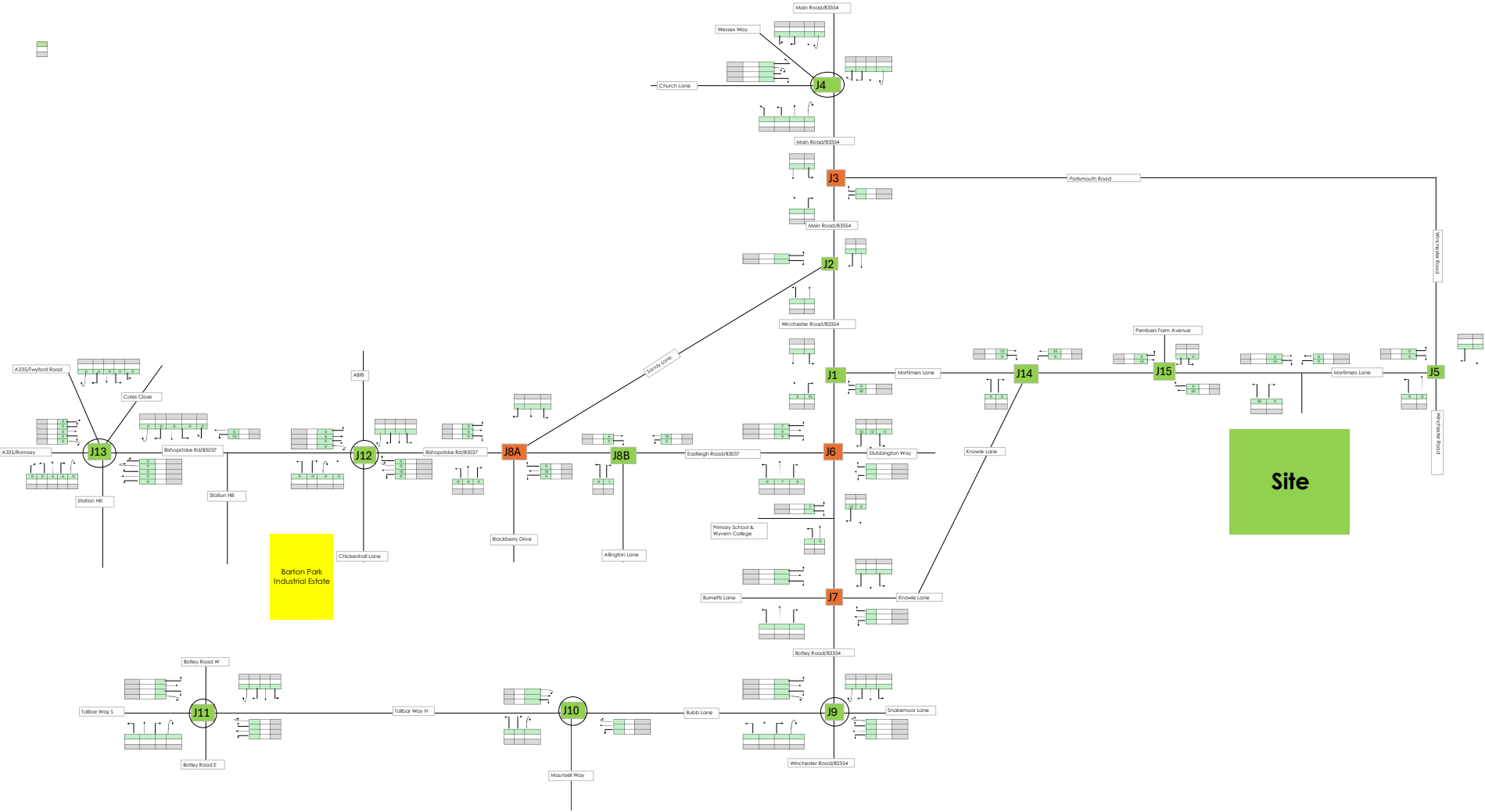
- Junctions:** Marked with green circles (J1, J2, J3, J4, J5, J6, J7, J9) and orange squares (J14, J15).
- Roads:** Main Road/B3354, Portsmouth Road, Morfimer Lane, Ennells Lane, Burnetts Lane, and others.
- Existing Buildings:** Represented by grey rectangles with internal details.
- Parking Areas:** Indicated by green rectangles with arrows.
- Primary School & Wyvern College:** Located near the bottom left of the plan.

