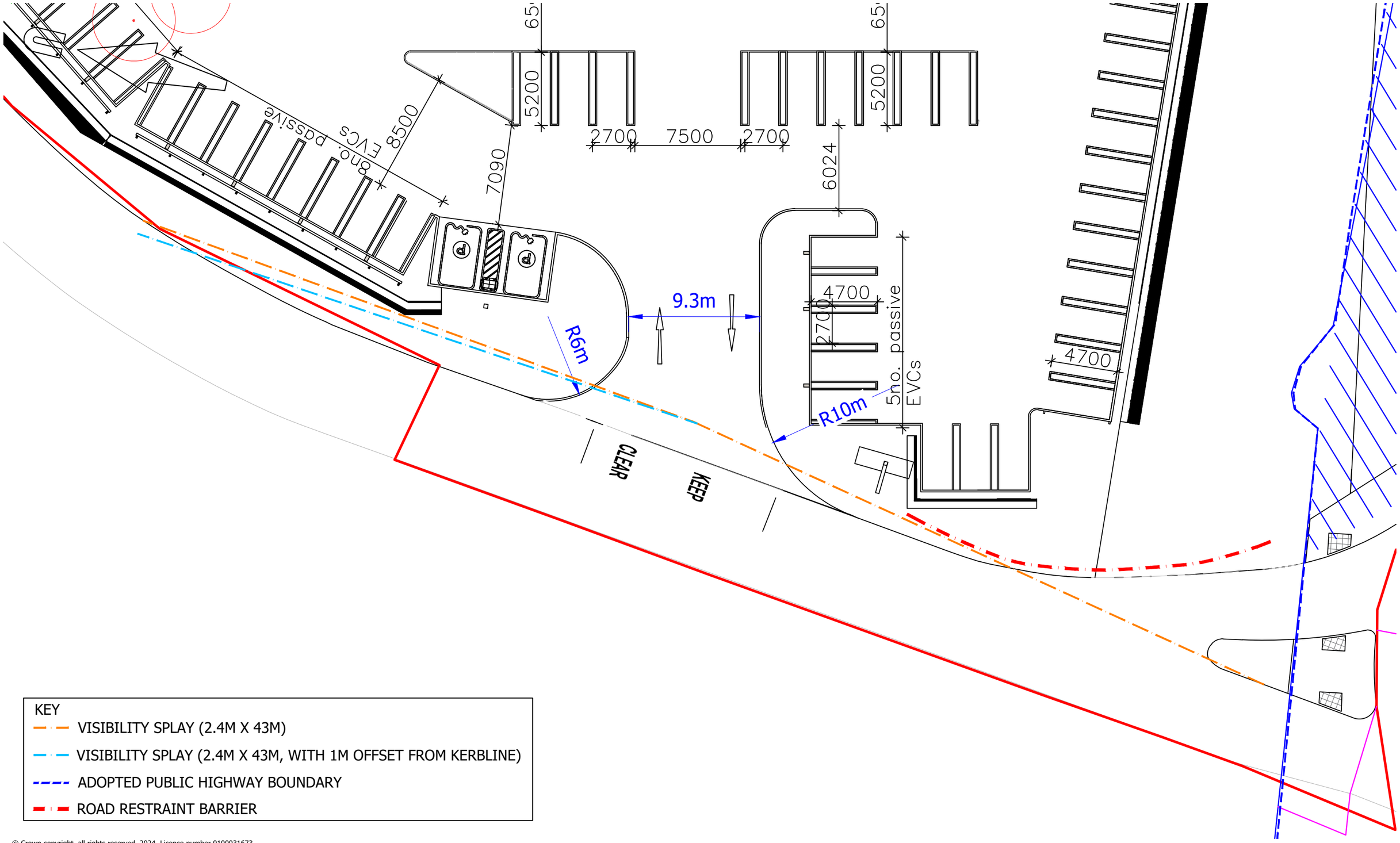
APPENDIX E: Access Arrangement Plans



KEY

- VISIBILITY SPLAY (2.4M X 43M)
- VISIBILITY SPLAY (2.4M X 43M, WITH 1M OFFSET FROM KERBLINE)
- ADOPTED PUBLIC HIGHWAY BOUNDARY
- ROAD RESTRAINT BARRIER

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client
LIDL GREAT BRITAIN LIMITED

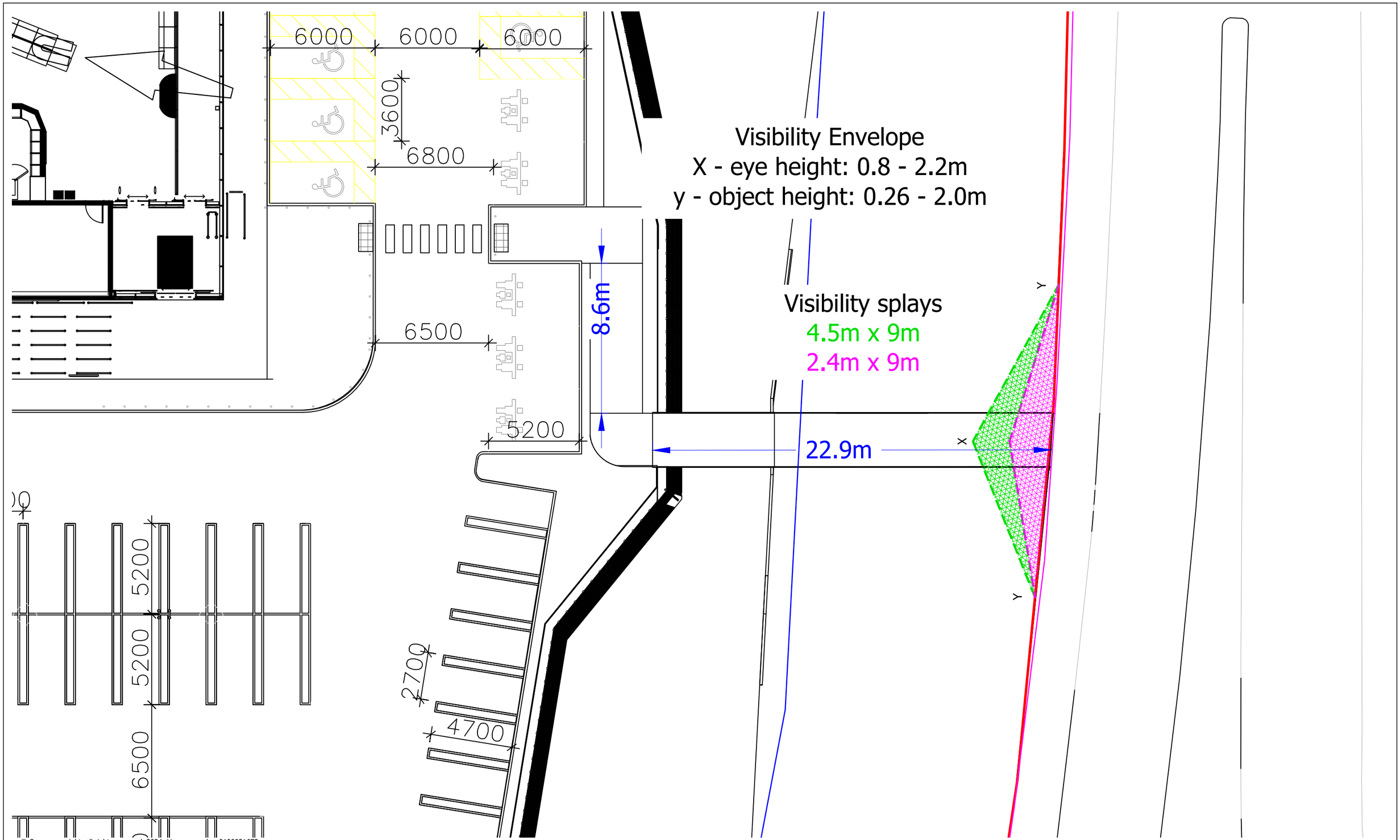
project
PROPOSED LIDL FOODSTORE
PURBROOK WAY, HAVANT

title
PROPOSED ACCESS ARRANGEMENT
VEHICULAR ACCESS
SHOWING GEOMETRY & VISIBILITY SPLAYS

scale	drawn by	checked by		
1:250 @ A3	RB	RG		
date created	date revised	cad file	suitability	rev.
28/02/24	04/03/24	ACCESS - VEHICLES	-	G

drawing number
B/LIDLPURBROOKWAY4.1/01

x:_lidl projects\sou - southampton\lidlpurbrookway4.1\04 drawings\240403 - lidl purbrook way - 01g - access - vehicles.dwg



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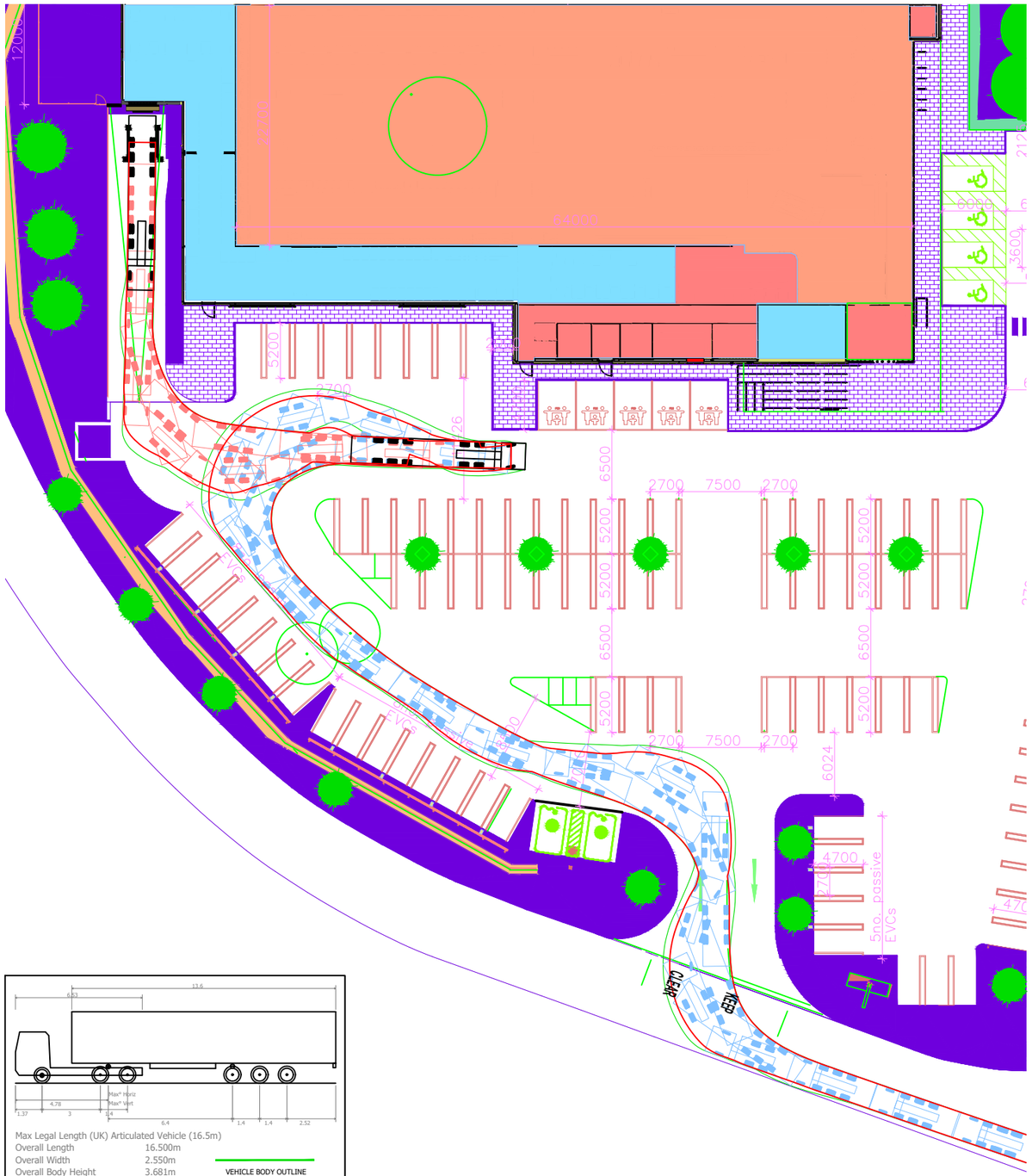
title
PROPOSED ACCESS ARRANGEMENT
PEDESTRIAN & CYCLE ACCESS
SHOWING GEOMETRY & VISIBILITY SPLAYS

scale	drawn by	checked by
1:200 @ A3	RB	RG

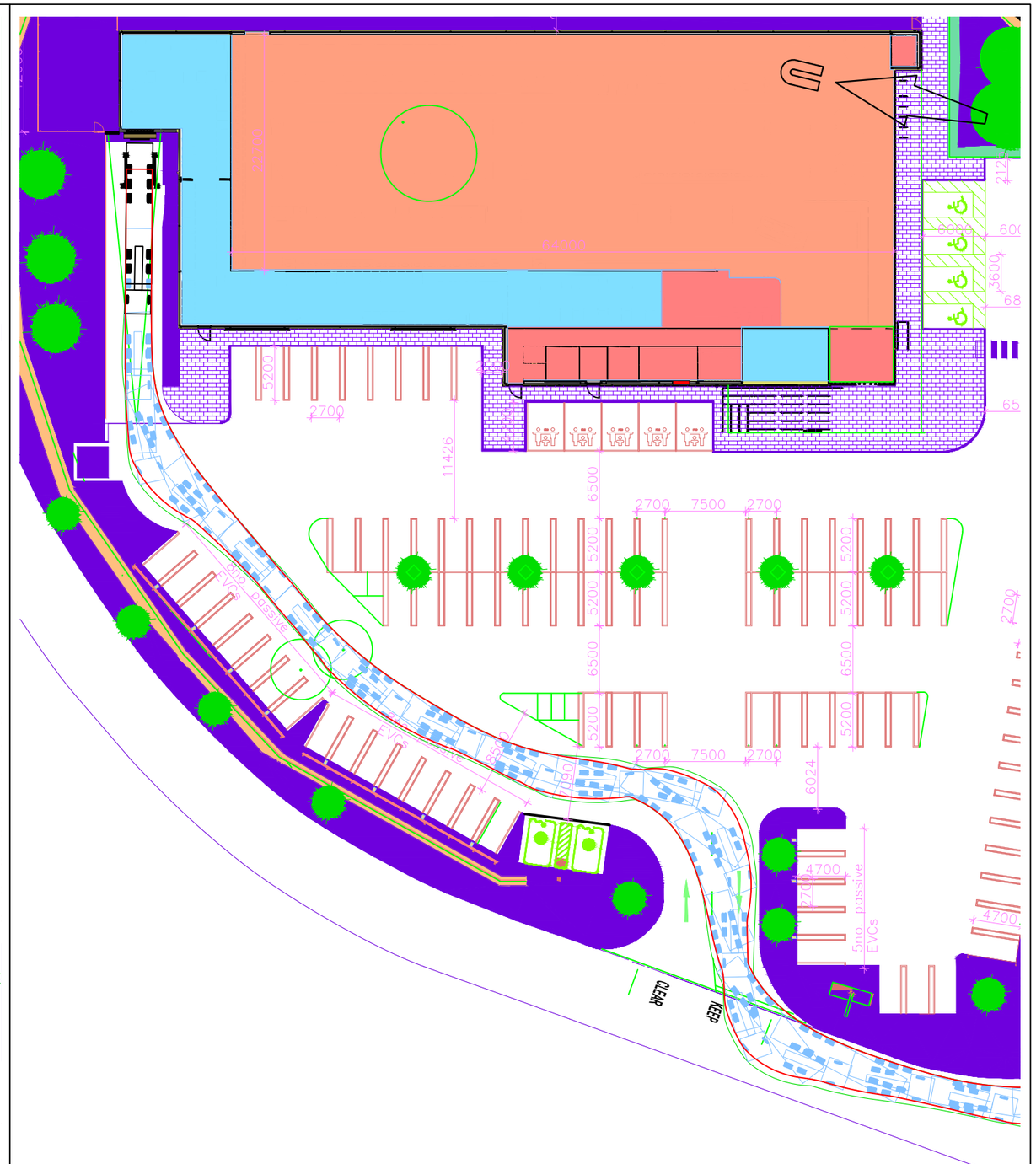
date created	date revised	cad file	suitability	rev.
28/02/24	03/04/24	ACCESS - PED / CYCLE	-	D

drawing number
B/LIDLPURBROOKWAY4.1/02

APPENDIX F: Swept Path Analysis



IN



OUT

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client

LIDL GREAT BRITAIN LIMITED

project

PROPOSED LIDL FOODSTORE
PURBROOK WAY, HAVANT

title

SWEPT PATH ANALYSIS
VEHICLE: 16.5M ARTICULATED HGV
ACCESSING LOADING BAY

scale	drawn by	checked by
1:500 @ A3	RB	RG

date created	date revised	cad file	suitability	rev.
23/02/24	01/03/24	TRACKING	-	B

drawing number

B/LIDLPURBROOKWAY4.1/TK01

\\ldl projects\lou - southampton\ldlpurbrookway4.1\04 drawings\240301 - ldl purbrook way - tracking rev b.dwg

APPENDIX G: Trip Generation Calculations

PROJECT: **Lidl Purbrook Way, Havant**

Consented Trip Rates

Data Source: **Comparison Store ANPR Data**
Lidl Whiteley

2760 sqm GIA

WEEKDAY

Period	IN	OUT	TOTAL
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	14	5	19
08:00-09:00	66	55	121
09:00-10:00	100	75	175
10:00-11:00	113	104	217
11:00-12:00	136	127	263
12:00-13:00	171	169	340
13:00-14:00	158	163	321
14:00-15:00	138	145	283
15:00-16:00	137	138	275
16:00-17:00	119	127	246
17:00-18:00	131	127	258
18:00-19:00	104	120	224
19:00-20:00	65	81	146
20:00-21:00	34	44	78
21:00-22:00	3	11	14
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily	**1489**	**1491**	**2980**

Trip Rate per 100sqm GIA

Period	IN	OUT	TOTAL
00:00-01:00	0.000	0.000	0.000
01:00-02:00	0.000	0.000	0.000
02:00-03:00	0.000	0.000	0.000
03:00-04:00	0.000	0.000	0.000
04:00-05:00	0.000	0.000	0.000
05:00-06:00	0.000	0.000	0.000
06:00-07:00	0.000	0.000	0.000
07:00-08:00	0.507	0.181	0.688
08:00-09:00	2.391	1.993	4.384
09:00-10:00	3.623	2.717	6.341
10:00-11:00	4.094	3.768	7.862
11:00-12:00	4.928	4.601	9.529
12:00-13:00	6.196	6.123	12.319
13:00-14:00	5.725	5.906	11.630
14:00-15:00	5.000	5.254	10.254
15:00-16:00	4.964	5.000	9.964
16:00-17:00	4.312	4.601	8.913
17:00-18:00	4.746	4.601	9.348
18:00-19:00	3.768	4.348	8.116
19:00-20:00	2.355	2.935	5.290
20:00-21:00	1.232	1.594	2.826
21:00-22:00	0.109	0.399	0.507
22:00-23:00	0.000	0.000	0.000
23:00-24:00	0.000	0.000	0.000
Daily	**53.949**	**54.022**	**107.971**

Period	IN	OUT	TOTAL
08:00-09:00	2.391	1.993	4.384
16:30-17:30	4.529	4.601	9.130
Daily	53.949	54.022	107.971