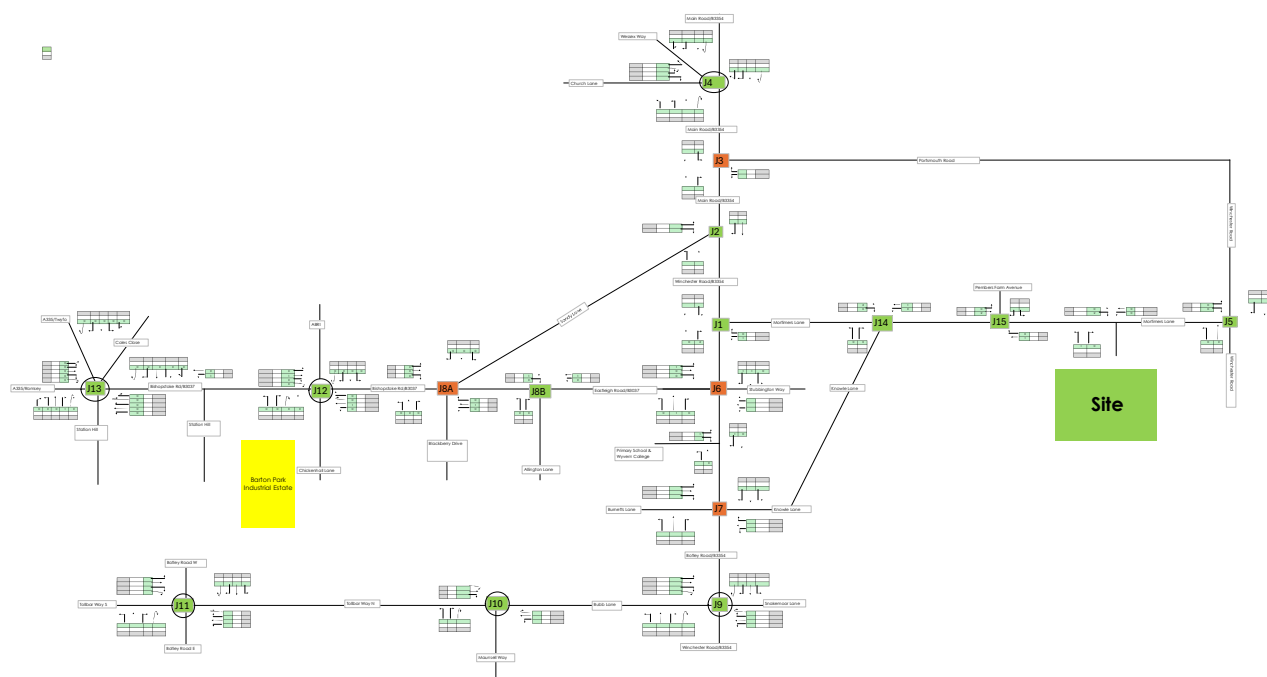
Site

Secondary Education % dist

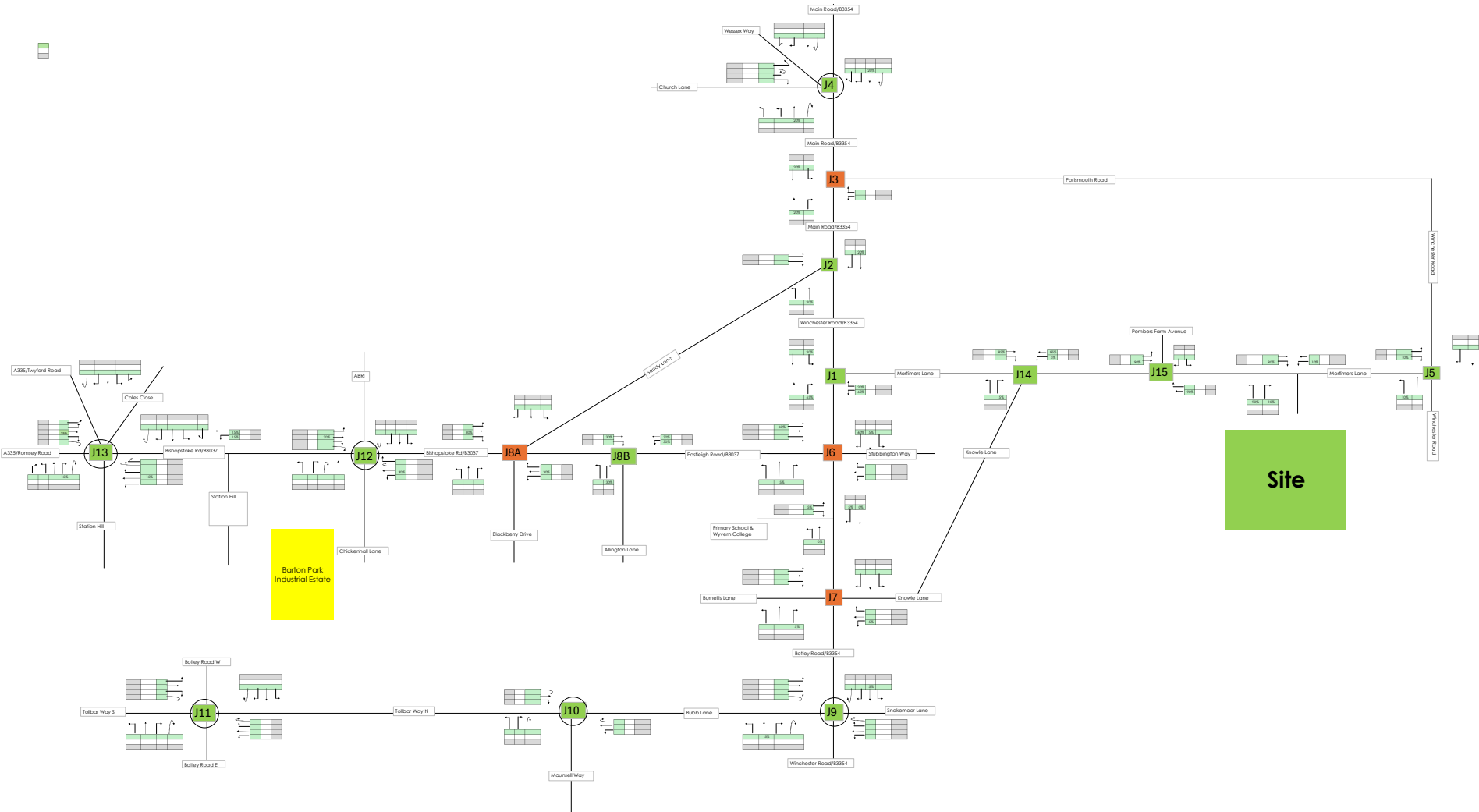


Secondary Education AM

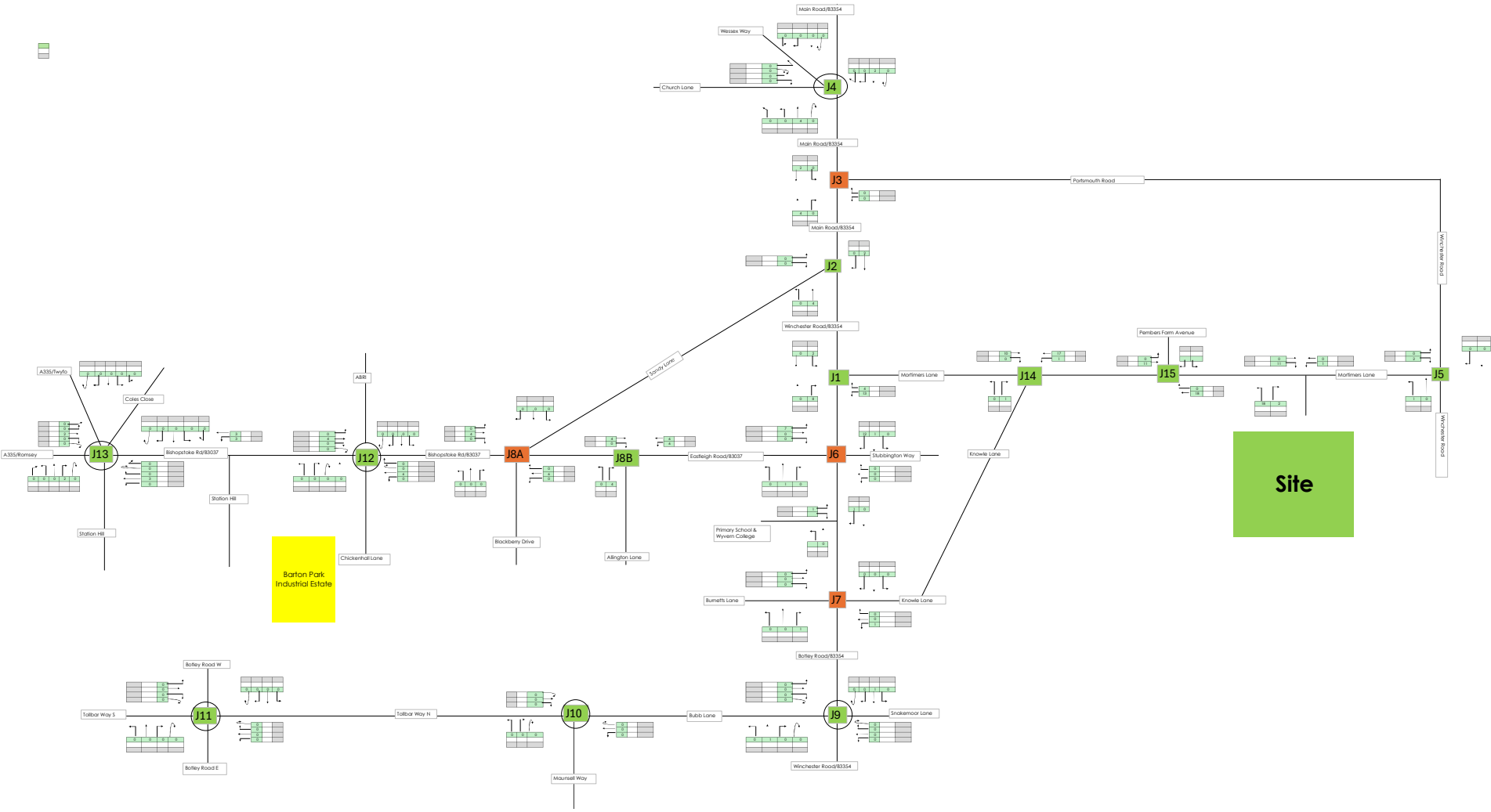




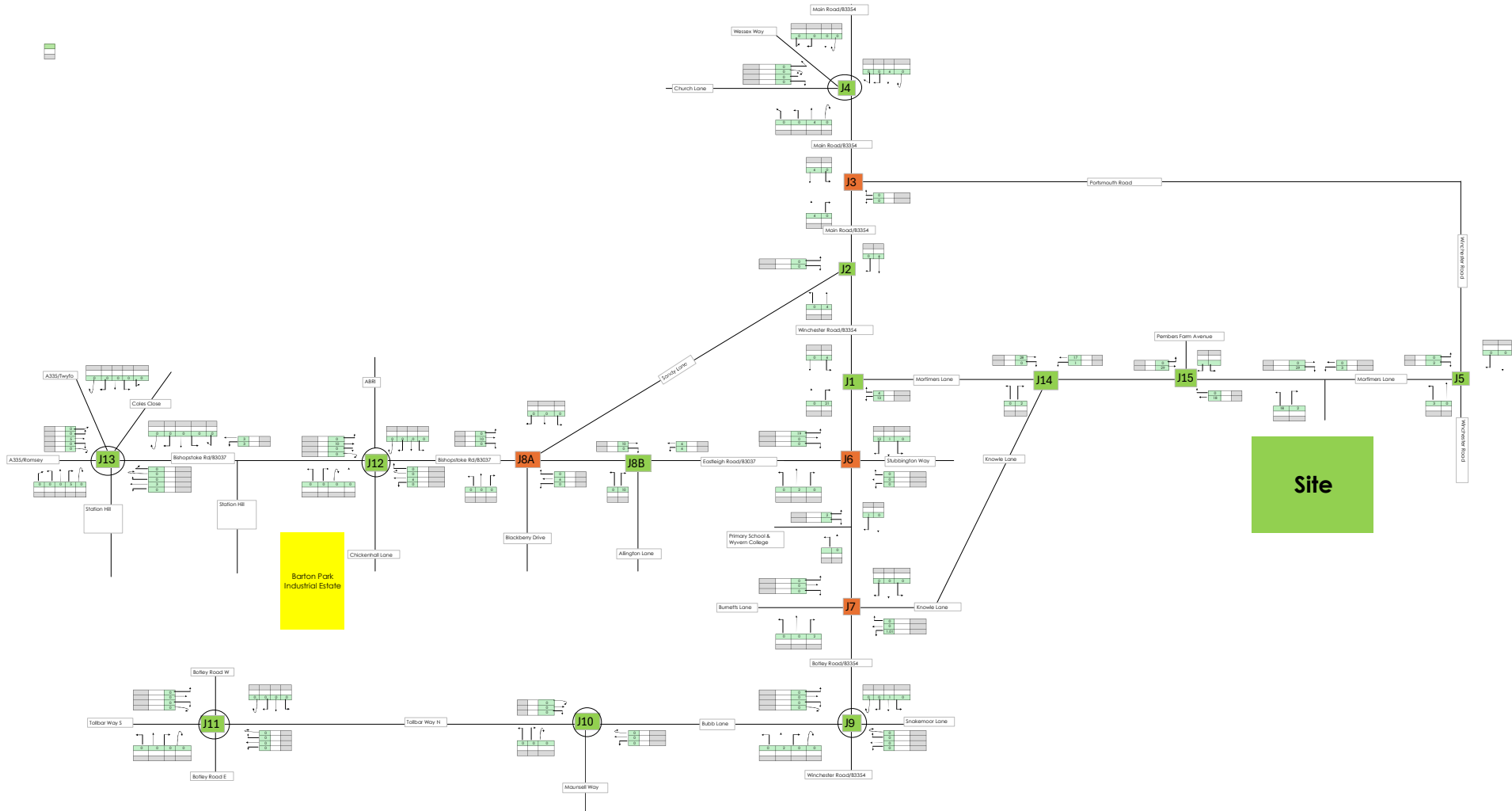
Leisure % dist



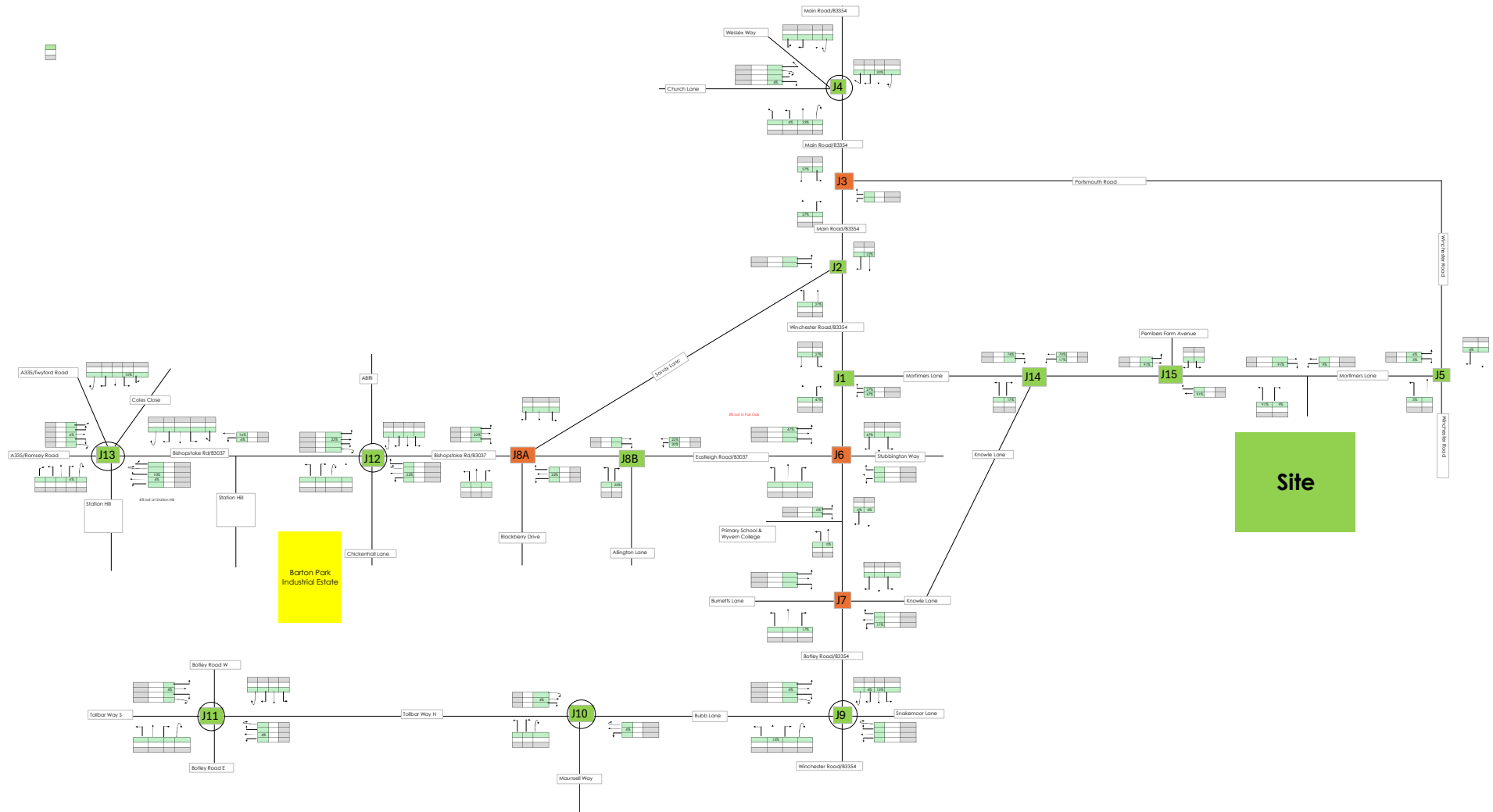
Leisure AM



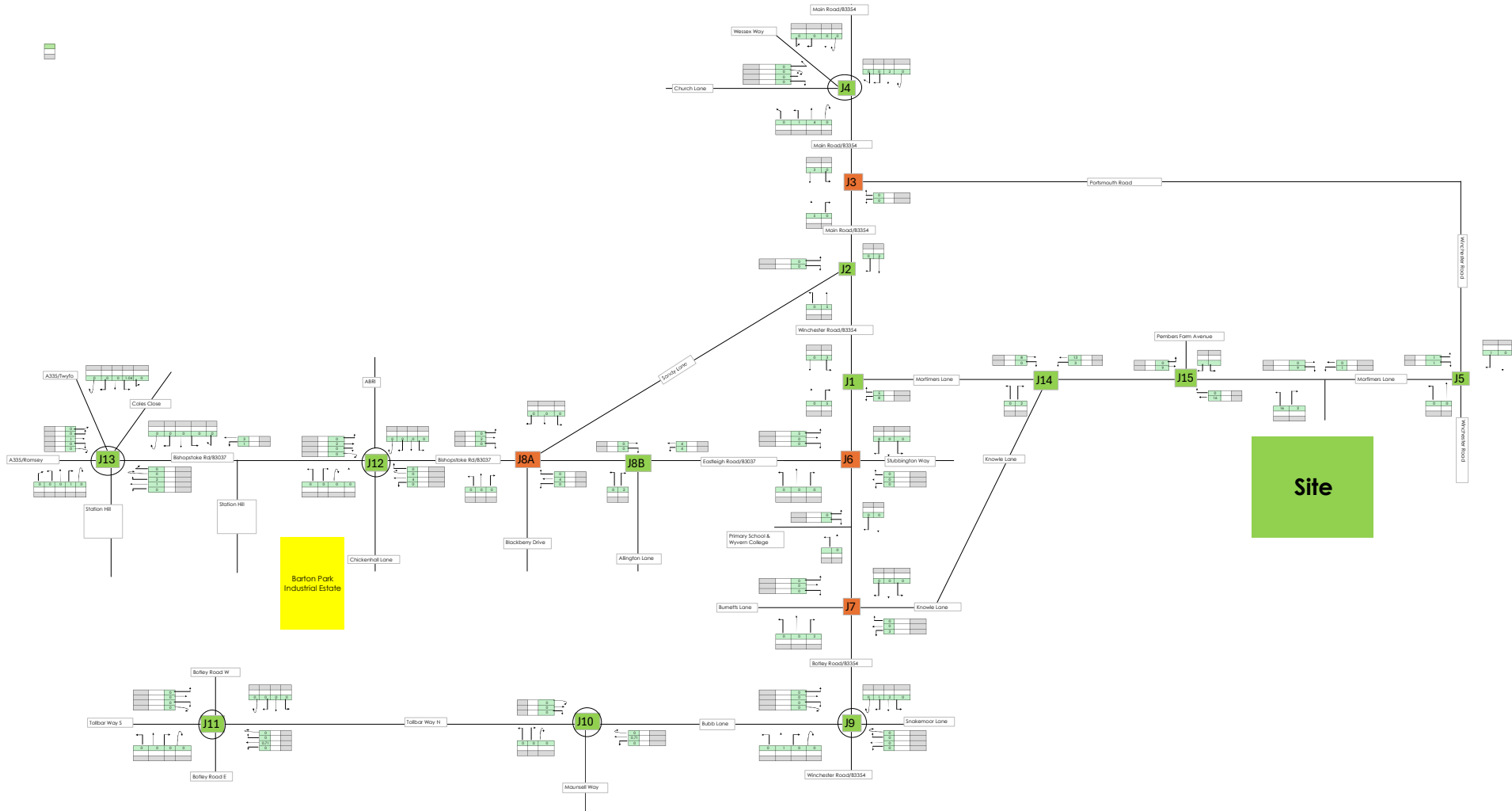
Leisure PM



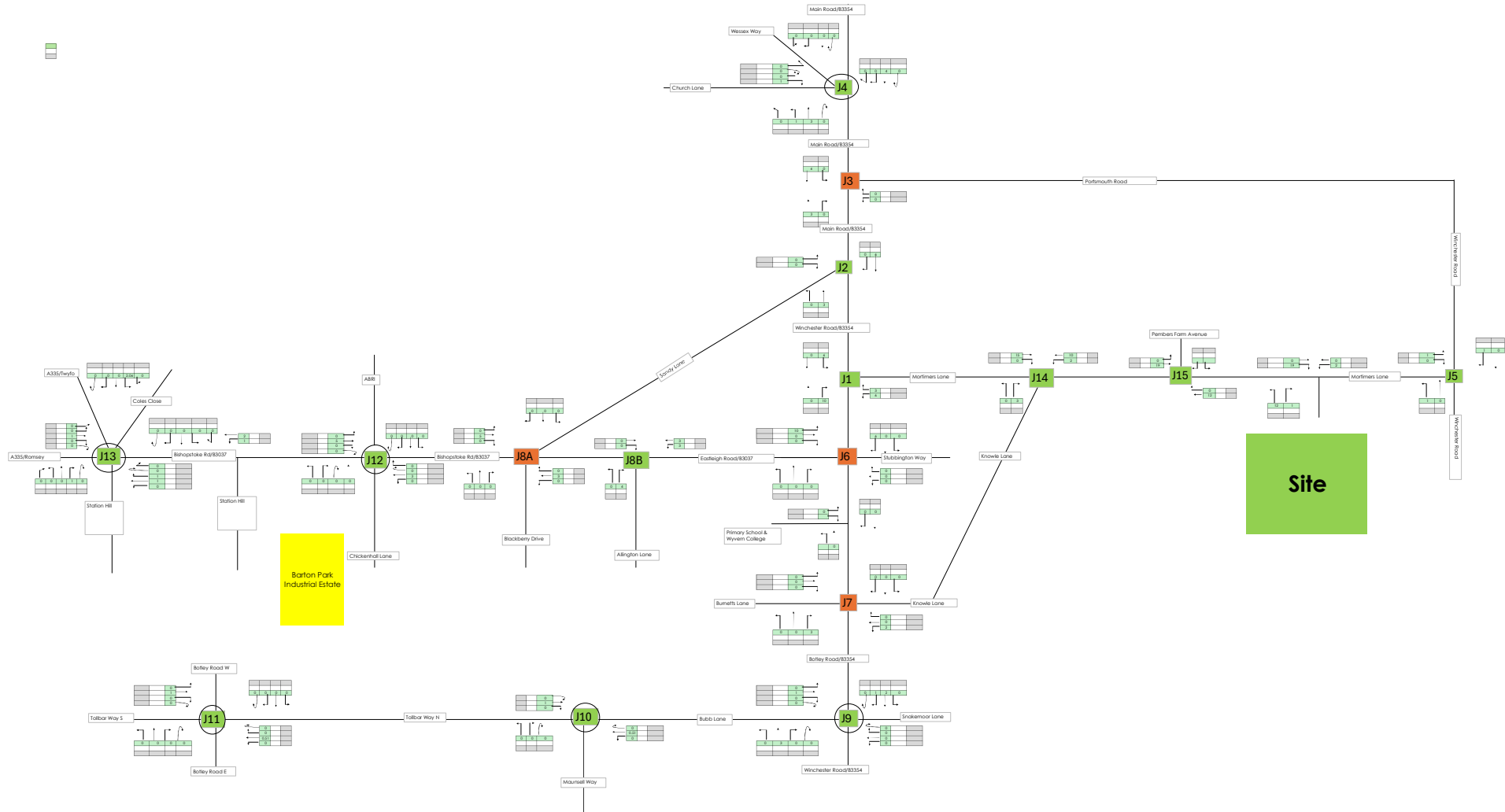
Employment % dist



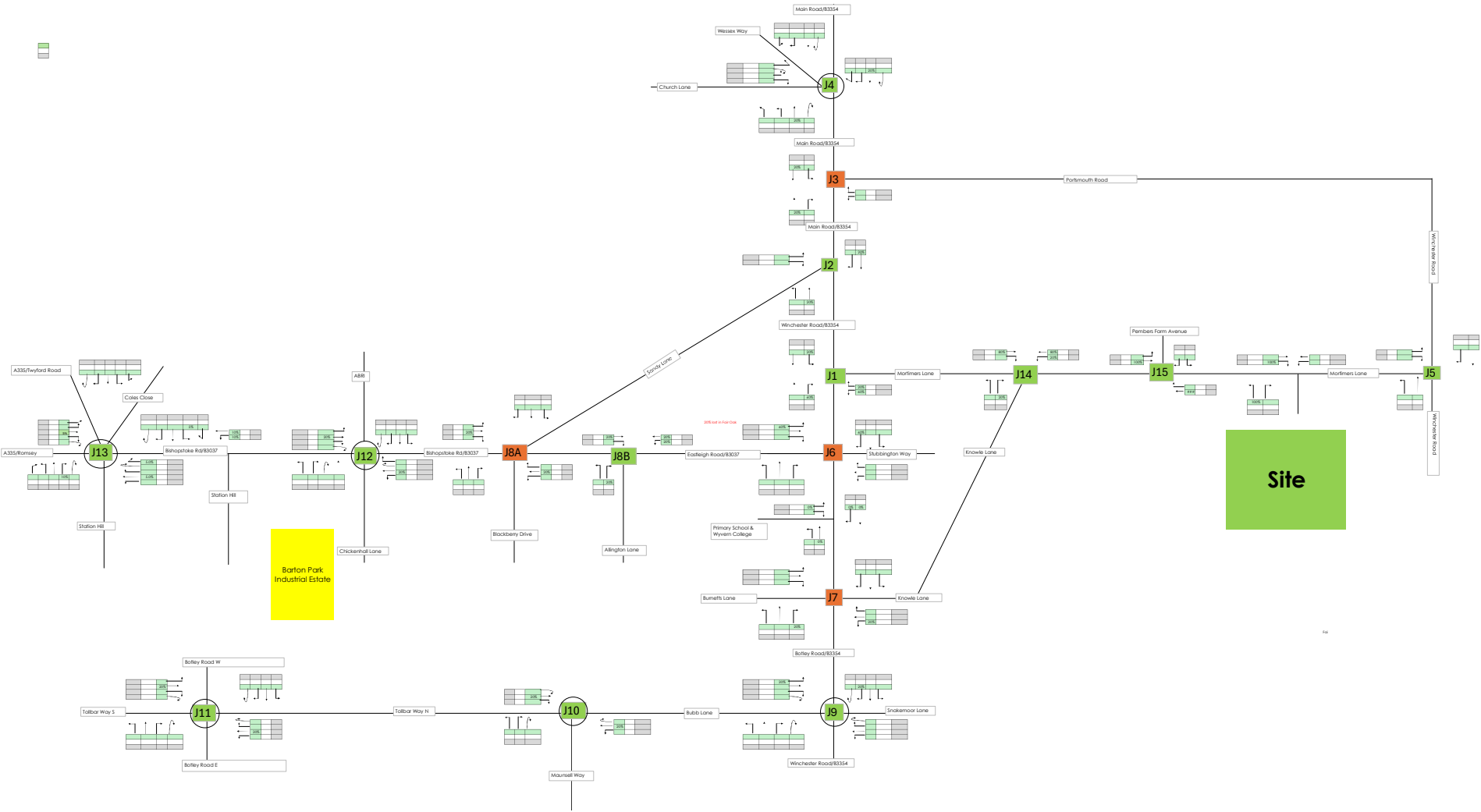
Employment AM



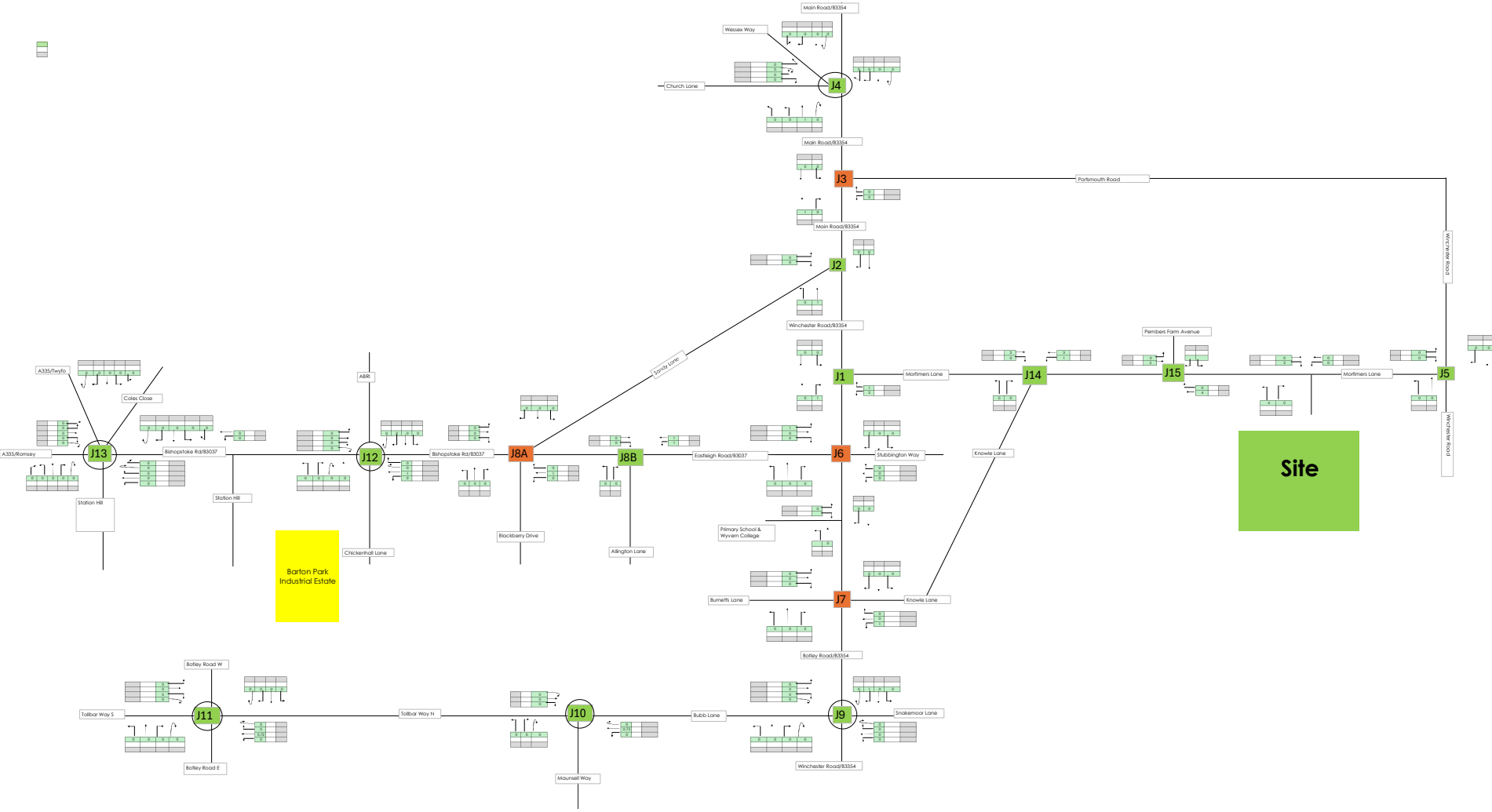
Employment PM



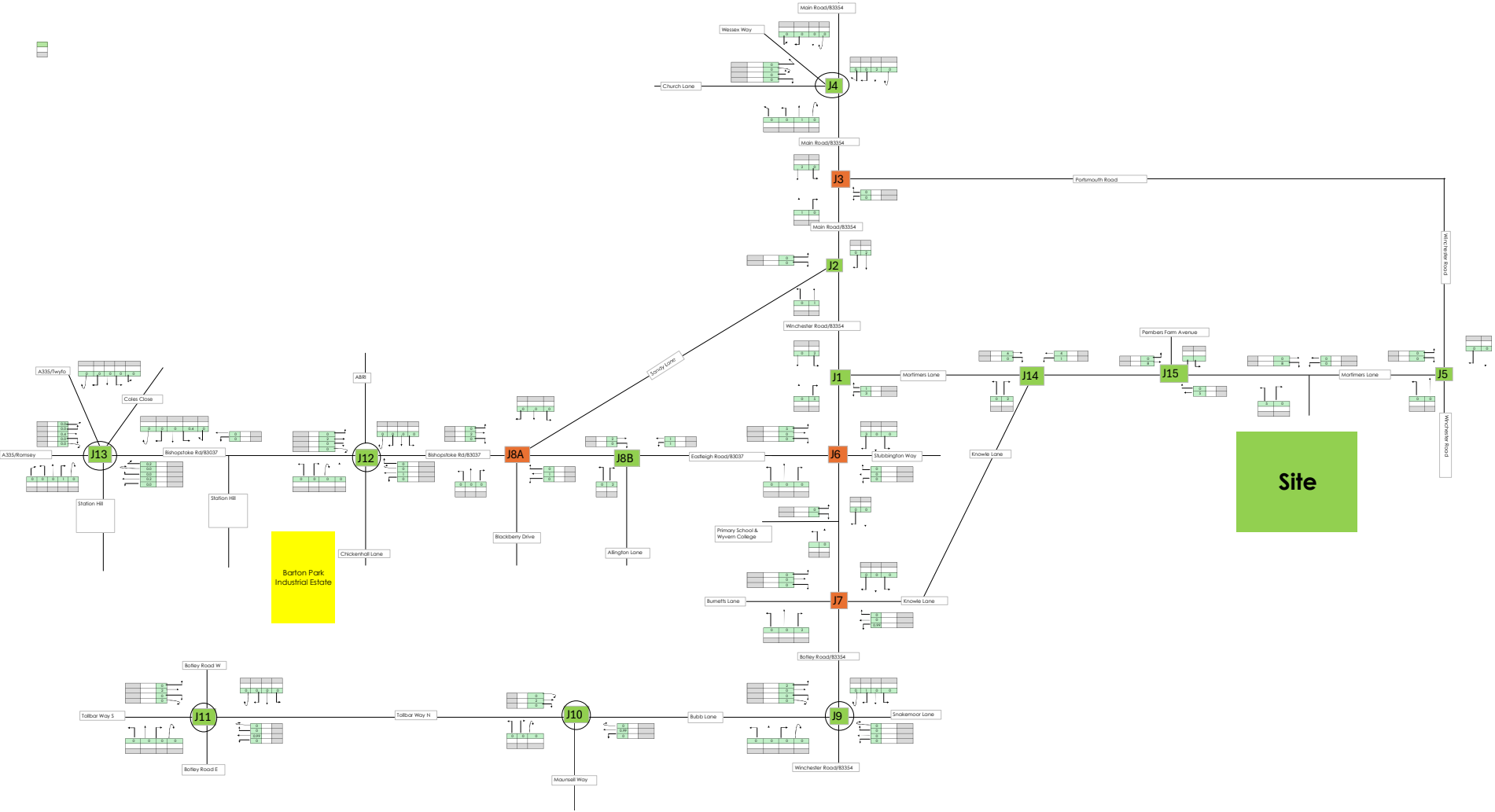
Retail % dist



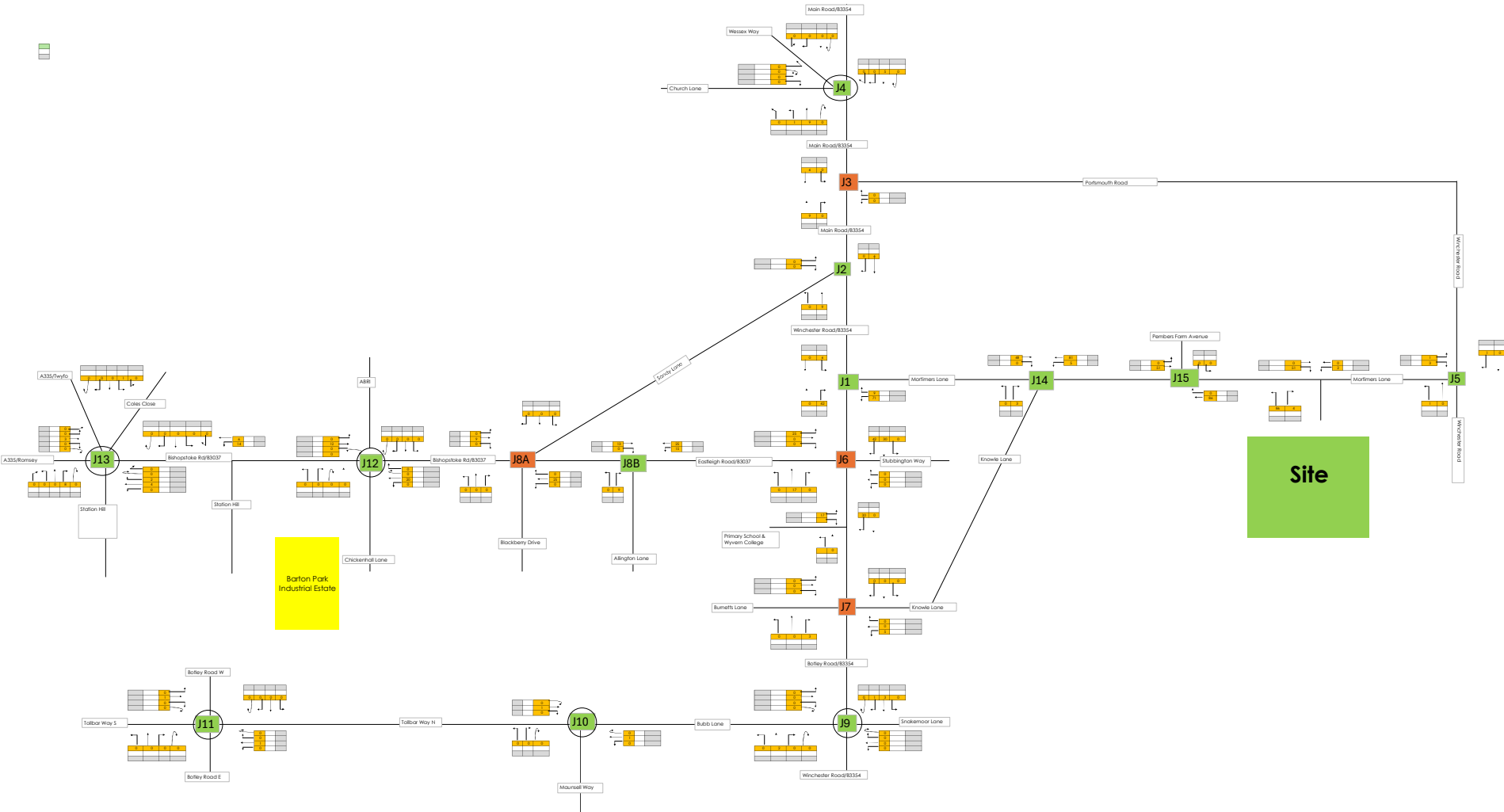
Retail AM



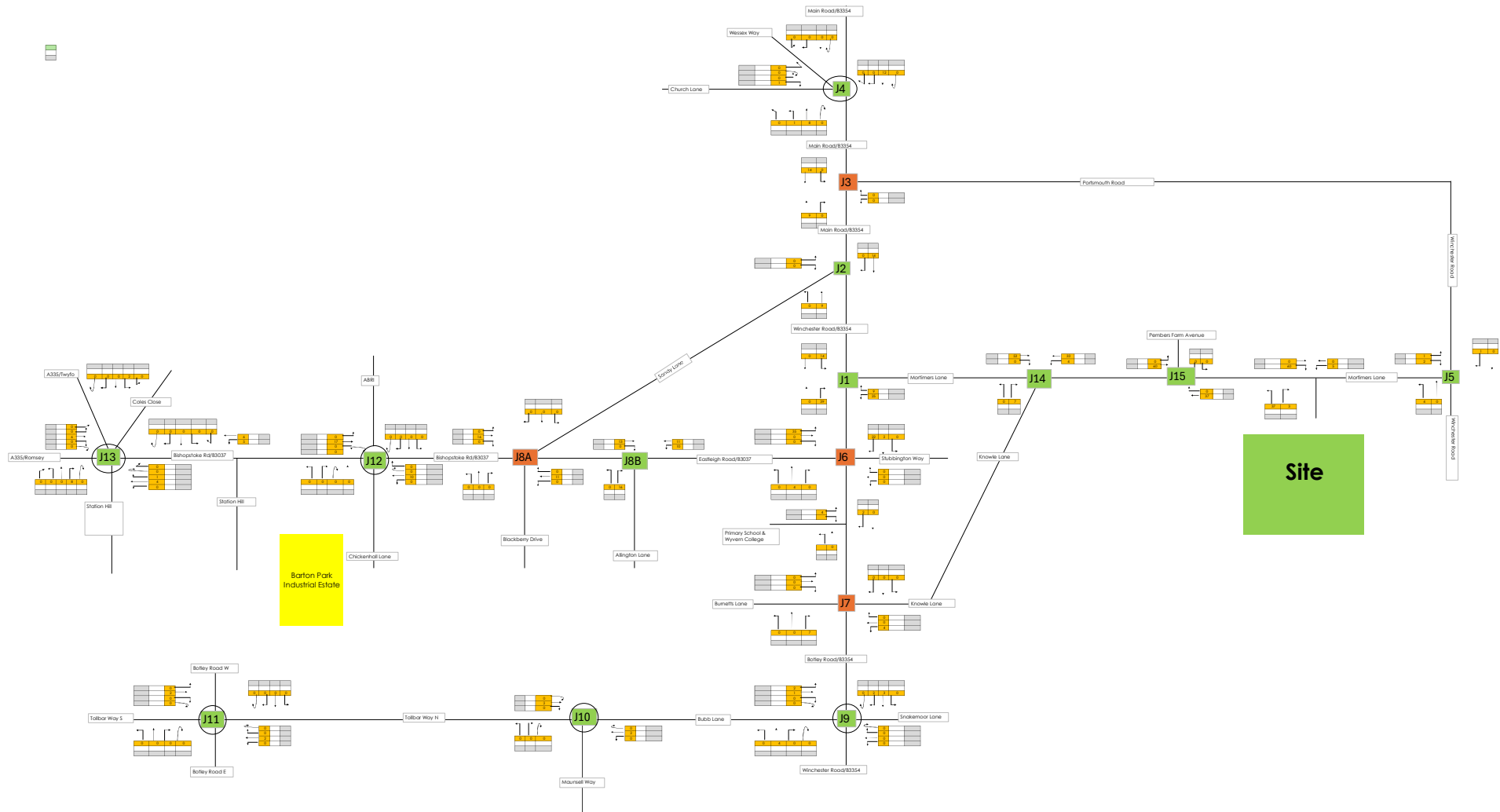
Retail PM



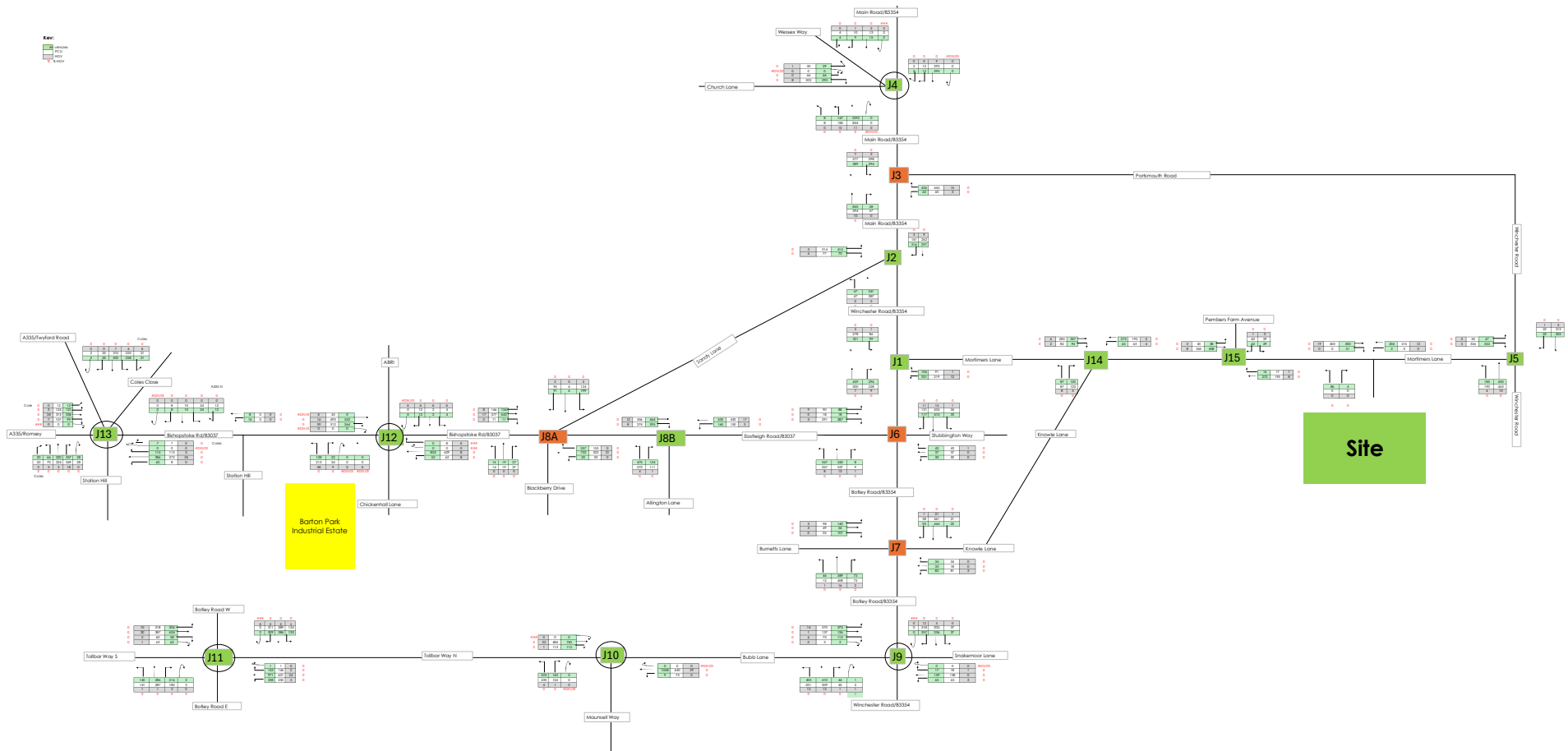
TOTAL DEV TRIPS - AM



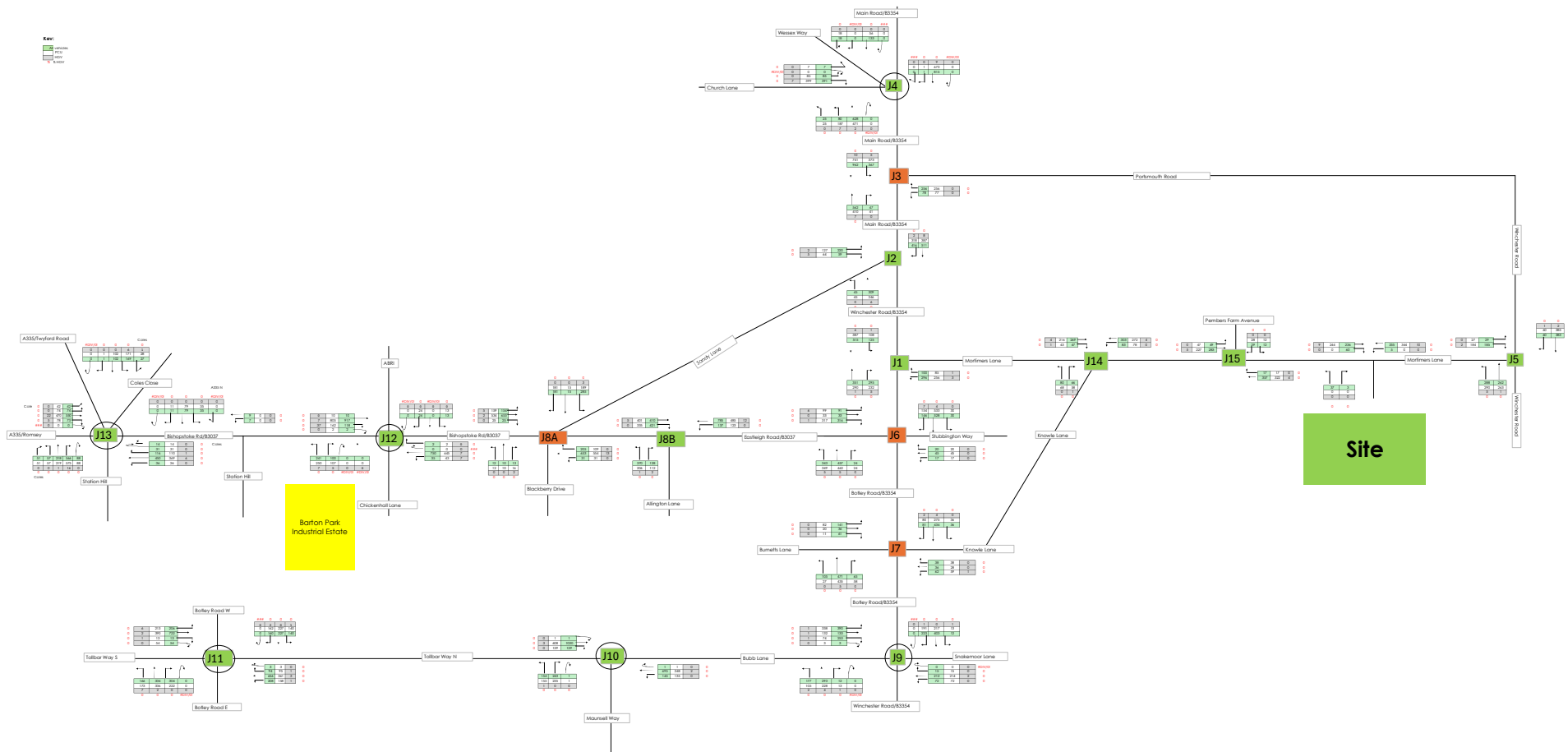
TOTAL DEV TRIPS - PM



Future Year AM + CD + Dev



Future Year PM + CD + Dev



Site Access / Mortimers Lane Vehicles - OD Tables

Base Year AM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	0	200
B - Site Access	0	0	0
C - Mortimers Lane (W)	379	0	0

Base Year PM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	0	332
B - Site Access	0	0	0
C - Mortimers Lane (W)	233	0	0

Future Year + Committed AM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	0	204
B - Site Access	0	0	0
C - Mortimers Lane (W)	383	0	0

Future Year + Committed PM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	0	335
B - Site Access	0	0	0
C - Mortimers Lane (W)	236	0	0

Future Year + Committed + Development AM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	2	204
B - Site Access	4	0	86
C - Mortimers Lane (W)	383	51	0

Future Year + Committed + Development PM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	5	335
B - Site Access	3	0	37
C - Mortimers Lane (W)	236	60	0

Site Access / Mortimers Lane HGVs - OD Tables

Base Year AM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	6.00%
B - Site Access	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	5.01%	0.00%	0.00%

Base Year PM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	3.01%
B - Site Access	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	3.86%	0.00%	0.00%

Future Year + Committed AM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	5.87%
B - Site Access	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	4.97%	0.00%	0.00%

Future Year + Committed PM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	2.99%
B - Site Access	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	3.82%	0.00%	0.00%

Future Year + Committed + Development AM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	5.87%
B - Site Access	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	4.97%	0.00%	0.00%

Future Year + Committed + Development PM

To/From	A - Mortimers Lane (E)	B - Site Access	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	2.99%
B - Site Access	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	3.82%	0.00%	0.00%

Mortimers Lane / Winchester Road Vehicles - OD TablesBase Year AM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0	87	284
B - Mortimers Lane	92	0	234
C - Winchester Road (S)	309	239	0

Base Year PM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0	109	393
B - Mortimers Lane	86	0	259
C - Winchester Road (S)	291	238	0

Future Year + Committed AM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0	93	321
B - Mortimers Lane	97	0	260
C - Winchester Road (S)	459	254	0

Future Year + Committed PM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0	111	515
B - Mortimers Lane	91	0	271
C - Winchester Road (S)	351	256	0

Future Year + Committed + Development AM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0	99	321
B - Mortimers Lane	106	0	331
C - Winchester Road (S)	459	296	0

Future Year + Committed + Development PM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0	125	515
B - Mortimers Lane	100	0	296
C - Winchester Road (S)	351	295	0

Future Year + Committed + Development Mode Shift AM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0	98	321
B - Mortimers Lane	105	0	323
C - Winchester Road (S)	459	292	0

Future Year + Committed + Development Mode Shift PM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0	124	515
B - Mortimers Lane	99	0	293
C - Winchester Road (S)	351	292	0

Mortimers Lane / Winchester Road HGVs - OD TablesBase Year AM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0.00%	1.15%	1.76%
B - Mortimers Lane	1.08%	0.00%	5.13%
C - Winchester Road (S)	2.26%	3.76%	0.00%

Base Year PM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0.00%	0.92%	1.53%
B - Mortimers Lane	1.16%	0.00%	1.16%
C - Winchester Road (S)	0.34%	2.10%	0.00%

Future Year + Committed AM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0.00%	1.08%	1.56%
B - Mortimers Lane	1.03%	0.00%	4.62%
C - Winchester Road (S)	1.53%	3.54%	0.00%

Future Year + Committed PM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0.00%	0.90%	1.17%
B - Mortimers Lane	1.10%	0.00%	1.11%
C - Winchester Road (S)	0.29%	1.95%	0.00%

Future Year + Committed + Development AM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0.00%	1.01%	1.56%
B - Mortimers Lane	0.95%	0.00%	3.63%
C - Winchester Road (S)	1.53%	3.04%	0.00%

Future Year + Committed + Development PM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0.00%	0.80%	1.17%
B - Mortimers Lane	1.00%	0.00%	1.01%
C - Winchester Road (S)	0.29%	1.69%	0.00%

Future Year + Committed + Development AM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0.00%	751021.85%	1966285.71%
B - Mortimers Lane	0.00%	0.00%	0.00%
C - Winchester Road (S)	0.00%	0.00%	0.00%

Future Year + Committed + Development PM

To/From	A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
A - Winchester Road (N)	0.00%	1371011.90%	10164500.00%
B - Mortimers Lane	0.00%	0.00%	0.00%
C - Winchester Road (S)	0.00%	0.00%	0.00%

B3354 / Stubbington Way / B3037 PCU - OD Tables

Base Year AM

To/From	A - B3354 Botley Road (N)	B - Stubbington Way	C - B3354 Botley Road (S)	D- B3037 Eastleigh Road
A - B3354 Botley Road (N)	0	34	350	80
B - Stubbington Way	43	0	30	37
C - B3354 Botley Road (S)	367	9	0	245
D- B3037 Eastleigh Road	54	18	276	0

Base Year PM

To/From	A - B3354 Botley Road (N)	B - Stubbington Way	C - B3354 Botley Road (S)	D- B3037 Eastleigh Road
A - B3354 Botley Road (N)	0	30	408	123
B - Stubbington Way	20	0	17	45
C - B3354 Botley Road (S)	386	24	0	320
D- B3037 Eastleigh Road	58	33	232	0

Future Year + Committed AM

To/From	A - B3354 Botley Road (N)	B - Stubbington Way	C - B3354 Botley Road (S)	D- B3037 Eastleigh Road
A - B3354 Botley Road (N)	0	34	404	89
B - Stubbington Way	43	0	30	37
C - B3354 Botley Road (S)	520	9	0	357
D- B3037 Eastleigh Road	65	18	291	0

Future Year + Committed PM

To/From	A - B3354 Botley Road (N)	B - Stubbington Way	C - B3354 Botley Road (S)	D- B3037 Eastleigh Road
A - B3354 Botley Road (N)	0	30	531	132
B - Stubbington Way	20	0	17	45
C - B3354 Botley Road (S)	459	24	0	349
D- B3037 Eastleigh Road	64	33	317	0

Future Year + Committed + Development AM

To/From	A - B3354 Botley Road (N)	B - Stubbington Way	C - B3354 Botley Road (S)	D- B3037 Eastleigh Road
A - B3354 Botley Road (N)	0	34	434	131
B - Stubbington Way	43	0	30	37
C - B3354 Botley Road (S)	537	9	0	357
D- B3037 Eastleigh Road	90	18	291	0

Future Year + Committed + Development PM

To/From	A - B3354 Botley Road (N)	B - Stubbington Way	C - B3354 Botley Road (S)	D- B3037 Eastleigh Road
A - B3354 Botley Road (N)	0	30	533	154
B - Stubbington Way	20	0	17	45
C - B3354 Botley Road (S)	463	24	0	349
D- B3037 Eastleigh Road	99	33	317	0

Future Year + Committed + Development Mode Shift AM

To/From	A - B3354 Botley Road (N)	B - Stubbington Way	C - B3354 Botley Road (S)	D- B3037 Eastleigh Road
A - B3354 Botley Road (N)	0	34	431	127
B - Stubbington Way	43	0	30	37
C - B3354 Botley Road (S)	536	9	0	357
D- B3037 Eastleigh Road	88	18	291	0

Future Year + Committed + Development Mode Shift PM

To/From	A - B3354 Botley Road (N)	B - Stubbington Way	C - B3354 Botley Road (S)	D- B3037 Eastleigh Road
A - B3354 Botley Road (N)	0	30	533	152
B - Stubbington Way	20	0	17	45
C - B3354 Botley Road (S)	463	24	0	349
D- B3037 Eastleigh Road	95	33	317	0

Knowle Lane / Mortimers Lane Vehicles - OD Tables

Base Year AM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	58	186
B - Knowle Lane	116	0	77
C - Mortimers Lane (W)	275	79	0

Base Year PM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	78	268
B - Knowle Lane	57	0	68
C - Mortimers Lane (W)	212	42	0

Future Year + Committed AM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	60.14558846	191.6088651
B - Knowle Lane	117	0	87.3395168
C - Mortimers Lane (W)	279	93.9464386	0

Future Year + Committed PM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	79	270
B - Knowle Lane	59	0	80
C - Mortimers Lane (W)	216	47	0

Future Year + Committed + Development AM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	65	273
B - Knowle Lane	120	0	87
C - Mortimers Lane (W)	327	94	0

Future Year + Committed + Development PM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	83	303
B - Knowle Lane	66	0	80
C - Mortimers Lane (W)	269	47	0

Knowle Lane / Mortimers Lane HGVs - OD Tables

Base Year AM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	6.90%	2.69%
B - Knowle Lane	4.31%	0.00%	10.39%
C - Mortimers Lane (W)	2.18%	2.53%	0.00%

Base Year PM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	1.49%
B - Knowle Lane	1.75%	0.00%	0.00%
C - Mortimers Lane (W)	1.89%	2.38%	0.00%

Future Year + Committed AM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	6.65%	2.61%
B - Knowle Lane	4.26%	0.00%	9.16%
C - Mortimers Lane (W)	2.15%	2.13%	0.00%

Future Year + Committed PM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	1.48%
B - Knowle Lane	1.70%	0.00%	0.00%
C - Mortimers Lane (W)	1.85%	2.13%	0.00%

Future Year + Committed + Development AM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	6.14%	1.83%
B - Knowle Lane	4.15%	0.00%	9.16%
C - Mortimers Lane (W)	1.84%	2.13%	0.00%

Future Year + Committed + Development PM

To/From	A - Mortimers Lane (E)	B - Knowle Lane	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	1.32%
B - Knowle Lane	1.52%	0.00%	0.00%
C - Mortimers Lane (W)	1.49%	2.13%	0.00%

Pembers Farm Avenue / Mortimers Lane Vehicles - OD Tables

Base Year AM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	0	0
B - Pembers Farm Avenue	0	0	0
C - Mortimers Lane (W)	0	0	0

Base Year PM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	0	0
B - Pembers Farm Avenue	0	0	0
C - Mortimers Lane (W)	0	0	0

Future Year + Committed AM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	16.0693504	186.2575088
B - Pembers Farm Avenue	29	0	61.79371456
C - Mortimers Lane (W)	357	37.6501336	0

Future Year + Committed PM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	17	320
B - Pembers Farm Avenue	12	0	29
C - Mortimers Lane (W)	223	49	0

Future Year + Committed + Development AM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	16	272
B - Pembers Farm Avenue	29	0	62
C - Mortimers Lane (W)	408	38	0

Future Year + Committed + Development PM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0	17	357
B - Pembers Farm Avenue	12	0	29
C - Mortimers Lane (W)	283	49	0

Pembers Farm Avenue / Mortimers Lane HGVS - OD Tables

Base Year AM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	#DIV/0!
B - Pembers Farm Avenue	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	#DIV/0!	0.00%	0.00%

Base Year PM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	#DIV/0!
B - Pembers Farm Avenue	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	#DIV/0!	0.00%	0.00%

Future Year + Committed AM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	4.30%
B - Pembers Farm Avenue	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	2.24%	0.00%	0.00%

Future Year + Committed PM

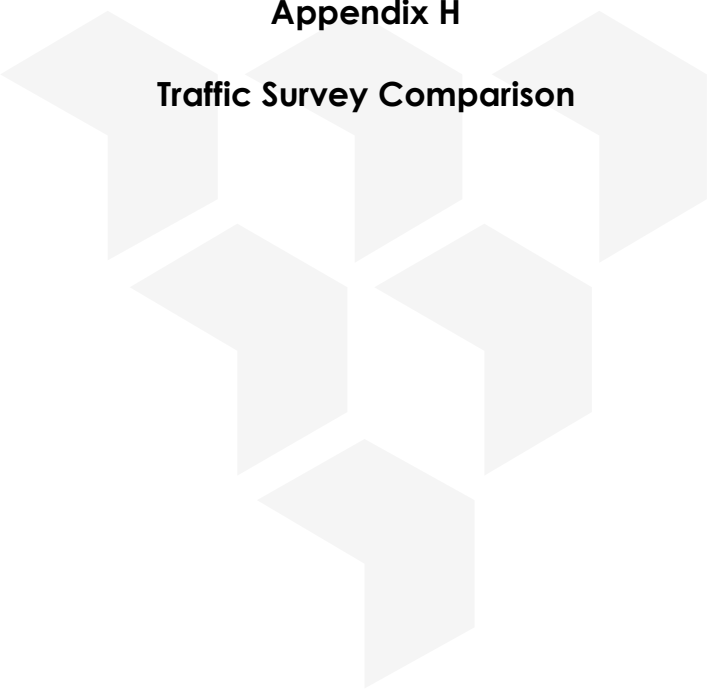
To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	1.25%
B - Pembers Farm Avenue	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	2.25%	0.00%	0.00%

Future Year + Committed + Development AM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	2.94%
B - Pembers Farm Avenue	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	1.96%	0.00%	0.00%

Future Year + Committed + Development PM

To/From	A - Mortimers Lane (E)	B - Pembers Farm Avenue	C - Mortimers Lane (W)
A - Mortimers Lane (E)	0.00%	0.00%	1.12%
B - Pembers Farm Avenue	0.00%	0.00%	0.00%
C - Mortimers Lane (W)	1.77%	0.00%	0.00%



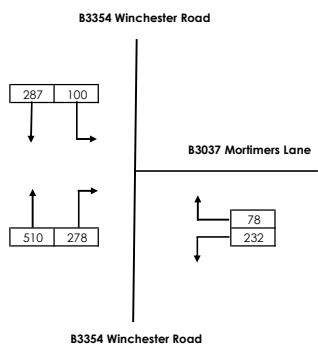
Appendix H

Traffic Survey Comparison

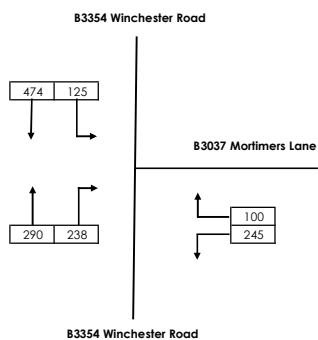
2018 Baseline Traffic Flows (Pembers Farm TA)

AM Peak (08:00-09:00)

Total Vehicles



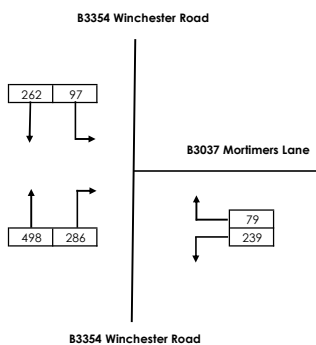
PM Peak (17:00-18:00)



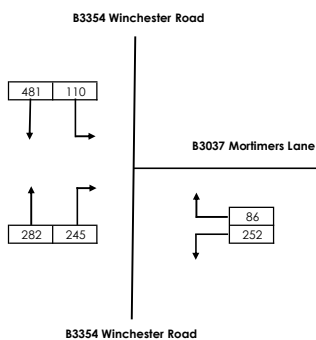
2020 Baseline Traffic Flows (One Horton Heath TA)

AM Peak (08:00-09:00)

Total Vehicles



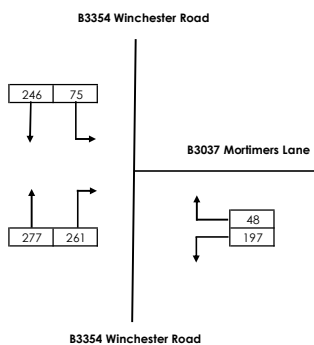
PM Peak (17:00-18:00)



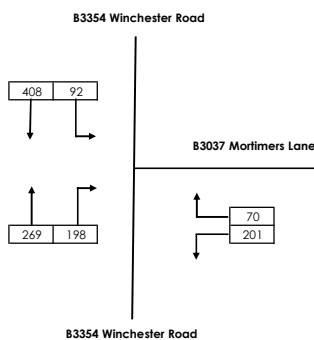
2023 Baseline Traffic Flows (Mortimers Lane, Fair Oak TA)

AM Peak (08:00-09:00)

Total Vehicles

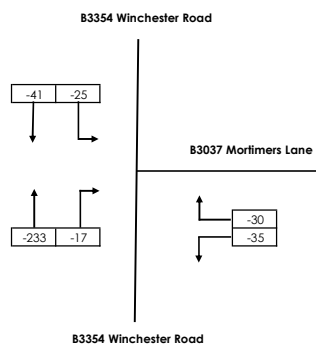


PM Peak (17:00-18:00)



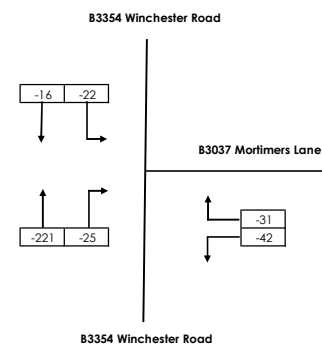
Comparison of 2023 Baseline with 2018 Baseline

PM Peak (17:00-18:00)

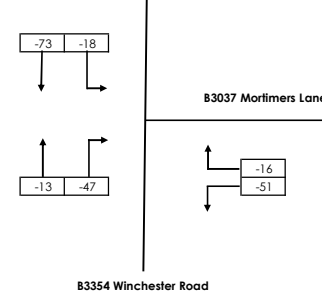


Comparison of 2023 Baseline with 2020 Baseline

PM Peak (17:00-18:00)



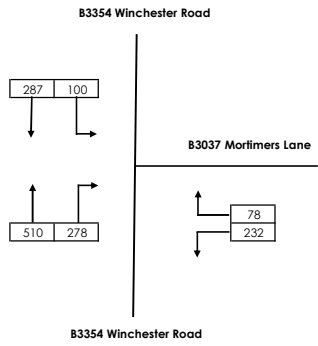
PM Peak (17:00-18:00)



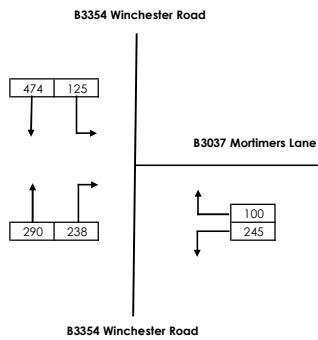
2018 Baseline Traffic Flows (Pembers Farm TA)

AM Peak (08:00-09:00)

Total Vehicles



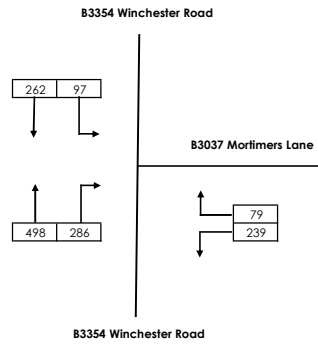
PM Peak (17:00-18:00)



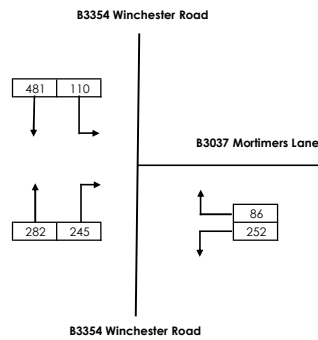
2020 Baseline Traffic Flows (One Horton Heath TA)

AM Peak (08:00-09:00)

Total Vehicles



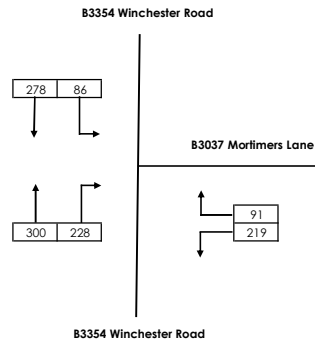
PM Peak (17:00-18:00)



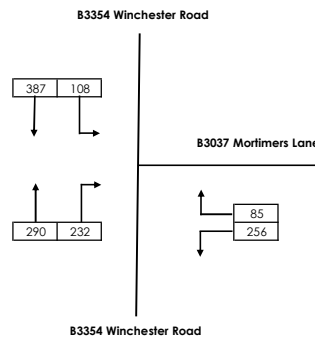
2025 Resurveyed Flows

AM Peak (08:00-09:00)

Total Vehicles

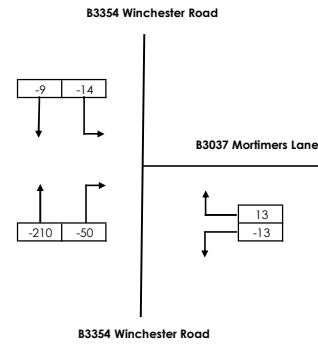


PM Peak (17:00-18:00)

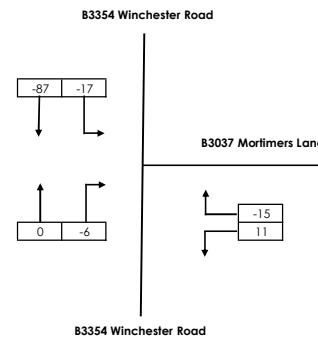


Comparison of 2025 Baseline with 2018 Baseline

AM Peak (08:00-09:00)

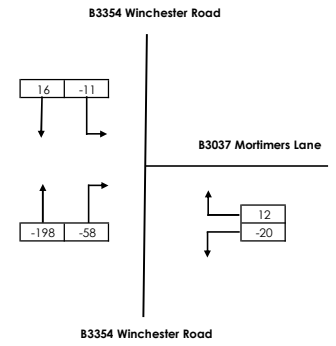


PM Peak (17:00-18:00)

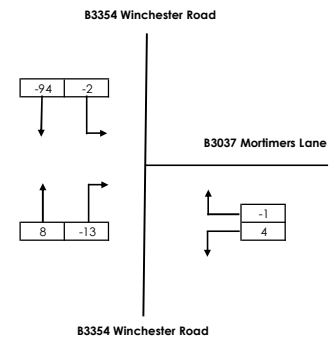


Comparison of 2025 Baseline with 2020 Baseline

AM Peak (08:00-09:00)



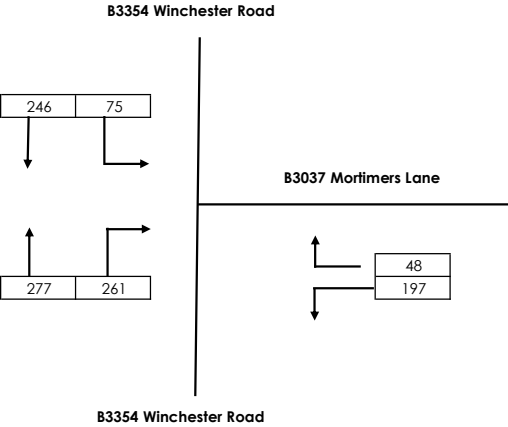
PM Peak (17:00-18:00)



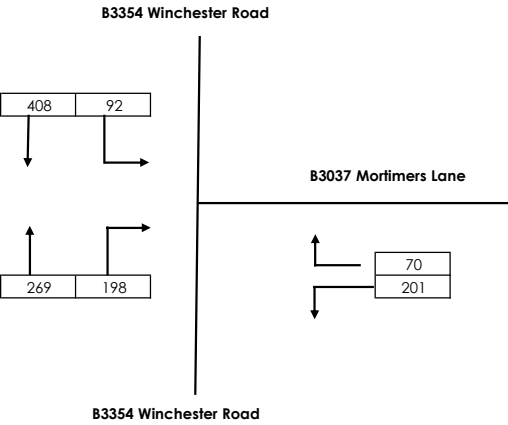
2023 Baseline Traffic Flows (Mortimers Lane, Fair Oak TA)

AM Peak (08:00-09:00)

Total Vehicles



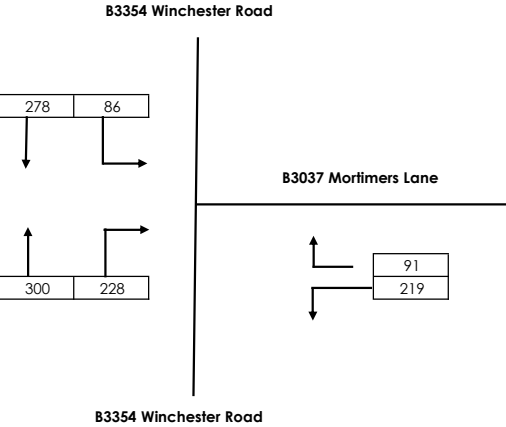
PM Peak (17:00-18:00)



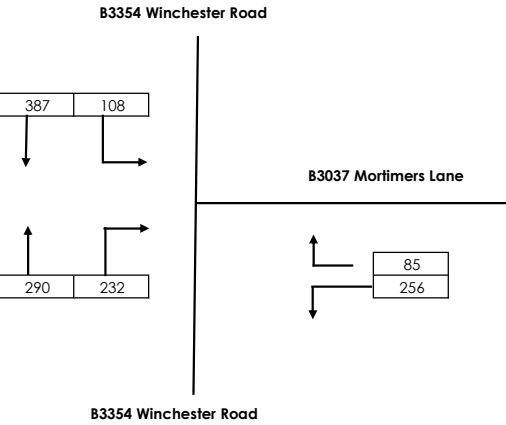
2025 Resurveyed Flows

AM Peak (08:00-09:00)

Total Vehicles



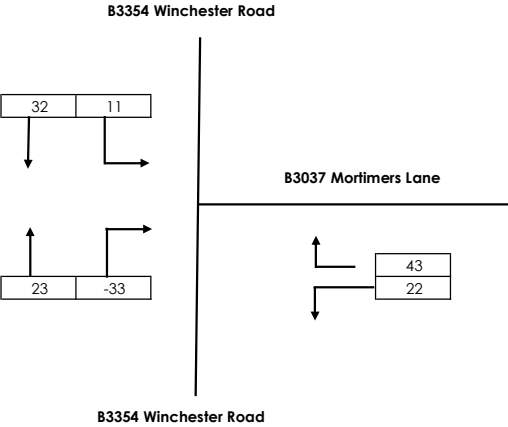
PM Peak (17:00-18:00)



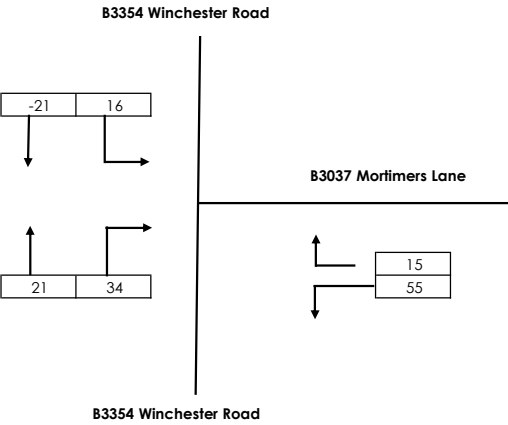
2023 vs 2025 Comparison

AM Peak (08:00-09:00)

Total Vehicles



PM Peak (17:00-18:00)



Fair Oak, Thursday 13th March 2025

Junction: 1

Approach: B3354 Winchester Road North



TIME	Left to B3037 Mortimers Lane					Ahead to B3354 Winchester Road (South)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	11	0	0	11	11.0	41	2	2	45	49.6
07:15 - 07:30	13	0	0	13	13.0	52	0	0	52	52.0
07:30 - 07:45	17	0	0	17	17.0	64	1	0	65	66.3
07:45 - 08:00	18	0	0	18	18.0	60	0	2	62	64.0
Hourly Total	59	0	0	59	59.0	217	3	4	224	231.9
08:00 - 08:15	19	0	0	19	19.0	63	0	1	64	65.0
08:15 - 08:30	21	0	0	21	21.0	71	0	0	71	71.0
08:30 - 08:45	23	0	1	24	25.0	75	0	1	76	77.0
08:45 - 09:00	22	0	0	22	22.0	64	2	1	67	70.6
Hourly Total	85	0	1	86	87.0	273	2	3	278	283.6
09:00 - 09:15	19	0	0	19	19.0	57	2	1	60	63.6
09:15 - 09:30	15	0	0	15	15.0	63	0	1	64	65.0
09:30 - 09:45	11	0	0	11	11.0	61	1	1	63	65.3
09:45 - 10:00	19	0	0	19	19.0	43	3	0	46	49.9
Hourly Total	64	0	0	64	64.0	224	6	3	233	243.8

TOTAL	208	0	1	209	210.0	714	11	10	735	759.3
-------	-----	---	---	-----	-------	-----	----	----	-----	-------

16:00 - 16:15	18	1	0	19	20.3	88	2	1	91	94.6
16:15 - 16:30	18	0	0	18	18.0	105	0	1	106	107.0
16:30 - 16:45	27	0	1	28	29.0	110	2	1	113	116.6
16:45 - 17:00	44	0	0	44	44.0	114	0	0	114	114.0
Hourly Total	107	1	1	109	111.3	417	4	3	424	432.2
17:00 - 17:15	32	0	0	32	32.0	93	1	2	96	99.3
17:15 - 17:30	25	0	0	25	25.0	83	0	1	84	85.0
17:30 - 17:45	27	0	1	28	29.0	97	0	1	98	99.0
17:45 - 18:00	23	0	0	23	23.0	108	0	1	109	110.0
Hourly Total	107	0	1	108	109.0	381	1	5	387	393.3
18:00 - 18:15	16	0	0	16	16.0	81	1	0	82	83.3
18:15 - 18:30	11	0	0	11	11.0	64	0	1	65	66.0
18:30 - 18:45	14	0	0	14	14.0	69	0	1	70	71.0
18:45 - 19:00	13	0	0	13	13.0	71	0	1	72	73.0
Hourly Total	54	0	0	54	54.0	285	1	3	289	293.3

TOTAL	268	1	2	271	274.3	1083	6	11	1100	1118.8
-------	-----	---	---	-----	-------	------	---	----	------	--------

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Fair Oak, Thursday 13th March 2025

Junction: 1

Approach: B3037 Mortimers Lane



TIME	Left to B3354 Winchester Road (South)					Right to B3354 Winchester Road (North)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	29	1	0	30	31.3	20	1	0	21	22.3
07:15 - 07:30	41	3	0	44	47.9	22	1	0	23	24.3
07:30 - 07:45	55	5	1	61	68.5	21	0	0	21	21.0
07:45 - 08:00	59	1	0	60	61.3	20	0	2	22	24.0
Hourly Total	184	10	1	195	209.0	83	2	2	87	91.6
08:00 - 08:15	57	2	0	59	61.6	18	0	0	18	18.0
08:15 - 08:30	55	3	0	58	61.9	23	1	0	24	25.3
08:30 - 08:45	48	2	2	52	56.6	24	0	0	24	24.0
08:45 - 09:00	47	3	0	50	53.9	25	0	0	25	25.0
Hourly Total	207	10	2	219	234.0	90	1	0	91	92.3
09:00 - 09:15	49	2	0	51	53.6	28	1	0	29	30.3
09:15 - 09:30	54	2	1	57	60.6	23	0	0	23	23.0
09:30 - 09:45	53	1	0	54	55.3	15	1	0	16	17.3
09:45 - 10:00	47	4	1	52	58.2	17	0	1	18	19.0
Hourly Total	203	9	2	214	227.7	83	2	1	86	89.6