CONSENTED

1899 sqm GIA

Period	IN	OUT	TOTAL
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	10	3	13
08:00-09:00	45	38	83
09:00-10:00	69	52	121
10:00-11:00	78	72	150
11:00-12:00	94	87	181
12:00-13:00	118	116	234
13:00-14:00	109	112	221
14:00-15:00	95	100	195
15:00-16:00	94	95	189
16:00-17:00	82	87	169
17:00-18:00	90	87	177
18:00-19:00	72	83	155
19:00-20:00	45	56	101
20:00-21:00	23	30	53
21:00-22:00	2	8	10
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily	**1026**	**1026**	**2052**

Period	IN	OUT	TOTAL
08:00-09:00	45	38	83
16:30-17:30	86	87	173
Daily	1026	1026	2052

PROPOSED

2185 sqm GIA

Period	IN	OUT	TOTAL
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	11	4	15
08:00-09:00	52	44	96
09:00-10:00	79	59	138
10:00-11:00	89	82	171
11:00-12:00	108	101	209
12:00-13:00	135	134	269
13:00-14:00	125	129	254
14:00-15:00	109	115	224
15:00-16:00	108	109	217
16:00-17:00	94	101	195
17:00-18:00	104	101	205
18:00-19:00	82	95	177
19:00-20:00	51	64	115
20:00-21:00	27	35	62
21:00-22:00	2	9	11
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily	**1176**	**1182**	**2358**

Period	IN	OUT	TOTAL
08:00-09:00	52	44	96
16:30-17:30	99	101	200
Daily	1179	1180	2359

NET CHANGE

286 sqm GIA

Period	IN	OUT	TOTAL
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	1	1	2
08:00-09:00	7	6	13
09:00-10:00	10	7	17
10:00-11:00	11	10	21
11:00-12:00	14	14	28
12:00-13:00	17	18	35
13:00-14:00	16	17	33
14:00-15:00	14	15	29
15:00-16:00	14	14	28
16:00-17:00	12	14	26
17:00-18:00	14	14	28
18:00-19:00	10	12	22
19:00-20:00	6	8	14
20:00-21:00	4	5	9
21:00-22:00	0	1	1
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily	**150**	**156**	**306**

Period	IN	OUT	TOTAL
08:00-09:00	7	6	13
16:30-17:30	13	14	27
Daily	153	154	307

SATURDAY

Period	IN	OUT	TOTAL
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	11	1	12
08:00-09:00	69	46	115
09:00-10:00	102	87	189
10:00-11:00	143	115	258
11:00-12:00	163	153	316
12:00-13:00	169	169	338
13:00-14:00	160	171	331
14:00-15:00	169	160	329
15:00-16:00	163	169	332
16:00-17:00	143	154	297
17:00-18:00	124	135	259
18:00-19:00	77	110	187
19:00-20:00	42	51	93
20:00-21:00	23	33	56
21:00-22:00	1	3	4
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily	**1559**	**1557**	**3116**

Trip Rate per 100sqm GIA

Period	IN	OUT	TOTAL
00:00-01:00	0.000	0.000	0.000
01:00-02:00	0.000	0.000	0.000
02:00-03:00	0.000	0.000	0.000
03:00-04:00	0.000	0.000	0.000
04:00-05:00	0.000	0.000	0.000
05:00-06:00	0.000	0.000	0.000
06:00-07:00	0.000	0.000	0.000
07:00-08:00	0.399	0.036	0.435
08:00-09:00	2.500	1.667	4.167
09:00-10:00	3.696	3.152	6.848
10:00-11:00	5.181	4.167	9.348
11:00-12:00	5.906	5.543	11.449
12:00-13:00	6.123	6.123	12.246
13:00-14:00	5.797	6.196	11.993
14:00-15:00	6.123	5.797	11.920
15:00-16:00	5.906	6.123	12.029
16:00-17:00	5.181	5.580	10.761
17:00-18:00	4.493	4.891	9.384
18:00-19:00	2.790	3.986	6.775
19:00-20:00	1.522	1.848	3.370
20:00-21:00	0.833	1.196	2.029
21:00-22:00	0.036	0.109	0.145
22:00-23:00	0.000	0.000	0.000
23:00-24:00	0.000	0.000	0.000
Daily	**56.486**	**56.413**	**112.899**

Period	IN	OUT	TOTAL
11:45-12:45	6.069	5.978	12.0471
Daily	56.4855	56.4130	112.8986

CONSENTED

1899 sqm GIA

Period	IN	OUT	TOTAL
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	8	1	9
08:00-09:00	47	32	79
09:00-10:00	70	60	130
10:00-11:00	98	79	177
11:00-12:00	112	105	217
12:00-13:00	116	116	232
13:00-14:00	110	118	228
14:00-15:00	116	110	226
15:00-16:00	112	116	228
16:00-17:00	98	106	204
17:00-18:00	85	93	178
18:00-19:00	53	76	129
19:00-20:00	29	35	64
20:00-21:00	16	23	39
21:00-22:00	1	2	3
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily	**1071**	**1072**	**2143**

Period	IN	OUT	TOTAL
11:45-12:45	115	114	229
Daily	1071	1072	2143

PROPOSED

2185 sqm GIA

Period	IN	OUT	TOTAL
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	9	1	10
08:00-09:00	55	36	91
09:00-10:00	81	69	150
10:00-11:00	113	91	204
11:00-12:00	129	121	250
12:00-13:00	134	134	268
13:00-14:00	127	135	262
14:00-15:00	134	127	261
15:00-16:00	129	134	263
16:00-17:00	113	122	235
17:00-18:00	98	107	205
18:00-19:00	61	87	148
19:00-20:00	33	40	73
20:00-21:00	18	26	44
21:00-22:00	1	2	3
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily	**1235**	**1232**	**2467**

Period	IN	OUT	TOTAL
11:45-12:45	133	131	264
Daily	1234	1233	2467

NET CHANGE

286 sqm GIA

Period	IN	OUT	TOTAL
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	1	0	1
08:00-09:00	8	4	12
09:00-10:00	11	9	20
10:00-11:00	15	12	27
11:00-12:00	17	16	33
12:00-13:00	18	18	36
13:00-14:00	17	17	34
14:00-15:00	18	17	35
15:00-16:00	17	18	35
16:00-17:00	15	16	31
17:00-18:00	13	14	27
18:00-19:00	8	11	19
19:00-20:00	4	5	9
20:00-21:00	2	3	5
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily	**164**	**160**	**324**

Period	IN	OUT	TOTAL
11:45-12:45	18	17	35
Daily	163	161	324

APPENDIX H: Traffic Flow Calculations

LIDL Purbrook Way

2016 Paul Basham Associates TA for Persimmons Homes College Rd development - Nov-19 - Rev 5 - APPENDIX B - Surveys October 2016
2020 MB Surveys September 2020
2026 HCC Model traffic - 2011 traffic surveys growthed to 2026 + Dunsbury Hill Farm committed traffic - PBA TA - APPENDIX T

SURVEY FLOWS

WEEKDAY AM PEAK 08:00-09:00

Junction A - Lidl Site Access
2016
08:00 - 09:00

TOTAL VEHICLES

	A	B	C	Total
PRIVATE RD (N) A			83	83
LIDL ACCESS B				0
PRIVATE RD (S) C	99			99
Total	99	0	83	182

HGV

	A	B	C	Total
A			6	6
B				0
C	7			7
Total	7	0	6	13

Junction B - Purbrook Way / A3(M) J4 southbound roundabout
2016
08:00 - 09:00

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD A	0	54	12	17	83
PURBROOK WAY (E) B	35	0	365	643	1043
A3(M) J4 ON-SLIP C					0
PURBROOK WAY (W) D	64	890	512	14	1480
Total	99	944	889	674	2606

HGV

	A	B	C	D	Total
A	0	6	0	1	7
B	1	0	5	19	25
C					0
D	5	35	20	1	61
Total	6	41	25	21	93

Junction C - Purbrook Way / A3(M) J4 northbound roundabout
2016
08:00 - 09:00

TOTAL VEHICLES

	A	B	C	Total
PURBROOK WAY (E) A	3		660	663
A3(M) J4 OFF-SLIP B	337		396	733
PURBROOK WAY (W) C	1177		5	1182
Total	1517	0	1061	2578

HGV

	A	B	C	Total
A	0		20	20
B	12		5	17
C	38		0	38
Total	50	0	25	75

Junction D - Purbrook Way / Hulbert Road Roundabout
2026
08:00 - 09:00

LINSIG - TRAFFIC FLOWS DESIRED

	A	B	C	D	E	Total
HULBERT RD A	0	393	347	110	191	1041
PURBROOK WAY (E) B	347	0	22	111	580	1060
B2150 C	172	29	0	77	262	540
ASDA ACCESS D	86	65	35	0	164	350
PURBROOK WAY (W) E	135	572	175	186	0	1068
Total	740	1059	579	484	1197	4059

HGV

	A	B	C	D	E	Total
A						0
B						0
C						0
D						0
E						0
Total	0	0	0	0	0	0

Junction E - Purbrook Way / Stakes Rd / Stakes Hill Rd / Crookhorn Ln roundabout
2016
08:00 - 09:00

TOTAL VEHICLES

	A	B	C	D	Total
STAKES HILL RD A	8	581	135	153	877
PURBROOK WAY B	376	12	80	304	772
CROOKHORN LN C	142	129	1	56	328
STAKES RD D	76	468	35	2	581
Total	602	1190	251	515	2558

HGV

	A	B	C	D	Total
A	0	8	10	1	19
B	4	0	4	10	18
C	14	5	0	5	24
D	2	13	7	0	22
Total	20	26	21	16	83

Junction F - Purbrook Way / College Rd Signals
2016
08:00 - 09:00

TOTAL VEHICLES

	A	B	C	Total
PURBROOK WAY (E) A	0	414	698	1112
COLLEGE ROAD B	135	0	81	216
PURBROOK WAY (W) C	1044	139	0	1183
Total	1179	553	779	2511

BUSES & HGV

	A	B	C	Total
A	0	15	7	22
B	16	0	5	21
C	22	0	0	22
Total	38	15	12	65

SURVEY FLOWS

WEEKDAY PM PEAK 16:30-17:30

Junction A - Lidl Site Access
2016
16:15 - 17:15

TOTAL VEHICLES

	A	B	C	Total
PRIVATE RD (N) A			142	142
LIDL ACCESS B				0
PRIVATE RD (S) C	123			123
Total	123	0	142	265

HGV

	A	B	C	Total
A			0	0
B				0
C	0			0
Total	0	0	0	0

Junction B - Purbrook Way / A3(M) J4 southbound roundabout
2016
16:15 - 17:15

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD A	0	71	31	40	142
PURBROOK WAY (E) B	70	6	351	505	932
A3(M) J4 ON-SLIP C					0
PURBROOK WAY (W) D	53	1105	280	10	1448
Total	123	1182	662	555	2522

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	3	9	12
C					0
D	0	22	4	0	26
Total	0	22	7	9	38

Junction C - Purbrook Way / A3(M) J4 northbound roundabout
2016
16:30 - 17:30

TOTAL VEHICLES

	A	B	C	Total
PURBROOK WAY (E) A	2		547	549
A3(M) J4 OFF-SLIP B	584		541	1125
PURBROOK WAY (W) C	868		4	872
Total	1454	0	1092	2546

HGV

	A	B	C	Total
A	1		10	11
B	2		6	8
C	15		1	16
Total	18	0	17	35

Junction D - Purbrook Way / Hulbert Road Roundabout
2026
17:00 - 18:00

LINSIG - TRAFFIC FLOWS DESIRED

	A	B	C	D	E	Total
HULBERT RD A	0	444	174	167	135	920
PURBROOK WAY (E) B	406	0	31	170	476	1083
B2150 C	199	34	0	125	130	488
ASDA ACCESS D	176	234	82	0	299	791
PURBROOK WAY (W) E	103	590	139	302	0	1134
Total	884	1302	426	764	1040	4416

HGV

	A	B	C	D	E	Total
A						0
B						0
C						0
D						0
E						0
Total	0	0	0	0	0	0

Junction E - Purbrook Way / Stakes Rd / Stakes Hill Rd / Crookhorn Ln roundabout
2016
16:30 - 17:30

TOTAL VEHICLES

	A	B	C	D	Total
STAKES HILL RD A	8	336	171	103	618
PURBROOK WAY B	427	7	112	463	1009
CROOKHORN LN C	187	78	0	63	328
STAKES RD D	155	315	37	1	508
Total	777	736	320	630	2463

HGV

	A	B	C	D	Total
A	2	4	11	2	19
B	5	1	7	2	15
C	8	2	0	7	17
D	4	6	6	0	16
Total	19	13	24	11	67

Junction F - Purbrook Way / College Rd Signals
2016
16:30 - 17:30

TOTAL VEHICLES

	A	B	C	Total
PURBROOK WAY (E) A	0	240	847	1087
COLLEGE ROAD B	192	0	149	341
PURBROOK WAY (W) C	679	99	0	778
Total	871	339	996	2206

BUSES & HGV

	A	B	C	Total
A	0	10	9	19
B	10	0	2	12
C	5	2	0	7
Total	15	12	11	38

SURVEY FLOWS

SATURDAY PEAK 11:45-12:45

Junction A - Lidl Site Access
2020

TOTAL VEHICLES

	A	B	C	Total
PRIVATE RD (N) A			385	385
LIDL ACCESS B				0
PRIVATE RD (S) C	343			343
Total	343	0	385	728

HGV

	A	B	C	Total
A			1	1
B				0
C	1			1
Total	1	0	1	2

Junction B - Purbrook Way / A3(M) J4 southbound roundabout
2020

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD A	0	185	104	96	385
PURBROOK WAY (E) B	166	1	393	375	935
A3(M) J4 ON-SLIP C					0
PURBROOK WAY (W) D	177	811	259	2	1249
Total	343	997	756	473	2569

HGV

	A	B	C	D	Total
A	0	1	0	0	1
B	1	0	1	7	9
C					0
D	0	10	2	0	12
Total	1	11	3	7	22

Junction C - Purbrook Way / A3(M) J4 northbound roundabout
2020

TOTAL VEHICLES

	A	B	C	Total
PURBROOK WAY (E) A	1		472	473
A3(M) J4 OFF-SLIP B	525		292	817
PURBROOK WAY (W) C	723		4	727
Total	1249	0	768	2017

HGV

	A	B	C	Total
A	0		7	7
B	1		1	2
C	11		0	11
Total	12	0	8	20

Junction D - Purbrook Way / Hulbert Road Roundabout
2020

TOTAL VEHICLES

	A	B	C	D	E	Total
HULBERT RD A	0	268	81	144	106	599
PURBROOK WAY (E) B	236	1	27	226	400	890
B2150 C	98	33	0	139	102	372
ASDA ACCESS D	144	271	97	0	327	839
PURBROOK WAY (W) E	111	479	73	332	0	995
Total	589	1052	278	841	935	3695

HGV

	A	B	C	D	E	Total
A	0	1	0	0	0	1
B	2	0	0	6	2	10
C	0	0	0	0	0	0
D	0	5	0	0	6	11
E	1	3	0	8	0	12
Total	3	9	0	14	8	34

Junction E - Purbrook Way / Stakes Rd / Stakes Hill Rd / Crookhorn Ln roundabout
2020

TOTAL VEHICLES

	A	B	C	D	Total
STAKES HILL RD A	1	301	132	101	535
PURBROOK WAY B	292	1	87	300	680
CROOKHORN LN C	130	74	1	58	263
STAKES RD D	101	309	52	2	464
Total	524	685	272	461	1942

HGV

	A	B	C	D	Total
A	0	0	6	0	6
B	1	0	2	0	3
C	5	2	0	2	9
D	1	3	4	0	8
Total	7	5	12	2	26

Junction F - Purbrook Way / College Rd Signals
NO DATA

TOTAL VEHICLES

	A	B	C	Total
PURBROOK WAY (E) A				0
COLLEGE ROAD B				0
PURBROOK WAY (W) C				0
Total	0	0	0	0

BUSES & HGV

	A	B	C	Total
A				0
B				0
C				0
Total	0	0	0	0

TEMPRO TRAFFIC GROWTH CALCULATIONS

Project: LIDL Purbrook Way
Prepared By: R BROAD
Date: 08/02/2024

TEMPRO Programme Data

TEMPRO version: **8.1**
TEMPRO Data Set: **80**
Scenario: **Core**
NTM dataset: **NRTP 2022 Core**

TEMPRO User Selction Data

Results Type: **Trip ends by Time Period**
Trip Purpose Definition: **All Purposes**
Transport Mode: **Car Driver**
Trip End Type: **Origin/Destination**

TEMPRO Adjusted Local Growth Figure

Geographical Area: **Havant 018**

BASE YEAR	FUTURE YEAR	AREA TYPE	ROAD TYPE	SERVES AREA	WEEKDAY AM	WEEKDAY PM	SATURDAY
2020	**2031**	All	All	Region	**1.0631**	**1.0601**	**1.1013**
2020	**2026**	Urban	Principal	Region	**-**	**-**	**1.0726**
2016	**2020**	Urban	Principal	Region	**1.0559**	**1.0494**	**-**
2016	**2031**	All	All	Region	**1.1370**	**1.1286**	**-**

LIDL Purbrook Way

PROPOSED LIDL FOODSTORE

CONSENTED TRIPS

WEEKDAY AM PEAK **08:00-09:00** **WEEKDAY PM PEAK** **16:30-17:30** **SATURDAY PEAK** **11:45-12:45**

Junction A - Lidl Site Access Access

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	38	38
PRIVATE RD (S)	C	0	45	0	45
	Total	0	45	38	83

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	88	88
PRIVATE RD (S)	C	0	85	0	85
	Total	0	85	88	173

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	114	114
PRIVATE RD (S)	C	0	115	0	115
	Total	0	115	114	229

Junction B - Purbrook Way / A3(M) J4 southbound roundabout

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A	0	15	4	19	38
PURBROOK WAY (E)	B	18	0	-1	-9	8
A3(M) J4 ON-SLIP	C	0	0	0	0	0
PURBROOK WAY (W)	D	27	-10	-2	0	15
	Total	45	5	1	10	61

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A	0	36	8	44	88
PURBROOK WAY (E)	B	34	0	-3	-17	14
A3(M) J4 ON-SLIP	C	0	0	0	0	0
PURBROOK WAY (W)	D	51	-23	-2	0	26
	Total	85	13	3	27	128

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A	0	46	8	60	114
PURBROOK WAY (E)	B	46	0	-4	-22	20
A3(M) J4 ON-SLIP	C	0	0	0	0	0
PURBROOK WAY (W)	D	69	-26	-2	0	41
	Total	115	20	2	38	175

Junction C - Purbrook Way / A3(M) J4 northbound roundabout

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	11	11
A3(M) J4 OFF-SLIP	B	1	0	0	1
PURBROOK WAY (W)	C	14	0	0	14
	Total	15	0	11	26

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	27	27
A3(M) J4 OFF-SLIP	B	2	0	0	2
PURBROOK WAY (W)	C	24	0	0	24
	Total	26	0	27	53

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	38	38
A3(M) J4 OFF-SLIP	B	3	0	0	3
PURBROOK WAY (W)	C	38	0	0	38
	Total	41	0	38	79

Junction D - Purbrook Way / Hulbert Road / B2150 Signals

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A	0	0	0	0	0	0
PURBROOK WAY (E)	B	0	0	0	-4	8	4
B2150	C	0	0	0	-3	6	3
ASDA ACCESS	D	0	-3	-3	0	-6	-12
PURBROOK WAY (W)	E	0	7	5	-7	0	5
	Total	0	4	2	-14	8	0