TOTAL	594	29	5	628	670.7	256	5	3	264	273.5
--------------	------------	-----------	----------	------------	--------------	------------	----------	----------	------------	--------------

16:00 - 16:15	60	0	1	61	62.0	20	0	0	20	20.0
16:15 - 16:30	57	3	0	60	63.9	27	0	0	27	27.0
16:30 - 16:45	56	0	1	57	58.0	25	0	0	25	25.0
16:45 - 17:00	53	2	2	57	61.6	23	0	0	23	23.0
Hourly Total	226	5	4	235	245.5	95	0	0	95	95.0
17:00 - 17:15	65	0	0	65	65.0	22	0	0	22	22.0
17:15 - 17:30	70	0	1	71	72.0	21	0	0	21	21.0
17:30 - 17:45	61	1	0	62	63.3	19	0	0	19	19.0
17:45 - 18:00	57	0	1	58	59.0	22	0	1	23	24.0
Hourly Total	253	1	2	256	259.3	84	0	1	85	86.0
18:00 - 18:15	55	0	0	55	55.0	17	1	0	18	19.3
18:15 - 18:30	51	1	0	52	53.3	12	0	0	12	12.0
18:30 - 18:45	55	0	0	55	55.0	13	0	0	13	13.0
18:45 - 19:00	60	0	1	61	62.0	12	0	0	12	12.0
Hourly Total	221	1	1	223	225.3	54	1	0	55	56.3

TOTAL	700	7	7	714	730.1	233	1	1	235	237.3
--------------	------------	----------	----------	------------	--------------	------------	----------	----------	------------	--------------

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Fair Oak, Thursday 13th March 2025

Junction: 1

Approach: B3354 Winchester Road South



TIME	Ahead to B3354 Winchester Road (North)					Right to B3037 Mortimers Lane				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	94	0	0	94	94.0	41	2	1	44	47.6
07:15 - 07:30	80	2	2	84	88.6	55	3	0	58	61.9
07:30 - 07:45	74	0	0	74	74.0	63	0	1	64	65.0
07:45 - 08:00	77	1	1	79	81.3	60	1	1	62	64.3
Hourly Total	325	3	3	331	337.9	219	6	3	228	238.8
08:00 - 08:15	83	0	0	83	83.0	52	0	0	52	52.0
08:15 - 08:30	70	4	0	74	79.2	58	2	0	60	62.6
08:30 - 08:45	61	1	0	62	63.3	56	2	0	58	60.6
08:45 - 09:00	79	2	0	81	83.6	53	4	1	58	64.2
Hourly Total	293	7	0	300	309.1	219	8	1	228	239.4
09:00 - 09:15	94	0	0	94	94.0	58	1	1	60	62.3
09:15 - 09:30	79	3	1	83	87.9	50	3	0	53	56.9
09:30 - 09:45	65	0	0	65	65.0	43	4	0	47	52.2
09:45 - 10:00	71	1	0	72	73.3	38	1	0	39	40.3
Hourly Total	309	4	1	314	320.2	189	9	1	199	211.7

TOTAL	927	14	4	945	967.2	627	23	5	655	689.9
-------	-----	----	---	-----	-------	-----	----	---	-----	-------

16:00 - 16:15	59	0	0	59	59.0	69	4	1	74	80.2
16:15 - 16:30	69	0	0	69	69.0	49	0	0	49	49.0
16:30 - 16:45	66	2	0	68	70.6	55	0	0	55	55.0
16:45 - 17:00	68	0	0	68	68.0	60	1	0	61	62.3
Hourly Total	262	2	0	264	266.6	233	5	1	239	246.5
17:00 - 17:15	73	0	0	73	73.0	59	0	2	61	63.0
17:15 - 17:30	68	0	0	68	68.0	56	1	0	57	58.3
17:30 - 17:45	71	1	0	72	73.3	53	1	0	54	55.3
17:45 - 18:00	77	0	0	77	77.0	59	0	1	60	61.0
Hourly Total	289	1	0	290	291.3	227	2	3	232	237.6
18:00 - 18:15	65	0	0	65	65.0	52	0	0	52	52.0
18:15 - 18:30	58	0	0	58	58.0	47	0	1	48	49.0
18:30 - 18:45	53	0	0	53	53.0	49	0	0	49	49.0
18:45 - 19:00	50	0	0	50	50.0	50	0	0	50	50.0
Hourly Total	226	0	0	226	226.0	198	0	1	199	200.0

TOTAL	777	3	0	780	783.9	658	7	5	670	684.1
-------	-----	---	---	-----	-------	-----	---	---	-----	-------

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Fair Oak, Thursday 13th March 2025

From: 1) 07:00

To: 1) 10:00

Class: All Vehicles

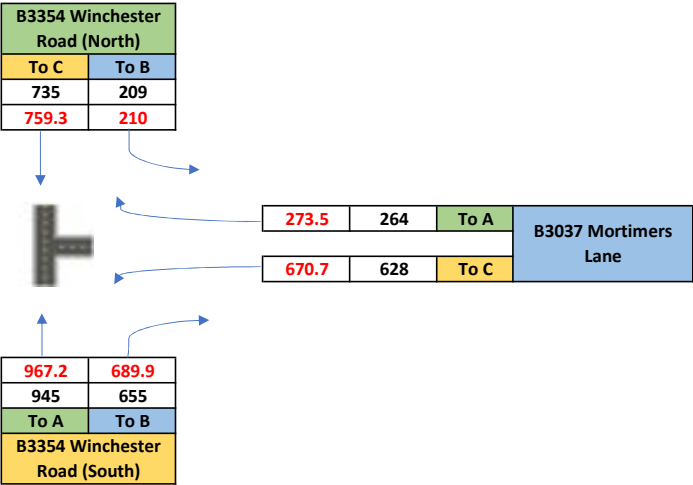
Show Peak Hour: ☐

Show PCUs: ☐

Show Session 2



PCUs in red



Fair Oak, Thursday 13th March 2025

Site 1

Queues are stationary vehicles each 5 minutes



TIME	B3037 Mortimers Lane	B3354 (South) RIGHT TURN
07:00	2	0
07:05	0	0
07:10	3	2
07:15	2	0
07:20	4	0
07:25	2	3
07:30	2	2
07:35	4	0
07:40	4	0
07:45	4	2
07:50	3	0
07:55	8	4
08:00	6	2
08:05	6	3
08:10	2	2
08:15	0	0
08:20	7	5
08:25	3	2
08:30	5	4
08:35	3	4
08:40	6	0

08:45	7
08:50	3
08:55	5
09:00	2
09:05	6
09:10	6
09:15	4
09:20	3
09:25	5
09:30	4
09:35	0
09:40	4
09:45	2
09:50	5
09:55	2
10:00	3

5
2
3
2
3
0
4
2
3
0
4
4
0
2
0
0

16:00	4
16:05	9
16:10	7
16:15	2
16:20	5
16:25	4
16:30	12
16:35	17
16:40	7
16:45	8
16:50	6
16:55	10
17:00	14
17:05	7
17:10	12
17:15	5

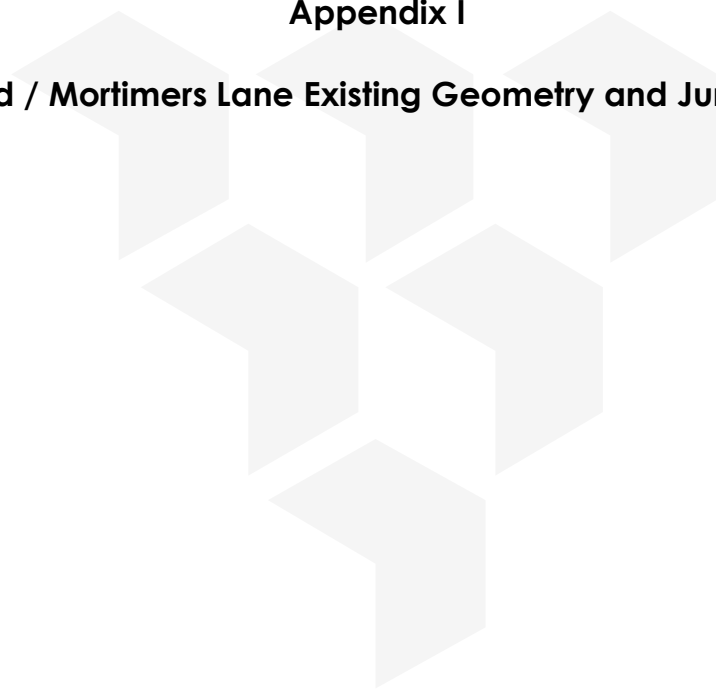
2
5
2
3
3
4
0
2
6
2
7
4
2
6
3
4

17:20	10
17:25	5
17:30	4
17:35	4
17:40	9
17:45	7
17:50	6
17:55	9
18:00	3
18:05	9
18:10	10
18:15	4
18:20	7
18:25	7
18:30	2
18:35	0
18:40	5
18:45	4
18:50	2
18:55	4
19:00	2

4
2
0
3
6
3
5
0
2
4
3
3
0
3
3
0
3
2
2
2
3

Appendix I

Winchester Road / Mortimers Lane Existing Geometry and Junctions 11 Outputs





NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

3. Geometry for modelling purposes only

Source: Siteline survey drawing 01MK005

© Crown copyright and database rights 2024 OS 100018363.

KEY

10m x 'y'm visibility splays

162m forward visibility

A	Topographic survey added.	11/04/25	TH	AD
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

Civil Engineering

Structural Engineering

Transport Planning

Highways Engineering

Building Surveying

Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client:

Bloor Homes Southern

Project:

Land South of Mortimers Lane,
Fair Oak, Eastleigh

Title:

Winchester Road / Mortimers Lane
Junction Geometry

Engineer: T. Hart

Date: August 2024

Director: A. Jones

Scale: 1:500 @ A3

Status:

INFORMATION

Drawing No.

8230679/6013

Rev

A

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
© Copyright TRL Software Limited, 2024			
For sales and distribution information, program advice and maintenance, contact TRL Software:			
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Import of Junction 1 - Winchester Road - Mortimers Lane Rev6.j11

Path: \\gc-did-fs01\CAD\2023\8230679\6)_Transport\1)_Planning\1)_Traffic Analysis\6)_Modelling\1)_Junctions_11\2)_Post_Submission

Report generation date: 15/04/2025 16:01:07

- » | Base | AM
- » | Base | PM
- » | Future + Committed | AM
- » | Future + Committed | PM
- » | Future + Committed + Development | AM
- » | Future + Committed + Development | PM
- » | Future + Committed + Development Mode Shift | AM
- » | Future + Committed + Development Mode Shift | PM

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
	- Base			
Stream B-AC	3.0	0.76	4.7	0.84
Stream C-AB	1.9	0.58	2.1	0.61
	- Future + Committed			
Stream B-AC	6.3	0.89	14.3	1.00
Stream C-AB	3.8	0.71	4.0	0.74
	- Future + Committed + Development			
Stream B-AC	29.0	1.09	34.3	1.15
Stream C-AB	7.1	0.84	7.6	0.86
	- Future + Committed + Development Mode Shift			
Stream B-AC	25.0	1.07	31.8	1.13
Stream C-AB	6.4	0.83	7.0	0.85

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

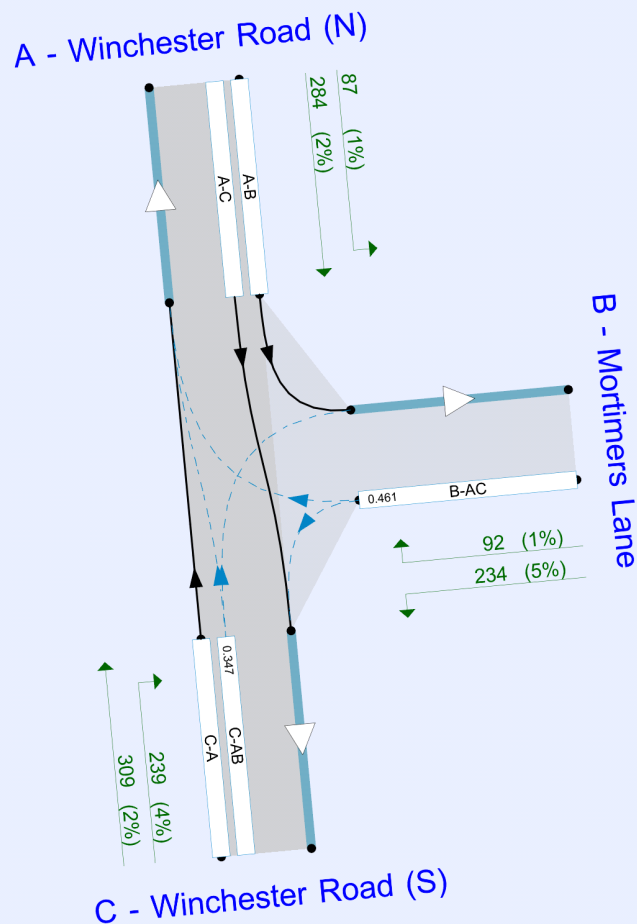
File summary

File Description

Title	Winchester Road / Mortimers Lane
Location	Fair Oak
Site number	1
Date	11/04/2025
Version	1
Status	Existing
Identifier	
Client	Bloor Homes Ltd
Jobnumber	8230679
Enumerator	UK\ADavey
Description	Mortimers Lane existing T-junction with Winchester Road (B3354)

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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr) with (HV %)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	Future + Committed + Development Mode Shift	AM	ONE HOUR	07:45	09:15	15	✓
D8	Future + Committed + Development Mode Shift	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

| Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		11.86	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.86	B

Arms

Arms

Arm	Name	Description	Arm type
A	Winchester Road (N)		Major
B	Mortimers Lane		Minor
C	Winchester Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Winchester Road (S)	6.20			162.0	✓	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 - Mortimers Lane	One lane	3.72	65	29

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	550	0.099	0.251	0.158	0.359
B-C	688	0.105	0.264	-	-
C-B	668	0.256	0.256	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	371	100.000
B - Mortimers Lane		ONE HOUR	✓	326	100.000
C - Winchester Road (S)		ONE HOUR	✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	From			
	A - Winchester Road (N)	0	87	284
	B - Mortimers Lane	92	0	234
	C - Winchester Road (S)	309	239	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	From			
	A - Winchester Road (N)	0.00	0.23	0.77
	B - Mortimers Lane	0.28	0.00	0.72
	C - Winchester Road (S)	0.56	0.44	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	From			
	A - Winchester Road (N)	0	1	2
	B - Mortimers Lane	1	0	5
	C - Winchester Road (S)	2	4	0

Average PCU Per Veh

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	From			
	A - Winchester Road (N)	1.000	1.011	1.018
	B - Mortimers Lane	1.011	1.000	1.051
	C - Winchester Road (S)	1.023	1.038	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Winchester Road (N)	279	279
	B - Mortimers Lane	246	246
	C - Winchester Road (S)	413	413
08:00-08:15	A - Winchester Road (N)	333	333
	B - Mortimers Lane	293	293
	C - Winchester Road (S)	493	493
08:15-08:30	A - Winchester Road (N)	408	408
	B - Mortimers Lane	359	359
	C - Winchester Road (S)	604	604
08:30-08:45	A - Winchester Road (N)	408	408
	B - Mortimers Lane	359	359
	C - Winchester Road (S)	604	604
08:45-09:00	A - Winchester Road (N)	333	333
	B - Mortimers Lane	293	293
	C - Winchester Road (S)	493	493
09:00-09:15	A - Winchester Road (N)	279	279
	B - Mortimers Lane	246	246
	C - Winchester Road (S)	413	413

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	0.76	32.02	3.0	D	299	449
C-AB	0.58	11.18	1.9	B	354	532
C-A					149	223
A-B					80	120
A-C					260	390

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	246	61	0.00	533	0.461	242	0.0	0.9	12.714	B
C-AB	261	65	0.00	752	0.347	258	0.0	0.7	7.510	A
C-A	152	38	0.00			152				
A-B	65	16	0.00			65				
A-C	214	53	0.00			214				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	73	0.00	509	0.576	291	0.9	1.4	17.022	C
C-AB	338	84	0.00	771	0.438	336	0.7	1.1	8.569	A
C-A	155	39	0.00			155				
A-B	78	20	0.00			78				
A-C	255	64	0.00			255				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	359	90	0.00	474	0.757	353	1.4	2.9	29.478	D
C-AB	462	116	0.00	798	0.579	459	1.1	1.9	10.973	B
C-A	142	35	0.00			142				
A-B	96	24	0.00			96				
A-C	312	78	0.00			312				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	359	90	0.00	474	0.758	359	2.9	3.0	32.023	D
C-AB	464	116	0.00	799	0.580	464	1.9	1.9	11.181	B
C-A	140	35	0.00			140				
A-B	96	24	0.00			96				
A-C	312	78	0.00			312				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	293	73	0.00	508	0.577	300	3.0	1.5	18.415	C
C-AB	339	85	0.00	773	0.439	343	1.9	1.1	8.746	A
C-A	154	38	0.00			154				
A-B	78	20	0.00			78				
A-C	255	64	0.00			255				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	246	61	0.00	533	0.461	248	1.5	0.9	13.250	B
C-AB	262	66	0.00	753	0.348	264	1.1	0.7	7.640	A
C-A	151	38	0.00			151				
A-B	65	16	0.00			65				
A-C	214	53	0.00			214				

| Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		15.43	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.43	C

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	502	100.000
B - Mortimers Lane		ONE HOUR	✓	345	100.000
C - Winchester Road (S)		ONE HOUR	✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	109	393
	B - Mortimers Lane	86	0	259
	C - Winchester Road (S)	291	238	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.22	0.78
	B - Mortimers Lane	0.25	0.00	0.75
	C - Winchester Road (S)	0.55	0.45	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	0	1	2
	B - Mortimers Lane	1	0	1
	C - Winchester Road (S)	0	2	0

Average PCU Per Veh

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	1.000	1.009	1.015
	B - Mortimers Lane	1.012	1.000	1.012
	C - Winchester Road (S)	1.003	1.021	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Winchester Road (N)	378	378
	B - Mortimers Lane	260	260
	C - Winchester Road (S)	398	398
17:00-17:15	A - Winchester Road (N)	452	452
	B - Mortimers Lane	310	310
	C - Winchester Road (S)	475	475
17:15-17:30	A - Winchester Road (N)	553	553
	B - Mortimers Lane	380	380
	C - Winchester Road (S)	582	582
17:30-17:45	A - Winchester Road (N)	553	553
	B - Mortimers Lane	380	380
	C - Winchester Road (S)	582	582
17:45-18:00	A - Winchester Road (N)	452	452
	B - Mortimers Lane	310	310
	C - Winchester Road (S)	475	475
18:00-18:15	A - Winchester Road (N)	378	378
	B - Mortimers Lane	260	260
	C - Winchester Road (S)	398	398

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	0.84	47.71	4.7	E	317	475
C-AB	0.61	12.49	2.1	B	350	525
C-A					135	203
A-B					100	150
A-C					361	541

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	260	65	0.00	520	0.500	256	0.0	1.0	13.614	B
C-AB	257	64	0.00	721	0.357	254	0.0	0.7	7.804	A
C-A	141	35	0.00			141				
A-B	82	21	0.00			82				
A-C	296	74	0.00			296				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	310	78	0.00	492	0.631	308	1.0	1.6	19.491	C
C-AB	333	83	0.00	734	0.454	332	0.7	1.1	9.099	A
C-A	142	36	0.00			142				
A-B	98	24	0.00			98				
A-C	354	88	0.00			354				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	380	95	0.00	451	0.842	370	1.6	4.2	40.303	E
C-AB	458	115	0.00	754	0.607	454	1.1	2.1	12.194	B
C-A	124	31	0.00			124				
A-B	120	30	0.00			120				
A-C	433	108	0.00			433				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	380	95	0.00	451	0.844	378	4.2	4.7	47.707	E
C-AB	460	115	0.00	755	0.609	460	2.1	2.1	12.493	B
C-A	123	31	0.00			123				
A-B	120	30	0.00			120				
A-C	433	108	0.00			433				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	310	78	0.00	491	0.632	322	4.7	1.8	22.786	C
C-AB	335	84	0.00	736	0.455	339	2.1	1.2	9.327	A
C-A	140	35	0.00			140				
A-B	98	24	0.00			98				
A-C	354	88	0.00			354				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	260	65	0.00	519	0.501	263	1.8	1.0	14.393	B
C-AB	259	65	0.00	722	0.358	260	1.2	0.7	7.965	A
C-A	140	35	0.00			140				
A-B	82	21	0.00			82				
A-C	296	74	0.00			296				

| Future + Committed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		20.15	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.15	C

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Future + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	414	100.000
B - Mortimers Lane		ONE HOUR	✓	356	100.000
C - Winchester Road (S)		ONE HOUR	✓	713	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	93	321
	B - Mortimers Lane	97	0	260
	C - Winchester Road (S)	459	254	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.22	0.78
	B - Mortimers Lane	0.27	0.00	0.73
	C - Winchester Road (S)	0.64	0.36	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	0	1	2
	B - Mortimers Lane	1	0	5
	C - Winchester Road (S)	2	4	0

Average PCU Per Veh

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	1.000	1.011	1.016
	B - Mortimers Lane	1.010	1.000	1.046
	C - Winchester Road (S)	1.015	1.035	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Winchester Road (N)	312	312
	B - Mortimers Lane	268	268
	C - Winchester Road (S)	537	537
08:00-08:15	A - Winchester Road (N)	372	372
	B - Mortimers Lane	320	320
	C - Winchester Road (S)	641	641
08:15-08:30	A - Winchester Road (N)	456	456
	B - Mortimers Lane	392	392
	C - Winchester Road (S)	785	785
08:30-08:45	A - Winchester Road (N)	456	456
	B - Mortimers Lane	392	392
	C - Winchester Road (S)	785	785
08:45-09:00	A - Winchester Road (N)	372	372
	B - Mortimers Lane	320	320
	C - Winchester Road (S)	641	641
09:00-09:15	A - Winchester Road (N)	312	312
	B - Mortimers Lane	268	268
	C - Winchester Road (S)	537	537

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	0.89	62.63	6.3	F	327	490
C-AB	0.71	14.65	3.8	B	475	712
C-A					180	269
A-B					85	128
A-C					295	442

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	268	67	0.00	516	0.519	264	0.0	1.1	14.541	B
C-AB	331	83	0.00	820	0.403	327	0.0	1.0	7.470	A
C-A	206	52	0.00			206				
A-B	70	17	0.00			70				
A-C	242	60	0.00			242				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	320	80	0.00	487	0.658	317	1.1	1.9	21.554	C
C-AB	445	111	0.00	855	0.521	442	1.0	1.6	8.997	A
C-A	196	49	0.00			196				
A-B	83	21	0.00			83				
A-C	289	72	0.00			289				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	443	0.885	378	1.9	5.4	49.032	E
C-AB	642	161	0.00	904	0.711	634	1.6	3.6	13.795	B
C-A	143	36	0.00			143				
A-B	102	26	0.00			102				
A-C	354	88	0.00			354				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	442	0.888	389	5.4	6.3	62.634	F
C-AB	648	162	0.00	907	0.714	647	3.6	3.8	14.646	B
C-A	138	34	0.00			138				
A-B	102	26	0.00			102				
A-C	354	88	0.00			354				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	320	80	0.00	485	0.660	337	6.3	2.2	27.473	D
C-AB	450	113	0.00	859	0.524	458	3.8	1.7	9.475	A
C-A	191	48	0.00			191				
A-B	83	21	0.00			83				
A-C	289	72	0.00			289				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	268	67	0.00	515	0.520	272	2.2	1.2	15.578	C
C-AB	334	83	0.00	823	0.406	337	1.7	1.0	7.674	A
C-A	203	51	0.00			203				
A-B	70	17	0.00			70				
A-C	242	60	0.00			242				

| Future + Committed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		35.16	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.16	E

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	Future + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	626	100.000
B - Mortimers Lane		ONE HOUR	✓	362	100.000
C - Winchester Road (S)		ONE HOUR	✓	607	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	111	515
	B - Mortimers Lane	91	0	271
	C - Winchester Road (S)	351	256	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.18	0.82
	B - Mortimers Lane	0.25	0.00	0.75
	C - Winchester Road (S)	0.58	0.42	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	0	1	1
	B - Mortimers Lane	1	0	1
	C - Winchester Road (S)	0	2	0

Average PCU Per Veh

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	1.000	1.009	1.012
	B - Mortimers Lane	1.011	1.000	1.011
	C - Winchester Road (S)	1.003	1.019	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Winchester Road (N)	471	471
	B - Mortimers Lane	273	273
	C - Winchester Road (S)	457	457
17:00-17:15	A - Winchester Road (N)	563	563
	B - Mortimers Lane	325	325
	C - Winchester Road (S)	546	546
17:15-17:30	A - Winchester Road (N)	689	689
	B - Mortimers Lane	399	399
	C - Winchester Road (S)	668	668
17:30-17:45	A - Winchester Road (N)	689	689
	B - Mortimers Lane	399	399
	C - Winchester Road (S)	668	668
17:45-18:00	A - Winchester Road (N)	563	563
	B - Mortimers Lane	325	325
	C - Winchester Road (S)	546	546
18:00-18:15	A - Winchester Road (N)	471	471
	B - Mortimers Lane	273	273
	C - Winchester Road (S)	457	457

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	1.00	131.24	14.3	F	332	498
C-AB	0.74	18.47	4.0	C	426	639
C-A					131	196
A-B					102	153
A-C					472	708

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	273	68	0.00	488	0.559	268	0.0	1.2	16.216	C
C-AB	302	76	0.00	731	0.414	298	0.0	0.9	8.408	A
C-A	155	39	0.00			155				
A-B	84	21	0.00			84				
A-C	387	97	0.00			387				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	325	81	0.00	452	0.720	321	1.2	2.4	26.889	D
C-AB	401	100	0.00	748	0.536	398	0.9	1.6	10.456	B
C-A	145	36	0.00			145				
A-B	100	25	0.00			100				
A-C	463	116	0.00			463				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	399	100	0.00	398	1.000	368	2.4	10.0	81.303	F
C-AB	569	142	0.00	774	0.736	560	1.6	3.7	17.106	C
C-A	99	25	0.00			99				
A-B	123	31	0.00			123				
A-C	566	142	0.00			566				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	399	100	0.00	397	1.004	381	10.0	14.3	131.238	F
C-AB	574	143	0.00	777	0.738	573	3.7	4.0	18.466	C
C-A	94	24	0.00			94				
A-B	123	31	0.00			123				
A-C	566	142	0.00			566				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	325	81	0.00	450	0.723	370	14.3	3.0	59.247	F
C-AB	405	101	0.00	753	0.539	414	4.0	1.7	11.155	B
C-A	140	35	0.00			140				
A-B	100	25	0.00			100				
A-C	463	116	0.00			463				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	273	68	0.00	487	0.560	279	3.0	1.3	18.088	C
C-AB	305	76	0.00	733	0.416	308	1.7	1.0	8.671	A
C-A	152	38	0.00			152				
A-B	84	21	0.00			84				
A-C	387	97	0.00			387				

| Future + Committed + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		66.26	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	66.26	F

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	420	100.000
B - Mortimers Lane		ONE HOUR	✓	436	100.000
C - Winchester Road (S)		ONE HOUR	✓	755	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	99	321
	B - Mortimers Lane	106	0	331
	C - Winchester Road (S)	459	296	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.24	0.76
	B - Mortimers Lane	0.24	0.00	0.76
	C - Winchester Road (S)	0.61	0.39	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	0	1	2
	B - Mortimers Lane	1	0	4
	C - Winchester Road (S)	2	3	0

Average PCU Per Veh

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	1.000	1.010	1.016
	B - Mortimers Lane	1.009	1.000	1.036
	C - Winchester Road (S)	1.015	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Winchester Road (N)	316	316
	B - Mortimers Lane	328	328
	C - Winchester Road (S)	569	569
08:00-08:15	A - Winchester Road (N)	378	378
	B - Mortimers Lane	392	392
	C - Winchester Road (S)	679	679
08:15-08:30	A - Winchester Road (N)	463	463
	B - Mortimers Lane	480	480
	C - Winchester Road (S)	832	832
08:30-08:45	A - Winchester Road (N)	463	463
	B - Mortimers Lane	480	480
	C - Winchester Road (S)	832	832
08:45-09:00	A - Winchester Road (N)	378	378
	B - Mortimers Lane	392	392
	C - Winchester Road (S)	679	679
09:00-09:15	A - Winchester Road (N)	316	316
	B - Mortimers Lane	328	328
	C - Winchester Road (S)	569	569

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	1.09	208.56	29.0	F	400	600
C-AB	0.84	26.07	7.1	D	557	835
C-A					136	205
A-B					91	136
A-C					295	442

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	82	0.00	519	0.633	322	0.0	1.7	18.221	C
C-AB	386	96	0.00	819	0.471	381	0.0	1.2	8.365	A
C-A	183	46	0.00			183				
A-B	74	19	0.00			74				
A-C	242	60	0.00			242				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	488	0.803	385	1.7	3.6	33.443	D
C-AB	519	130	0.00	854	0.608	516	1.2	2.2	10.933	B
C-A	160	40	0.00			160				
A-B	89	22	0.00			89				
A-C	289	72	0.00			289				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	480	120	0.00	442	1.087	425	3.6	17.4	110.784	F
C-AB	751	188	0.00	903	0.832	734	2.2	6.4	21.716	C
C-A	81	20	0.00			81				
A-B	109	27	0.00			109				
A-C	354	88	0.00			354				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	480	120	0.00	439	1.094	434	17.4	29.0	208.557	F
C-AB	763	191	0.00	910	0.838	760	6.4	7.1	26.074	D
C-A	69	17	0.00			69				
A-B	109	27	0.00			109				
A-C	354	88	0.00			354				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	485	0.809	468	29.0	10.0	158.432	F
C-AB	531	133	0.00	864	0.615	549	7.1	2.5	12.582	B
C-A	148	37	0.00			148				
A-B	89	22	0.00			89				
A-C	289	72	0.00			289				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	82	0.00	518	0.634	361	10.0	1.9	27.848	D
C-AB	390	98	0.00	823	0.474	395	2.5	1.3	8.749	A
C-A	179	45	0.00			179				
A-B	74	19	0.00			74				
A-C	242	60	0.00			242				

| Future + Committed + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		74.45	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	74.45	F

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	640	100.000
B - Mortimers Lane		ONE HOUR	✓	396	100.000
C - Winchester Road (S)		ONE HOUR	✓	646	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	125	515
	B - Mortimers Lane	100	0	296
	C - Winchester Road (S)	351	295	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.20	0.80
	B - Mortimers Lane	0.25	0.00	0.75
	C - Winchester Road (S)	0.54	0.46	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	0	1	1
	B - Mortimers Lane	1	0	1
	C - Winchester Road (S)	0	2	0

Average PCU Per Veh

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	1.000	1.008	1.012
	B - Mortimers Lane	1.010	1.000	1.010
	C - Winchester Road (S)	1.003	1.017	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Winchester Road (N)	482	482
	B - Mortimers Lane	298	298
	C - Winchester Road (S)	486	486
17:00-17:15	A - Winchester Road (N)	575	575
	B - Mortimers Lane	356	356
	C - Winchester Road (S)	581	581
17:15-17:30	A - Winchester Road (N)	705	705
	B - Mortimers Lane	436	436
	C - Winchester Road (S)	711	711
17:30-17:45	A - Winchester Road (N)	705	705
	B - Mortimers Lane	436	436
	C - Winchester Road (S)	711	711
17:45-18:00	A - Winchester Road (N)	575	575
	B - Mortimers Lane	356	356
	C - Winchester Road (S)	581	581
18:00-18:15	A - Winchester Road (N)	482	482
	B - Mortimers Lane	298	298
	C - Winchester Road (S)	486	486

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	1.15	269.57	34.3	F	363	545
C-AB	0.86	34.25	7.6	D	495	742
C-A					98	147
A-B					115	173
A-C					472	708

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	298	75	0.00	480	0.621	292	0.0	1.6	18.743	C
C-AB	349	87	0.00	728	0.479	344	0.0	1.2	9.422	A
C-A	137	34	0.00			137				
A-B	94	24	0.00			94				
A-C	387	97	0.00			387				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	356	89	0.00	442	0.806	348	1.6	3.5	36.109	E
C-AB	463	116	0.00	745	0.621	459	1.2	2.2	12.750	B
C-A	118	29	0.00			118				
A-B	113	28	0.00			113				
A-C	463	116	0.00			463				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	436	109	0.00	384	1.137	372	3.5	19.6	135.477	F
C-AB	659	165	0.00	771	0.855	641	2.2	6.7	27.345	D
C-A	52	13	0.00			52				
A-B	138	35	0.00			138				
A-C	566	142	0.00			566				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	436	109	0.00	380	1.148	377	19.6	34.3	269.574	F
C-AB	670	168	0.00	778	0.861	666	6.7	7.6	34.249	D
C-A	41	10	0.00			41				
A-B	138	35	0.00			138				
A-C	566	142	0.00			566				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	356	89	0.00	438	0.813	425	34.3	17.0	221.907	F
C-AB	474	118	0.00	755	0.627	494	7.6	2.5	15.239	C
C-A	107	27	0.00			107				
A-B	113	28	0.00			113				
A-C	463	116	0.00			463				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	298	75	0.00	479	0.623	359	17.0	1.8	43.806	E
C-AB	352	88	0.00	731	0.482	357	2.5	1.3	9.906	A
C-A	134	33	0.00			134				
A-B	94	24	0.00			94				
A-C	387	97	0.00			387				

| Future + Committed + Development Mode Shift | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		58.25	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	58.25	F

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	Future + Committed + Development Mode Shift	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	420	100.000
B - Mortimers Lane		ONE HOUR	✓	428	100.000
C - Winchester Road (S)		ONE HOUR	✓	751	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	98	321
	B - Mortimers Lane	105	0	323
	C - Winchester Road (S)	459	292	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.23	0.77
	B - Mortimers Lane	0.24	0.00	0.76
	C - Winchester Road (S)	0.61	0.39	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	0	100	100
	B - Mortimers Lane	0	0	0
	C - Winchester Road (S)	0	0	0

Average PCU Per Veh

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	1.000	2.000	2.000
	B - Mortimers Lane	1.000	1.000	1.000
	C - Winchester Road (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Winchester Road (N)	316	316
	B - Mortimers Lane	322	322
	C - Winchester Road (S)	565	565
08:00-08:15	A - Winchester Road (N)	377	377
	B - Mortimers Lane	385	385
	C - Winchester Road (S)	675	675
08:15-08:30	A - Winchester Road (N)	462	462
	B - Mortimers Lane	472	472
	C - Winchester Road (S)	827	827
08:30-08:45	A - Winchester Road (N)	462	462
	B - Mortimers Lane	472	472
	C - Winchester Road (S)	827	827
08:45-09:00	A - Winchester Road (N)	377	377
	B - Mortimers Lane	385	385
	C - Winchester Road (S)	675	675
09:00-09:15	A - Winchester Road (N)	316	316
	B - Mortimers Lane	322	322
	C - Winchester Road (S)	565	565

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	1.07	184.49	25.0	F	393	589
C-AB	0.83	23.67	6.4	C	548	822
C-A					141	212
A-B					90	135
A-C					295	442

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	322	81	0.00	519	0.621	316	0.0	1.6	17.272	C
C-AB	380	95	0.00	820	0.464	376	0.0	1.2	8.073	A
C-A	185	46	0.00			185				
A-B	74	18	0.00			74				
A-C	242	60	0.00			242				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	385	96	0.00	488	0.788	378	1.6	3.2	30.908	D
C-AB	512	128	0.00	854	0.599	508	1.2	2.1	10.451	B
C-A	163	41	0.00			163				
A-B	88	22	0.00			88				
A-C	289	72	0.00			289				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	472	118	0.00	442	1.066	423	3.2	15.4	100.716	F
C-AB	740	185	0.00	903	0.819	725	2.1	5.8	20.132	C
C-A	87	22	0.00			87				
A-B	108	27	0.00			108				
A-C	354	88	0.00			354				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	472	118	0.00	440	1.073	433	15.4	25.0	184.488	F
C-AB	751	188	0.00	909	0.825	748	5.8	6.4	23.670	C
C-A	76	19	0.00			76				
A-B	108	27	0.00			108				
A-C	354	88	0.00			354				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	385	96	0.00	485	0.793	463	25.0	5.6	126.392	F
C-AB	522	131	0.00	863	0.605	538	6.4	2.3	11.847	B
C-A	153	38	0.00			153				
A-B	88	22	0.00			88				
A-C	289	72	0.00			289				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	322	81	0.00	518	0.623	338	5.6	1.7	21.511	C
C-AB	384	96	0.00	823	0.467	389	2.3	1.3	8.428	A
C-A	181	45	0.00			181				
A-B	74	18	0.00			74				
A-C	242	60	0.00			242				

| Future + Committed + Development Mode Shift | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		69.09	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	69.09	F

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	Future + Committed + Development Mode Shift	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	639	100.000
B - Mortimers Lane		ONE HOUR	✓	393	100.000
C - Winchester Road (S)		ONE HOUR	✓	642	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	124	515
	B - Mortimers Lane	99	0	293
	C - Winchester Road (S)	351	292	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.19	0.81
	B - Mortimers Lane	0.25	0.00	0.75
	C - Winchester Road (S)	0.55	0.45	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	0	100	100
	B - Mortimers Lane	0	0	0
	C - Winchester Road (S)	0	0	0

Average PCU Per Veh

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	1.000	2.000	2.000
	B - Mortimers Lane	1.000	1.000	1.000
	C - Winchester Road (S)	1.003	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Winchester Road (N)	481	481
	B - Mortimers Lane	296	296
	C - Winchester Road (S)	483	483
17:00-17:15	A - Winchester Road (N)	574	574
	B - Mortimers Lane	353	353
	C - Winchester Road (S)	577	577
17:15-17:30	A - Winchester Road (N)	703	703
	B - Mortimers Lane	432	432
	C - Winchester Road (S)	707	707
17:30-17:45	A - Winchester Road (N)	703	703
	B - Mortimers Lane	432	432
	C - Winchester Road (S)	707	707
17:45-18:00	A - Winchester Road (N)	574	574
	B - Mortimers Lane	353	353
	C - Winchester Road (S)	577	577
18:00-18:15	A - Winchester Road (N)	481	481
	B - Mortimers Lane	296	296
	C - Winchester Road (S)	483	483

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	1.13	251.93	31.8	F	360	540
C-AB	0.85	31.40	7.0	D	488	731
C-A					102	153
A-B					114	171
A-C					472	708

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	296	74	0.00	481	0.615	290	0.0	1.5	18.281	C
C-AB	344	86	0.00	729	0.472	340	0.0	1.2	9.212	A
C-A	139	35	0.00			139				
A-B	93	23	0.00			93				
A-C	387	97	0.00			387				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	353	88	0.00	443	0.797	346	1.5	3.3	34.643	D
C-AB	457	114	0.00	746	0.613	453	1.2	2.1	12.345	B
C-A	120	30	0.00			120				
A-B	112	28	0.00			112				
A-C	463	116	0.00			463				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	432	108	0.00	385	1.122	372	3.3	18.4	128.371	F
C-AB	650	163	0.00	771	0.843	634	2.1	6.2	25.644	D
C-A	57	14	0.00			57				
A-B	137	34	0.00			137				
A-C	566	142	0.00			566				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	432	108	0.00	382	1.132	379	18.4	31.8	251.925	F
C-AB	660	165	0.00	778	0.848	657	6.2	7.0	31.401	D
C-A	47	12	0.00			47				
A-B	137	34	0.00			137				
A-C	566	142	0.00			566				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	353	88	0.00	439	0.804	426	31.8	13.6	198.125	F
C-AB	466	117	0.00	755	0.618	485	7.0	2.3	14.496	B
C-A	111	28	0.00			111				
A-B	112	28	0.00			112				
A-C	463	116	0.00			463				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	296	74	0.00	480	0.616	343	13.6	1.7	34.586	D
C-AB	348	87	0.00	731	0.475	352	2.3	1.2	9.671	A
C-A	136	34	0.00			136				
A-B	93	23	0.00			93				
A-C	387	97	0.00			387				



Appendix J

Winchester Road / Mortimers Lane Mitigation and Junctions 11 Outputs



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

Source: Siteline survey drawing 01MK005
HCC drawing numbers - 510453-MIL-HKF-FO-DR-CH-0101 - 0105

© Crown copyright and database rights 2025 OS 100018363.

- KEY**
- 2.4m x 43.0m (MfS) visibility plays right turn
 - 43m forward visibility
 - Highway boundary interpreted from Hampshire County Council records

A	Visibility plays added.	11/04/25	TH	AD
Rev.	Description	Date	By	Chkd



Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

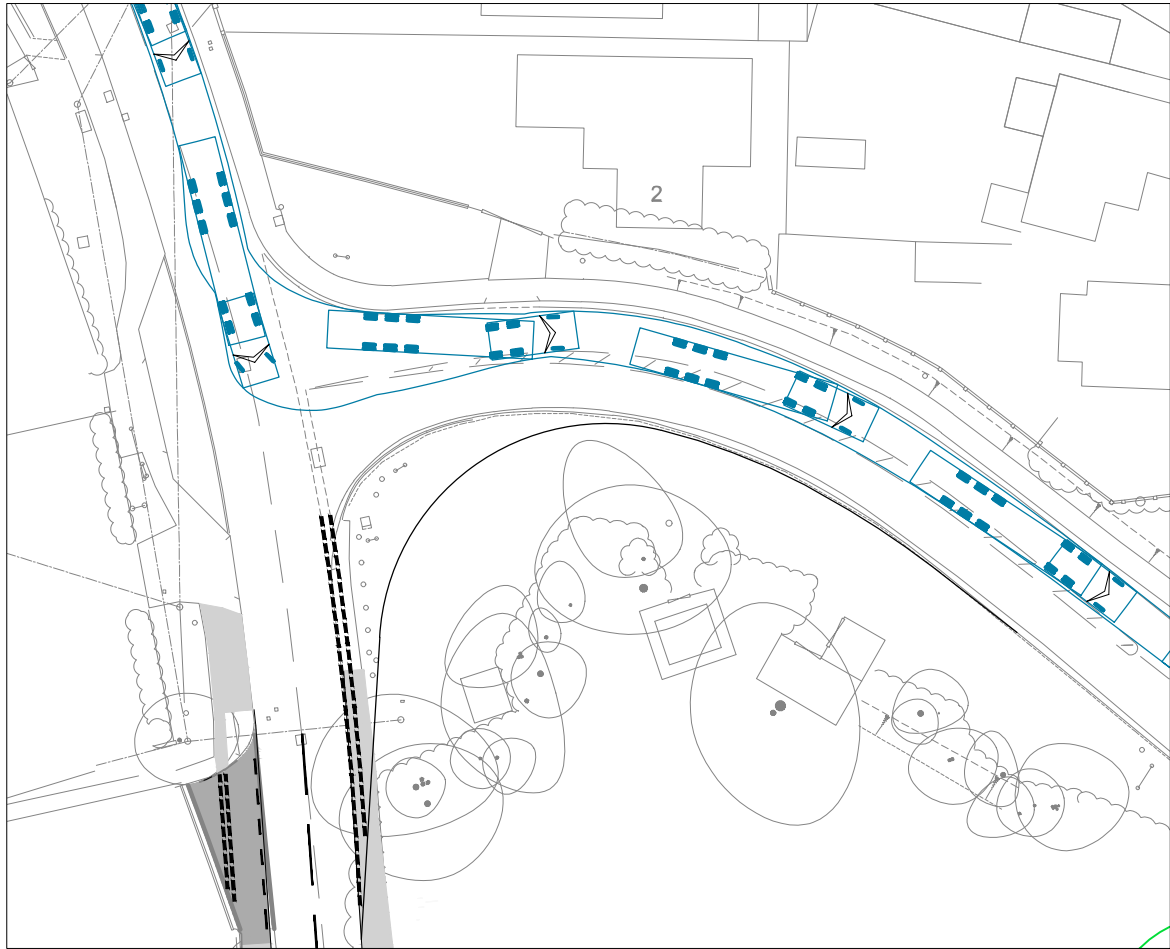
Hertfordshire

Oxfordshire

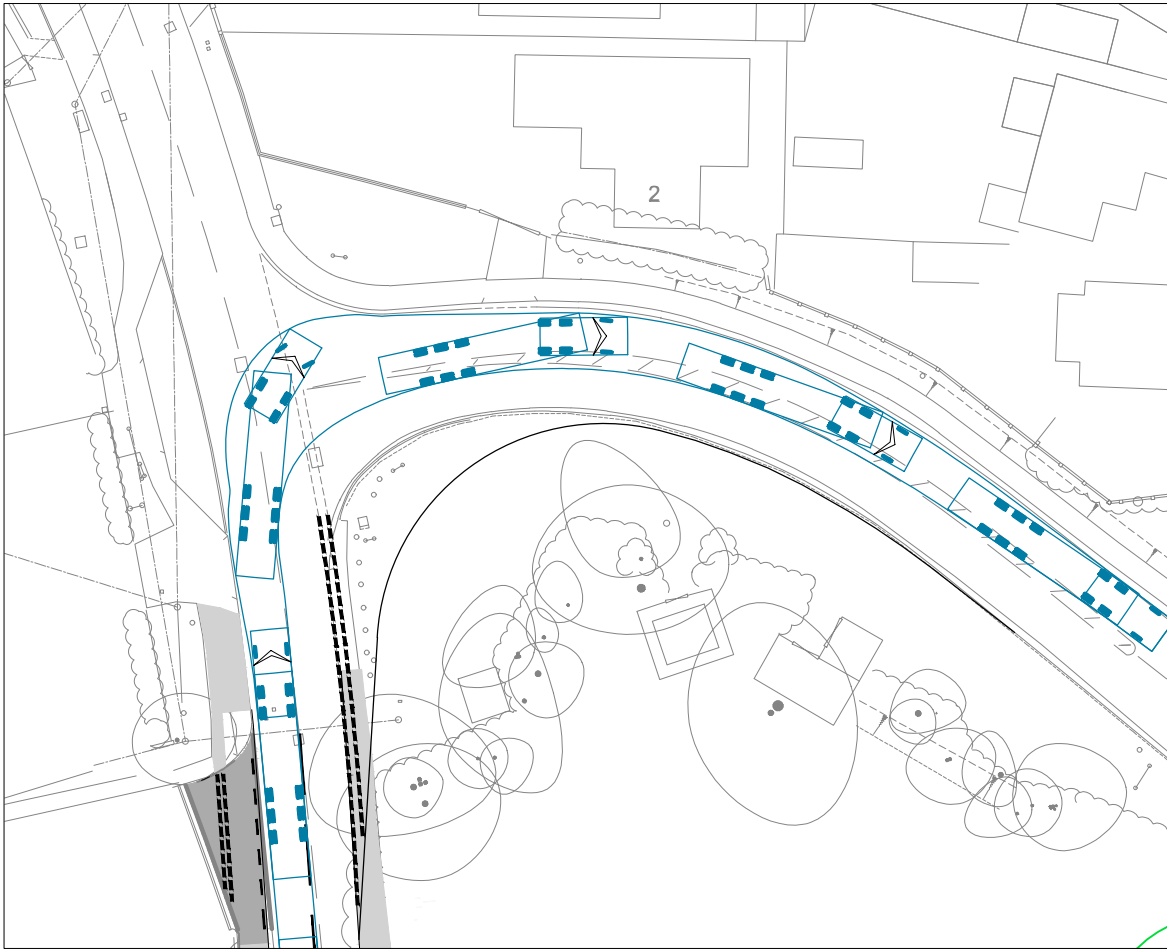
Cambridgeshire

Bristol

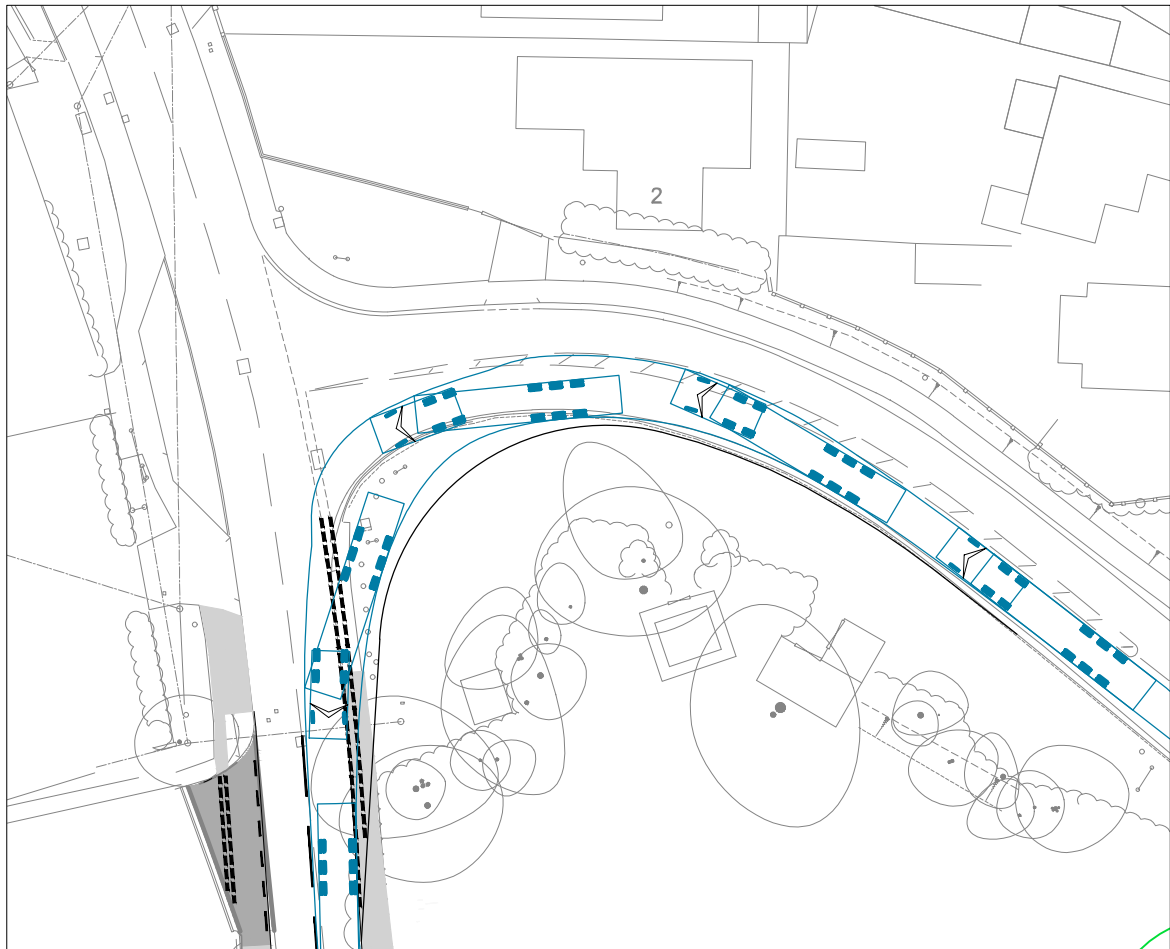
Client:	Bloor Homes Southern		
Project:	Land South of Mortimers Lane, Fair Oak, Eastleigh		
Title:	Mortimers Lane / Winchester Road Mitigation Plan (With HCC Scheme)		
Engineer:	A. Harper	Date:	August 2024
Director:	A. Jones	Scale:	1:500 @ A3
Status:	PRELIMINARY		
Drawing No.	8230679/6111		Rev A



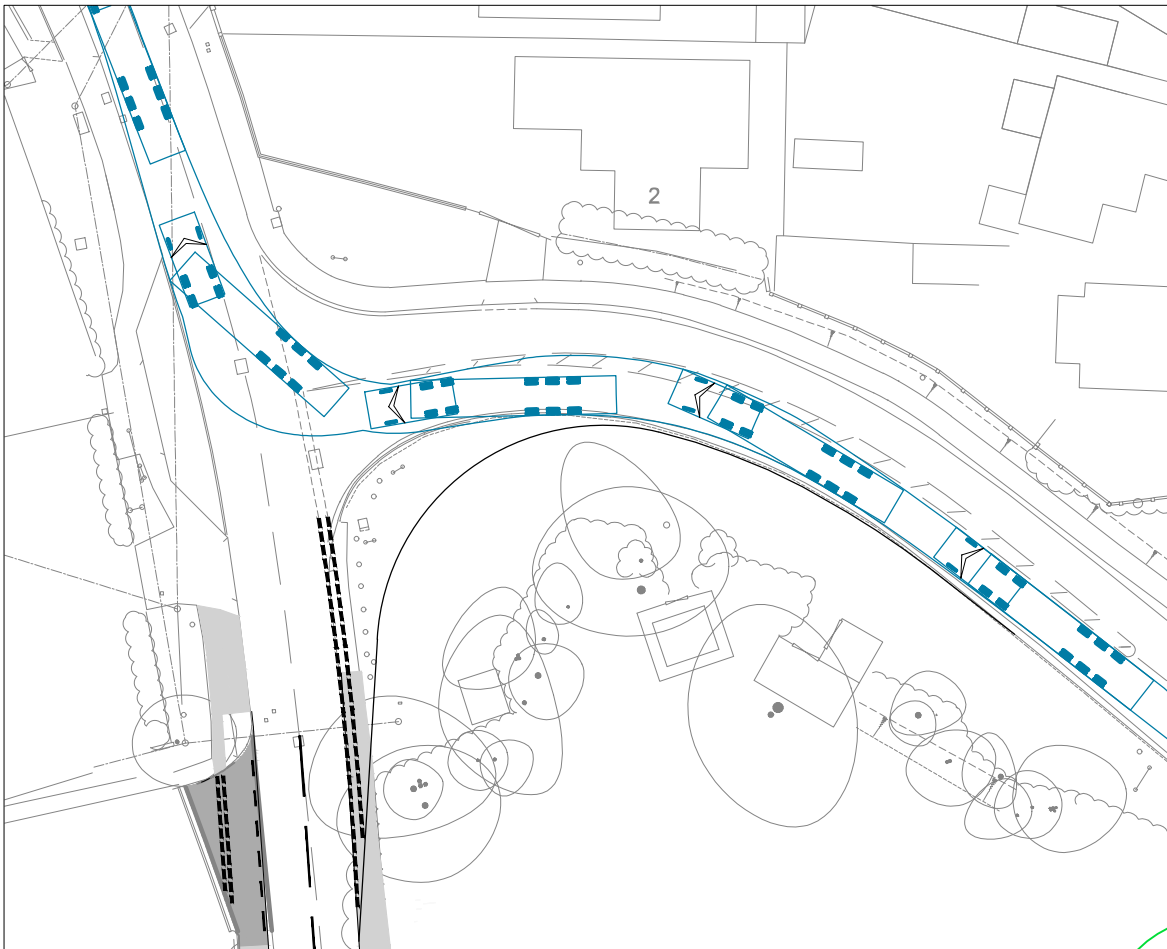
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Siteline survey drawing 01MK005
HCC drawing numbers -
510453-MIL-HKF-FO-DR-CH-0101 - 0105
- © Crown copyright and database rights 2025 OS 100018363.

KEY

16.5m articulated vehicle - forward gear



Rev.	Description	Date	By	Chkd
------	-------------	------	----	------



Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

Hertfordshire

Oxfordshire

Cambridgeshire

Bristol

Client :	Bloor Homes Southern		
Project :	Land South of Mortimers Lane, Fair Oak, Eastleigh		
Title :	Swept Path Analysis Mortimers Lane / Winchester Road 16.5m Articulated Vehicle		
Engineer : A. Harper	Date : April 2025		
Director : A. Jones	Scale : 1:500 @ A3		
Status :	PRELIMINARY		
Drawing No.	8230679/6209		Rev



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

3. Geometry for modelling purposes only

Source: Siteline survey drawing 01MK005
HCC drawing numbers -
510453-MIL-HKF-FO-DR-CH-0101 - 0105

© Crown copyright and database rights 2024 OS 100018363.