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A	0	0	0	-2	0	-2
PURBROOK WAY (E)	B	0	0	0	-8	16	8
B2150	C	0	0	0	-4	12	8
ASDA ACCESS	D	-2	-8	-4	0	-14	-28
PURBROOK WAY (W)	E	0	16	12	-14	0	14
	Total	-2	8	8	-28	14	0

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A	0	0	0	-4	0	-4
PURBROOK WAY (E)	B	0	0	0	-10	24	14
B2150	C	0	0	0	-6	17	11
ASDA ACCESS	D	-4	-10	-6	0	-21	-41
PURBROOK WAY (W)	E	0	24	17	-21	0	20
	Total	-4	14	11	-41	20	0

Junction E - Purbrook Way / Stakes Rd / Stakes Hill Rd / Crookhorn Ln roundabout

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A	0	7	0	0	7
PURBROOK WAY	B	5	0	0	5	10
CROOKHORN LN	C	0	1	0	0	1
STAKES RD	D	0	5	0	0	5
	Total	5	13	0	5	23

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A	0	10	0	0	10
PURBROOK WAY	B	11	0	2	12	25
CROOKHORN LN	C	0	2	0	0	2
STAKES RD	D	0	12	0	0	12
	Total	11	24	2	12	49

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A	0	15	0	0	15
PURBROOK WAY	B	15	0	2	18	35
CROOKHORN LN	C	0	2	0	0	2
STAKES RD	D	0	18	0	0	18
	Total	15	35	2	18	70

Junction F - Purbrook Way / College Rd Signals

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	1	10	11
COLLEGE ROAD	B	1	0	0	1
PURBROOK WAY (W)	C	13	0	0	13
	Total	14	1	10	25

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	2	25	27
COLLEGE ROAD	B	0	0	0	0
PURBROOK WAY (W)	C	24	0	0	24
	Total	24	2	25	51

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	3	35	38
COLLEGE ROAD	B	3	0	0	3
PURBROOK WAY (W)	C	35	0	0	35
	Total	38	3	35	76

LIDL Purbrook Way

PROPOSED LIDL FOODSTORE NET CHANGE IN TRAFFIC FLOWS

PRIMARY TRIPS

WEEKDAY AM PEAK 08:00-09:00 **WEEKDAY PM PEAK** 16:30-17:30 **SATURDAY PEAK** 11:45-12:45

Junction A - Lidl Site Access Access

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	5	5
PRIVATE RD (S)	C	0	6	0	6
	Total	0	6	5	11

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	11	11
PRIVATE RD (S)	C	0	10	0	10
	Total	0	10	11	21

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	15	15
PRIVATE RD (S)	C	0	16	0	16
	Total	0	16	15	31

Junction B - Purbrook Way / A3(M) J4 southbound roundabout

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A	0	2	0	3	5
PURBROOK WAY (E)	B	3	0	0	0	3
A3(M) J4 ON-SLIP	C					0
PURBROOK WAY (W)	D	3	0	0	0	3
	Total	6	2	0	3	11

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A	0	5	0	6	11
PURBROOK WAY (E)	B	4	0	0	-2	2
A3(M) J4 ON-SLIP	C					0
PURBROOK WAY (W)	D	6	-2	0	0	4
	Total	10	3	0	4	17

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A	0	5	1	9	15
PURBROOK WAY (E)	B	7	0	0	-2	5
A3(M) J4 ON-SLIP	C					0
PURBROOK WAY (W)	D	9	-2	0	0	7
	Total	16	3	1	7	27

Junction C - Purbrook Way / A3(M) J4 northbound roundabout

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0		3	3
A3(M) J4 OFF-SLIP	B	0		0	0
PURBROOK WAY (W)	C	3		0	3
	Total	3	0	3	6

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0		4	4
A3(M) J4 OFF-SLIP	B	0		0	0
PURBROOK WAY (W)	C	4		0	4
	Total	4	0	4	8

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0		7	7
A3(M) J4 OFF-SLIP	B	0		0	0
PURBROOK WAY (W)	C	7		0	7
	Total	7	0	7	14

Junction D - Purbrook Way / Hulbert Road / B2150 Signals

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A	0	0	0	0	0	0
PURBROOK WAY (E)	B	0	0	0	-2	2	0
B2150	C	0	0	0	0	1	1
ASDA ACCESS	D	0	-2	0	0	0	-2
PURBROOK WAY (W)	E	0	1	1	0	0	2
	Total	0	-1	1	-2	3	1

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A	0	0	0	0	0	0
PURBROOK WAY (E)	B	0	0	0	-2	2	0
B2150	C	0	0	0	0	2	2
ASDA ACCESS	D	0	-2	0	0	-2	-4
PURBROOK WAY (W)	E	0	3	2	-2	0	3
	Total	0	1	2	-4	2	1

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A	0	0	0	0	0	0
PURBROOK WAY (E)	B	0	0	0	-3	4	1
B2150	C	0	0	0	-1	3	2
ASDA ACCESS	D	0	-3	-1	0	-2	-6
PURBROOK WAY (W)	E	0	3	2	-2	0	3
	Total	0	0	1	-6	5	0

Junction E - Purbrook Way / Stakes Rd / Stakes Hill Rd / Crookhorn Ln roundabout

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A	0	1	0	0	1
PURBROOK WAY	B	1	0	0	2	3
CROOKHORN LN	C	0	0	0	0	0
STAKES RD	D	0	2	0	0	2
	Total	1	3	0	2	6

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A	0	2	0	0	2
PURBROOK WAY	B	2	0	0	1	3
CROOKHORN LN	C	0	0	0	0	0
STAKES RD	D	0	1	0	0	1
	Total	2	3	0	1	6

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A	0	3	0	0	3
PURBROOK WAY	B	3	0	1	2	6
CROOKHORN LN	C	0	1	0	0	1
STAKES RD	D	0	2	0	0	2
	Total	3	6	1	2	12

Junction F - Purbrook Way / College Rd Signals

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	3	3
COLLEGE ROAD	B	0	0	0	0
PURBROOK WAY (W)	C	3	0	0	3
	Total	3	0	3	6

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	1	3	4
COLLEGE ROAD	B	1	0	0	1
PURBROOK WAY (W)	C	3	0	0	3
	Total	4	1	3	8

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	1	6	7
COLLEGE ROAD	B	1	0	0	1
PURBROOK WAY (W)	C	6	0	0	6
	Total	7	1	6	14

SECONDARY

WEEKDAY AM PEAK 08:00-09:00 **WEEKDAY PM PEAK** 16:30-17:30 **SATURDAY PEAK** 11:45-12:45

	IN	OUT
SECONDARY TRIPS	1	1

	IN	OUT
SECONDARY TRIPS	3	3

	IN	OUT
SECONDARY TRIPS	2	2

Junction A - Lidl Site Access Access

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A				0
LIDL ACCESS	B			1	1
PRIVATE RD (S)	C		1		1
	Total	0	1	1	2

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A				0
LIDL ACCESS	B			3	3
PRIVATE RD (S)	C		3		3
	Total	0	3	3	6

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A				0
LIDL ACCESS	B			2	2
PRIVATE RD (S)	C		2		2
	Total	0	2	2	4

Junction B - Purbrook Way / A3(M) J4 southbound roundabout

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A		0	1	0	1
PURBROOK WAY (E)	B	0		0	0	0
A3(M) J4 ON-SLIP	C					0
PURBROOK WAY (W)	D	1	-1	0		0
	Total	1	-1	1	0	1

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A		1	1	1	3
PURBROOK WAY (E)	B	1		0	-1	0
A3(M) J4 ON-SLIP	C					0
PURBROOK WAY (W)	D	2	-2	0		0
	Total	3	-1	1	0	3

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A		1	1	0	2
PURBROOK WAY (E)	B	1		-1	0	0
A3(M) J4 ON-SLIP	C					0
PURBROOK WAY (W)	D	1	-1	0		0
	Total	2	0	0	0	2

Junction C - Purbrook Way / A3(M) J4 northbound roundabout

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A				0
A3(M) J4 OFF-SLIP	B				0
PURBROOK WAY (W)	C				0
	Total	0	0	0	0

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A				0
A3(M) J4 OFF-SLIP	B				0
PURBROOK WAY (W)	C				0
	Total	0	0	0	0

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A				0
A3(M) J4 OFF-SLIP	B				0
PURBROOK WAY (W)	C				0
	Total	0	0	0	0

Junction D - Purbrook Way / Hulbert Road / B2150 Signals

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A						0
PURBROOK WAY (E)	B						0
B2150	C						0
ASDA ACCESS	D						0
PURBROOK WAY (W)	E						0
	Total	0	0	0	0	0	0

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A						0
PURBROOK WAY (E)	B						0
B2150	C						0
ASDA ACCESS	D						0
PURBROOK WAY (W)	E						0
	Total	0	0	0	0	0	0

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A						0
PURBROOK WAY (E)	B						0
B2150	C						0
ASDA ACCESS	D						0
PURBROOK WAY (W)	E						0
	Total	0	0	0	0	0	0

Junction E - Purbrook Way / Stakes Rd / Stakes Hill Rd / Crookhorn Ln roundabout

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A					0
PURBROOK WAY	B					0
CROOKHORN LN	C					0
STAKES RD	D					0
	Total	0	0	0	0	0

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A					0
PURBROOK WAY	B					0
CROOKHORN LN	C					0
STAKES RD	D					0
	Total	0	0	0	0	0

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A					0
PURBROOK WAY	B					0
CROOKHORN LN	C					0
STAKES RD	D					0
	Total	0	0	0	0	0

Junction F - Purbrook Way / College Rd Signals

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A				0
COLLEGE ROAD	B				0
PURBROOK WAY (W)	C				0
	Total	0	0	0	0

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A				0
COLLEGE ROAD	B				0
PURBROOK WAY (W)	C				0
	Total	0	0	0	0

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A				0
COLLEGE ROAD	B				0
PURBROOK WAY (W)	C				0
	Total	0	0	0	0

COMBINED

WEEKDAY AM PEAK 08:00-09:00 **WEEKDAY PM PEAK** 16:30-17:30 **SATURDAY PEAK** 11:45-12:45

Junction A - Lidl Site Access Access

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	6	6
PRIVATE RD (S)	C	0	7	0	7
	Total	0	7	6	13

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	14	14
PRIVATE RD (S)	C	0	13	0	13
	Total	0	13	14	27

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	17	17
PRIVATE RD (S)	C	0	18	0	18
	Total	0	18	17	35

Junction B - Purbrook Way / A3(M) J4 southbound roundabout

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A	0	2	1	3	6
PURBROOK WAY (E)	B	3	0	0	0	3
A3(M) J4 ON-SLIP	C	0	0	0	0	0
PURBROOK WAY (W)	D	4	-1	0	0	3
	Total	7	1	1	3	12

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A	0	6	1	7	14
PURBROOK WAY (E)	B	5	0	0	-3	2
A3(M) J4 ON-SLIP	C	0	0	0	0	0
PURBROOK WAY (W)	D	8	-4	0	0	4
	Total	13	2	1	4	20

TOTAL VEHICLES

		A	B	C	D	Total
PRIVATE RD	A	0	6	2	9	17
PURBROOK WAY (E)	B	8	0	-1	-2	5
A3(M) J4 ON-SLIP	C	0	0	0	0	0
PURBROOK WAY (W)	D	10	-3	0	0	7
	Total	18	3	1	7	29

Junction C - Purbrook Way / A3(M) J4 northbound roundabout

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	3	3
A3(M) J4 OFF-SLIP	B	0	0	0	0
PURBROOK WAY (W)	C	3	0	0	3
	Total	3	0	3	6

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	4	4
A3(M) J4 OFF-SLIP	B	0	0	0	0
PURBROOK WAY (W)	C	4	0	0	4
	Total	4	0	4	8

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	7	7
A3(M) J4 OFF-SLIP	B	0	0	0	0
PURBROOK WAY (W)	C	7	0	0	7
	Total	7	0	7	14

Junction D - Purbrook Way / Hulbert Road / B2150 Signals

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A	0	0	0	0	0	0
PURBROOK WAY (E)	B	0	0	0	-2	2	0
B2150	C	0	0	0	0	1	1
ASDA ACCESS	D	0	-2	0	0	0	-2
PURBROOK WAY (W)	E	0	1	1	0	0	2
	Total	0	-1	1	-2	3	1

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A	0	0	0	0	0	0
PURBROOK WAY (E)	B	0	0	0	-2	2	0
B2150	C	0	0	0	0	2	2
ASDA ACCESS	D	0	-2	0	0	-2	-4
PURBROOK WAY (W)	E	0	3	2	-2	0	3
	Total	0	1	2	-4	2	1

TOTAL VEHICLES

		A	B	C	D	E	Total
HULBERT RD	A	0	0	0	0	0	0
PURBROOK WAY (E)	B	0	0	0	-3	4	1
B2150	C	0	0	0	-1	3	2
ASDA ACCESS	D	0	-3	-1	0	-2	-6
PURBROOK WAY (W)	E	0	3	2	-2	0	3
	Total	0	0	1	-6	5	0

Junction E - Purbrook Way / Stakes Rd / Stakes Hill Rd / Crookhorn Ln roundabout

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A	0	1	0	0	1
PURBROOK WAY	B	1	0	0	2	3
CROOKHORN LN	C	0	0	0	0	0
STAKES RD	D	0	2	0	0	2
	Total	1	3	0	2	6

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A	0	2	0	0	2
PURBROOK WAY	B	2	0	0	1	3
CROOKHORN LN	C	0	0	0	0	0
STAKES RD	D	0	1	0	0	1
	Total	2	3	0	1	6

TOTAL VEHICLES

		A	B	C	D	Total
STAKES HILL RD	A	0	3	0	0	3
PURBROOK WAY	B	3	0	1	2	6
CROOKHORN LN	C	0	1	0	0	1
STAKES RD	D	0	2	0	0	2
	Total	3	6	1	2	12

Junction F - Purbrook Way / College Rd Signals

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	3	3
COLLEGE ROAD	B	0	0	0	0
PURBROOK WAY (W)	C	3	0	0	3
	Total	3	0	3	6

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	1	3	4
COLLEGE ROAD	B	1	0	0	1
PURBROOK WAY (W)	C	3	0	0	3
	Total	4	1	3	8

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	1	6	7
COLLEGE ROAD	B	1	0	0	1
PURBROOK WAY (W)	C	6	0	0	6
	Total	7	1	6	14

LIDL Purbrook Way

Junction A - Lidl Site Access

WEEKDAY AM PEAK
08:00-09:00

Survey Data — 2016 Traffic Survey Data

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	83	83
LIDL ACCESS	B	0	0	0	0
PRIVATE RD (S)	C	99	0	0	99
	Total	99	0	83	182

HGV

	A	B	C	Total
A	0	0	6	6
B	0	0	0	0
C	7	0	0	7
Total	7	0	6	13

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	7%
B	#DIV/0!	#DIV/0!	#DIV/0!
C	7%	#DIV/0!	#DIV/0!

2031 Growthed

GROWTH FACTOR: 1.1370

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	94	94
LIDL ACCESS	B	0	0	0	0
PRIVATE RD (S)	C	113	0	0	113
	Total	113	0	94	207

HGV

	A	B	C	Total
A	0	0	7	7
B	0	0	0	0
C	8	0	0	8
Total	8	0	7	15

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	7%
B	#DIV/0!	#DIV/0!	#DIV/0!
C	7%	#DIV/0!	#DIV/0!

Committed Development + Consented Lidl Scheme

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	38	38
PRIVATE RD (S)	C	0	45	0	45
	Total	0	45	38	83

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	#DIV/0!
B	#DIV/0!	#DIV/0!	0%
C	#DIV/0!	0%	#DIV/0!

2031 Baseline

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	94	94
LIDL ACCESS	B	0	0	38	38
PRIVATE RD (S)	C	113	45	0	158
	Total	113	45	132	290

HGV

	A	B	C	Total
A	0	0	7	7
B	0	0	0	0
C	8	0	0	8
Total	8	0	7	15

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	7%
B	#DIV/0!	#DIV/0!	0%
C	7%	0%	#DIV/0!

Additional Development Trips

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	6	6
PRIVATE RD (S)	C	0	7	0	7
	Total	0	7	6	13

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	#DIV/0!
B	#DIV/0!	#DIV/0!	0%
C	#DIV/0!	0%	#DIV/0!

2031 + Development

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	94	94
LIDL ACCESS	B	0	0	44	44
PRIVATE RD (S)	C	113	52	0	165
	Total	113	52	138	303

HGV

	A	B	C	Total
A	0	0	7	7
B	0	0	0	0
C	8	0	0	8
Total	8	0	7	15

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	7%
B	#DIV/0!	#DIV/0!	0%
C	7%	0%	#DIV/0!

WEEKDAY PM PEAK
16:30-17:30

Survey Data — 2016 Traffic Survey Data

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	142	142
LIDL ACCESS	B	0	0	0	0
PRIVATE RD (S)	C	123	0	0	123
	Total	123	0	142	265

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	#DIV/0!
C	0%	#DIV/0!	#DIV/0!

2031 Growthed

GROWTH FACTOR: 1.1286

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	160	160
LIDL ACCESS	B	0	0	0	0
PRIVATE RD (S)	C	139	0	0	139
	Total	139	0	160	299

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	#DIV/0!
C	0%	#DIV/0!	#DIV/0!

Committed Development + Consented Lidl Scheme

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	88	88
PRIVATE RD (S)	C	0	85	0	85
	Total	0	85	88	173

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	#DIV/0!
B	#DIV/0!	#DIV/0!	0%
C	#DIV/0!	0%	#DIV/0!

2031 Baseline

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	160	160
LIDL ACCESS	B	0	0	88	88
PRIVATE RD (S)	C	139	85	0	224
	Total	139	85	248	472

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	0%
C	0%	0%	#DIV/0!

Additional Development Trips

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	14	14
PRIVATE RD (S)	C	0	13	0	13
	Total	0	13	14	27

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	#DIV/0!
B	#DIV/0!	#DIV/0!	0%
C	#DIV/0!	0%	#DIV/0!

2031 + Development

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	160	160
LIDL ACCESS	B	0	0	102	102
PRIVATE RD (S)	C	139	98	0	237
	Total	139	98	262	499

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	0%
C	0%	0%	#DIV/0!

SATURDAY PEAK
11:45-12:45

Survey Data — Uplifted 2020 Survey

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	385	385
LIDL ACCESS	B	0	0	0	0
PRIVATE RD (S)	C	343	0	0	343
	Total	343	0	385	728

HGV

	A	B	C	Total
A	0	0	1	1
B	0	0	0	0
C	1	0	0	1
Total	1	0	1	2

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	#DIV/0!
C	0%	#DIV/0!	#DIV/0!

2031 Growthed

GROWTH FACTOR: 1.1013

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	424	424
LIDL ACCESS	B	0	0	0	0
PRIVATE RD (S)	C	378	0	0	378
	Total	378	0	424	802

HGV

	A	B	C	Total
A	0	0	1	1
B	0	0	0	0
C	1	0	0	1
Total	1	0	1	2

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	#DIV/0!
C	0%	#DIV/0!	#DIV/0!

Committed Development + Consented Lidl Scheme

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	114	114
PRIVATE RD (S)	C	0	115	0	115
	Total	0	115	114	229

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	#DIV/0!
B	#DIV/0!	#DIV/0!	0%
C	#DIV/0!	0%	#DIV/0!

2031 Baseline

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	424	424
LIDL ACCESS	B	0	0	114	114
PRIVATE RD (S)	C	378	115	0	493
	Total	378	115	538	1031

HGV

	A	B	C	Total
A	0	0	1	1
B	0	0	0	0
C	1	0	0	1
Total	1	0	1	2

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	0%
C	0%	0%	#DIV/0!

Additional Development Trips

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	17	17
PRIVATE RD (S)	C	0	18	0	18
	Total	0	18	17	35

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	#DIV/0!
B	#DIV/0!	#DIV/0!	0%
C	#DIV/0!	0%	#DIV/0!

2031 + Development

TOTAL VEHICLES

		A	B	C	Total
PRIVATE RD (N)	A	0	0	424	424
LIDL ACCESS	B	0	0	131	131
PRIVATE RD (S)	C	378	133	0	511
	Total	378	133	555	1066

HGV

	A	B	C	Total
A	0	0	1	1
B	0	0	0	0
C	1	0	0	1
Total	1	0	1	2

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	0%
C	0%	0%	#DIV/0!

LIDL Purbrook Way

Junction B - Purbrook Way / A3(M) J4 southbound roundabout (east)

WEEKDAY AM PEAK
08:00-09:00

Survey Data — 2016 Traffic Survey Data

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	54	12	17	83
PURBROOK WAY (E)	35	0	365	643	1043
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	64	890	512	14	1480
Total	99	944	889	674	2606

HGV

	A	B	C	D	Total
A	0	6	0	1	7
B	1	0	5	19	25
C	0	0	0	0	0
D	5	35	20	1	61
Total	6	41	25	21	93

HGV (%)

	A	B	C	D
A	#DIV/0!	11%	0%	6%
B	3%	#DIV/0!	1%	3%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	8%	4%	4%	7%

2031 Growthed — GROWTH FACTOR: 1.1370

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	61	14	19	94
PURBROOK WAY (E)	40	0	415	731	1186
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	73	1012	582	16	1683
Total	113	1073	1011	766	2963

HGV

	A	B	C	D	Total
A	0	7	0	1	8
B	1	0	6	22	29
C	0	0	0	0	0
D	6	40	23	1	70
Total	7	47	29	24	107

HGV (%)

	A	B	C	D
A	#DIV/0!	11%	0%	5%
B	3%	#DIV/0!	1%	3%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	8%	4%	4%	6%

Committed Development + Consented Lidl Scheme

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	15	4	19	38
PURBROOK WAY (E)	18	0	-1	11	28
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	27	38	139	0	204
Total	45	53	142	30	270

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	#DIV/0!	0%	0%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	0%	0%	#DIV/0!

2031 Baseline

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	76	18	38	132
PURBROOK WAY (E)	58	0	414	742	1214
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	100	1050	721	16	1887
Total	158	1126	1153	796	3233

HGV

	A	B	C	D	Total
A	0	7	0	1	8
B	1	0	6	22	29
C	0	0	0	0	0
D	6	40	23	1	70
Total	7	47	29	24	107

HGV (%)

	A	B	C	D
A	#DIV/0!	9%	0%	3%
B	2%	#DIV/0!	1%	3%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	6%	4%	3%	6%

Additional Development Trips

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	2	1	3	6
PURBROOK WAY (E)	3	0	0	0	3
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	-1	0	0	3	3
Total	7	1	1	3	12

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	#DIV/0!	#DIV/0!	#DIV/0!
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	0%	#DIV/0!	#DIV/0!

2031 + Development

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	78	19	41	138
PURBROOK WAY (E)	61	0	414	742	1217
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	104	1049	721	16	1890
Total	165	1127	1154	799	3245

HGV

	A	B	C	D	Total
A	0	7	0	1	8
B	1	0	6	22	29
C	0	0	0	0	0
D	6	40	23	1	70
Total	7	47	29	24	107

HGV (%)

	A	B	C	D
A	#DIV/0!	9%	0%	2%
B	2%	#DIV/0!	1%	3%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	6%	4%	3%	6%

WEEKDAY PM PEAK
16:30-17:30

Survey Data — 2016 Traffic Survey Data

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	71	31	40	142
PURBROOK WAY (E)	70	6	351	505	932
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	53	1105	280	10	1448
Total	123	1182	662	555	2522

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	3	9	12
C	0	0	0	0	0
D	0	22	4	0	26
Total	0	22	7	9	38

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	0%	1%	2%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	2%	1%	0%

2031 Growthed — GROWTH FACTOR: 1.1286

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	80	35	45	160
PURBROOK WAY (E)	79	7	396	570	1052
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	60	1247	316	11	1634
Total	139	1334	747	626	2846

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	3	10	13
C	0	0	0	0	0
D	0	25	5	0	30
Total	0	25	8	10	43

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	0%	1%	2%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	2%	2%	0%

Committed Development + Consented Lidl Scheme

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	36	8	44	88
PURBROOK WAY (E)	34	0	-3	-17	14
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	51	-23	-2	0	26
Total	85	13	3	27	128

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	#DIV/0!	0%	0%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	0%	0%	#DIV/0!

2031 Baseline

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	116	43	89	248
PURBROOK WAY (E)	113	7	393	553	1066
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	111	1224	314	11	1660
Total	224	1347	750	653	2974

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	3	10	13
C	0	0	0	0	0
D	0	25	5	0	30
Total	0	25	8	10	43

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	0%	1%	2%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	2%	2%	0%

Additional Development Trips

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	6	1	7	14
PURBROOK WAY (E)	5	0	0	-3	2
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	8	-4	0	0	4
Total	13	2	1	4	20

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	#DIV/0!	#DIV/0!	#DIV/0!
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	0%	#DIV/0!	#DIV/0!

2031 + Development

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	122	44	96	262
PURBROOK WAY (E)	118	7	393	550	1068
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	119	1220	314	11	1664
Total	237	1349	751	657	2994

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	3	10	13
C	0	0	0	0	0
D	0	25	5	0	30
Total	0	25	8	10	43

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	0%	1%	2%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	2%	2%	0%

SATURDAY PEAK
11:45-12:45

Survey Data — Uplifted 2020 Survey

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	185	104	96	385
PURBROOK WAY (E)	166	1	393	375	935
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	177	811	259	2	1249
Total	343	997	756	473	2569

HGV

	A	B	C	D	Total
A	0	1	0	0	1
B	1	0	1	7	9
C	0	0	0	0	0
D	0	10	2	0	12
Total	1	11	3	7	22

HGV (%)

	A	B	C	D
A	#DIV/0!	1%	0%	0%
B	1%	0%	0%	2%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	1%	1%	0%

2031 Growthed — GROWTH FACTOR: 1.1013

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	204	115	106	425
PURBROOK WAY (E)	183	1	433	413	1030
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	195	893	285	2	1375
Total	378	1098	833	521	2830

HGV

	A	B	C	D	Total
A	0	1	0	0	1
B	1	0	1	8	10
C	0	0	0	0	0
D	0	11	2	0	13
Total	1	12	3	8	24

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	1%	0%	0%	2%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	1%	1%	0%

Committed Development + Consented Lidl Scheme

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	46	8	60	114
PURBROOK WAY (E)	46	0	-4	-22	20
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	69	-26	-2	0	41
Total	115	20	2	38	175

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	#DIV/0!	0%	0%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	0%	0%	#DIV/0!

2031 Baseline

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	250	123	166	539
PURBROOK WAY (E)	229	1	429	391	1050
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	264	867	283	2	1416
Total	493	1118	835	559	3005

HGV

	A	B	C	D	Total
A	0	1	0	0	1
B	1	0	1	8	10
C	0	0	0	0	0
D	0	11	2	0	13
Total	1	12	3	8	24

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	0%	0%	2%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	1%	1%	0%

Additional Development Trips

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	6	2	9	17
PURBROOK WAY (E)	8	0	-1	-2	5
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	10	-3	0	0	7
Total	18	3	1	7	29

HGV

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	#DIV/0!	0%	0%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	0%	#DIV/0!	#DIV/0!

2031 + Development

TOTAL VEHICLES

	A	B	C	D	Total
PRIVATE RD	0	256	125	175	556
PURBROOK WAY (E)	237	1	428	389	1055
A3(M) J4 ON-SLIP	0	0	0	0	0
PURBROOK WAY (W)	274	864	283	2	1423
Total	511	1121	836	566	3034

HGV

	A	B	C	D	Total
A	0	1	0	0	1
B	1	0	1	8	10
C	0	0	0	0	0
D	0	11	2	0	13
Total	1	12	3	8	24

HGV (%)

	A	B	C	D
A	#DIV/0!	0%	0%	0%
B	0%	0%	0%	2%
C	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
D	0%	1%	1%	0%

LIDL Purbrook Way

Junction C - Purbrook Way / A3(M) J4 northbound roundabout **(west)**

WEEKDAY AM PEAK
08:00-09:00

Survey Data — 2016 Traffic Survey Data

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	3	0	660	663
A3(M) J4 OFF-SLIP	B	337	0	396	733
PURBROOK WAY (W)	C	1177	0	5	1182
	Total	1517	0	1061	2578

HGV

	A	B	C	Total
A	0	0	20	20
B	12	0	5	17
C	38	0	0	38
Total	50	0	25	75

HGV (%)

	A	B	C
A	0%	#DIV/0!	3%
B	4%	#DIV/0!	1%
C	3%	#DIV/0!	0%

2031 Growthed

GROWTH FACTOR: 1.1370

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	3	0	750	753
A3(M) J4 OFF-SLIP	B	383	0	450	833
PURBROOK WAY (W)	C	1338	0	6	1344
	Total	1724	0	1206	2930

HGV

	A	B	C	Total
A	0	0	23	23
B	14	0	6	20
C	43	0	0	43
Total	57	0	29	86

HGV (%)

	A	B	C
A	0%	#DIV/0!	3%
B	4%	#DIV/0!	1%
C	3%	#DIV/0!	0%

Committed Development + Consented Lidl Scheme

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	31	31
A3(M) J4 OFF-SLIP	B	1	0	61	62
PURBROOK WAY (W)	C	204	0	0	204
	Total	205	0	92	297

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	0%	#DIV/0!	0%
C	0%	#DIV/0!	#DIV/0!

2031 Baseline

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	3	0	781	784
A3(M) J4 OFF-SLIP	B	384	0	511	895
PURBROOK WAY (W)	C	1542	0	6	1548
	Total	1929	0	1298	3227

HGV

	A	B	C	Total
A	0	0	23	23
B	14	0	6	20
C	43	0	0	43
Total	57	0	29	86

HGV (%)

	A	B	C
A	0%	#DIV/0!	3%
B	4%	#DIV/0!	1%
C	3%	#DIV/0!	0%

Additional Development Trips

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	3	3
A3(M) J4 OFF-SLIP	B	0	0	0	0
PURBROOK WAY (W)	C	3	0	0	3
	Total	3	0	3	6

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	#DIV/0!
C	0%	#DIV/0!	#DIV/0!

2031 + Development

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	3	0	784	787
A3(M) J4 OFF-SLIP	B	384	0	511	895
PURBROOK WAY (W)	C	1545	0	6	1551
	Total	1932	0	1301	3233

HGV

	A	B	C	Total
A	0	0	23	23
B	14	0	6	20
C	43	0	0	43
Total	57	0	29	86

HGV (%)

	A	B	C
A	0%	#DIV/0!	3%
B	4%	#DIV/0!	1%
C	3%	#DIV/0!	0%

WEEKDAY PM PEAK
16:30-17:30

Survey Data — 2016 Traffic Survey Data

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	2	0	547	549
A3(M) J4 OFF-SLIP	B	584	0	541	1125
PURBROOK WAY (W)	C	868	0	4	872
	Total	1454	0	1092	2546

HGV

	A	B	C	Total
A	1	0	10	11
B	2	0	6	8
C	15	0	1	16
Total	18	0	17	35

HGV (%)

	A	B	C
A	50%	#DIV/0!	2%
B	0%	#DIV/0!	1%
C	2%	#DIV/0!	25%

2031 Growthed

GROWTH FACTOR: 1.1286

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	2	0	617	619
A3(M) J4 OFF-SLIP	B	659	0	611	1270
PURBROOK WAY (W)	C	980	0	5	985
	Total	1641	0	1233	2874

HGV

	A	B	C	Total
A	1	0	11	12
B	2	0	7	9
C	17	0	1	18
Total	20	0	19	39

HGV (%)

	A	B	C
A	50%	#DIV/0!	2%
B	0%	#DIV/0!	1%
C	2%	#DIV/0!	20%

Committed Development + Consented Lidl Scheme

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	27	27
A3(M) J4 OFF-SLIP	B	2	0	0	2
PURBROOK WAY (W)	C	24	0	0	24
	Total	26	0	27	53

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	0%	#DIV/0!	#DIV/0!
C	0%	#DIV/0!	#DIV/0!

2031 Baseline

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	2	0	644	646
A3(M) J4 OFF-SLIP	B	661	0	611	1272
PURBROOK WAY (W)	C	1004	0	5	1009
	Total	1667	0	1260	2927

HGV

	A	B	C	Total
A	1	0	11	12
B	2	0	7	9
C	17	0	1	18
Total	20	0	19	39

HGV (%)

	A	B	C
A	50%	#DIV/0!	2%
B	0%	#DIV/0!	1%
C	2%	#DIV/0!	20%

Additional Development Trips

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	4	4
A3(M) J4 OFF-SLIP	B	0	0	0	0
PURBROOK WAY (W)	C	4	0	0	4
	Total	4	0	4	8

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	#DIV/0!
C	0%	#DIV/0!	#DIV/0!

2031 + Development

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	2	0	648	650
A3(M) J4 OFF-SLIP	B	661	0	611	1272
PURBROOK WAY (W)	C	1008	0	5	1013
	Total	1671	0	1264	2935

HGV

	A	B	C	Total
A	1	0	11	12
B	2	0	7	9
C	17	0	1	18
Total	20	0	19	39

HGV (%)

	A	B	C
A	50%	#DIV/0!	2%
B	0%	#DIV/0!	1%
C	2%	#DIV/0!	20%

SATURDAY PEAK
11:45-12:45

Survey Data — Uplifted 2020 Survey

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	1	0	472	473
A3(M) J4 OFF-SLIP	B	525	0	292	817
PURBROOK WAY (W)	C	723	0	4	727
	Total	1249	0	768	2017

HGV

	A	B	C	Total
A	0	0	7	7
B	1	0	1	2
C	11	0	0	11
Total	12	0	8	20

HGV (%)

	A	B	C
A	0%	#DIV/0!	1%
B	0%	#DIV/0!	0%
C	2%	#DIV/0!	0%

2031 Growthed

GROWTH FACTOR: 1.1013

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	1	0	520	521
A3(M) J4 OFF-SLIP	B	578	0	322	900
PURBROOK WAY (W)	C	796	0	4	800
	Total	1375	0	846	2221

HGV

	A	B	C	Total
A	0	0	8	8
B	1	0	1	2
C	12	0	0	12
Total	13	0	9	22

HGV (%)

	A	B	C
A	0%	#DIV/0!	2%
B	0%	#DIV/0!	0%
C	2%	#DIV/0!	0%

Committed Development + Consented Lidl Scheme

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	38	38
A3(M) J4 OFF-SLIP	B	3	0	0	3
PURBROOK WAY (W)	C	38	0	0	38
	Total	41	0	38	79

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	0%	#DIV/0!	#DIV/0!
C	0%	#DIV/0!	#DIV/0!

2031 Baseline

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	1	0	558	559
A3(M) J4 OFF-SLIP	B	581	0	322	903
PURBROOK WAY (W)	C	834	0	4	838
	Total	1416	0	884	2300

HGV

	A	B	C	Total
A	0	0	8	8
B	1	0	1	2
C	12	0	0	12
Total	13	0	9	22

HGV (%)

	A	B	C
A	0%	#DIV/0!	1%
B	0%	#DIV/0!	0%
C	1%	#DIV/0!	0%

Additional Development Trips

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	7	7
A3(M) J4 OFF-SLIP	B	0	0	0	0
PURBROOK WAY (W)	C	7	0	0	7
	Total	7	0	7	14

HGV

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

HGV (%)

	A	B	C
A	#DIV/0!	#DIV/0!	0%
B	#DIV/0!	#DIV/0!	#DIV/0!
C	0%	#DIV/0!	#DIV/0!

2031 + Development

TOTAL VEHICLES

		A	B	C	Total
PURBROOK WAY (E)	A	1	0	565	566
A3(M) J4 OFF-SLIP	B	581	0	322	903
PURBROOK WAY (W)	C	841	0	4	845
	Total	1423	0	891	2314

HGV

	A	B	C	Total
A	0	0	8	8
B	1	0	1	2
C	12	0	0	12
Total	13	0	9	22

HGV (%)

	A	B	C
A	0%	#DIV/0!	1%
B	0%	#DIV/0!	0%
C	1%	#DIV/0!	0%

APPENDIX I: Threshold Assessment

LIDL Purbrook Way

DETAILED THREHOLD TESTING

30 or more vehicle trip increase

Junction A - Lidl Site Access

WEEKDAY AM PEAK

		A	B	C	Total
PRIVATE RD (N)	A	0	0	0	0
LIDL ACCESS	B	0	0	6	6
PRIVATE RD (S)	C	0	7	0	7
	Total	0	7	6	13

WEEKDAY PM PEAK

	A	B	C	Total
A	0	0	0	0
B	0	0	14	14
C	0	13	0	13
Total	0	13	14	27

SATURDAY PEAK

	A	B	C	Total
A	0	0	0	0
B	0	0	17	17
C	0	18	0	18
Total	0	18	17	35

Junction B - Purbrook Way / A3(M) J4 southbound roundabout

WEEKDAY AM PEAK

		A	B	C	D	Total
PRIVATE RD	A	0	2	1	3	6
PURBROOK WAY (E)	B	3	0	0	0	3
A3(M) J4 ON-SLIP	C	0	0	0	0	0
PURBROOK WAY (W)	D	4	-1	0	0	3
	Total	7	1	1	3	12

WEEKDAY PM PEAK

	A	B	C	D	Total
A	0	6	1	7	14
B	5	0	0	-3	2
C	0	0	0	0	0
D	8	-4	0	0	4
Total	13	2	1	4	20

SATURDAY PEAK

	A	B	C	D	Total
A	0	6	2	9	17
B	8	0	-1	-2	5
C	0	0	0	0	0
D	10	-3	0	0	7
Total	18	3	1	7	29

Junction C - Purbrook Way / A3(M) J4 northbound roundabout

WEEKDAY AM PEAK

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	3	3
A3(M) J4 OFF-SLIP	B	0	0	0	0
PURBROOK WAY (W)	C	3	0	0	3
	Total	3	0	3	6

WEEKDAY PM PEAK

	A	B	C	Total
A	0	0	4	4
B	0	0	0	0
C	4	0	0	4
Total	4	0	4	8

SATURDAY PEAK

	A	B	C	Total
A	0	0	7	7
B	0	0	0	0
C	7	0	0	7
Total	7	0	7	14

Junction D - Purbrook Way / Hulbert Road Roundabout

WEEKDAY AM PEAK

		A	B	C	D	E	Total
HULBERT RD	A	0	0	0	0	0	0
PURBROOK WAY (E)	B	0	0	0	-2	2	0
B2150	C	0	0	0	0	1	1
ASDA ACCESS	D	0	-2	0	0	0	-2
PURBROOK WAY (W)	E	0	1	1	0	0	2
	Total	0	-1	1	-2	3	1

WEEKDAY PM PEAK

	A	B	C	D	E	Total
A	0	0	0	0	0	0
B	0	0	0	-2	2	0
C	0	0	0	0	2	2
D	0	-2	0	0	-2	-4
E	0	3	2	-2	0	3
Total	0	1	2	-4	2	1