KEY

10m x 'y'm visibility splays

162m forward visibility

N

Rev.	Description	Date	By	Chkd
------	-------------	------	----	------

Glanville

Survey > Plan > Engineer

Civil Engineering

Structural Engineering

Transport Planning

Highways Engineering

Building Surveying

Geomatics

Hertfordshire

Oxfordshire

Cambridgeshire

Bristol

Client:
Bloor Homes Southern

Project:
Land South of Mortimers Lane,
Fair Oak, Eastleigh

Title:
Winchester Road / Mortimers Lane
Proposed Junction Geometry

Engineer: T. Hart
Date: April 2025

Director: A. Jones
Scale: 1:500 @ A3

Status: INFORMATION

Drawing No. 8230679/6018

Rev

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
© Copyright TRL Software Limited, 2024			
For sales and distribution information, program advice and maintenance, contact TRL Software:			
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Import of Junction 1 - Winchester Road - Mortimers Lane Rev6 wiht mitigation.j11

Path: \\gc-did-fs01\CAD\2023\8230679\6)_Transport\1)_Planning\1)_Traffic Analysis\6)_Modelling\1)_Junctions_11\2)_Post_Submission

Report generation date: 15/04/2025 16:05:01

- » | Future + Committed + Development | AM
- » | Future + Committed + Development | PM
- » | Future + Committed + Development Mode Shift | AM
- » | Future + Committed + Development Mode Shift | PM

Summary of junction performance

	AM		PM	
	Queue (PCU)	RFC	Queue (PCU)	RFC
- Future + Committed + Development				
Stream B-C	2.4	0.71	2.8	0.75
Stream B-A	1.3	0.59	1.8	0.67
Stream C-AB	7.1	0.84	7.7	0.86
- Future + Committed + Development Mode Shift				
Stream B-C	2.1	0.68	2.5	0.73
Stream B-A	1.2	0.56	1.7	0.65
Stream C-AB	6.5	0.83	7.0	0.85

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	Winchester Road / Mortimers Lane
Location	Fair Oak
Site number	1
Date	06/08/2024
Version	2
Status	Existing
Identifier	
Client	Bloor Homes Ltd
Jobnumber	8230679
Enumerator	UK\ADavey
Description	Mortimers Lane existing T-junction with Winchester Road (B3354)

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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓
D7	Future + Committed + Development Mode Shift	AM	ONE HOUR	07:45	09:15	15	✓
D8	Future + Committed + Development Mode Shift	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

| Future + Committed + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		17.82	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.82	C

Arms

Arms

Arm	Name	Description	Arm type
A	Winchester Road (N)		Major
B	Mortimers Lane		Minor
C	Winchester Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Winchester Road (S)	6.10			162.0	✓	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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Mortimers Lane	One lane plus flare	10.00	10.00	6.80	4.80	3.80	✓	2.00	67	30

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	526	0.096	0.242	0.152	0.346
B-C	749	0.114	0.288	-	-
C-B	668	0.258	0.258	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	Future + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	420	100.000
B - Mortimers Lane		ONE HOUR	✓	436	100.000
C - Winchester Road (S)		ONE HOUR	✓	755	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	99	321
	B - Mortimers Lane	106	0	331
	C - Winchester Road (S)	459	296	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.24	0.76
	B - Mortimers Lane	0.24	0.00	0.76
	C - Winchester Road (S)	0.61	0.39	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	1	2
	B - Mortimers Lane	1	0	4
	C - Winchester Road (S)	2	3	0

Average PCU Per Veh

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	1.000	1.010	1.016
	B - Mortimers Lane	1.009	1.000	1.036
	C - Winchester Road (S)	1.015	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Winchester Road (N)	316	316
	B - Mortimers Lane	328	328
	C - Winchester Road (S)	569	569
08:00-08:15	A - Winchester Road (N)	378	378
	B - Mortimers Lane	392	392
	C - Winchester Road (S)	679	679
08:15-08:30	A - Winchester Road (N)	463	463
	B - Mortimers Lane	480	480
	C - Winchester Road (S)	832	832
08:30-08:45	A - Winchester Road (N)	463	463
	B - Mortimers Lane	480	480
	C - Winchester Road (S)	832	832
08:45-09:00	A - Winchester Road (N)	378	378
	B - Mortimers Lane	392	392
	C - Winchester Road (S)	679	679
09:00-09:15	A - Winchester Road (N)	316	316
	B - Mortimers Lane	328	328
	C - Winchester Road (S)	569	569

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-C	0.71	24.71	2.4	C	303	455
B-A	0.59	43.98	1.3	E	97	146
C-AB	0.84	26.21	7.1	D	557	835
C-A					136	204
A-B					91	136
A-C					295	442

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	62	0.00	628	0.396	246	0.0	0.7	9.706	A
B-A	80	20	0.00	325	0.245	78	0.0	0.3	14.682	B
C-AB	386	96	0.00	819	0.471	381	0.0	1.3	8.373	A
C-A	183	46	0.00			183				
A-B	74	19	0.00			74				
A-C	242	60	0.00			242				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	297	74	0.00	593	0.501	296	0.7	1.0	12.476	B
B-A	95	24	0.00	278	0.342	94	0.3	0.5	19.718	C
C-AB	520	130	0.00	854	0.609	516	1.3	2.2	10.950	B
C-A	159	40	0.00			159				
A-B	89	22	0.00			89				
A-C	289	72	0.00			289				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	364	91	0.00	521	0.698	359	1.0	2.2	22.374	C
B-A	116	29	0.00	204	0.572	114	0.5	1.2	39.166	E
C-AB	751	188	0.00	903	0.832	735	2.2	6.4	21.799	C
C-A	80	20	0.00			80				
A-B	109	27	0.00			109				
A-C	354	88	0.00			354				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	364	91	0.00	513	0.710	363	2.2	2.4	24.708	C
B-A	116	29	0.00	198	0.589	116	1.2	1.3	43.979	E
C-AB	763	191	0.00	910	0.839	760	6.4	7.1	26.215	D
C-A	68	17	0.00			68				
A-B	109	27	0.00			109				
A-C	354	88	0.00			354				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	297	74	0.00	588	0.505	302	2.4	1.1	13.292	B
B-A	95	24	0.00	271	0.351	98	1.3	0.6	21.362	C
C-AB	531	133	0.00	863	0.615	550	7.1	2.5	12.615	B
C-A	148	37	0.00			148				
A-B	89	22	0.00			89				
A-C	289	72	0.00			289				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	62	0.00	626	0.397	250	1.1	0.7	9.971	A
B-A	80	20	0.00	322	0.247	80	0.6	0.3	15.126	C
C-AB	390	98	0.00	823	0.474	395	2.5	1.3	8.759	A
C-A	178	45	0.00			178				
A-B	74	19	0.00			74				
A-C	242	60	0.00			242				

| Future + Committed + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		20.59	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.59	C

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	Future + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	640	100.000
B - Mortimers Lane		ONE HOUR	✓	396	100.000
C - Winchester Road (S)		ONE HOUR	✓	646	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	125	515
	B - Mortimers Lane	100	0	296
	C - Winchester Road (S)	351	295	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.20	0.80
	B - Mortimers Lane	0.25	0.00	0.75
	C - Winchester Road (S)	0.54	0.46	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	0	1	1
	B - Mortimers Lane	1	0	1
	C - Winchester Road (S)	0	2	0

Average PCU Per Veh

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	1.000	1.008	1.012
	B - Mortimers Lane	1.010	1.000	1.010
	C - Winchester Road (S)	1.003	1.017	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Winchester Road (N)	482	482
	B - Mortimers Lane	298	298
	C - Winchester Road (S)	486	486
17:00-17:15	A - Winchester Road (N)	575	575
	B - Mortimers Lane	356	356
	C - Winchester Road (S)	581	581
17:15-17:30	A - Winchester Road (N)	705	705
	B - Mortimers Lane	436	436
	C - Winchester Road (S)	711	711
17:30-17:45	A - Winchester Road (N)	705	705
	B - Mortimers Lane	436	436
	C - Winchester Road (S)	711	711
17:45-18:00	A - Winchester Road (N)	575	575
	B - Mortimers Lane	356	356
	C - Winchester Road (S)	581	581
18:00-18:15	A - Winchester Road (N)	482	482
	B - Mortimers Lane	298	298
	C - Winchester Road (S)	486	486

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-C	0.75	32.33	2.8	D	272	407
B-A	0.67	64.00	1.8	F	92	138
C-AB	0.86	34.60	7.7	D	495	742
C-A					98	147
A-B					115	173
A-C					472	708

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	223	56	0.00	585	0.381	220	0.0	0.6	9.898	A
B-A	75	19	0.00	302	0.250	74	0.0	0.3	15.869	C
C-AB	349	87	0.00	728	0.479	344	0.0	1.2	9.435	A
C-A	137	34	0.00			137				
A-B	94	24	0.00			94				
A-C	387	97	0.00			387				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	266	67	0.00	542	0.491	265	0.6	0.9	13.051	B
B-A	90	23	0.00	252	0.358	89	0.3	0.5	22.253	C
C-AB	463	116	0.00	745	0.622	459	1.2	2.2	12.783	B
C-A	117	29	0.00			117				
A-B	113	28	0.00			113				
A-C	463	116	0.00			463				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	326	81	0.00	448	0.727	320	0.9	2.4	27.131	D
B-A	110	28	0.00	172	0.642	106	0.5	1.6	52.609	F
C-AB	660	165	0.00	771	0.856	642	2.2	6.7	27.541	D
C-A	51	13	0.00			51				
A-B	138	35	0.00			138				
A-C	566	142	0.00			566				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	326	81	0.00	434	0.750	324	2.4	2.8	32.334	D
B-A	110	28	0.00	164	0.671	109	1.6	1.8	63.999	F
C-AB	671	168	0.00	778	0.862	667	6.7	7.7	34.598	D
C-A	41	10	0.00			41				
A-B	138	35	0.00			138				
A-C	566	142	0.00			566				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	266	67	0.00	534	0.498	273	2.8	1.0	14.283	B
B-A	90	23	0.00	244	0.369	95	1.8	0.6	25.105	D
C-AB	474	119	0.00	755	0.628	495	7.7	2.5	15.316	C
C-A	107	27	0.00			107				
A-B	113	28	0.00			113				
A-C	463	116	0.00			463				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	223	56	0.00	583	0.382	224	1.0	0.6	10.174	B
B-A	75	19	0.00	299	0.252	76	0.6	0.3	16.406	C
C-AB	352	88	0.00	731	0.482	357	2.5	1.3	9.924	A
C-A	134	33	0.00			134				
A-B	94	24	0.00			94				
A-C	387	97	0.00			387				

| Future + Committed + Development Mode Shift | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		15.90	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.90	C

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	Future + Committed + Development Mode Shift	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	420	100.000
B - Mortimers Lane		ONE HOUR	✓	428	100.000
C - Winchester Road (S)		ONE HOUR	✓	751	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	98	321
	B - Mortimers Lane	105	0	323
	C - Winchester Road (S)	459	292	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.23	0.77
	B - Mortimers Lane	0.24	0.00	0.76
	C - Winchester Road (S)	0.61	0.39	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	0	100	100
	B - Mortimers Lane	0	0	0
	C - Winchester Road (S)	0	0	0

Average PCU Per Veh

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	1.000	2.000	2.000
	B - Mortimers Lane	1.000	1.000	1.000
	C - Winchester Road (S)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Winchester Road (N)	316	316
	B - Mortimers Lane	322	322
	C - Winchester Road (S)	565	565
08:00-08:15	A - Winchester Road (N)	377	377
	B - Mortimers Lane	385	385
	C - Winchester Road (S)	675	675
08:15-08:30	A - Winchester Road (N)	462	462
	B - Mortimers Lane	472	472
	C - Winchester Road (S)	827	827
08:30-08:45	A - Winchester Road (N)	462	462
	B - Mortimers Lane	472	472
	C - Winchester Road (S)	827	827
08:45-09:00	A - Winchester Road (N)	377	377
	B - Mortimers Lane	385	385
	C - Winchester Road (S)	675	675
09:00-09:15	A - Winchester Road (N)	316	316
	B - Mortimers Lane	322	322
	C - Winchester Road (S)	565	565

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-C	0.68	21.76	2.1	C	297	445
B-A	0.56	39.80	1.2	E	96	144
C-AB	0.83	23.79	6.5	C	548	823
C-A					141	211
A-B					90	135
A-C					295	442

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	243	61	0.00	629	0.387	241	0.0	0.6	9.225	A
B-A	79	20	0.00	327	0.242	78	0.0	0.3	14.386	B
C-AB	380	95	0.00	819	0.464	376	0.0	1.2	8.079	A
C-A	185	46	0.00			185				
A-B	74	18	0.00			74				
A-C	242	60	0.00			242				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	291	73	0.00	595	0.488	290	0.6	0.9	11.726	B
B-A	94	24	0.00	281	0.335	94	0.3	0.5	19.102	C
C-AB	512	128	0.00	854	0.600	508	1.2	2.1	10.467	B
C-A	163	41	0.00			163				
A-B	88	22	0.00			88				
A-C	289	72	0.00			289				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	356	89	0.00	527	0.676	352	0.9	2.0	20.122	C
B-A	115	29	0.00	210	0.550	113	0.5	1.1	36.207	E
C-AB	740	185	0.00	903	0.820	725	2.1	5.9	20.209	C
C-A	87	22	0.00			87				
A-B	108	27	0.00			108				
A-C	354	88	0.00			354				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	356	89	0.00	520	0.685	356	2.0	2.1	21.758	C
B-A	115	29	0.00	205	0.564	115	1.1	1.2	39.801	E
C-AB	751	188	0.00	909	0.826	749	5.9	6.5	23.792	C
C-A	76	19	0.00			76				
A-B	108	27	0.00			108				
A-C	354	88	0.00			354				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	291	73	0.00	591	0.492	295	2.1	1.0	12.350	B
B-A	94	24	0.00	275	0.342	97	1.2	0.5	20.453	C
C-AB	522	131	0.00	862	0.606	539	6.5	2.3	11.876	B
C-A	153	38	0.00			153				
A-B	88	22	0.00			88				
A-C	289	72	0.00			289				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	243	61	0.00	627	0.388	245	1.0	0.6	9.455	A
B-A	79	20	0.00	324	0.244	80	0.5	0.3	14.787	B
C-AB	384	96	0.00	822	0.467	389	2.3	1.3	8.435	A
C-A	181	45	0.00			181				
A-B	74	18	0.00			74				
A-C	242	60	0.00			242				

| Future + Committed + Development Mode Shift | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Winchester Road / Mortimers Lane	T-Junction	Two-way	Two-way	Two-way		18.75	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.75	C

Traffic Demand

Demand Set Details

ID	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	Future + Committed + Development Mode Shift	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Winchester Road (N)		ONE HOUR	✓	639	100.000
B - Mortimers Lane		ONE HOUR	✓	393	100.000
C - Winchester Road (S)		ONE HOUR	✓	642	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0	124	515
	B - Mortimers Lane	99	0	293
	C - Winchester Road (S)	351	292	0

Proportions

	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
From	A - Winchester Road (N)	0.00	0.19	0.81
	B - Mortimers Lane	0.25	0.00	0.75
	C - Winchester Road (S)	0.55	0.45	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	0	100	100
	B - Mortimers Lane	0	0	0
	C - Winchester Road (S)	0	0	0

Average PCU Per Veh

From	To			
		A - Winchester Road (N)	B - Mortimers Lane	C - Winchester Road (S)
	A - Winchester Road (N)	1.000	2.000	2.000
	B - Mortimers Lane	1.000	1.000	1.000
	C - Winchester Road (S)	1.003	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Winchester Road (N)	481	481
	B - Mortimers Lane	296	296
	C - Winchester Road (S)	483	483
17:00-17:15	A - Winchester Road (N)	574	574
	B - Mortimers Lane	353	353
	C - Winchester Road (S)	577	577
17:15-17:30	A - Winchester Road (N)	703	703
	B - Mortimers Lane	432	432
	C - Winchester Road (S)	707	707
17:30-17:45	A - Winchester Road (N)	703	703
	B - Mortimers Lane	432	432
	C - Winchester Road (S)	707	707
17:45-18:00	A - Winchester Road (N)	574	574
	B - Mortimers Lane	353	353
	C - Winchester Road (S)	577	577
18:00-18:15	A - Winchester Road (N)	481	481
	B - Mortimers Lane	296	296
	C - Winchester Road (S)	483	483

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-C	0.73	29.68	2.5	D	269	404
B-A	0.65	58.56	1.7	F	91	137
C-AB	0.85	31.70	7.0	D	488	732
C-A					101	152
A-B					114	171
A-C					472	708

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	55	0.00	586	0.377	219	0.0	0.6	9.731	A
B-A	75	19	0.00	303	0.246	73	0.0	0.3	15.577	C
C-AB	344	86	0.00	728	0.473	340	0.0	1.2	9.226	A
C-A	139	35	0.00			139				
A-B	93	23	0.00			93				
A-C	387	97	0.00			387				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	264	66	0.00	543	0.485	262	0.6	0.9	12.772	B
B-A	89	22	0.00	254	0.352	88	0.3	0.5	21.676	C
C-AB	457	114	0.00	745	0.613	453	1.2	2.1	12.375	B
C-A	120	30	0.00			120				
A-B	112	28	0.00			112				
A-C	463	116	0.00			463				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	323	81	0.00	453	0.713	318	0.9	2.3	25.581	D
B-A	109	27	0.00	175	0.624	106	0.5	1.5	49.420	E
C-AB	651	163	0.00	771	0.844	634	2.1	6.2	25.818	D
C-A	56	14	0.00			56				
A-B	137	34	0.00			137				
A-C	566	142	0.00			566				

17:30 - 17:45

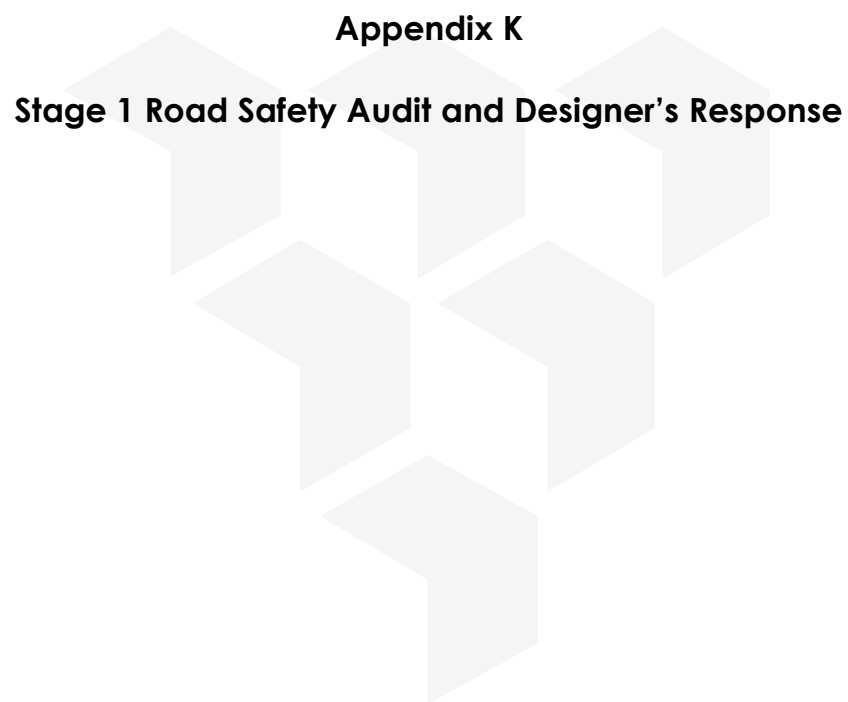
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	323	81	0.00	441	0.732	322	2.3	2.5	29.681	D
B-A	109	27	0.00	168	0.649	108	1.5	1.7	58.558	F
C-AB	661	165	0.00	777	0.850	657	6.2	7.0	31.703	D
C-A	46	12	0.00			46				
A-B	137	34	0.00			137				
A-C	566	142	0.00			566				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	264	66	0.00	537	0.492	270	2.5	1.0	13.799	B
B-A	89	22	0.00	247	0.362	94	1.7	0.6	24.097	C
C-AB	467	117	0.00	754	0.619	485	7.0	2.4	14.563	B
C-A	110	28	0.00			110				
A-B	112	28	0.00			112				
A-C	463	116	0.00			463				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	55	0.00	584	0.378	222	1.0	0.6	9.990	A
B-A	75	19	0.00	301	0.249	76	0.6	0.3	16.076	C
C-AB	348	87	0.00	731	0.476	352	2.4	1.2	9.686	A
C-A	136	34	0.00			136				
A-B	93	23	0.00			93				
A-C	387	97	0.00			387				



Appendix K

Stage 1 Road Safety Audit and Designer's Response

STAGE 1 ROAD SAFETY AUDIT

Proposed Off-Site Highway Works
Mortimers Lane, Fair Oak, Eastleigh, Hampshire

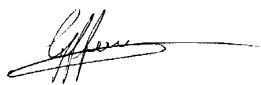


Prepared for: Bloor Homes
Ref: 031_8230679_GT_Stage_1_RSA

Project Details

Report Title	Stage 1 Road Safety Audit
Prepared on behalf of	Hampshire County Council

Control

	Name	Date	Signature
Author	Graeme Turner	24 April 2025	
Checker	Duncan Lord	24 April 2025	
Authoriser	Graeme Turner	24 April 2025	

Report Version

RSA Report Ref	Issue No.	Date of Issue
007_8230679_GT	Issue 1 to Anthony Jones (Design Organisation – Glanville)	06 Feb 2024
031_8230679_GT	Issue 2 to Anthony Jones (Design Organisation – Glanville)	24 April 2025

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol
postbox@glanvillegroup.com | www.glanvillegroup.com

© Glanville Consultants Ltd. All rights reserved.

This report contains confidential information intended solely for the recipient. No part of this report may be copied, reproduced or stored electronically without prior written permission from Glanville Consultants Ltd. This report has been prepared in accordance with the commissioning brief and is for the client's exclusive use unless otherwise agreed in writing. Glanville Consultants Ltd does not accept liability for any use of this report, other than for the purposes for which it was originally prepared and provided. Third parties should not use or rely on the contents of this report without written permission from Glanville Consultants Ltd.

Contents

1.0	Introduction.....	1
2.0	Items Raised at Previous Road Safety Audit	7
3.0	Items Resulting from Stage 1 Road Safety Audit	9
	Audit Team Statement	16

Appendices

Figures 1 to 4: Location of Problems

1.0 Introduction

- 1.1 This report results from an independent Stage 1 Road Safety Audit carried out on proposed off-site highway works in connection with an outline planning application for residential development with multi-functional hub on land south of the B3037 Mortimers Lane, Fair Oak, Eastleigh, Hampshire. The audit was carried out at the request of Anthony Jones, representing the Design Organisation (Glanville) and the Developer (Bloor Homes) and on behalf of the Overseeing Organisation (Hampshire County Council).

The Audit Team membership was as follows:

Road Safety Audit Team Leader

G Turner BEng MCIHT MSoRSA
Associate, Glanville Consultants

Road Safety Audit Team Member

D Lord IEng FIHE
HE Approved RSA Certificate of Competency (2012)
Duncan Lord Road Safety Consultancy

(Note: Both members of the Audit Team are on Hampshire County Council's list of 'Approved Road Safety Auditors', as confirmed by G Redman in January 2025).

- 1.2 The terms of reference of the Road Safety Audit are as described in GG 119 '*Road Safety Audit*' (Revision 2), which forms part of the Design Manual for Roads and Bridges. The Audit Team has examined and reported only on the road safety implications for users of the scheme as presented. The scheme has not been examined or verified for compliance with any other standards or criteria. However, to clearly explain a safety problem or a recommendation to resolve a safety problem, the Audit Team may on occasion refer to a design standard for information only. Any recommendations or comments made in this report should not be construed as implying that a technical audit of the scheme, as presented, has been undertaken in any respect.
- 1.3 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the safety problem identified. Recommendations are intended only to indicate a proportionate and viable means of eliminating or mitigating the safety problem identified, in accordance with GG 119 (Revision 2), and considered by the Audit Team to require action to improve the safety of the scheme and to minimise accident occurrence. The Audit Team recognises that there may be alternative methods for addressing a safety problem which may be equally acceptable in achieving the desired elimination or mitigation and thus such alternatives should also be considered when responding to this report.
- 1.4 The Audit Team has not been involved in any aspect of the scheme design and the Design Organisation has not been involved in the road safety auditing process, other than responding to any safety concerns identified herein.
- 1.5 The Audit Team has not been provided with an Audit Brief but they are nevertheless satisfied that they have been supplied with sufficient information to enable them to carry out a valid Road Safety Audit.

1.6 The Audit took place in April 2025 and comprised examination of the following information:

Drawings

- 8230679/6103 Rev I Site Access Visibility Splays
- 8230679/6105 Rev D Overall General Arrangement
- 8230679/6106 Rev E Proposed Highway and Cycle Improvements Site 1 General Arrangement
- 8230679/6107 Rev E Proposed Highway and Cycle Improvements Site 2 General Arrangement
- 8230679/6108 Rev E Proposed Highway and Cycle Improvements Site 3 General Arrangement
- 8230679/6110 Rev B Site Access General Arrangement
- 8230679/6111 Rev A Mortimers Lane / Winchester Road Mitigation Scheme (With HCC Scheme)
- 8230679/6119 Rev E Proposed Highway and Cycle Improvements Site 2 Alternative General Arrangement
- 8230679/6120 Relocated Crossing at White Tree Close
- 8230679/6121 Crossing at Summerlands Road / Fair Oak Junction
- 8230679/6122 Dropped Kerb at Noyce Drive
- 8230679/6201 Rev B Swept Path Analysis (11.2m Refuse Vehicle)
- 8230679/6202 Rev B Swept Path Analysis (16.5m Articulated Vehicle)
- 8230679/6203 Swept Path Analysis (11.2m Refuse Vehicle)
- 8230679/6204 Swept Path Analysis (11.2m Refuse Vehicle)
- 8230679/6205 Swept Path Analysis (11.2m Refuse Vehicle)
- 8230679/6206 Swept Path Analysis (11.2m Refuse Vehicle)
- 8230679/6207 Swept Path Analysis (16.5m Articulated Vehicle)
- 8230679/6208 Swept Path Analysis Alternative Arrangement (16.5m Articulated Vehicle)
- 8230679/6209 Swept Path Analysis Mortimers Lane / Winchester Road (16.5m Articulated Vehicle)
- P23-2261-DE-002-01 Rev A Site Location Plan
- P23-2261-DE-004-01 Rev A Concept Master Plan

Supplementary Information

- Stage 1 Road Safety Audit, Ref. 007_8230679 (Issue 1), dated 06 February 2024.
- RSA Response Report, Ref. 010_8230679 (Issue 1), dated 09 February 2024
- Transport Assessment, Ref. 024_8230679 (Issue 2), dated 21 November 2024. (Note: This report includes highway records, personal injury collision data, traffic surveys and flow diagrams).
- Information pertaining to application for an Approval in Principle Departure from Standard.

1.7 The following information has been provided for reference purposes only and covers off-site highway works to be delivered by HCC. These works have not been reviewed as part of this Road Safety Audit.

- 5101453-MIL-HFK-FO-DR-CH-0101 Rev B Fair Oak Village NMU Improvements (General Arrangement)
- 5101453-MIL-HFK-FO-DR-CH-0102 Rev B Fair Oak Village NMU Improvements (General Arrangement)
- 5101453-MIL-HFK-FO-DR-CH-0103 Rev B Fair Oak Village NMU Improvements (General Arrangement)

- 5101453-MIL-HFK-FO-DR-CH-0104 Rev B Fair Oak Village NMU Improvements (General Arrangement)
- 5101453-MIL-HFK-FO-DR-CH-0105 Rev B Fair Oak Village NMU Improvements (General Arrangement)
- SIG148/DETAIL/C.J009406 Rev B B3354 Botley Road Traffic Signal Refurbishment

1.8 The site is located on the southern side of the B3037 Mortimers Lane, on the eastern edge of Fair Oak, Hampshire, and currently comprises grassland. Mortimers Lane forms the northern border with Pembers Hill Drive and residential properties beyond this forming the western boundary. To the south of the site lies remediated land and East Horton Golf Club whilst Mortimers Farm and part of the golf course lie to the east. From a point measured approximately 140 metres east of the junction of Pembers Farm Avenue / Mortimers Lane, and continuing west into the village, the speed limit is 30mph. Continuing east from the same point the national speed limit applies. The change in speed limit is demarcated with a gateway feature comprising dragons teeth road markings, a '30' roundel and traffic signs. There is an established hedgerow along the site's frontage which sits behind a drainage ditch and a narrow, grassed verge. There are no footways on either side of Mortimers Lane along the site's frontage and there is no street lighting. On the northern side of Mortimers Lane there is a simple priority access leading to Little Dower House. Vehicles turning right towards this property can utilise an informal ghost island which is formed as a gap within the centre hatching. Since the access appears to serve a single dwelling, vehicle movements to and from it are likely to be very low and especially when compared to the mainline traffic flow.

1.9 Approval of an outline planning application is sought in connection with the development of the land to provide up to 245 no. residential dwellings a multi-functional space, mobility infrastructure with associated open space, landscaping, infrastructure and vehicle accessing. As part of the development an extensive package of off-site highway works will be provided and that which is to be reviewed as part of this Road Safety Audit is summarised as follows:

- Formation of a ghost-island right-turn lane priority (give-way) junction on the southern side of Mortimers Lane to provide access to the development site. Visibility splays to the left (133 metres) and to the right (106 metres), assuming a 2.4 metre set-back, are indicated. These are commensurate with recorded 85th percentile vehicle speeds following automatic traffic count (ATC) surveys undertaken at two locations along Mortimers Lane, either side of the proposed site access. The recorded 85th percentile vehicle speeds were 46.0mph and 42.1mph for eastbound and westbound traffic respectively. As indicated on the information provided the existing 30/60mph speed limit will be relocated. The existing access to Little Dower House will be retained noting that this and the proposed access (as measured from centre to centre) will be 35 metres. Two splitter islands are proposed to the west of the ghost island to prevent overtaking. (Note: The drawing provided indicates a right-turn ghost island leading to another access on the northern side of Mortimers Lane. Both the access and ghost island right-turn lane have been removed.)
- Construction of new pedestrian footways at the site access on Mortimers Lane, connecting to existing pedestrian infrastructure near the Pembers Farm Avenue access – this existing infrastructure along Mortimers Lane is to be improved by HCC (indicated on grey on the drawings) as part of wider improvements to cycle infrastructure generally within the village.
- An in-principle Departure from Standard (DfS) has been submitted and agreed with HCC as part of the pre-application process. The DfS proposed a reduction in the visibility set-back ('X') distance at the site access from 4.5m to 2.4m.

- Delivery of new eastbound and westbound bus stops, with associated shelters, bins, Sheffield style stands and footways west of the Pembers Farm Avenue access.
- New on-carriageway cycle markings along Knowle Lane, along with an Advanced Stop Line (ASL) for cyclists at the Knowle Lane / Botley Road / Burnetts Lane junction.
- Delivery of junction and shared-use footway / cycleway facility at the Botley Road / Stubbington Way / Eastleigh Road signalised crossroads junction, which comprises two potential options as follows:

Drawing 8230679/6107

- Delivery of shared use footway / cycleway facility on the southern side of Stubbington Way, along with associated kerb build-outs, removal of splitter island, delivery of 'No waiting' restrictions and associated tactile / corduroy paving.
- Delivery of shared use footway / cycleway facility on the western side of Botley Road through widening the existing kerbline into the carriageway, including a new Toucan crossing on the southern arm of the junction, relocation of signage, proposed corduroy paving and Sheffield style stands.
- Removal of splitter island on the southern arm of the junction and re-lining and resurfacing of carriageway to revise the centreline of the road and to deliver a left-ahead and right-turn lane arrangement, along with an ASL.

Drawing 8230679/6119

- Delivery of shared use footway / cycleway facility on the southern side of Stubbington Way, along with associated kerb build-outs, removal of splitter island, delivery of 'No waiting' restrictions and associated tactile / corduroy paving.
- Delivery of shared use footway / cycleway facility on the eastern side of Botley Road through widening the existing kerbline into the carriageway, with a new Toucan crossing adjacent to the footpath connection into Stubbington Way.
- Delivery of a shared use footway / cycleway facility on the western side of Botley Road, south of the Toucan crossing, along with proposed corduroy paving and Sheffield style stands.
- Significant accesses (such as 'Cotsalls') to operate as continuous facilities or 'Copenhagen Crossings'.

- 1.10 In addition to the above other off-site highway works are proposed in response to recommendations ('User Opportunities') made in the Walking, Cycling and Horse-Riding Assessment (WCHAR) Assessment Report. These works are summarised as follows:

Drawing 8230679/6120

- Relocation of pedestrian crossing at White Tree Close, with dropped kerbs and tactile paving.
- Proposed controlled pedestrian crossing across Botley Road, north of White Tree Close.

Drawing 8230679/6121

- Re-laying dropped kerbs and tactile paving on the Summerlands Road pedestrian crossing.

Drawing 8230679/6122

- New dropped kerb on the southern side of the Upper Mead Close / Noyce Drive junction.

- 1.11 This Road Safety Audit has been requested in respect of the proposed off-site (S278) highway works as described above, which are to be offered for adoption. Owing to the introduction of additional proposed highway works this Stage 1 Road Safety Audit shall replace the Stage 1 Road Safety Audit previously undertaken in February 2024, as referenced in the 'Supplementary information'. The Audit Team has not been asked to review any other part of the development site including that which constitutes on-site works.
- 1.12 A site visit was undertaken by both members of the Audit Team together on 14 April between 14.00 and 16.30 hours. The weather conditions were fine and dry and the carriageway / footway surfaces were dry as a result. Traffic flows on Mortimers Lane were light. Traffic flows were similarly light on Botley Road and other minor roads within the area of interest but flows increased towards the end of the review period. Non-motorised users, mainly comprising pedestrians but including some cyclists, were observed within the area of interest. No vehicles were observed entering or exiting the existing access at Little Dower House. During the site visit the Audit Team noted that a ghost island right-turn lane, which possibly formed part of a temporary construction access, had been replaced with hatching and the access had been removed. The existing areas, as observed during the site visit, are as indicated in the photographs below.



Photo A: View looking west towards existing access to Little Dower House.



Photo B: View looking west along Mortimers Lane (towards Knowle Lane on left).



Photo C: View towards pedestrian access to existing footway on Noyce Drive.



Photo D: View along Stubbington Way and route of proposed shared footway / cycleway.



Photo E: View looking south along Botley Road.



Photo F: View looking north along Botley Road.

- 1.13 The Audit Team has been provided with details of an in-principle Departure from Standard (DfS) which was submitted and agreed with the Overseeing Organisation (HCC) as part of the pre-application process. The DfS application sought in principle approval to a reduction in the visibility set-back ('X') distance at the site access from 4.5m to 2.4m. During the site visit the Audit Team reviewed the visibility to the left and right assuming an X-distance of 2.4 metres and an attempt was made to view the same, assuming an X-distance of 4.5 metres, although owing to existing hedgerow the best that could be achieved was an X-distance of between 3.7 to 4.0 metres. Any safety concerns arising from this DfS are indicated in Section 3.0 of this report. The Audit Team understands that a formal DfS application will be prepared and submitted at the detailed design stage of this scheme.
- 1.14 The Audit Team has not been provided with any details (where applicable) in respect of levels, drainage including gully provision and location, surfacing materials, landscaping, traffic signs including mounting heights and any existing signs / furniture to be removed or relocated or street lighting. These details have therefore not been reviewed as part of this Road Safety Audit. It is recommended that these details should be reviewed as part of a Stage 2 Road Safety Audit which shall be conducted following completion of the detailed design proposals.
- 1.15 All safety problems and recommendations are referenced to the layout drawings in Figures 1 to 4.

2.0 Items Raised at Previous Road Safety Audit

- 2.1 The preliminary design proposals for the proposed off-site highway works were subjected to a Stage 1 Road Safety Audit (Report Ref. 007_8230679 – Issue 1), dated 06 February 2024, which identified 4 safety problems. The Design Organisation prepared an RSA Response Report to these problems as indicated in Report Ref. 010_8230679 – Issue 1, dated 09 February 2024. The Overseeing Organisation has not provided a response nor has an 'Agreed RSA Action', been added to the Decision Log contained therein. All problems previously raised have been reviewed against the information provided and that which was observed on site.

2.2 Problem 1

Location: Access to Little Dower House.

Summary: Risk of head-on collisions.

Recommendation: Measures should be undertaken to ensure that all movements into and out of Little Dower house are appropriately catered for.

Design Organisation's Response

The Design Organisation partly accepted the Audit Team's recommendation. Along with providing further details regarding vehicle movements to the existing single dwelling, the proposed bifurcation arrow has been relocated to address any possible misinterpretation.

Audit Team's Response

This safety concern has been carried forward.

2.3 Problem 2

Location: Mortimers Lane.

Summary: Location of 30mph limit.

Recommendation: Measures should be undertaken to ensure that road users approach the site at an appropriate speed.

Design Organisation's Response

The Design Organisation accepted the Audit Team's recommendation with details of the relocated 30mph speed limit / gateway now indicated on the drawings.

Audit Team's Response

This safety concern has not been carried forward.

2.4 Problem 3

Location: Site access.

Summary: Obstructed visibility leading to a risk of road user collisions.

Recommendation: Measures should be undertaken to ensure that visibility from the site access in both directions is not obstructed.

Design Organisation's Response

The Design Organisation accepted the Audit Team's recommendation stating that the hedgerows are well maintained and future maintenance will be the responsibility of the highway authority.

Audit Team's Response

This safety concern has been carried forward.

2.5 Problem 4

Location: Uncontrolled pedestrian crossing.

Summary: Risk of pedestrian / vehicle collisions.

Recommendation: Measures should be undertaken to ensure that pedestrian / vehicle intervisibility is not obstructed.

Design Organisation's Response

The Design Organisation accepted the Audit Team's recommendation stating that a length of hedgerow will be removed to construct the access and this will include any vegetation that lies within an intervisibility splay.

Audit Team's Response

This safety concern has not been carried forward.

3.0 Items Resulting from Stage 1 Road Safety Audit

3.1 Problem 1

Location: Access to Little Dower House (Drawing No. 8230679/6103).

Summary: Risk of head-on collisions.

Based on the information made available to the Audit Team, vehicles comprising residents, visitors and deliveries etc. will continue (and be permitted) to turn right from Mortimers Lane to Little Dower House after the ghost island and site access have been completed. To date the right-turn manoeuvre to this property has been undertaken via an informal ghost island, which essentially comprises a gap in the central hatching. Any vehicle waiting to turn right within this gap does not obstruct westbound through traffic movements.

With the introduction of the proposed site access the existing gap will cease to exist, being replaced by the proposed ghost island right-turn lane. There is a concern that drivers wishing to turn right to Little Dower House may continue to enter the westernmost end of the proposed ghost island, despite the adjusted position of the bifurcation arrow. This may lead to head-on vehicle / vehicle collisions with possible personal injury occurring.

Recommendation

It is recommended that the overall junction arrangement should be modified to allow these opposing manoeuvres to take place. This may include, but not be limited to, modifying the proposed ghost island to allow for the introduction of a gap (similar in length to existing) for a right turning vehicle to wait prior to entering Little Dower House.

3.2 Problem 2

Location: Proposed site access (Drawing No. 8230679/6103).

Summary: Minor obstruction to visibility to the left leading to possible vehicle / vehicle collisions with possible personal injury occurring.

The visibility splay to the left, from the proposed site access, is shown to pass behind the proposed 3 metre wide shared footway / cycleway. The length of visibility splay which is shown to be behind the new shared facility is approximately 45 metres. There is a concern that this obstruction may lead to vehicles, which are turning right out of the site, entering Mortimers Lane into the path of an eastbound vehicle with possible collisions occurring with personal injury.

Recommendation

It is recommended that the existing hedgerow along the affected length should be extensively trimmed back, allowing for future irregular growth.

3.3 Problem 3

Location: Proposed site access (Drawing No. 8230679/6103).

Summary: Risk of cyclist falls or pedestrian / cyclist collisions leading to possible personal injury.

There are no details provided to indicate how a cyclist will transfer between the site access road and the proposed shared facility to the west. This may lead to cyclists attempting to negotiate a full-height kerb or crossing a tactile landing where a pedestrian may be waiting to cross. This may lead to rider falls or pedestrian / cyclist collisions with possible personal injury occurring.

In addition, visually impaired pedestrians are provided with no warning that they are about to enter a shared facility. This may lead to pedestrian / cyclist collisions again with personal injury occurring.

Recommendation

It is recommended that cyclists should be provided with a means of transferring between the site access road and the proposed shared facility. This may be achieved by providing a short length of dropped kerbing with appropriate road markings.

In respect of 'warnings', it is recommended that hazard (corduroy) paving should be provided at the change from shared facility to footway only.

3.4 Problem 4

Location: Proposed footway link to the east of the site access (Drawing No. 8230679/6103).

Summary: Risk of pedestrian trips and falls leading to possible personal injury.

Where the proposed footway link crosses existing accesses, pedestrians may have to negotiate a full-height kerb. This may lead to pedestrian trips and falls with personal injury occurring.



Photo G: View looking east across existing access (proposed footway link to be provided to the right of the short merge taper.)



Photo H: Closer view across existing access.

Recommendation

It is recommended that an uncontrolled pedestrian crossing facility, incorporating at the very least dropped kerbing laid flush, should be provided where existing accesses sever the proposed footway link.

3.5 Problem 5

Location: Proposed footway link to the east of the site access (Drawing No. 8230679/6103).

Summary: Risk of pedestrian trips and falls leading to personal injury.

The proposed footway link to the east of the site access will provide pedestrians with a more accessible route to / from existing Footpath Refs. 085/18/1 and 085/19/4, both of which are located on the northern side of Mortimers Lane. However, pedestrians wishing to access either Footpath, via the new link, will need to negotiate a proposed full-height kerb in the process. This may lead to trips and falls with possible personal injury occurring. (Note: As indicated in the below photograph the visible, trodden route suggests that Footpaths are being used.).



Existing access to Footpath Ref. 085/18/1.

Recommendation

It is recommended that a short length of dropped kerbing should be provided along the proposed footway link on the southern side of Mortimers Lane to allow pedestrians to transfer between this and the existing Footpaths. This is especially important given that the northern verge is currently used as a route to these Footpaths (as evidenced in the above photograph) but a length of the same verge will be converted to carriageway when delivering the proposed site access.

Locally the existing verge should also be regraded on the northern side of Mortimers Lane to facilitate pedestrian access to / from these public rights of way.

3.6 **Problem 6**

Location: Proposed bus stops on Mortimers Lane (Drawing No. 8230679/6106).

Summary: Risk of vehicle / vehicle head on collisions.

A standard bus is typically 12 to 15 metres and it is usually the case that when stopping the front of the vehicle will align with the nearside flag. Thus, the vehicle will likely be positioned towards the front of the proposed cage. The resultant gap between the rear of a westbound bus and the western end of the existing splitter island may be sufficiently wide to allow most vehicles to overtake the bus. There is a concern that should there be a waiting bus on the opposite side of the carriageway and a vehicle were to overtake this, the two opposing vehicles would be aiming for the same gap between the front of both buses. This may lead to vehicle / vehicle collisions with possible personal injury occurring.

Recommendation

It is recommended that the separation between the proposed bus stops should be slightly increased to allow two vehicles to pass.

3.7 **Problem 7**

Location: Signalised crossroads at Botley Road / Stubbington Way (Drawing Nos. 8230679/6107 and 6119).

Summary: Risk of driver's failing to see traffic signals leading to vehicle collisions and personal injury.

There is a mid-crossing refuge on three of the four arms (excluding Eastleigh Road) at the existing signalised crossroads at Botley Road / Stubbington Way. As part of the proposals the refuges on Botley Road (south) and Stubbington Way will be removed and whilst not indicated on the drawings the same is assumed to apply to Botley Road (north). Currently traffic signals equipment comprising a mixture of off-side primary or closely associated secondary signals are installed within these existing refuges and footways and these will need to be positioned elsewhere as part of the junction modifications. This may result in equipment being positioned within areas of footway or shared facility which may reduce the available width to less than a recommended minimum. In turn this may lead to vulnerable users needing to step into the carriageway with a risk of collisions with vehicles occurring and possible personal injury.



View of existing Stubbington Way approach and use of refuge for signalling equipment.

Recommendation

Whilst the Audit Team accepts that the final locations of traffic signalling equipment will be subject to detailed design, it is nevertheless recommended that a review of 'in-principle' locations should be undertaken to ensure that sufficient footway or shared space can be reasonably provided.

3.8 Problem 8

Location: Stubbington Way (Drawing Nos. 8230679/6107 and 6119).

Summary: Risk of cyclist falls leading to possible personal injury.

The current proposals suggest that cyclists transferring between the proposed shared footway / cycleway facility on the southern side of Stubbington Way and the carriageway will need to negotiate a full-height kerb. This may lead to rider falls and personal injury.



View looking west towards commencement of shared facility.

Recommendation

It is recommended that a length of dropped kerbing should be provided along with appropriate road markings (i.e. cycle symbols, give-way etc.) to clearly indicate recommended routes and priorities.

3.9 Problem 9

Location: South-eastern corner of Stubbington Way / Botley Road (Drawing No. 8230679/6119).

Summary: Risk of cyclist / cyclist collisions with possible personal injury occurring.

Owing to the near 90-degree bend on the corner of Stubbington Way / Botley Road (south) and the resultant reduced forward visibility there is a concern that cyclist / cyclist or cyclist / pedestrian collisions may occur. This may lead to personal injury.

Recommendation

It is recommended that forward visibility, commensurate with an appropriate cycling speed should be provided on both approaches to this corner.

3.10 Problem 10

Location: Botley Road (Drawing Nos. 8230679/6107 and 6119).

Summary: Risk of cyclist / vehicle collisions leading to possible personal injury.

There are several direct accesses (e.g. to private properties) along both sides of Botley Road. At some of these accesses there will be limited visibility to the left and right on exit, owing to boundary features such as landscaping and / or walls / fencing. Where there is limited visibility a driver exiting their property may not observe an approaching cyclist, who is likely to be travelling faster than a pedestrian. This may lead to cyclist / vehicle collision with possible personal injury.



Potentially obstructed visibility to the left and right for a driver exiting an existing property.

Recommendation

It is recommended that a vehicle / cyclist intervisibility envelope should be plotted. Where an appropriate intervisibility cannot be achieved measures should be undertaken to ensure that priorities are clearly defined. This may be achieved using give-way road markings.

3.11 Problem 11

Location: Botley Road. Commencement of shared footway / cycleway facility (Drawing Nos. 8230679/6107 and 6119).

Summary: Risk of cyclist falls leading to possible personal injury.

The current proposals suggest that cyclists transferring between the proposed shared footway / cycleway facility on the western side of Botley Road (adjacent to the Fair Oak Infant School) and the carriageway will need to negotiate a full-height kerb. This may lead to rider falls and personal injury.

Recommendation

It is recommended that a facility which allows cyclists to transfer between the proposed facility and the existing carriageway should be provided. This may include providing a length of dropped kerbing to the north of the existing access to the infant school along with appropriate road markings (i.e. cycle symbols, give-way etc.) to clearly indicate recommended routes and priorities.

3.12 Problem 12

Location: Proposed Toucan crossing on Botley Road, adjacent to Gordon Cottage (Drawing No. 8230679/6119).

Summary: Risk of pedestrian / cyclist collisions leading to personal injury.

There is an existing pedestrian route between Reynolds Road and Botley Road. Where pedestrians will emerge on to Botley Road there is a concern, owing to reduced intervisibility caused by landscaping, that pedestrian / cyclist collisions may occur leading to possible personal injury.



View of existing pedestrian route and potentially reduced intervisibility.

Recommendation

It is recommended that a pedestrian / cyclist intervisibility envelope should be plotted. Where an appropriate intervisibility cannot be achieved measures should be undertaken to improve the situation which may be achieved by trimming or removing existing vegetation.

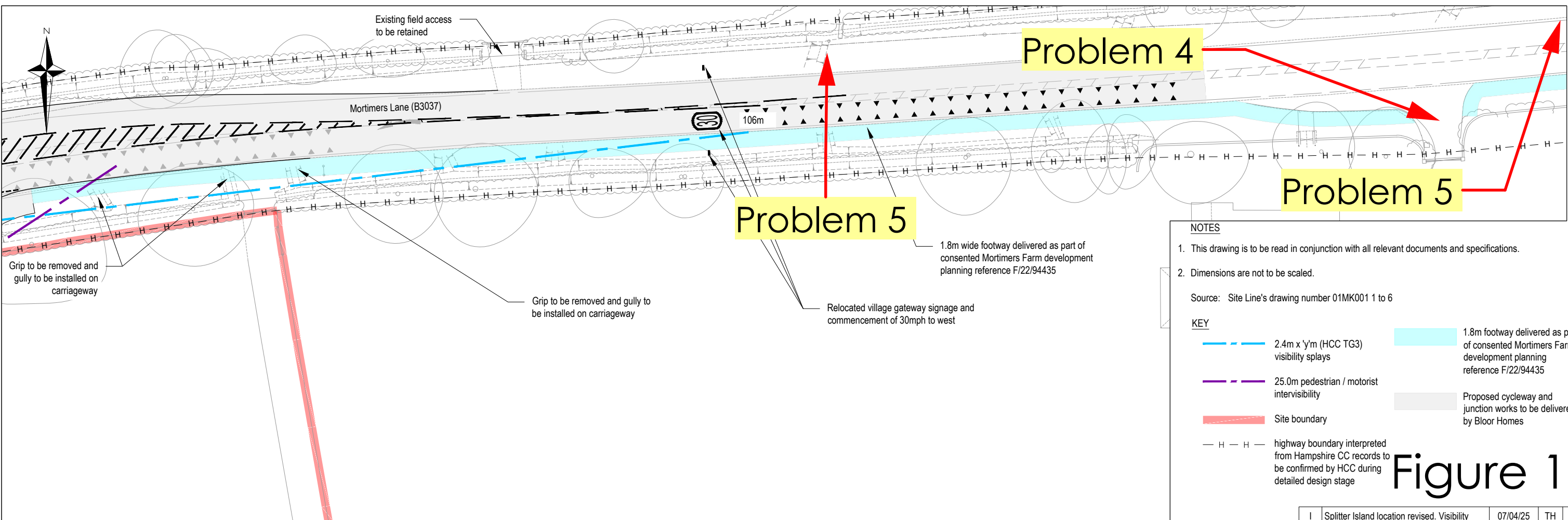
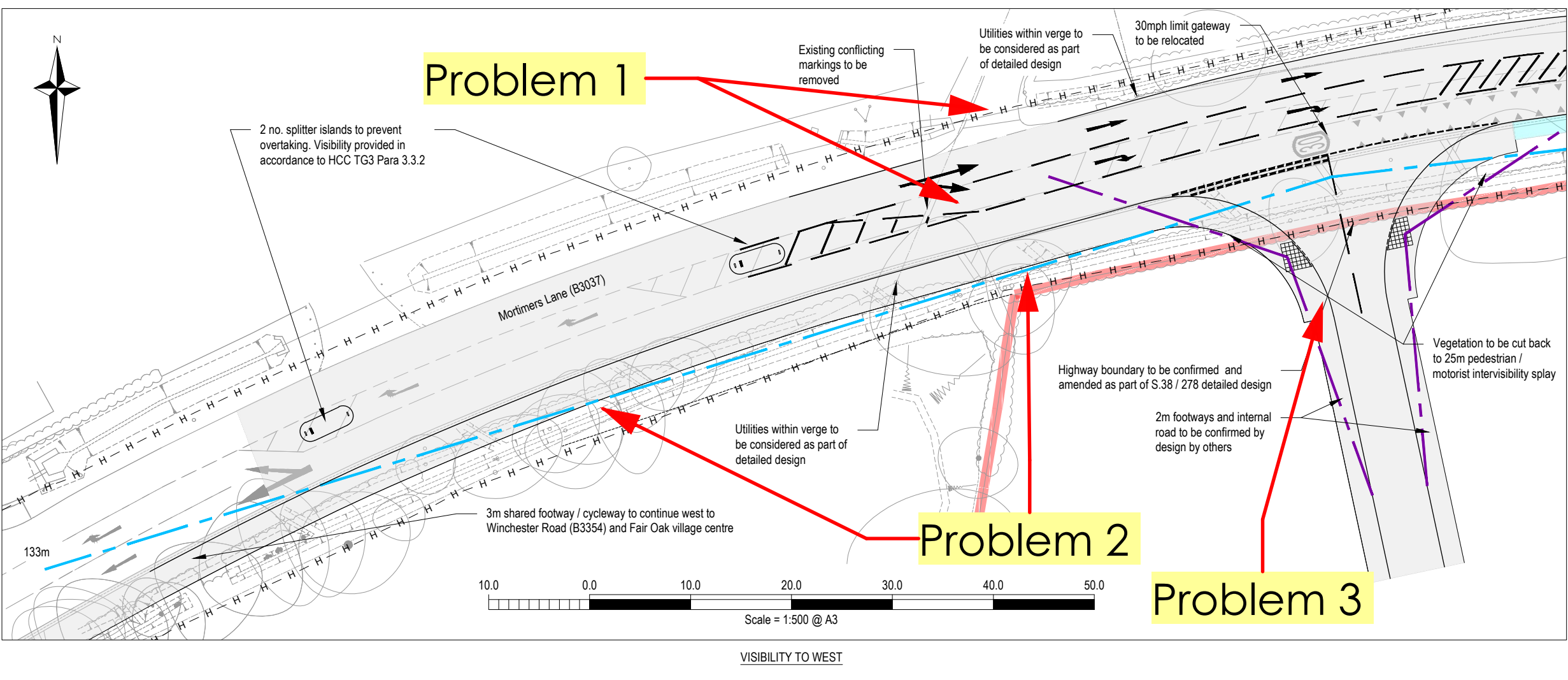


Figure 1



I	Splitter Island location revised. Visibility splays revised.	07/04/25	TH	AD
H	Westbound bus stop removed. Visibility splays revised.	11/10/24	TH	AD
G	Bus stop details amended.	19/09/24	AH	AJ
F	Bus stop and footway to golf course added.	17/09/24	AH	AJ
E	Highway boundary updated.	21/08/24	AH	AJ
D	Drawing revised based on Stage 1 RSA.	07/02/24	TH	AJ
Rev.	Description	Date	By	Chkd

**Glanville**
Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

Hertfordshire

Oxfordshire

Cambridgeshire

Bristol

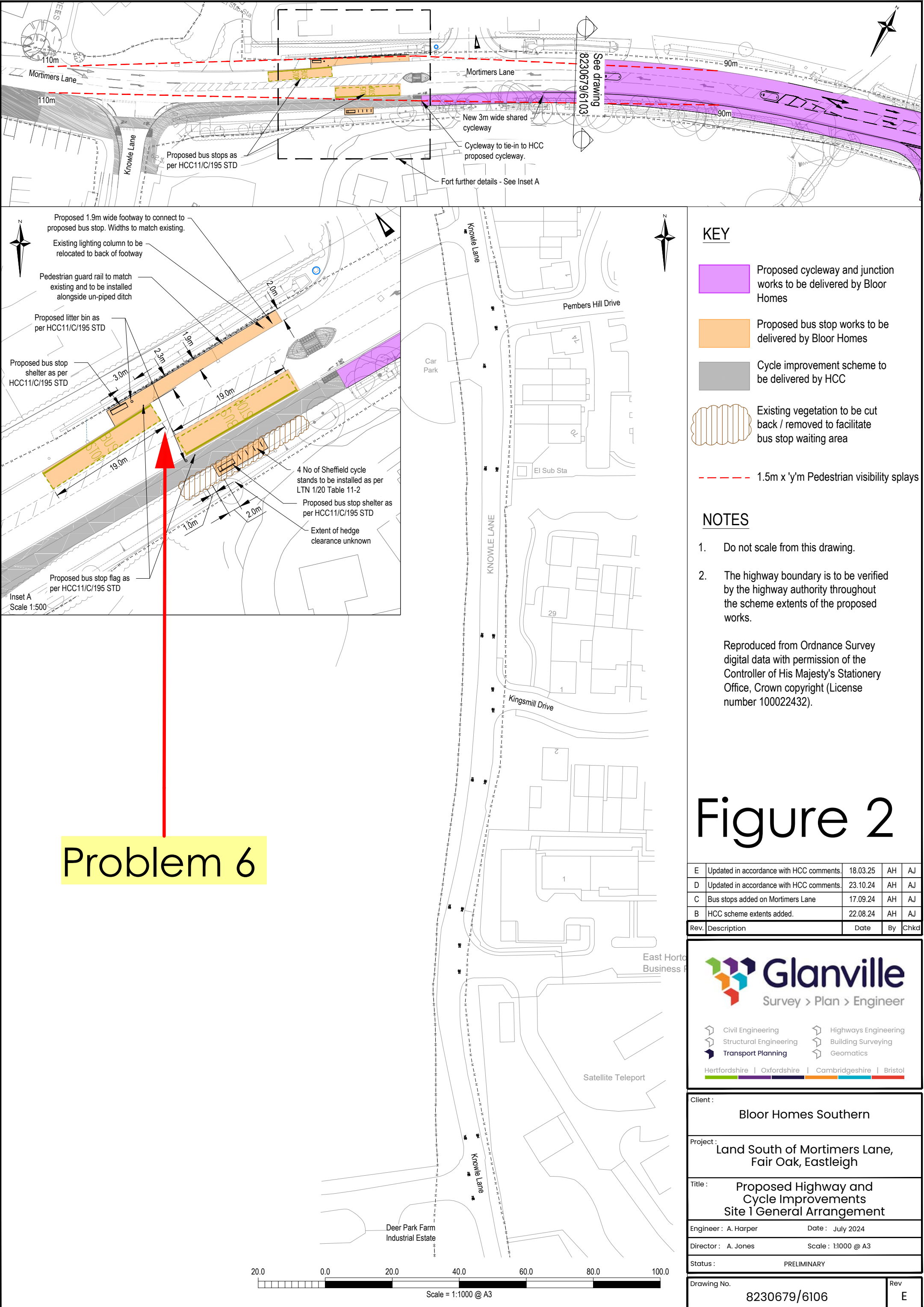
Client :
Bloor Homes SouthernProject :
Land South of Mortimers Lane, Fair Oak, EastleighTitle :
Site Access Visibility Splays

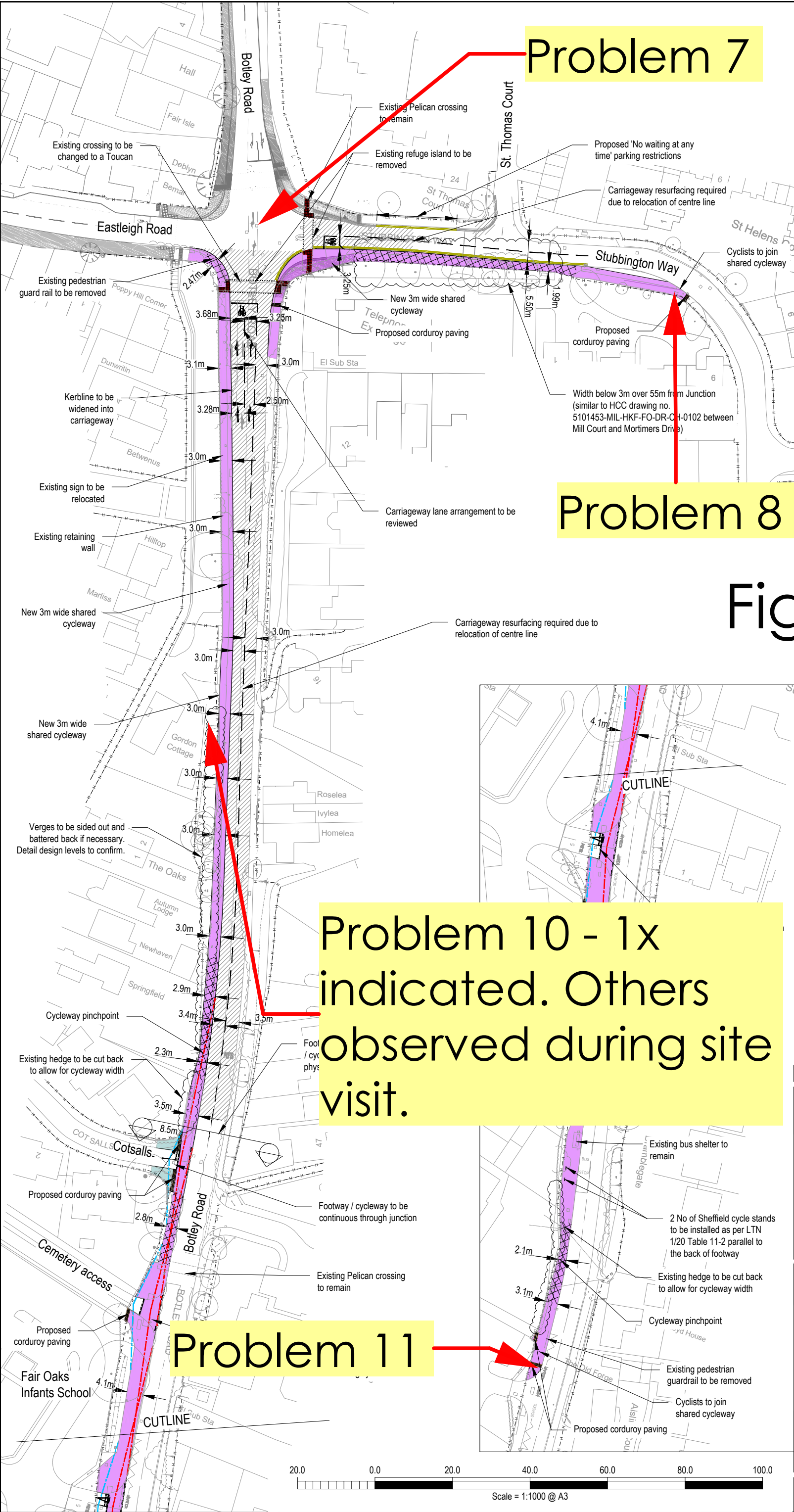
Engineer : T. Hart Date : November 2023

Director : A. Jones Scale : 1:500 @ A3

Status : PRELIMINARY

Drawing No. 8230679/6103 Rev I





KEY

- Proposed shared use footway
- Proposed carriageway resurfacing
- Proposed footway resurfacing
- Shared footway/cycleway < 3m
- Highway boundary interpreted from Hampshire County council records
- 2.4m x 43m junction visibility splay
- 2.4m x 17m cyclist visibility splay as per LTN 1/20 Table 5-5 unless stated otherwise

NOTES

- Do not scale from this drawing.
 - The highway boundary is to be verified by the highway authority throughout the scheme extents of the proposed works.
- Reproduced from Ordnance Survey digital data with permission of the Controller of His Majesty's Stationery Office, Crown copyright (License number 100022432).