SATURDAY PEAK

	A	B	C	D	E	Total
A	0	0	0	0	0	0
B	0	0	0	-3	4	1
C	0	0	0	-1	3	2
D	0	-3	-1	0	-2	-6
E	0	3	2	-2	0	3
Total	0	0	1	-6	5	0

Junction E - Purbrook Way / Stakes Rd / Stakes Hill Rd / Crookhorn Ln roundabout

WEEKDAY AM PEAK

		A	B	C	D	Total
STAKES HILL RD	A	0	1	0	0	1
PURBROOK WAY	B	1	0	0	2	3
CROOKHORN LN	C	0	0	0	0	0
STAKES RD	D	0	2	0	0	2
	Total	1	3	0	2	6

WEEKDAY PM PEAK

	A	B	C	D	Total
A	0	2	0	0	2
B	2	0	0	1	3
C	0	0	0	0	0
D	0	1	0	0	1
Total	2	3	0	1	6

SATURDAY PEAK

	A	B	C	D	Total
A	0	3	0	0	3
B	3	0	1	2	6
C	0	1	0	0	1
D	0	2	0	0	2
Total	3	6	1	2	12

Junction F - Purbrook Way / College Rd Signals

WEEKDAY AM PEAK

		A	B	C	Total
PURBROOK WAY (E)	A	0	0	3	3
COLLEGE ROAD	B	0	0	0	0
PURBROOK WAY (W)	C	3	0	0	3
	Total	3	0	3	6

WEEKDAY PM PEAK

	A	B	C	Total
A	0	1	3	4
B	1	0	0	1
C	3	0	0	3
Total	4	1	3	8

A3(M)

A3(M) ON-SLIP	1	1	1
A3(M) OFF-SLIP	0	0	0

APPENDIX J: PICADY Output – Site Access

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: 240226 - PICADY - Site access junction (v5 Feb2024).j9
Path: H:_LIDL PROJECTS\SOU - Southampton\LIDLPurbrookWay4.1\05 Calculations\Junction Modelling\PICADY - Site Access
Report generation date: 26/02/2024 12:11:11

Summary of junction performance

	AM						PM						SAT					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2031 + devt																	
Stream B-AC	D1	0.1	5.54	0.07	A	381 % [Stream C-AB]	D2	0.2	6.33	0.16	A	196 % [Stream C-AB]	D3	0.3	7.80	0.24	A	63 % [Stream C-AB]
Stream C-AB		0.2	6.05	0.11	A			0.3	6.73	0.21	A			1.0	7.20	0.38	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 + devt	AM	2025 flows + development	ONE HOUR	07:45	09:15	15
D2	2031 + devt	PM	2025 flows + development	ONE HOUR	16:15	17:45	15
D3	2031 + devt	SAT	2025 flows + development	ONE HOUR	11:30	13:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Arms

Arms

Arm	Name	Description	Arm type
A	B&Q access road (N)		Major
B	Lidl		Minor
C	B&Q access road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B&Q access road (S)	7.80			60.0	✓	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 - Lidl	One lane	4.50	9	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	560	0.094	0.238	0.150	0.340
B-C	727	0.103	0.260	-	-
C-B	609	0.217	0.217	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

2031 + devt, AMJunction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.97	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	381	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 + devt	AM	2025 flows + development	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B&Q access road (N)		✓	94	100.000
B - Lidl		✓	44	100.000
C - B&Q access road (S)		✓	165	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B&Q access road (N)	B - Lidl	C - B&Q access road (S)
From	A - B&Q access road (N)	0	0	94
	B - Lidl	0	0	44
	C - B&Q access road (S)	113	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B&Q access road (N)	B - Lidl	C - B&Q access road (S)
From	A - B&Q access road (N)	0	0	7
	B - Lidl	0	0	0
	C - B&Q access road (S)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.07	5.54	0.1	A
C-AB	0.11	6.05	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	707	0.047	33	0.0	5.336	A
C-AB	45	647	0.070	45	0.1	5.971	A
C-A	79			79			
A-B	0			0			
A-C	71			71			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	704	0.056	40	0.1	5.420	A
C-AB	55	655	0.085	55	0.1	5.997	A
C-A	93			93			
A-B	0			0			
A-C	85			85			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	698	0.069	48	0.1	5.539	A
C-AB	70	666	0.106	70	0.1	6.039	A
C-A	111			111			
A-B	0			0			
A-C	103			103			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	48	698	0.069	48	0.1	5.539	A
C-AB	71	666	0.106	71	0.2	6.051	A
C-A	111			111			
A-B	0			0			
A-C	103			103			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	704	0.056	40	0.1	5.424	A
C-AB	55	655	0.085	56	0.1	6.015	A
C-A	93			93			
A-B	0			0			
A-C	85			85			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	707	0.047	33	0.0	5.341	A
C-AB	45	647	0.070	45	0.1	5.986	A
C-A	79			79			
A-B	0			0			
A-C	71			71			

2031 + devt, PM

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.94	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	196	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 + devt	PM	2025 flows + development	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B&Q access road (N)		✓	160	100.000
B - Lidl		✓	102	100.000
C - B&Q access road (S)		✓	237	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B&Q access road (N)	B - Lidl	C - B&Q access road (S)
From	A - B&Q access road (N)	0	0	160
	B - Lidl	0	0	102
	C - B&Q access road (S)	139	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B&Q access road (N)	B - Lidl	C - B&Q access road (S)
From	A - B&Q access road (N)	0	0	0
	B - Lidl	0	0	0
	C - B&Q access road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.16	6.33	0.2	A
C-AB	0.21	6.73	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	696	0.110	76	0.1	5.802	A
C-AB	88	653	0.134	87	0.2	6.353	A
C-A	91			91			
A-B	0			0			
A-C	120			120			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	690	0.133	92	0.2	6.016	A
C-AB	109	662	0.164	109	0.2	6.501	A
C-A	104			104			
A-B	0			0			
A-C	144			144			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	681	0.165	112	0.2	6.323	A
C-AB	140	675	0.207	139	0.3	6.724	A
C-A	121			121			
A-B	0			0			
A-C	176			176			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	112	681	0.165	112	0.2	6.326	A
C-AB	140	675	0.207	140	0.3	6.732	A
C-A	121			121			
A-B	0			0			
A-C	176			176			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	92	690	0.133	92	0.2	6.022	A
C-AB	109	663	0.164	109	0.2	6.515	A
C-A	104			104			
A-B	0			0			
A-C	144			144			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	696	0.110	77	0.1	5.817	A
C-AB	88	653	0.135	88	0.2	6.373	A
C-A	90			90			
A-B	0			0			
A-C	120			120			

2031 + devt , SAT

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.64	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	63	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 + devt	SAT	2025 flows + development	ONE HOUR	11:30	13:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B&Q access road (N)		✓	424	100.000
B - Lidl		✓	131	100.000
C - B&Q access road (S)		✓	511	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B&Q access road (N)	B - Lidl	C - B&Q access road (S)
From	A - B&Q access road (N)	0	0	424
	B - Lidl	0	0	131
	C - B&Q access road (S)	378	133	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B&Q access road (N)	B - Lidl	C - B&Q access road (S)
From	A - B&Q access road (N)	0	0	0
	B - Lidl	0	0	0
	C - B&Q access road (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	7.80	0.3	A
C-AB	0.38	7.20	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:30 - 11:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	644	0.153	98	0.2	6.582	A
C-AB	163	739	0.221	161	0.4	6.230	A
C-A	222			222			
A-B	0			0			
A-C	319			319			

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	118	628	0.188	118	0.2	7.046	A
C-AB	216	767	0.281	215	0.6	6.535	A
C-A	244			244			
A-B	0			0			
A-C	381			381			

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	606	0.238	144	0.3	7.787	A
C-AB	304	807	0.377	303	1.0	7.161	A
C-A	258			258			
A-B	0			0			
A-C	467			467			

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	606	0.238	144	0.3	7.798	A
C-AB	305	808	0.378	305	1.0	7.202	A
C-A	258			258			
A-B	0			0			
A-C	467			467			

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	118	628	0.188	118	0.2	7.064	A
C-AB	216	768	0.282	218	0.6	6.583	A
C-A	243			243			
A-B	0			0			
A-C	381			381			

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	99	644	0.153	99	0.2	6.603	A
C-AB	164	739	0.222	165	0.4	6.284	A
C-A	221			221			
A-B	0			0			
A-C	319			319			

APPENDIX K: ARCADY Output – Purbrook Way / A3(M) Roundabouts

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: 240226 - ARCADY - Purbrook Way - A3(M) (v9 Feb2024).j9
Path: H:_LIDL PROJECTS\SOU - Southampton\LIDLPurbrookWay4.1\05 Calculations\Junction Modelling\ARCADY - Purbrook Way dumbell Rndbts
Report generation date: 26/02/2024 10:26:08

Summary of junction performance

	AM						PM						SAT					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
Revised layout - 2031 Base																		
1 - Eastern (B&Q) roundabout - 1 - B&Q / site	A2 D1	0.8	20.10	0.45	C	-8 % [2 - Western roundabout - 3 - Purbrook Way (W)]	A2 D3	1.3	17.14	0.57	C	5 % [1 - Eastern (B&Q) roundabout - 1 - B&Q / site]	A2 D5	3.4	21.31	0.78	C	3 % [1 - Eastern (B&Q) roundabout - 1 - B&Q / site]
1 - Eastern (B&Q) roundabout - 2 - Purbrook Way (E)		4.6	12.70	0.83	B			1.6	4.83	0.61	A			1.7	5.32	0.63	A	
1 - Eastern (B&Q) roundabout - 4 - Purbrook Way (W)		15.0	28.12	0.95	D			6.0	12.34	0.86	B			3.1	7.40	0.76	A	
2 - Western roundabout - 1 - Purbrook Way (E)		1.0	3.99	0.49	A			0.7	3.34	0.40	A			0.5	3.01	0.34	A	
2 - Western roundabout - 2 - A3(M) off-slip		1.8	6.55	0.64	A			4.6	12.09	0.83	B			1.2	4.52	0.56	A	
2 - Western roundabout - 3 - Purbrook Way (W)		55.2	106.44	1.05	F			3.4	11.33	0.78	B			1.6	6.13	0.61	A	
Revised layout - 2031 + Devt																		
1 - Eastern (B&Q) roundabout - 1 - B&Q / site	A2 D2	0.8	20.44	0.46	C	-8 % [2 - Western roundabout - 3 - Purbrook Way (W)]	A2 D4	1.4	18.23	0.60	C	4 % [1 - Eastern (B&Q) roundabout - 1 - B&Q / site]	A2 D6	3.8	23.54	0.80	C	2 % [1 - Eastern (B&Q) roundabout - 1 - B&Q / site]
1 - Eastern (B&Q) roundabout - 2 - Purbrook Way (E)		4.6	12.94	0.83	B			1.6	4.88	0.61	A			1.7	5.44	0.64	A	
1 - Eastern (B&Q) roundabout - 4 - Purbrook Way (W)		15.3	28.62	0.96	D			6.2	12.69	0.87	B			3.3	7.62	0.77	A	
2 - Western roundabout - 1 - Purbrook Way (E)		1.0	4.00	0.49	A			0.7	3.36	0.40	A			0.5	3.03	0.34	A	
2 - Western roundabout - 2 - A3(M) off-slip		1.8	6.57	0.64	A			4.6	12.22	0.83	B			1.3	4.56	0.56	A	
2 - Western roundabout - 3 - Purbrook Way (W)		56.6	108.58	1.05	F			3.5	11.49	0.78	B			1.6	6.21	0.62	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031 + Devt	AM	ONE HOUR	07:45	09:15	15	✓
D3	2031 Base	PM	ONE HOUR	16:15	17:45	15	✓
D4	2031 + Devt	PM	ONE HOUR	16:15	17:45	15	✓
D5	2031 Base	SAT	ONE HOUR	11:30	13:00	15	✓
D6	2031 + Devt	SAT	ONE HOUR	11:30	13:00	15	✓

Arms

Arms

Junction	Arm	Name	Description
1 - Eastern (B&Q) roundabout	**1**	B&Q / site	
	2	Purbrook Way (E)	
	3	A3(M) on-slip	
	4	Purbrook Way (W)	
2 - Western roundabout	**1**	Purbrook Way (E)	
	2	A3(M) off-slip	
	3	Purbrook Way (W)	

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Eastern (B&Q) roundabout	**1 - B&Q / site**	3.60	6.00	13.0	40.0	41.5	41.0	
	2 - Purbrook Way (E)	6.90	6.90	0.0	120.0	41.5	5.0	
	3 - A3(M) on-slip							✓
	4 - Purbrook Way (W)	7.10	7.10	0.0	36.0	41.5	23.0	
2 - Western roundabout	**1 - Purbrook Way (E)**	6.00	6.00	0.0	30.0	30.0	32.0	
	2 - A3(M) off-slip	6.70	7.50	9.3	32.0	30.0	27.0	
	3 - Purbrook Way (W)	6.00	6.00	0.0	90.0	30.0	11.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Eastern (B&Q) roundabout	**1 - B&Q / site**	0.600	1527
	2 - Purbrook Way (E)	0.807	2357
	3 - A3(M) on-slip		
	4 - Purbrook Way (W)	0.761	2250
2 - Western roundabout	**1 - Purbrook Way (E)**	0.688	1835
	2 - A3(M) off-slip	0.786	2284
	3 - Purbrook Way (W)	0.753	2007

The slope and intercept shown above include any corrections and adjustments.

Revised layout - 2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Eastern (B&Q) roundabout - 4 - Purbrook Way (W)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Eastern (B&Q) roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Western roundabout - 1 - Purbrook Way (E)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Western roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Revised layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern (B&Q) roundabout	Standard Roundabout		1, 2, 3, 4	22.11	C
2	Western roundabout	Standard Roundabout		1, 2, 3	53.74	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-8	2 - Western roundabout - 3 - Purbrook Way (W)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Eastern (B&Q) roundabout	**4 - Purbrook Way (W)**	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - Western roundabout	**1 - Purbrook Way (E)**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eastern (B&Q) roundabout	1 - B&Q / site		ONE HOUR	✓	132	100.000
	2 - Purbrook Way (E)		ONE HOUR	✓	1214	100.000
	3 - A3(M) on-slip					
	4 - Purbrook Way (W)	✓				
2 - Western roundabout	1 - Purbrook Way (E)	✓				
	2 - A3(M) off-slip		ONE HOUR	✓	895	100.000
	3 - Purbrook Way (W)		ONE HOUR	✓	1548	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - Eastern (B&Q) roundabout

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	76	18	38
	2 - Purbrook Way (E)	58	0	414	742
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	100	1050	721	16

Demand (Veh/hr)

2 - Western roundabout

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	3	0	781
	2 - A3(M) off-slip	384	0	511
	3 - Purbrook Way (W)	1542	0	6

Vehicle Mix

Heavy Vehicle Percentages

1 - Eastern (B&Q) roundabout

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	9	0	3
	2 - Purbrook Way (E)	2	0	1	3
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	6	4	3	6

Heavy Vehicle Percentages

2 - Western roundabout

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	0	0	3
	2 - A3(M) off-slip	4	0	1
	3 - Purbrook Way (W)	3	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eastern (B&Q) roundabout	1 - B&Q / site	0.45	20.10	0.8	C	121	182
	2 - Purbrook Way (E)	0.83	12.70	4.6	B	1114	1671
	3 - A3(M) on-slip						
	4 - Purbrook Way (W)	0.95	28.12	15.0	D	1759	2639
2 - Western roundabout	1 - Purbrook Way (E)	0.49	3.99	1.0	A	731	1096
	2 - A3(M) off-slip	0.64	6.55	1.8	A	821	1232
	3 - Purbrook Way (W)	1.05	106.44	55.2	F	1420	2131

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	99	25	1352	648	0.153	99	119	0.0	0.2	6.550	A
	2 - Purbrook Way (E)	914	228	599	1818	0.503	910	851	0.0	1.0	3.948	A
	3 - A3(M) on-slip			640				869				
	4 - Purbrook Way (W)	1436	359	43	2137	0.672	1427	597	0.0	2.0	5.022	A
2 - Western roundabout	1 - Purbrook Way (E)	597	149	4	1779	0.336	595	1443	0.0	0.5	3.036	A
	2 - A3(M) off-slip	674	168	600	1758	0.383	671	0	0.0	0.6	3.305	A
	3 - Purbrook Way (W)	1165	291	290	1728	0.674	1157	981	0.0	2.0	6.222	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	119	30	1617	492	0.241	118	142	0.2	0.3	9.606	A
	2 - Purbrook Way (E)	1091	273	717	1722	0.634	1089	1018	1.0	1.7	5.656	A
	3 - A3(M) on-slip			766				1040				
	4 - Purbrook Way (W)	1715	429	52	2130	0.805	1707	714	2.0	3.9	8.359	A
2 - Western roundabout	1 - Purbrook Way (E)	714	179	5	1778	0.402	714	1724	0.5	0.7	3.380	A
	2 - A3(M) off-slip	805	201	719	1664	0.484	803	0	0.6	0.9	4.178	A
	3 - Purbrook Way (W)	1392	348	347	1685	0.826	1382	1175	2.0	4.4	11.536	B

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	145	36	1863	348	0.418	144	168	0.3	0.7	17.498	C
	2 - Purbrook Way (E)	1337	334	829	1631	0.820	1326	1178	1.7	4.2	11.458	B
	3 - A3(M) on-slip			932				1224				
	4 - Purbrook Way (W)	1998	500	63	2122	0.942	1967	869	3.9	11.6	20.124	C
2 - Western roundabout	1 - Purbrook Way (E)	869	217	6	1778	0.489	868	2009	0.7	0.9	3.954	A
	2 - A3(M) off-slip	985	246	874	1541	0.640	982	0	0.9	1.7	6.408	A
	3 - Purbrook Way (W)	1704	426	425	1626	1.048	1590	1432	4.4	33.0	52.657	F

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	145	36	1905	324	0.449	145	170	0.7	0.8	20.098	C
	2 - Purbrook Way (E)	1337	334	847	1616	0.827	1335	1203	4.2	4.6	12.699	B
	3 - A3(M) on-slip			939				1244				
	4 - Purbrook Way (W)	2025	506	64	2121	0.954	2012	875	11.6	15.0	28.120	D
2 - Western roundabout	1 - Purbrook Way (E)	876	219	6	1778	0.493	876	2035	0.9	1.0	3.990	A
	2 - A3(M) off-slip	985	246	882	1535	0.642	985	0	1.7	1.8	6.547	A
	3 - Purbrook Way (W)	1704	426	426	1625	1.049	1616	1441	33.0	55.2	106.441	F

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	119	30	1837	363	0.327	120	155	0.8	0.5	14.869	B
	2 - Purbrook Way (E)	1091	273	809	1648	0.662	1102	1149	4.6	2.0	6.711	A
	3 - A3(M) on-slip			777				1133				
	4 - Purbrook Way (W)	1923	481	53	2130	0.903	1940	724	15.0	10.6	20.447	C
2 - Western roundabout	1 - Purbrook Way (E)	725	181	6	1778	0.408	726	1933	1.0	0.7	3.425	A
	2 - A3(M) off-slip	805	201	732	1654	0.487	808	0	1.8	1.0	4.274	A
	3 - Purbrook Way (W)	1392	348	349	1683	0.827	1590	1190	55.2	5.6	58.716	F

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	99	25	1414	611	0.163	101	123	0.5	0.2	7.065	A
	2 - Purbrook Way (E)	914	228	626	1796	0.509	918	889	2.0	1.0	4.114	A
	3 - A3(M) on-slip			646				897				
	4 - Purbrook Way (W)	1459	365	44	2136	0.683	1493	603	10.6	2.2	5.880	A
2 - Western roundabout	1 - Purbrook Way (E)	603	151	5	1779	0.339	604	1467	0.7	0.5	3.065	A
	2 - A3(M) off-slip	674	168	608	1751	0.385	675	0	1.0	0.6	3.347	A
	3 - Purbrook Way (W)	1165	291	292	1727	0.675	1180	991	5.6	2.1	6.738	A

Revised layout - 2031 + Devt, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Eastern (B&Q) roundabout - 4 - Purbrook Way (W)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Eastern (B&Q) roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Western roundabout - 1 - Purbrook Way (E)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Western roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Revised layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern (B&Q) roundabout	Standard Roundabout		1, 2, 3, 4	22.50	C
2	Western roundabout	Standard Roundabout		1, 2, 3	54.79	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-8	2 - Western roundabout - 3 - Purbrook Way (W)

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031 + Devt	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Eastern (B&Q) roundabout	**4 - Purbrook Way (W)**	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - Western roundabout	**1 - Purbrook Way (E)**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eastern (B&Q) roundabout	1 - B&Q / site		ONE HOUR	✓	138	100.000
	2 - Purbrook Way (E)		ONE HOUR	✓	1217	100.000
	3 - A3(M) on-slip					
	4 - Purbrook Way (W)	✓				
2 - Western roundabout	1 - Purbrook Way (E)	✓				
	2 - A3(M) off-slip		ONE HOUR	✓	895	100.000
	3 - Purbrook Way (W)		ONE HOUR	✓	1551	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - Eastern (B&Q) roundabout

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	78	19	41
	2 - Purbrook Way (E)	61	0	414	742
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	104	1049	721	16

Demand (Veh/hr)

2 - Western roundabout

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	3	0	784
	2 - A3(M) off-slip	384	0	511
	3 - Purbrook Way (W)	1545	0	6

Vehicle Mix

Heavy Vehicle Percentages

1 - Eastern (B&Q) roundabout

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	9	0	2
	2 - Purbrook Way (E)	2	0	1	3
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	6	4	3	6

Heavy Vehicle Percentages

2 - Western roundabout

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	0	0	3
	2 - A3(M) off-slip	4	0	1
	3 - Purbrook Way (W)	3	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eastern (B&Q) roundabout	1 - B&Q / site	0.46	20.44	0.8	C	127	190
	2 - Purbrook Way (E)	0.83	12.94	4.6	B	1117	1675
	3 - A3(M) on-slip						
	4 - Purbrook Way (W)	0.96	28.62	15.3	D	1762	2643
2 - Western roundabout	1 - Purbrook Way (E)	0.49	4.00	1.0	A	733	1100
	2 - A3(M) off-slip	0.64	6.57	1.8	A	821	1232
	3 - Purbrook Way (W)	1.05	108.58	56.6	F	1423	2135

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	104	26	1351	650	0.160	103	124	0.0	0.2	6.571	A
	2 - Purbrook Way (E)	916	229	602	1816	0.505	912	852	0.0	1.0	3.967	A
	3 - A3(M) on-slip			645				870				
	4 - Purbrook Way (W)	1438	359	46	2135	0.673	1430	599	0.0	2.0	5.048	A
2 - Western roundabout	1 - Purbrook Way (E)	599	150	4	1779	0.337	597	1445	0.0	0.5	3.041	A
	2 - A3(M) off-slip	674	168	601	1757	0.384	671	0	0.0	0.6	3.310	A
	3 - Purbrook Way (W)	1168	292	290	1728	0.676	1160	983	0.0	2.0	6.247	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	124	31	1616	495	0.251	123	149	0.2	0.3	9.681	A
	2 - Purbrook Way (E)	1094	274	720	1720	0.636	1091	1019	1.0	1.7	5.700	A
	3 - A3(M) on-slip			771				1040				
	4 - Purbrook Way (W)	1717	429	55	2128	0.807	1710	716	2.0	4.0	8.443	A
2 - Western roundabout	1 - Purbrook Way (E)	717	179	5	1778	0.403	716	1727	0.5	0.7	3.387	A
	2 - A3(M) off-slip	805	201	721	1662	0.484	803	0	0.6	0.9	4.186	A
	3 - Purbrook Way (W)	1394	349	347	1685	0.828	1385	1177	2.0	4.5	11.629	B

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	152	38	1859	351	0.432	150	175	0.3	0.7	17.755	C
	2 - Purbrook Way (E)	1340	335	833	1629	0.823	1329	1177	1.7	4.3	11.646	B
	3 - A3(M) on-slip			939				1224				
	4 - Purbrook Way (W)	1999	500	67	2119	0.943	1968	872	4.0	11.8	20.407	C
2 - Western roundabout	1 - Purbrook Way (E)	872	218	6	1778	0.491	871	2009	0.7	1.0	3.965	A
	2 - A3(M) off-slip	985	246	877	1539	0.640	982	0	0.9	1.7	6.432	A
	3 - Purbrook Way (W)	1708	427	425	1626	1.050	1591	1435	4.5	33.7	53.403	F

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	152	38	1901	327	0.465	152	178	0.7	0.8	20.443	C
	2 - Purbrook Way (E)	1340	335	850	1614	0.830	1339	1202	4.3	4.6	12.942	B
	3 - A3(M) on-slip			945				1244				
	4 - Purbrook Way (W)	2025	506	67	2119	0.956	2012	878	11.8	15.3	28.624	D
2 - Western roundabout	1 - Purbrook Way (E)	878	220	6	1778	0.494	878	2036	1.0	1.0	4.003	A
	2 - A3(M) off-slip	985	246	885	1533	0.643	985	0	1.7	1.8	6.574	A
	3 - Purbrook Way (W)	1708	427	426	1625	1.051	1616	1444	33.7	56.6	108.582	F

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	124	31	1839	363	0.341	125	162	0.8	0.5	15.199	C
	2 - Purbrook Way (E)	1094	274	813	1644	0.665	1105	1151	4.6	2.0	6.794	A
	3 - A3(M) on-slip			782				1135				
	4 - Purbrook Way (W)	1930	483	55	2128	0.907	1946	727	15.3	11.2	21.363	C
2 - Western roundabout	1 - Purbrook Way (E)	727	182	6	1778	0.409	728	1941	1.0	0.7	3.433	A
	2 - A3(M) off-slip	805	201	735	1651	0.487	808	0	1.8	1.0	4.283	A
	3 - Purbrook Way (W)	1394	349	349	1683	0.828	1598	1193	56.6	5.8	61.567	F

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	104	26	1415	612	0.170	105	129	0.5	0.2	7.116	A
	2 - Purbrook Way (E)	916	229	630	1793	0.511	920	891	2.0	1.1	4.140	A
	3 - A3(M) on-slip			651				899				
	4 - Purbrook Way (W)	1462	365	46	2135	0.685	1498	605	11.2	2.2	5.968	A
2 - Western roundabout	1 - Purbrook Way (E)	605	151	5	1779	0.340	606	1470	0.7	0.5	3.072	A
	2 - A3(M) off-slip	674	168	610	1750	0.385	675	0	1.0	0.6	3.355	A
	3 - Purbrook Way (W)	1168	292	292	1727	0.676	1182	994	5.8	2.1	6.778	A

Revised layout - 2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Eastern (B&Q) roundabout - 4 - Purbrook Way (W)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Eastern (B&Q) roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Western roundabout - 1 - Purbrook Way (E)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Western roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Revised layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern (B&Q) roundabout	Standard Roundabout		1, 2, 3, 4	10.04	B
2	Western roundabout	Standard Roundabout		1, 2, 3	9.87	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	1 - Eastern (B&Q) roundabout - 1 - B&Q / site

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Base	PM	ONE HOUR	16:15	17:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Eastern (B&Q) roundabout	**4 - Purbrook Way (W)**	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - Western roundabout	**1 - Purbrook Way (E)**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eastern (B&Q) roundabout	1 - B&Q / site		ONE HOUR	✓	248	100.000
	2 - Purbrook Way (E)		ONE HOUR	✓	1066	100.000
	3 - A3(M) on-slip					
	4 - Purbrook Way (W)	✓				
2 - Western roundabout	1 - Purbrook Way (E)	✓				
	2 - A3(M) off-slip		ONE HOUR	✓	1272	100.000
	3 - Purbrook Way (W)		ONE HOUR	✓	1009	100.000

Origin-Destination Data

1 - Eastern (B&Q) roundabout

Demand (Veh/hr)

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	116	43	89
	2 - Purbrook Way (E)	113	7	393	553
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	111	1224	314	11

2 - Western roundabout

Demand (Veh/hr)

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	2	0	644
	2 - A3(M) off-slip	661	0	611
	3 - Purbrook Way (W)	1004	0	5

Vehicle Mix

1 - Eastern (B&Q) roundabout

Heavy Vehicle Percentages

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	0	0	0
	2 - Purbrook Way (E)	0	0	1	2
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	0	2	2	0

2 - Western roundabout

Heavy Vehicle Percentages

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	50	0	2
	2 - A3(M) off-slip	0	0	1
	3 - Purbrook Way (W)	2	0	20

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eastern (B&Q) roundabout	1 - B&Q / site	0.57	17.14	1.3	C	228	341
	2 - Purbrook Way (E)	0.61	4.83	1.6	A	978	1467
	3 - A3(M) on-slip						
	4 - Purbrook Way (W)	0.86	12.34	6.0	B	1520	2280
2 - Western roundabout	1 - Purbrook Way (E)	0.40	3.34	0.7	A	596	894
	2 - A3(M) off-slip	0.83	12.09	4.6	B	1167	1751
	3 - Purbrook Way (W)	0.78	11.33	3.4	B	926	1389

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	187	47	1159	818	0.228	186	167	0.0	0.3	5.683	A
	2 - Purbrook Way (E)	803	201	341	2050	0.392	800	1004	0.0	0.6	2.874	A
	3 - A3(M) on-slip			580				561				
	4 - Purbrook Way (W)	1242	311	90	2142	0.580	1237	490	0.0	1.4	3.952	A
2 - Western roundabout	1 - Purbrook Way (E)	488	122	4	1793	0.272	486	1249	0.0	0.4	2.752	A
	2 - A3(M) off-slip	958	239	490	1881	0.509	954	0	0.0	1.0	3.865	A
	3 - Purbrook Way (W)	760	190	497	1599	0.475	756	946	0.0	0.9	4.254	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	223	56	1390	677	0.329	222	201	0.3	0.5	7.906	A
	2 - Purbrook Way (E)	958	240	409	1995	0.480	957	1204	0.6	0.9	3.466	A
	3 - A3(M) on-slip			694				672				
	4 - Purbrook Way (W)	1486	372	108	2129	0.698	1483	586	1.4	2.3	5.541	A
2 - Western roundabout	1 - Purbrook Way (E)	584	146	4	1793	0.325	583	1495	0.4	0.5	2.976	A
	2 - A3(M) off-slip	1144	286	588	1803	0.634	1141	0	1.0	1.7	5.415	A
	3 - Purbrook Way (W)	907	227	595	1527	0.594	905	1134	0.9	1.4	5.768	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	273	68	1686	496	0.551	270	244	0.5	1.2	15.783	C
	2 - Purbrook Way (E)	1174	293	496	1924	0.610	1171	1460	0.9	1.5	4.762	A
	3 - A3(M) on-slip			848				819				
	4 - Purbrook Way (W)	1812	453	132	2111	0.858	1799	716	2.3	5.6	11.085	B
2 - Western roundabout	1 - Purbrook Way (E)	713	178	5	1792	0.398	713	1822	0.5	0.7	3.333	A
	2 - A3(M) off-slip	1401	350	718	1698	0.825	1390	0	1.7	4.4	11.293	B
	3 - Purbrook Way (W)	1111	278	724	1431	0.776	1104	1383	1.4	3.3	10.760	B

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	273	68	1708	482	0.566	273	246	1.2	1.3	17.144	C
	2 - Purbrook Way (E)	1174	293	502	1920	0.611	1174	1479	1.5	1.6	4.825	A
	3 - A3(M) on-slip			851				825				
	4 - Purbrook Way (W)	1824	456	132	2111	0.864	1822	719	5.6	6.0	12.336	B
2 - Western roundabout	1 - Purbrook Way (E)	716	179	6	1792	0.399	716	1835	0.7	0.7	3.343	A
	2 - A3(M) off-slip	1401	350	721	1696	0.826	1400	0	4.4	4.6	12.087	B
	3 - Purbrook Way (W)	1111	278	730	1427	0.779	1110	1391	3.3	3.4	11.334	B

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	223	56	1422	657	0.339	226	203	1.3	0.5	8.408	A
	2 - Purbrook Way (E)	958	240	417	1988	0.482	961	1231	1.6	0.9	3.512	A
	3 - A3(M) on-slip			698				680				
	4 - Purbrook Way (W)	1503	376	108	2129	0.706	1517	590	6.0	2.5	6.022	A
2 - Western roundabout	1 - Purbrook Way (E)	587	147	5	1793	0.327	588	1512	0.7	0.5	2.990	A
	2 - A3(M) off-slip	1144	286	592	1799	0.636	1155	0	4.6	1.8	5.679	A
	3 - Purbrook Way (W)	907	227	602	1521	0.596	915	1145	3.4	1.5	6.006	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	187	47	1177	807	0.231	188	169	0.5	0.3	5.822	A
	2 - Purbrook Way (E)	803	201	346	2046	0.392	804	1019	0.9	0.6	2.900	A
	3 - A3(M) on-slip			583				566				
	4 - Purbrook Way (W)	1252	313	90	2142	0.584	1256	493	2.5	1.4	4.083	A
2 - Western roundabout	1 - Purbrook Way (E)	490	123	4	1793	0.273	491	1259	0.5	0.4	2.766	A
	2 - A3(M) off-slip	958	239	495	1877	0.510	961	0	1.8	1.1	3.940	A
	3 - Purbrook Way (W)	760	190	501	1596	0.476	762	954	1.5	0.9	4.329	A

Revised layout - 2031 + Devt, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Eastern (B&Q) roundabout - 4 - Purbrook Way (W)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Eastern (B&Q) roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Western roundabout - 1 - Purbrook Way (E)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Western roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Revised layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern (B&Q) roundabout	Standard Roundabout		1, 2, 3, 4	10.38	B
2	Western roundabout	Standard Roundabout		1, 2, 3	9.98	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	4	1 - Eastern (B&Q) roundabout - 1 - B&Q / site

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 + Devt	PM	ONE HOUR	16:15	17:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Eastern (B&Q) roundabout	**4 - Purbrook Way (W)**	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - Western roundabout	**1 - Purbrook Way (E)**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eastern (B&Q) roundabout	1 - B&Q / site		ONE HOUR	✓	262	100.000
	2 - Purbrook Way (E)		ONE HOUR	✓	1068	100.000
	3 - A3(M) on-slip					
	4 - Purbrook Way (W)	✓				
2 - Western roundabout	1 - Purbrook Way (E)	✓				
	2 - A3(M) off-slip		ONE HOUR	✓	1272	100.000
	3 - Purbrook Way (W)		ONE HOUR	✓	1013	100.000

Origin-Destination Data

1 - Eastern (B&Q) roundabout

Demand (Veh/hr)

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	122	44	96
	2 - Purbrook Way (E)	118	7	393	550
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	119	1220	314	11

2 - Western roundabout

Demand (Veh/hr)

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	2	0	648
	2 - A3(M) off-slip	661	0	611
	3 - Purbrook Way (W)	1008	0	5

Vehicle Mix

1 - Eastern (B&Q) roundabout

Heavy Vehicle Percentages

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	0	0	0
	2 - Purbrook Way (E)	0	0	1	2
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	0	2	2	0

2 - Western roundabout

Heavy Vehicle Percentages

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	50	0	2
	2 - A3(M) off-slip	0	0	1
	3 - Purbrook Way (W)	2	0	20

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eastern (B&Q) roundabout	1 - B&Q / site	0.60	18.23	1.4	C	240	361
	2 - Purbrook Way (E)	0.61	4.88	1.6	A	980	1470
	3 - A3(M) on-slip						
	4 - Purbrook Way (W)	0.87	12.69	6.2	B	1524	2286
2 - Western roundabout	1 - Purbrook Way (E)	0.40	3.36	0.7	A	600	900
	2 - A3(M) off-slip	0.83	12.22	4.6	B	1167	1751
	3 - Purbrook Way (W)	0.78	11.49	3.5	B	930	1394

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	197	49	1156	820	0.241	196	177	0.0	0.3	5.761	A
	2 - Purbrook Way (E)	804	201	347	2045	0.393	801	1005	0.0	0.6	2.889	A
	3 - A3(M) on-slip			587				562				
	4 - Purbrook Way (W)	1245	311	94	2139	0.582	1240	493	0.0	1.4	3.978	A
2 - Western roundabout	1 - Purbrook Way (E)	490	123	4	1793	0.273	489	1252	0.0	0.4	2.758	A
	2 - A3(M) off-slip	958	239	493	1879	0.510	954	0	0.0	1.0	3.874	A
	3 - Purbrook Way (W)	763	191	497	1599	0.477	759	949	0.0	0.9	4.269	A

16:30 - 16:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	236	59	1386	679	0.347	235	212	0.3	0.5	8.089	A
	2 - Purbrook Way (E)	960	240	416	1989	0.483	959	1205	0.6	0.9	3.491	A
	3 - A3(M) on-slip			702				673				
	4 - Purbrook Way (W)	1490	373	112	2126	0.701	1486	590	1.4	2.3	5.599	A
2 - Western roundabout	1 - Purbrook Way (E)	587	147	4	1793	0.327	587	1499	0.4	0.5	2.984	A
	2 - A3(M) off-slip	1144	286	591	1800	0.635	1141	0	1.0	1.7	5.437	A
	3 - Purbrook Way (W)	911	228	595	1527	0.596	908	1137	0.9	1.5	5.801	A

16:45 - 17:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	288	72	1681	499	0.579	285	259	0.5	1.3	16.641	C
	2 - Purbrook Way (E)	1176	294	505	1918	0.613	1173	1462	0.9	1.6	4.819	A
	3 - A3(M) on-slip			858				820				
	4 - Purbrook Way (W)	1816	454	137	2107	0.862	1803	721	2.3	5.7	11.342	B
2 - Western roundabout	1 - Purbrook Way (E)	717	179	5	1792	0.400	717	1827	0.5	0.7	3.346	A
	2 - A3(M) off-slip	1401	350	722	1695	0.826	1390	0	1.7	4.4	11.399	B
	3 - Purbrook Way (W)	1115	279	724	1431	0.779	1108	1387	1.5	3.4	10.890	B

17:00 - 17:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	288	72	1704	485	0.595	288	261	1.3	1.4	18.233	C
	2 - Purbrook Way (E)	1176	294	511	1913	0.615	1176	1481	1.6	1.6	4.884	A
	3 - A3(M) on-slip			861				826				
	4 - Purbrook Way (W)	1829	457	138	2107	0.868	1827	723	5.7	6.2	12.689	B
2 - Western roundabout	1 - Purbrook Way (E)	720	180	6	1792	0.402	720	1839	0.7	0.7	3.356	A
	2 - A3(M) off-slip	1401	350	725	1693	0.827	1400	0	4.4	4.6	12.222	B
	3 - Purbrook Way (W)	1115	279	730	1427	0.782	1115	1395	3.4	3.5	11.491	B