Figure 3



Existing Junction Intervisibility	
Arm	Compliant with CD 123
Botley Rd (S) / Eastleigh Rd	No
Eastleigh Rd / Botley Rd (N)	No
Botley Rd (N) / Stubbington Way	No
Stubbington Way / Botley Rd (S)	No
Hampshire Junction Intervisibility	
Botley Rd (S) / Eastleigh Rd	No
Eastleigh Rd / Botley Rd (N)	No
Botley Rd (N) / Stubbington Way	No
Stubbington Way / Botley Rd (S)	No
Bloor Homes Junction Intervisibility	
Botley Rd (S) / Eastleigh Rd	No
Eastleigh Rd / Botley Rd (N)	No
Botley Rd (N) / Stubbington Way	No
Stubbington Way / Botley Rd (S)	No

E	Shared footway cycleway <3m highlighted.	07.04.25	TH	AD
D	Updated in accordance with HCC comments	18.03.25	AH	AJ
C	Updated in accordance with HCC comments	14.10.24	AH	AJ
B	Sheffield cycle stands added at bus stop.	18.09.24	AH	AJ
A	Updated with HCC Scheme	22.08.24	AH	AJ
Rev.	Description	Date	By	Chkd



Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

 Hertfordshire

 Oxfordshire

 Cambridgeshire

 Bristol

Client :

Bloor Homes Southern

Project :

Land South of Mortimers Lane, Fair Oak, Eastleigh

Title :

Proposed Highway and Cycle Improvements Site 2 General Arrangement

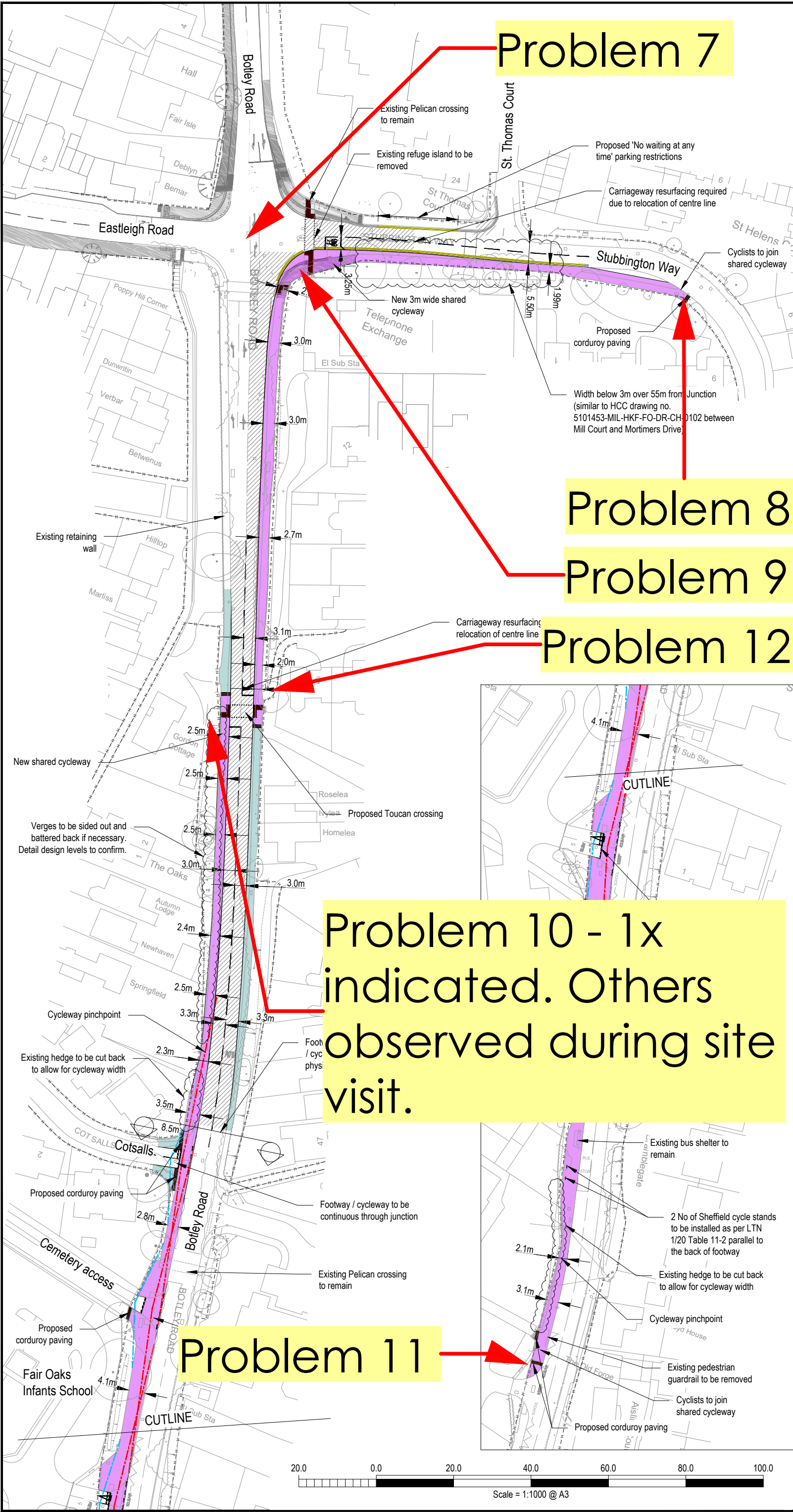
Engineer : A. Harper Date : July 2024

Director : A. Jones Scale : NTS @ A3

Status : PRELIMINARY

Drawing No. 8230679/6107

Rev E



KEY

- Proposed shared use footway
- Proposed carriageway resurfacing
- Proposed footway resurfacing
- Highway boundary interpreted from Hampshire County council records
- 2.4m x 43m junction visibility splay
- 2.4m x 17m cyclist visibility splay as per LTN 1/20 Table 5-5 unless stated otherwise

NOTES

- Do not scale from this drawing.
 - The highway boundary is to be verified by the highway authority throughout the scheme extents of the proposed works.
- Reproduced from Ordnance Survey digital data with permission of the Controller of His Majesty's Stationery Office, Crown copyright (License number 100022432).



Existing Junction Intervisibility	
Arm	Compliant with CD 123
Botley Rd (S) / Eastleigh Rd	No
Eastleigh Rd / Botley Rd (N)	No
Botley Rd (N) / Stubbington Way	No
Stubbington Way / Botley Rd (S)	No
Hampshire Junction Intervisibility	
Botley Rd (S) / Eastleigh Rd	No
Eastleigh Rd / Botley Rd (N)	No
Botley Rd (N) / Stubbington Way	No
Stubbington Way / Botley Rd (S)	No
Bloor Homes Junction Intervisibility	
Botley Rd (S) / Eastleigh Rd	No
Eastleigh Rd / Botley Rd (N)	No
Botley Rd (N) / Stubbington Way	No
Stubbington Way / Botley Rd (S)	No

Figure 4

Rev.	Description	Date	By	Chkd
------	-------------	------	----	------



Glanville
Survey > Plan > Engineer

 Civil Engineering

 Structural Engineering

 Transport Planning

 Highways Engineering

 Building Surveying

 Geomatics

 Hertfordshire

 Oxfordshire

 Cambridgeshire

 Bristol

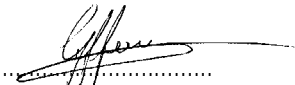
Client :	Bloor Homes Southern		
Project :	Land South of Mortimers Lane, Fair Oak, Eastleigh		
Title :	Proposed Highway and Cycle Improvements Site 2 Alternative General Arrangement		
Engineer : A. Harper	Date : March 2025		
Director : A. Jones	Scale : NTS @ A3		
Status :	PRELIMINARY		
Drawing No.	8230679/6119		Rev

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119 (Revision 2).

Road Safety Audit Team Leader

G Turner BEng MCIHT MSoRSA
Associate
Glanville Consultants

Signed: 

Date: 24 April 2025.....

Road Safety Audit Team Member

D Lord IEng FIHE
Duncan Lord Road Safety Consultancy

Signed: 

Date: 24 April 2025.....

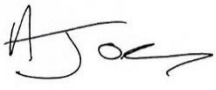


Project Details

Report title:	Stage 1 Road Safety Audit Response
Date:	25 April 2025
Document reference and revision	033_8230679_AD_RSA_Response
Prepared by:	Glanville Consultants
On behalf of:	Bloor Homes Southern

Authorisation Sheet

Project:	8230679 – Land South of Mortimers Lane, Fair Oak
Report title:	Stage 1 Road Safety Audit Response

Prepared by	
Name:	Asher Davey
Position:	Senior Transport Planner
Signed:	
Organisation:	Glanville Consultants
Date:	25 April 2025
Approved by	
Name:	Anthony Jones
Position:	Technical Director
Signed:	
Organisation:	Glanville Consultants
Date:	25 April 2025

Introduction

This Stage 1 Road Safety Audit Response has been prepared to respond to the Stage 1 Road Safety Audit (ref. 031_GT_Stage_1_RSA, dated 23 April 2025) in respect of the proposed off-site highway works in connection with an outline planning application for residential development with multi-functional hub on land south of the B3037 Mortimers Lane, Fair Oak, Eastleigh, Hampshire.

As part of the development an extensive package of off-site highway works will be provided, summarised as follows:

- Formation of a ghost-island right-turn lane priority (give-way) junction on the southern side of Mortimers Lane to provide access to the development site. Visibility splays to the left (133 metres) and to the right (106 metres), assuming a 2.4 metre set-back, are indicated. These are commensurate with recorded 85th

percentile vehicle speeds following automatic traffic count (ATC) surveys undertaken at two locations along Mortimers Lane, either side of the proposed site access. The recorded 85th percentile vehicle speeds were 46.0mph and 42.1mph for eastbound and westbound traffic respectively. As indicated on the information provided the existing 30/60mph speed limit will be relocated. The existing access to Little Dower House will be retained noting that this and the proposed access (as measured from centre to centre) will be 35 metres. Two splitter islands are proposed to the west of the ghost island to prevent overtaking. [Note: The drawing provided indicates a right-turn ghost island leading to another access on the northern side of Mortimers Lane. Both the access and ghost island right-turn lane have been removed.]

- Construction of new pedestrian footways at the site access on Mortimers Lane, connecting to existing pedestrian infrastructure near the Pembers Farm Avenue access – this existing infrastructure along Mortimers Lane is to be improved by HCC (indicated on grey on the drawings) as part of wider improvements to cycle infrastructure generally within the village.
- An in-principle Departure from Standard (DfS) has been submitted and agreed with HCC as part of the pre-application process. The DfS proposes a reduction in the visibility set-back ('X') distance at the site access from 4.5m to 2.4m.
- Delivery of new eastbound and westbound bus stops, with associated shelters, bins, Sheffield style stands and footways west of the Pembers Farm Avenue access.
- New on-carriageway cycle markings along Knowle Lane, along with an Advanced Stop Line (ASL) for cyclists at the Knowle Lane / Botley Road / Burnetts Lane junction.
- Delivery of junction and shared-use footway / cycleway facility at the Botley Road / Stubbington Way / Eastleigh Road signalised crossroads junction, which comprises two potential options as follows:

Drawing 8230679/6107

- Delivery of shared use footway / cycleway facility on the southern side of Stubbington Way, along with associated kerb build-outs, removal of splitter island, delivery of 'No waiting' restrictions and associated tactile / corduroy paving.
- Delivery of shared use footway / cycleway facility on the western side of Botley Road through widening the existing kerbline into the carriageway, including a new Toucan crossing on the southern arm of the junction, relocation of signage, proposed corduroy paving and Sheffield style stands.
- Removal of splitter island on the southern arm of the junction and re-lining and resurfacing of carriageway to revise the centreline of the road and to deliver a left-ahead and right-turn lane arrangement, along with an ASL.

Drawing 8230679/6119

- Delivery of shared use footway / cycleway facility on the southern side of Stubbington Way, along with associated kerb build-outs, removal of splitter island, delivery of 'No waiting' restrictions and associated tactile / corduroy paving.
- Delivery of shared use footway / cycleway facility on the eastern side of Botley Road through widening the existing kerbline into the carriageway, with a new Toucan crossing adjacent to the footpath connection into Stubbington Way.
- Delivery of a shared use footway / cycleway facility on the western side of Botley Road, south of the Toucan crossing, along with proposed corduroy paving and Sheffield style stands.
- Significant accesses (such as 'Cotsalls') to operate as continuous facilities or 'Copenhagen Crossings'.

In addition to the above other off-site highway works are proposed in response to recommendations ('User Opportunities') made in the Walking, Cycling and Horse-Riding Assessment (WCHAR) Assessment Report. These works are summarised as follows:

Drawing 8230679/6120

- Relocation of pedestrian crossing at White Tree Close, with dropped kerbs and tactile paving.
- Proposed controlled pedestrian crossing across Botley Road, north of White Tree Close.

Drawing 8230679/6121

- Re-laying dropped kerbs and tactile paving on the Summerlands Road pedestrian crossing.

Drawing 8230679/6122

- New dropped kerb on the southern side of the Upper Mead Close / Noyce Drive junction.

Key Personnel

Overseeing Organisation:	Hampshire County Council
RSA Team:	Graeme Turner – BEng MSoRSA, Associate, Glanville Consultants Duncan Lord – IEng FIHE, HE Approved RSA Certificate of Competency (2012), Duncan Lord Road Safety Consultancy
Design Organisation:	Asher Davey, Anthony Jones (Glanville Consultants)
Developer's Representative:	Rebecca Fenn-Tripp (Bloor Homes Southern)

Road Safety Audit Decision Log

RSA Problem Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1	Based on the information made available to the Audit Team, vehicles comprising residents, visitors and deliveries etc. will continue (and be permitted) to turn right from Mortimers Lane to Little Dower House after the ghost island and site access have been completed. To date the right-turn manoeuvre to this property has been undertaken via an informal ghost island, which essentially comprises a gap in the central hatching. Any vehicle waiting to turn right within this gap does not obstruct westbound through traffic movements. With the introduction of the proposed site access the existing gap will cease to exist, being replaced by the proposed ghost island right-turn lane. There is a concern that drivers wishing to turn right to Little Dower House may continue to enter the westernmost end of the proposed ghost island, despite the adjusted position of the bifurcation arrow. This may lead to head-on vehicle / vehicle collisions with possible personal injury occurring.	It is recommended that the overall junction arrangement should be modified to allow these opposing manoeuvres to take place. This may include, but not be limited to, modifying the proposed ghost island to allow for the introduction of a gap (similar in length to existing) for a right turning vehicle to wait prior to entering Little Dower House.	As referenced in the introduction to this report, the proposed site access has already been subject to an in-principle Departure from Standard (DfS) application, which sought to reduce the 'X' distance to 2.4 metres. In its written response to that DfS, Hampshire County Council (HCC) acknowledged the context of the access arrangement, stating: <i>"It is stated in Paragraph 2.29.1 of CD123 that direct access should be avoided where possible. Given that this is an existing access, and the site frontage is directly opposite this access, the access could not be fully avoided. However, measures have been taken to ensure that safe access is provided to the proposed development and the Little Dower House access."</i> Since that DfS was submitted, no changes have been made to the site access design. The proposals, including the revised road markings and taper arrangement that addressed concerns raised in the original RSA, have been reviewed by HCC on two separate occasions: Firstly, through the DfS process, where the reduced X-distance and site access configuration were accepted in principle. Secondly, during the statutory consultation on the planning application, where no objection was raised to the access arrangements in HCC's formal response following review of the Transport Assessment. While a full DfS submission will be required at detailed design stage, the current		

RSA Problem Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			access layout has already been acknowledged as providing a safe and appropriate solution in line with HCC TG guidance. HCC should therefore be expected to reaffirm their previous acceptance of the proposed access arrangements, including provision for the Little Dower House access.		
2	The visibility splay to the left, from the proposed site access, is shown to pass behind the proposed 3 metres shared footway / cycleway. The length of visibility splay which is shown to be behind the new shared facility is approximately 45 metres. There is a concern that this obstruction may lead to vehicles, which are turning right out of the site, entering Mortimers Lane into the path of an eastbound vehicle with possible collisions occurring with personal injury.	It is recommended that the existing hedgerow along the affected length should be extensively trimmed back, allowing for future irregular growth.	Drawing 8230679/6103_J identifies the extent of vegetation to be removed to achieve the visibility splay to the left, along with an allowance for an additional 300mm of trimming behind the visibility splay to ensure future growth is minimised.		
3	There are no details provided to indicate how a cyclist will transfer between the site access road and the proposed shared facility to west. This may lead to cyclists attempting to negotiate a full-height kerb or crossing a tactile landing where a pedestrian may be waiting to cross. This may lead to rider falls or pedestrian / cyclist collisions with possible personal injury occurring. In addition, visually impaired pedestrians are provided with no warning that they are about to enter a shared facility. This may lead to pedestrian / cyclist collisions again with personal injury occurring.	It is recommended that cyclists should be provided with a means of transferring between the site access road and the proposed shared facility. This may be achieved by providing a short length of dropped kerbing with appropriate road markings. In respect of 'warnings', it is recommended that hazard (corduroy) paving should be provided at the change from shared facility to footway only.	Dropped kerbs, road markings and corduroy paving have been proposed in appropriate positions, as shown in drawing 8230679/6103_J.		
4	Where the proposed footway link crosses existing accesses, pedestrians may have to negotiate a full-height kerb. This may lead to pedestrian trips and falls with personal injury occurring.	It is recommended that an uncontrolled pedestrian crossing facility, incorporating at the very least dropped kerbing laid flush, should be provided where existing accesses sever the proposed footway link.	Drawing 8230679/6103_J noted that the 1.8m footway hatched in blue would only be delivered in the event that the Mortimers Farm development did not come forward. As the Mortimers Farm development is now coming forward, it is not the developer's responsibility to deliver improvements to the footway.		

RSA Problem Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			Nonetheless, a section of dropped kerb and tactile paving has been proposed over the Mortimers Farm access.		
5	The proposed footway link to the east of the site access will provide pedestrians with a more accessible route to / from existing Footpath Refs. 085/18/1 and 085/19/4, both of which are located on the northern side of Mortimers Lane. However, pedestrians wishing to access either Footpath, via the new link, will need to negotiate a proposed full-height kerb in the process. This may lead to trips and falls with possible personal injury occurring. [Note: As indicated in the below photograph the visible, trodden route suggests that Footpaths are being used.]	It is recommended that a short length of dropped kerbing should be provided along the proposed footway link on the southern side of Mortimers Lane to allow pedestrians to transfer between this and the existing Footpaths. This is especially important given that the northern verge is currently used as a route to these Footpaths (as evidenced in the above photograph) but a length of the same verge will be converted to carriageway when delivering the proposed site access. Locally the existing verge should also be regraded on the northern side of Mortimers Lane to facilitate pedestrian access to / from these public rights of way.	Drawing 8230679/6103_J noted that the 1.8m footway hatched in blue would only be delivered in the event that the Mortimers Farm development did not come forward. As the Mortimers Farm development is now coming forward, it is not the developer's responsibility to deliver improvements to the footway. Nonetheless, a dropped kerb crossing has been proposed to Footpath 085/8/1, along with re-grading of the verge on the northern side of Mortimers Lane, given some of the existing verge on the northern side of Mortimers Lane will be removed to form the site access thus removing a desire line for pedestrians. As no footway is proposed east of the Mortimers Farm access in the vicinity of Footpath 085/19/4, no crossing is proposed in this location.		
6	A standard bus is typically 12 to 15 metres and it is usually the case that when stopping the front of the vehicle will align with the nearside flag. Thus, the vehicle will likely be positioned towards the front of the proposed cage. The resultant gap between the rear of a westbound bus and the western end of the existing splitter island may be sufficiently wide to allow most vehicles to overtake the bus. There is a concern that should there be a waiting bus on the opposite side of the carriageway and a vehicle were to overtake this, the two opposing vehicles would be aiming for the same gap between the front of both buses. This may lead to vehicle / vehicle collisions with possible personal injury occurring.	It is recommended that the separation between the proposed bus stops should be slightly increased to allow two vehicles to pass.	As shown on Drawing 8230679/6106_F, the offset distance between the two bus stops on Mortimers Lane has been marginally increased in line with the Stage 1 RSA recommendations. Drawing 8230679/6210 further demonstrates, through swept path analysis, that two cars can pass safely between buses stopped at the respective stops concurrently. The primary bus service operating along Mortimers Lane is Stagecoach South Route 69, which connects Winchester, Bishops Waltham, and Fareham. This service operates at an approximate hourly frequency in each direction throughout the day. For example, at the stop adjacent to Bradshaw Close, buses travelling towards Winchester are scheduled at 11:53, 12:53, 13:53, and so		

RSA Problem Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			on. Given this low frequency, the likelihood of two buses arriving at the new stops simultaneously is extremely low. Nonetheless, potential conflict has been pre-emptively addressed through the increased offset between stops and provision of swept path analysis for large vehicles. In summary, the combination of limited-service frequency and considered design mitigation significantly reduces the likelihood of simultaneous bus arrivals causing any operational or safety issues at the new Mortimers Lane stops.		
7	There is a mid-crossing refuge on three of the four arms (excluding Eastleigh Road) at the existing signalised crossroads at Botley Road / Stubbington Way. As part of the proposals the refuges on Botley Road (south) and Stubbington Way will be removed and whilst not indicated on the drawings the same is assumed to apply to Botley Road (north). Currently traffic signals equipment comprising a mixture of off-side primary or closely associated secondary signals are installed within these existing refuges and footways and these will need to be positioned elsewhere as part of the junction modifications. This may result in equipment being positioned within areas of footway or shared facility which may reduce the available width to less than a recommended minimum. In turn this may lead to vulnerable users needing to step into the carriageway with a risk of collisions with vehicles occurring and possible personal injury.	Whilst the Audit Team accepts that the final locations of traffic signalling equipment will be subject to detailed design, it is nevertheless recommended that a review of 'in-principle' locations should be undertaken to ensure that sufficient footway or shared space can be reasonably provided.	In principle locations have been shown for all relocated primary and secondary signal heads which will be lost as a result of the proposals. This demonstrates that whilst the signal head positions will narrow the width of the shared use path, users would not need to step out into the carriageway to navigate around them. It is noted that signal heads are already present within the footways surrounding the junction, which in turn reduce the effective width available to pedestrians. The current proposals do not materially alter this arrangement in terms of placement; however, it is important to highlight that the proposed shared footway/cycleway will be wider than the existing provision. As such, while the signal infrastructure remains in similar positions, the overall available width for users will be improved compared to the extant situation.		
8	The current proposals suggest that cyclists transferring between the proposed shared footway / cycleway facility on the southern side of Stubbington Way and the carriageway will need to negotiate a full-height kerb. This may lead to rider falls and personal injury.		Dropped kerbs, road markings and corduroy paving have been proposed in appropriate positions on Stubbington Way as shown in drawings 8230679/6107_F and 6119_A.		

RSA Problem Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
9	Owing to the near 90-degree bend on the corner of Stubbington Way / Botley Road (south) and the resultant reduced forward visibility there is a concern that cyclist / cyclist or cyclist / pedestrian collisions may occur. This may lead to personal injury.	It is recommended that forward visibility, commensurate with an appropriate cycling speed should be provided on both approaches to this corner.	17m forward visibility splays (LTN 1/20, 20kph) have been shown around the bend from Stubbington Way onto Botley Road and vice-versa, on drawing 8230679/6119_A. To achieve these splays, an existing road sign will need to be slightly repositioned, the exact location will be determined at detailed design stage.		
10	There are several direct accesses (e.g. to private properties) along both sides of Botley Road. At some of these accesses there will be limited visibility to the left and right on exit, owing to boundary features such as landscaping and / or walls / fencing. Where there is limited visibility a driver exiting their property may not observe an approaching cyclist, who is likely to be travelling faster than a pedestrian. This may lead to cyclist / vehicle collision with possible personal injury.	It is recommended that a vehicle / cyclist intervisibility envelope should be plotted. Where an appropriate intervisibility cannot be achieved measures should be undertaken to ensure that priorities are clearly defined. This may be achieved using give-way road markings.	Visibility splays of 2.4m x 17m (LTN 1/20, 20kph) have been provided from any direct accesses which front onto the shared use facility. At any direct accesses where these visibility splays cannot be achieved, give-way markings have been provided to define user priorities.		
11	The current proposals suggest that cyclists transferring between the proposed shared footway / cycleway facility on the western side of Botley Road (adjacent to the Fair Oak Infant School) and the carriageway will need to negotiate a full-height kerb. This may lead to rider falls and personal injury.	It is recommended that a facility which allows cyclists to transfer between the proposed facility and the existing carriageway should be provided. This may include providing a length of dropped kerbing to the north of the existing access to the infant school along with appropriate road markings (i.e. cycle symbols, give-way etc.) to clearly indicate recommended routes and priorities.	Dropped kerbs, road markings and corduroy paving have been proposed in appropriate positions on Botley Road, near the infant school, as shown in drawings 8230679/6107_F and 6119_A.		
12	There is an existing pedestrian route between Reynolds Road and Botley Road. Where pedestrians will emerge on to Botley Road there is a concern, owing to reduced intervisibility caused by landscaping, that pedestrian / cyclist collisions may occur leading to possible personal injury.	It is recommended that a pedestrian / cyclist intervisibility envelope should be plotted. Where an appropriate intervisibility cannot be achieved measures should be undertaken to improve the situation which may be achieved by trimming or removing existing vegetation.	The hedgerow will be removed to improve pedestrian / cyclist intervisibility and the shared use path will be widened accordingly, subject to battering back the bank and provision of any retaining structures to protect the footway which is at a higher level than the shared use path. This matter will be further considered at detailed design stage.		

Design Organisation and Overseeing Organisation Statements

Design Organisation Statement

On behalf of the design organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Overseeing Organisation Statement

On behalf of Overseeing Organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	