17:15 - 17:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	236	59	1420	659	0.358	239	215	1.4	0.6	8.645	A
	2 - Purbrook Way (E)	960	240	425	1982	0.484	963	1234	1.6	0.9	3.539	A
	3 - A3(M) on-slip			706				682				
	4 - Purbrook Way (W)	1507	377	113	2125	0.709	1522	593	6.2	2.5	6.107	A
2 - Western roundabout	1 - Purbrook Way (E)	591	148	5	1793	0.329	591	1516	0.7	0.5	2.999	A
	2 - A3(M) off-slip	1144	286	596	1796	0.637	1155	0	4.6	1.8	5.710	A
	3 - Purbrook Way (W)	911	228	602	1521	0.599	918	1149	3.5	1.5	6.048	A

17:30 - 17:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	197	49	1174	809	0.244	198	179	0.6	0.3	5.908	A
	2 - Purbrook Way (E)	804	201	352	2041	0.394	805	1021	0.9	0.7	2.917	A
	3 - A3(M) on-slip			590				567				
	4 - Purbrook Way (W)	1255	314	94	2139	0.587	1259	496	2.5	1.4	4.111	A
2 - Western roundabout	1 - Purbrook Way (E)	493	123	4	1793	0.275	494	1262	0.5	0.4	2.770	A
	2 - A3(M) off-slip	958	239	498	1875	0.511	961	0	1.8	1.1	3.949	A
	3 - Purbrook Way (W)	763	191	501	1596	0.478	765	957	1.5	0.9	4.345	A

Revised layout - 2031 Base, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Eastern (B&Q) roundabout - 4 - Purbrook Way (W)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Eastern (B&Q) roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Western roundabout - 1 - Purbrook Way (E)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Western roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Revised layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern (B&Q) roundabout	Standard Roundabout		1, 2, 3, 4	9.15	A
2	Western roundabout	Standard Roundabout		1, 2, 3	4.74	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	3	1 - Eastern (B&Q) roundabout - 1 - B&Q / site

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 Base	SAT	ONE HOUR	11:30	13:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Eastern (B&Q) roundabout	**4 - Purbrook Way (W)**	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - Western roundabout	**1 - Purbrook Way (E)**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eastern (B&Q) roundabout	1 - B&Q / site		ONE HOUR	✓	539	100.000
	2 - Purbrook Way (E)		ONE HOUR	✓	1050	100.000
	3 - A3(M) on-slip					
	4 - Purbrook Way (W)	✓				
2 - Western roundabout	1 - Purbrook Way (E)	✓				
	2 - A3(M) off-slip		ONE HOUR	✓	903	100.000
	3 - Purbrook Way (W)		ONE HOUR	✓	838	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - Eastern (B&Q) roundabout

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	250	123	166
	2 - Purbrook Way (E)	229	1	429	391
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	264	867	283	2

Demand (Veh/hr)

2 - Western roundabout

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	1	0	558
	2 - A3(M) off-slip	581	0	322
	3 - Purbrook Way (W)	834	0	4

Vehicle Mix

Heavy Vehicle Percentages

1 - Eastern (B&Q) roundabout

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	0	0	0
	2 - Purbrook Way (E)	0	0	0	2
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	0	1	1	0

Heavy Vehicle Percentages

2 - Western roundabout

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	0	0	1
	2 - A3(M) off-slip	0	0	0
	3 - Purbrook Way (W)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eastern (B&Q) roundabout	1 - B&Q / site	0.78	21.31	3.4	C	495	742
	2 - Purbrook Way (E)	0.63	5.32	1.7	A	963	1445
	3 - A3(M) on-slip						
	4 - Purbrook Way (W)	0.76	7.40	3.1	A	1296	1944
2 - Western roundabout	1 - Purbrook Way (E)	0.34	3.01	0.5	A	515	772
	2 - A3(M) off-slip	0.56	4.52	1.2	A	829	1243
	3 - Purbrook Way (W)	0.61	6.13	1.6	A	769	1153

Main Results for each time segment

11:30 - 11:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	406	101	860	1006	0.403	403	369	0.0	0.7	5.945	A
	2 - Purbrook Way (E)	790	198	429	1995	0.396	788	834	0.0	0.7	2.976	A
	3 - A3(M) on-slip			592				625				
	4 - Purbrook Way (W)	1060	265	173	2102	0.504	1056	419	0.0	1.0	3.429	A
2 - Western roundabout	1 - Purbrook Way (E)	421	105	3	1815	0.232	420	1062	0.0	0.3	2.577	A
	2 - A3(M) off-slip	680	170	423	1948	0.349	678	0	0.0	0.5	2.828	A
	3 - Purbrook Way (W)	631	158	437	1662	0.380	628	663	0.0	0.6	3.478	A

11:45 - 12:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	485	121	1031	902	0.537	483	442	0.7	1.1	8.543	A
	2 - Purbrook Way (E)	944	236	514	1926	0.490	943	1000	0.7	1.0	3.654	A
	3 - A3(M) on-slip			708				748				
	4 - Purbrook Way (W)	1268	317	207	2076	0.611	1266	501	1.0	1.6	4.433	A
2 - Western roundabout	1 - Purbrook Way (E)	503	126	4	1814	0.277	503	1271	0.3	0.4	2.745	A
	2 - A3(M) off-slip	812	203	507	1882	0.431	811	0	0.5	0.8	3.359	A
	3 - Purbrook Way (W)	753	188	523	1598	0.472	752	795	0.6	0.9	4.253	A

12:00 - 12:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	593	148	1259	764	0.776	585	540	1.1	3.2	19.286	C
	2 - Purbrook Way (E)	1156	289	625	1837	0.629	1153	1219	1.0	1.7	5.244	A
	3 - A3(M) on-slip			864				914				
	4 - Purbrook Way (W)	1552	388	253	2041	0.760	1546	612	1.6	3.1	7.175	A
2 - Western roundabout	1 - Purbrook Way (E)	614	154	4	1814	0.339	614	1555	0.4	0.5	2.998	A
	2 - A3(M) off-slip	994	249	618	1793	0.554	992	0	0.8	1.2	4.484	A
	3 - Purbrook Way (W)	923	231	640	1510	0.611	920	971	0.9	1.5	6.071	A

12:15 - 12:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	593	148	1266	760	0.781	593	542	3.2	3.4	21.312	C
	2 - Purbrook Way (E)	1156	289	631	1832	0.631	1156	1228	1.7	1.7	5.322	A
	3 - A3(M) on-slip			868				918				
	4 - Purbrook Way (W)	1556	389	253	2041	0.762	1555	615	3.1	3.1	7.400	A
2 - Western roundabout	1 - Purbrook Way (E)	618	154	4	1814	0.341	618	1559	0.5	0.5	3.008	A
	2 - A3(M) off-slip	994	249	622	1790	0.555	994	0	1.2	1.2	4.523	A
	3 - Purbrook Way (W)	923	231	641	1510	0.611	923	975	1.5	1.6	6.133	A

12:30 - 12:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	485	121	1042	895	0.541	493	445	3.4	1.2	9.136	A
	2 - Purbrook Way (E)	944	236	522	1920	0.492	947	1013	1.7	1.0	3.710	A
	3 - A3(M) on-slip			714				755				
	4 - Purbrook Way (W)	1274	318	207	2076	0.614	1280	506	3.1	1.6	4.561	A
2 - Western roundabout	1 - Purbrook Way (E)	508	127	4	1814	0.280	509	1277	0.5	0.4	2.757	A
	2 - A3(M) off-slip	812	203	512	1877	0.432	814	0	1.2	0.8	3.393	A
	3 - Purbrook Way (W)	753	188	524	1596	0.472	756	802	1.6	0.9	4.297	A

12:45 - 13:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	406	101	869	1000	0.406	408	372	1.2	0.7	6.097	A
	2 - Purbrook Way (E)	790	198	434	1991	0.397	792	844	1.0	0.7	3.007	A
	3 - A3(M) on-slip			595				630				
	4 - Purbrook Way (W)	1065	266	173	2101	0.507	1068	422	1.6	1.0	3.492	A
2 - Western roundabout	1 - Purbrook Way (E)	424	106	3	1815	0.233	424	1068	0.4	0.3	2.590	A
	2 - A3(M) off-slip	680	170	427	1945	0.350	681	0	0.8	0.5	2.849	A
	3 - Purbrook Way (W)	631	158	439	1660	0.380	632	669	0.9	0.6	3.504	A

Revised layout - 2031 + Devt, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Eastern (B&Q) roundabout - 4 - Purbrook Way (W)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Eastern (B&Q) roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Western roundabout - 1 - Purbrook Way (E)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Western roundabout	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Revised layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Eastern (B&Q) roundabout	Standard Roundabout		1, 2, 3, 4	9.77	A
2	Western roundabout	Standard Roundabout		1, 2, 3	4.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	2	1 - Eastern (B&Q) roundabout - 1 - B&Q / site

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 + Devt	SAT	ONE HOUR	11:30	13:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Eastern (B&Q) roundabout	**4 - Purbrook Way (W)**	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - Western roundabout	**1 - Purbrook Way (E)**	1	4	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Eastern (B&Q) roundabout	1 - B&Q / site		ONE HOUR	✓	556	100.000
	2 - Purbrook Way (E)		ONE HOUR	✓	1055	100.000
	3 - A3(M) on-slip					
	4 - Purbrook Way (W)	✓				
2 - Western roundabout	1 - Purbrook Way (E)	✓				
	2 - A3(M) off-slip		ONE HOUR	✓	903	100.000
	3 - Purbrook Way (W)		ONE HOUR	✓	845	100.000

Origin-Destination Data

Demand (Veh/hr)

1 - Eastern (B&Q) roundabout

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	256	125	175
	2 - Purbrook Way (E)	237	1	428	389
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	274	864	283	2

Demand (Veh/hr)

2 - Western roundabout

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	1	0	565
	2 - A3(M) off-slip	581	0	322
	3 - Purbrook Way (W)	841	0	4

Vehicle Mix

Heavy Vehicle Percentages

1 - Eastern (B&Q) roundabout

		To			
		1 - B&Q / site	2 - Purbrook Way (E)	3 - A3(M) on-slip	4 - Purbrook Way (W)
From	1 - B&Q / site	0	0	0	0
	2 - Purbrook Way (E)	0	0	0	2
	3 - A3(M) on-slip	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Purbrook Way (W)	0	1	1	0

Heavy Vehicle Percentages

2 - Western roundabout

		To		
		1 - Purbrook Way (E)	2 - A3(M) off-slip	3 - Purbrook Way (W)
From	1 - Purbrook Way (E)	0	0	1
	2 - A3(M) off-slip	0	0	0
	3 - Purbrook Way (W)	1	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Eastern (B&Q) roundabout	1 - B&Q / site	0.80	23.54	3.8	C	510	765
	2 - Purbrook Way (E)	0.64	5.44	1.7	A	968	1452
	3 - A3(M) on-slip						
	4 - Purbrook Way (W)	0.77	7.62	3.3	A	1302	1954
2 - Western roundabout	1 - Purbrook Way (E)	0.34	3.03	0.5	A	521	781
	2 - A3(M) off-slip	0.56	4.56	1.3	A	829	1243
	3 - Purbrook Way (W)	0.62	6.21	1.6	A	775	1163

Main Results for each time segment

11:30 - 11:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	419	105	858	1007	0.416	416	382	0.0	0.7	6.058	A
	2 - Purbrook Way (E)	794	199	437	1988	0.399	792	836	0.0	0.7	3.002	A
	3 - A3(M) on-slip			603				626				
	4 - Purbrook Way (W)	1065	266	179	2097	0.508	1061	424	0.0	1.0	3.458	A
2 - Western roundabout	1 - Purbrook Way (E)	426	106	3	1815	0.235	425	1067	0.0	0.3	2.587	A
	2 - A3(M) off-slip	680	170	428	1944	0.350	678	0	0.0	0.5	2.837	A
	3 - Purbrook Way (W)	636	159	437	1662	0.383	634	669	0.0	0.6	3.493	A

11:45 - 12:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	500	125	1028	904	0.553	498	458	0.7	1.2	8.821	A
	2 - Purbrook Way (E)	948	237	523	1919	0.494	947	1003	0.7	1.0	3.700	A
	3 - A3(M) on-slip			721				749				
	4 - Purbrook Way (W)	1275	319	214	2071	0.616	1273	508	1.0	1.6	4.496	A
2 - Western roundabout	1 - Purbrook Way (E)	510	127	4	1814	0.281	509	1278	0.3	0.4	2.758	A
	2 - A3(M) off-slip	812	203	513	1877	0.433	811	0	0.5	0.8	3.374	A
	3 - Purbrook Way (W)	760	190	523	1598	0.475	759	801	0.6	0.9	4.285	A

12:00 - 12:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	612	153	1255	767	0.799	603	559	1.2	3.6	20.898	C
	2 - Purbrook Way (E)	1162	290	636	1828	0.636	1159	1222	1.0	1.7	5.356	A
	3 - A3(M) on-slip			880				914				
	4 - Purbrook Way (W)	1559	390	261	2035	0.766	1553	619	1.6	3.2	7.375	A
2 - Western roundabout	1 - Purbrook Way (E)	621	155	4	1814	0.343	621	1563	0.4	0.5	3.015	A
	2 - A3(M) off-slip	994	249	625	1787	0.556	992	0	0.8	1.2	4.516	A
	3 - Purbrook Way (W)	930	233	640	1510	0.616	928	978	0.9	1.6	6.149	A

12:15 - 12:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	612	153	1263	762	0.804	611	562	3.6	3.8	23.542	C
	2 - Purbrook Way (E)	1162	290	643	1823	0.637	1161	1231	1.7	1.7	5.443	A
	3 - A3(M) on-slip			885				919				
	4 - Purbrook Way (W)	1563	391	262	2034	0.768	1563	623	3.2	3.3	7.625	A
2 - Western roundabout	1 - Purbrook Way (E)	625	156	4	1814	0.345	625	1567	0.5	0.5	3.027	A
	2 - A3(M) off-slip	994	249	630	1784	0.557	994	0	1.2	1.3	4.557	A
	3 - Purbrook Way (W)	930	233	641	1510	0.616	930	983	1.6	1.6	6.212	A

12:30 - 12:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	500	125	1040	897	0.557	510	462	3.8	1.3	9.537	A
	2 - Purbrook Way (E)	948	237	533	1911	0.496	951	1017	1.7	1.0	3.764	A
	3 - A3(M) on-slip			728				757				
	4 - Purbrook Way (W)	1280	320	215	2070	0.619	1287	513	3.3	1.6	4.634	A
2 - Western roundabout	1 - Purbrook Way (E)	515	129	4	1814	0.284	516	1283	0.5	0.4	2.772	A
	2 - A3(M) off-slip	812	203	519	1872	0.434	814	0	1.3	0.8	3.407	A
	3 - Purbrook Way (W)	760	190	524	1596	0.476	762	808	1.6	0.9	4.332	A

12:45 - 13:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Eastern (B&Q) roundabout	1 - B&Q / site	419	105	867	1001	0.418	421	385	1.3	0.7	6.225	A
	2 - Purbrook Way (E)	794	199	442	1984	0.400	796	846	1.0	0.7	3.031	A
	3 - A3(M) on-slip			607				631				
	4 - Purbrook Way (W)	1071	268	179	2097	0.511	1073	427	1.6	1.1	3.524	A
2 - Western roundabout	1 - Purbrook Way (E)	429	107	3	1815	0.236	429	1073	0.4	0.3	2.598	A
	2 - A3(M) off-slip	680	170	432	1941	0.350	681	0	0.8	0.5	2.858	A
	3 - Purbrook Way (W)	636	159	439	1660	0.383	637	674	0.9	0.6	3.522	A

APPENDIX L: Parking Assessment Calculations

PROJECT: LIDL Purbrook Way, Havant - Revised Application

Detailed Parking Assessment

Consented Trip Rates

Lidl Foodstore — 113 SPACES

WEEKDAY

TRIP RATES — 2185 sqm GFA

TIME	IN	OUT	IN	OUT	5 ACCUM
00:00-01:00	0.000	0.000	0	0	6
01:00-02:00	0.000	0.000	0	0	6
02:00-03:00	0.000	0.000	0	0	6
03:00-04:00	0.000	0.000	0	0	6
04:00-05:00	0.000	0.000	0	0	6
05:00-06:00	0.000	0.000	0	0	6
06:00-07:00	0.000	0.000	0	0	6
07:00-08:00	0.507	0.181	11	4	13
08:00-09:00	2.391	1.993	52	44	21
09:00 - 10:00	3.623	2.717	79	59	41
10:00 - 11:00	4.094	3.768	89	82	48
11:00 - 12:00	4.928	4.601	108	101	55
12:00 - 13:00	6.196	6.123	135	134	56
13:00 - 14:00	5.725	5.906	125	129	52
14:00 - 15:00	5.000	5.254	109	115	46
15:00 - 16:00	4.964	5.000	108	109	45
16:00 - 17:00	4.312	4.601	94	101	38
17:00 - 18:00	4.746	4.601	104	101	41
18:00 - 19:00	3.768	3.348	82	90	28
19:00 - 20:00	2.355	2.935	51	64	15
20:00-21:00	1.232	1.594	27	35	7
21:00-22:00	0.109	0.399	2	9	0
22:00-23:00	0.000	0.000	0	0	0
23:00-24:00	0.000	0.000	0	0	0

MAX 56

0 - 15 MINUTE DWELL TIME — 25%

	TIME	IN	IN	OUT	OUT	ACCUM
	-	-	-	-	-	0
52	0000-0015	6.3%	3	0	3	3
52	0015-0030	6.3%	3	3	3	3
52	0030-0045	6.3%	3	3	3	3
52	0045-0100	6.3%	3	3	3	3
79	0100-0115	6.3%	5	3	5	5
79	0115-0130	6.3%	5	5	5	5
79	0130-0145	6.3%	5	5	5	5
79	0145-0200	6.3%	5	5	5	5
89	0200-0215	6.3%	6	5	6	6
89	0215-0230	6.3%	6	6	6	6
89	0230-0245	6.3%	6	6	6	6
89	0245-0300	6.3%	6	6	6	6
108	0300-0315	6.3%	7	6	7	7
108	0315-0330	6.3%	7	7	7	7
108	0330-0345	6.3%	7	7	7	7
108	0345-0400	6.3%	7	7	7	7
135	0400-0415	6.3%	8	7	8	8
135	0415-0430	6.3%	8	8	8	8
135	0430-0445	6.3%	8	8	8	8
135	0445-0500	6.3%	8	8	8	8
125	0500-0515	6.3%	8	8	8	8
125	0515-0530	6.3%	8	8	8	8
125	0530-0545	6.3%	8	8	8	8
125	0545-0600	6.3%	8	8	8	8
109	0600-0615	6.3%	7	8	7	7
109	0615-0630	6.3%	7	7	7	7
109	0630-0645	6.3%	7	7	7	7
109	0645-0700	6.3%	7	7	7	7
108	0700-0715	6.3%	7	7	7	7
108	0715-0730	6.3%	7	7	7	7
108	0730-0745	6.3%	7	7	7	7
108	0745-0800	6.3%	7	7	7	7
94	0800-0815	6.3%	6	7	6	6
94	0815-0830	6.3%	6	6	6	6
94	0830-0845	6.3%	6	6	6	6
94	0845-0900	6.3%	6	6	6	6
104	0900-0915	6.3%	7	6	7	7
104	0915-0930	6.3%	7	7	7	7
104	0930-0945	6.3%	7	7	7	7
104	0945-1000	6.3%	7	7	7	7
82	1000-1015	6.3%	5	7	5	5
82	1015-1030	6.3%	5	5	5	5
82	1030-1045	6.3%	5	5	5	5
82	1045-1100	6.3%	5	5	5	5
51	1100-1115	6.3%	3	5	3	3
51	1115-1130	6.3%	3	3	3	3
51	1130-1145	6.3%	3	3	3	3
51	1145-1200	6.3%	3	3	3	3

15 - 30 MINUTE DWELL TIME — 30%

TIME	IN	IN	OUT	OUT	ACCUM
-	-	-	-	-	0
0000-0015	7.5%	4	0	4	4
0015-0030	7.5%	4	0	8	8
0030-0045	7.5%	4	4	8	8
0045-0100	7.5%	4	4	8	8
0100-0115	7.5%	6	4	10	10
0115-0130	7.5%	6	4	12	12
0130-0145	7.5%	6	6	12	12
0145-0200	7.5%	6	6	12	12
0200-0215	7.5%	7	6	14	14
0215-0230	7.5%	7	7	14	14
0230-0245	7.5%	7	7	14	14
0245-0300	7.5%	7	7	14	14
0300-0315	7.5%	8	7	15	15
0315-0330	7.5%	8	7	16	16
0330-0345	7.5%	8	8	16	16
0345-0400	7.5%	8	8	16	16
0400-0415	7.5%	10	8	18	18
0415-0430	7.5%	10	8	20	20
0430-0445	7.5%	10	10	20	20
0445-0500	7.5%	10	10	20	20
0500-0515	7.5%	9	10	19	19
0515-0530	7.5%	9	10	18	18
0530-0545	7.5%	9	9	18	18
0545-0600	7.5%	9	9	18	18
0600-0615	7.5%	8	9	17	17
0615-0630	7.5%	8	9	16	16
0630-0645	7.5%	8	8	16	16
0645-0700	7.5%	8	8	16	16
0700-0715	7.5%	8	8	16	16
0715-0730	7.5%	8	8	16	16
0730-0745	7.5%	8	8	16	16
0745-0800	7.5%	8	8	16	16
0800-0815	7.5%	7	8	15	15
0815-0830	7.5%	7	7	14	14
0830-0845	7.5%	7	7	14	14
0845-0900	7.5%	7	7	14	14
0900-0915	7.5%	8	7	16	16
0915-0930	7.5%	8	8	16	16
0930-0945	7.5%	8	8	16	16
0945-1000	7.5%	8	8	16	16
1000-1015	7.5%	6	8	12	12
1015-1030	7.5%	6	6	12	12
1030-1045	7.5%	6	6	12	12
1045-1100	7.5%	4	6	10	10
1100-1115	7.5%	4	4	8	8
1115-1130	7.5%	4	4	8	8
1130-1145	7.5%	4	4	8	8
1145-1200	7.5%	4	4	8	8

30 - 45 MINUTE DWELL TIME — 35%

TIME	IN	IN	OUT	OUT	ACCUM
-	-	-	-	-	0
0000-0015	8.8%	5	0	5	5
0015-0030	8.8%	5	0	10	10
0030-0045	8.8%	5	0	15	15
0045-0100	8.8%	5	5	15	15
0100-0115	8.8%	7	5	17	17
0115-0130	8.8%	10	5	19	19
0130-0145	8.8%	7	5	21	21
0145-0200	8.8%	7	7	21	21
0200-0215	8.8%	8	7	22	22
0215-0230	8.8%	8	7	23	23
0230-0245	8.8%	8	7	24	24
0245-0300	8.8%	8	8	24	24
0300-0315	8.8%	9	8	25	25
0315-0330	8.8%	9	8	26	26
0330-0345	8.8%	9	8	27	27
0345-0400	8.8%	9	9	27	27
0400-0415	8.8%	12	9	30	30
0415-0430	8.8%	12	9	33	33
0430-0445	8.8%	12	9	36	36
0445-0500	8.8%	12	12	36	36
0500-0515	8.8%	11	12	35	35
0515-0530	8.8%	11	12	34	34
0530-0545	8.8%	11	11	33	33
0545-0600	8.8%	11	11	33	33
0600-0615	8.8%	10	11	32	32
0615-0630	8.8%	10	10	31	31
0630-0645	8.8%	10	10	31	31
0645-0700	8.8%	10	10	30	30
0700-0715	8.8%	10	10	30	30
0715-0730	8.8%	9	10	29	29
0730-0745	8.8%	9	9	29	29
0745-0800	8.8%	9	9	29	29
0800-0815	8.8%	9	9	29	29
0815-0830	8.8%	9	9	28	28
0830-0845	8.8%	9	9	27	27
0845-0900	8.8%	9	9	27	27
0900-0915	8.8%	9	9	26	26
0915-0930	8.8%	9	9	25	25
0930-0945	8.8%	8	9	24	24
0945-1000	8.8%	8	8	24	24
1000-1015	8.8%	9	8	25	25
1015-1030	8.8%	9	8	26	26
1030-1045	8.8%	9	8	27	27
1045-1100	8.8%	9	9	27	27
1100-1115	8.8%	7	9	25	25
1115-1130	8.8%	7	9	23	23
1130-1145	8.8%	8	9	21	21
1145-1200	8.8%	7	7	21	21
1200-1215	8.8%	4	7	18	18
1215-1230	8.8%	4	7	15	15
1230-1245	8.8%	4	7	12	12
1245-1300	8.8%	4	4	12	12

45 - 60 MINUTE DWELL TIME — 10%

TIME	IN	IN	OUT	OUT	ACCUM
-	-	-	-	-	0
0000-0015	2.5%	1	0	1	1
0015-0030	2.5%	1	0	2	2
0030-0045	2.5%	1	0	3	3
0045-0100	2.5%	1	0	4	4
0100-0115	2.5%	2	1	5	5
0115-0130	2.5%	2	1	6	6
0130-0145	2.5%	2	1	7	7
0145-0200	2.5%	2	1	8	8
0200-0215	2.5%	2	2	8	8
0215-0230	2.5%	2	2	8	8
0230-0245	2.5%	2	2	8	8
0245-0300	2.5%	2	2	8	8
0300-0315	2.5%	3	2	9	9
0315-0330	2.5%	3	2	10	10
0330-0345	2.5%	3	2	11	11
0345-0400	2.5%	3	2	12	12
0400-0415	2.5%	3	3	12	12
0415-0430	2.5%	3	3	12	12
0430-0445	2.5%	3	3	12	12
0445-0500	2.5%	3	3	12	12
0500-0515	2.5%	3	3	12	12
0515-0530	2.5%	3	3	12	12
0530-0545	2.5%	3	3	12	12
0545-0600	2.5%	3	3	12	12
0600-0615	2.5%	3	3	12	12
0615-0630	2.5%	3	3	12	12
0630-0645	2.5%	3	3	12	12
0645-0700	2.5%	3	3	12	12
0700-0715	2.5%	3	3	12	12
0715-0730	2.5%	3	3	12	12
0730-0745	2.5%	3	3	12	12
0745-0800	2.5%	3	3	12	12
0800-0815	2.5%	3	3	12	12
0815-0830	2.5%	3	3	12	12
0830-0845	2.5%	3	3	12	12
0845-0900	2.5%	3	3	12	12
0900-0915	2.5%	3	3	12	12
0915-0930	2.5%	3	3	12	12
0930-0945	2.5%	3	3	12	12
0945-1000	2.5%	3	3	12	12
1000-1015	2.5%	3	3	12	12
1015-1030	2.5%	3	3	12	12
1030-1045	2.5%	3	3	12	12
1045-1100	2.5%	3	3	12	12
1100-1115	2.5%	3	3	12	12
1115-1130	2.5%	3	3	12	12
1130-1145	2.5%	3	3	12	12
1145-1200	2.5%	3	3	12	12
1200-1215	2.5%	3	3	12	12
1215-1230	2.5%	3	3	12	12
1230-1245	2.5%	3	3	12	12
1245-1300	2.5%	3	3	12	12
1300-1315	2.5%	3	3	12	12
1315-1330	2.5%	3	3	12	12
1330-1345	2.5%	3	3	12	12
1345-1400	2.5%	3	3	12	12
1400-1415	2.5%	3	3	12	12
1415-1430	2.5%	3	3	12	12
1430-1445	2.5%	3	3	12	12
1445-1500	2.5%	3	3	12	12
1500-1515	2.5%	3	3	12	12
1515-1530	2.5%	3	3	12	12
1530-1545	2.5%	3	3	12	12
1545-1600	2.5%	3	3	12	12
1600-1615	2.5%	3	3	12	12
1615-1630	2.5%	3	3	12	12
1630-1645	2.5%	3	3	12	12
1645-1700	2.5%	3	3	12	12
1700-1715	2.5%	3	3	12	12
1715-1730	2.5%	3	3	12	12
1730-1745	2.5%	3	3	12	12
1745-1800	2.5%	3	3	12	12
1800-1815	2.5%	2	3	11	11
1815-1830	2.5%	2	3	10	10
1830-1845	2.5%	2	3	9	9
1845-1900	2.5%	2	3	8	8
1900-1915	2.5%	2	2	8	8
1915-1930	2.5%	2	2	8	8
1930-1945	2.5%	2	2	8	8
1945-2000	2.5%	1	2	7	7
2000-2015	2.5%	1	2	6	6
2015-2030	2.5%	1	2	5	5
2030-2045	2.5%	1	2	4	4

COMBINED — 100%

TIME	IN	OUT	ACCUM
-	-	-	13
0000-0015	13	0	26
0015-0030	13	3	36
0030-0045	13	7	42
0045-0100	13	12	43
0100-0115	20	13	50
0115-0130	20	15	55
0130-0145	20	17	58
0145-0200	20	19	59
0200-0215	23	20	62
0215-0230	23	21	64
0230-0245	23	22	65
0245-0300	23	23	65
0300-0315	27	23	69
0315-0330	27	24	72
0330-0345	27	25	74
0345-0400	27	26	75
0400-0415	33	27	81
0415-0430	33	28	86
0430-0445	33	30	89
0445-0500	33	33	89
0500-0515	33	33	87
0515-0530	31	33	85
0530-0545	31	32	84
0545-0600	31	31	84
0600-0615	28	31	81
0615-0630	28	30	79
0630-0645	28	29	78
0645-0700	28	28	78
0700-0715	27	28	77
0715-0730	27	28	76
0730-0745	27	28	75
0745-0800	27	27	75
0800-0815	23	27	71
0815-0830	23	26	68
0830-0845	23	25	66
0845-0900	23	24	65
0900-0915	27	23	69
0915-0930	27	24	72
0930-0945	27	25	74
0945-1000	27	26	75
1000-1015	20	27	68
1015-1030	20	25	63
1030-1045	20	23	60
1045-1100	20	21	59
1100-1115	12	20	51
1115-1130	12	18	45
1130-1145	12	16	41
1145-1200	12	13	40

MAX 89 79%

SATURDAY

TRIP RATES — 2185 sqm GFA

TIME	IN	OUT	IN	OUT	0 ACCUM
00:00-01:00	0.000	0.000	0	0	0
01:00-02:00	0.000	0.000	0	0	0
02:00-03:00	0.000	0.000	0	0	0
03:00-04:00	0.000	0.000	0	0	0
04:00-05:00	0.000	0.000	0	0	0
05:00-06:00	0.000	0.000	0	0	0
06:00-07:00	0.000	0.000	0	0	0
07:00-08:00	0.399	0.036	9	1	8
08:00 - 09:00	2.500	1.667	55	36	27
09:00 - 10:00	3.696	3.152	81	69	39
10:00 - 11:00	5.181	4.167	113	91	61
11:00 - 12:00	5.906	5.543	129	121	69
12:00 - 13:00	6.123	6.123	134	134	69
13:00 - 14:00	5.797	6.196	127	135	61
14:00 - 15:00	6.123	5.797	134	127	68
15:00 - 16:00	5.906	6.123	129	134	63
16:00 - 17:00	5.181	5.580	113	122	54
17:00 - 18:00	4.493	4.891	98	107	45
18:00 - 19:00	2.790	3.986	61	87	19
19:00 - 20:00	1.522	1.848	33	40	12
20:00-21:00	0.833	1.196	18	26	4
21:00-22:00	0.036	0.109	1	2	3
22:00-23:00	0.000	0.000	0	0	3
23:00-24:00	0.000	0.000	0	0	3

MAX 69

0 - 15 MINUTE DWELL TIME — 25%

	TIME	IN	IN	OUT	OUT	ACCUM
	-	-	-	-	-	0
55	0000-0015	6.3%	3	0	3	3
55	0015-0030	6.3%	3	3	3	3
55	0030-0045	6.3%	3	3	3	3
55	0045-0100	6.3%	3	3	3	3
81	0100-0115	6.3%	5	3	5	5
81	0115-0130	6.3%	5	5	5	5
81	0130-0145	6.3%	5	5	5	5
81	0145-0200	6.3%	5	5	5	5
113	0200-0215	6.3%	7	5	7	7
113	0215-0230	6.3%	7	7	7	7
113	0230-0245	6.3%	7	7	7	7
113	0245-0300	6.3%	7	7	7	7
129	0300-0315	6.3%	8	7	8	8
129	0315-0330	6.3%	8	8	8	8
129	0330-0345	6.3%	8	8	8	8
129	0345-0400	6.3%	8	8	8	8
134	0400-0415	6.3%	8	8	8	8
134	0415-0430	6.3%	8	8	8	8
134	0430-0445	6.3%	8	8	8	8
134	0445-0500	6.3%	8	8	8	8
127	0500-0515	6.3%	8	8	8	8
127	0515-0530	6.3%	8	8	8	8
127	0530-0545	6.3%	8	8	8	8
127	0545-0600	6.3%	8	8	8	8
134	0600-0615	6.3%	8	8	8	8
134	0615-0630	6.3%	8	8	8	8
134	0630-0645	6.3%	8	8	8	8
134	0645-0700	6.3%	8	8	8	8
129	0700-0715	6.3%	8	8	8	8
129	0715-0730	6.3%	8	8	8	8
129	0730-0745	6.3%	8	8	8	8
129	0745-0800	6.3%	8	8	8	8
113	0800-0815	6.3%	7	8	7	7
113	0815-0830	6.3%	7	7	7	7
113	0830-0845	6.3%	7	7	7	7
113	0845-0900	6.3%	7	7	7	7
98	0900-0915	6.3%	6	7	6	6
98	0915-0930	6.3%	6	6	6	6
98	0930-0945	6.3%	6	6	6	6
98	0945-1000	6.3%	6	6	6	6
61	1000-1015	6.3%	4	6	4	4
61	1015-1030	6.3%	4	4	4	4
61	1030-1045	6.3%	4	4	4	4
61	1045-1100	6.3%	4	4	4	4
33	1100-1115	6.3%	2	4	2	2
33	1115-1130	6.3%	2	2	2	2
33	1130-1145	6.3%	2	2	2	2
33	1145-1200	6.3%	2	2	2	2

15 - 30 MINUTE DWELL TIME — 30%

TIME	IN	IN	OUT	OUT	ACCUM
-	-	-	-	-	0
0000-0015	7.5%	4	0	4	4
0015-0030	7.5%	4	0	8	8
0030-0045	7.5%	4	4	8	8
0045-0100	7.5%	4	4	8	8
0100-0115	7.5%	6	4	10	10
0115-0130	7.5%	6	4	12	12
0130-0145	7.5%	6	6	12	12
0145-0200	7.5%	6	6	12	12
0200-0215	7.5%	7	6	14	14
0215-0230	7.5%	7	7	14	14
0230-0245	7.5%	7	7	14	14
0245-0300	7.5%	7	7	14	14
0300-0315	7.5%	8	7	15	15
0315-0330	7.5%	8	7	16	16
0330-0345	7.5%	8	8	16	16
0345-0400	7.5%	8	8	16	16
0400-0415	7.5%	10	8	18	18
0415-0430	7.5%	10	8	20	20
0430-0445	7.5%	10	10	20	20
0445-0500	7.5%	10	10	20	20
0500-0515	7.5%	10	10	20	20
0515-0530	7.5%	10	10	20	20
0530-0545	7.5%	10	10	20	20
0545-0600	7.5%	10	10	20	20
0600-0615	7.5%	10	10	20	20
0615-0630	7.5%	10	10	20	20
0630-0645	7.5%	10	10	20	20
0645-0700	7.5%	10	10	20	20
0700-0715	7.5%	10	10	20	20
0715-0730	7.5%	10	10	20	20
0730-0745	7.5%	10	10	20	20
0745-0800	7.5%	10	10	20	20
0800-0815	7.5%	8	10	18	18
0815-0830	7.5%	8	10	16	16
0830-0845	7.5%	8	8	16	16
0845-0900	7.5%	8	8	16	16
0900-0915	7.5%	7	8	15	15
0915-0930	7.5%	7	8	14	14
0930-0945	7.5%	7	7	14	14
0945-1000	7.5%	7	7	14	14
1000-1015	7.5%	5	7	10	10
1015-1030	7.5%	5	5	10	10
1030-1045	7.5%	5	5	10	10
1045-1100	7.5%	5	5	10	10
1100-1115	7.5%	2	5	7	7
1115-1130	7.5%	2	5	4	4
1130-1145	7.5%	2	2	4	4
1145-1200	7.5%	2	2	4	4

30 - 45 MINUTE DWELL TIME — 35%

TIME	IN	IN	OUT	OUT	ACCUM
-	-	-	-	-	0
0000-0015	8.8%	0	0	0	0
0015-0030	8.8%	0	0	0	0
0030-0045	8.8%	0	0	0	0
0045-0100	8.8%	0	0	0	0
0100-0115	8.8%	1	0	1	1
0115-0130	8.8%	1	0	2	2
0130-0145	8.8%	1	0	3	3
0145-0200	8.8%	1	0	3	3
0200-0215	8.8%	1	0	3	3
0215-0230	8.8%	1	1	8	8
0230-0245	8.8%	1	1	13	13
0245-0300	8.8%	6	1	18	18
0300-0315	8.8%	6	6	18	18
0315-0330	8.8%	6	6	27	27
0330-0345	8.8%	15	6	36	36
0345-0400	8.8%	15	6	45	45
0400-0415	8.8%	15	15	45	45
0415-0430	8.8%	13	15	43	43
0430-0445	8.8%	13	15	41	41
0445-0500	8.8%	13	13	39	39
0500-0515	8.8%	13	13	39	39
0515-0530	8.8%	13	13	39	39
0530-0545	8.8%	13	13	39	39
0545-0600	8.8%	13	13	39	39
0600-0615	8.8%	12	13	38	38
0615-0630	8.8%	12	13	37	37
0630-0645	8.8%	12	13	36	36
0645-0700	8.8%	12	12	36	36
0700-0715	8.8%	11	12	35	35
0715-0730	8.8%	11	12	34	34
0730-0745	8.8%	11	11	33	33
0745-0800	8.8%	11	11	33	33
0800-0815	8.8%	11	11	33	33
0815-0830	8.8%	11	11	33	33
0830-0845	8.8%	11	11	33	33
0845-0900	8.8%	11	11	33	33
0900-0915	8.8%	12	11	34	34
0915-0930	8.8%	12	11	35	35
0930-0945	8.8%	12	11	36	36
0945-1000	8.8%	12	12	36	36
1000-1015	8.8%	11	12	35	35
1015-1030	8.8%	11	12	34	34
1030-1045	8.8%	11	11	33	33
1045-1100	8.8%	11	11	33	33
1100-1115	8.8%	10	11	32	32
1115